

Translation

**Local Vessels Advisory Committee**  
**Joint Sub-committee on Class I and Class IV Vessels**  
**Minutes of the 3<sup>rd</sup> Meeting**

Date : 28 December 2012 (Friday)  
Time : 2:30 p.m.  
Place : Conference Room A, 24/F, Harbour Building, Central

**Present**

Mr. CHAN Cheuk-sang (Chairman)	Marine Department (MD)
Mr. WONG Sai-fat (Chairman)	MD
Mr. KWOK Tak-kee	Hong Kong & Kowloon Motor Boats & Tug Boats Association Ltd. (MBTA)
Mr. WEN Tsz-kit	MBTA
Mr. NG Siu-yuen, Nelson	Hong Kong & Kowloon Ferry Ltd. (HKKF)
Mr. WONG Ho-yum	HKKF
Mr. WU Ka-shun	South China Towing Co. Ltd. (SCT)
Mr. CHEUNG Kwok-wai	New World First Ferry Services Ltd. (First Ferry)
Mr. P. M. LEE, Alfred	First Ferry
Mr. LI Kin-wah	First Ferry/Hong Kong Seamen's Union (HKSU)
Mr. CHOR Yee-on	The Hongkong and Yaumati Ferry Co. Ltd. (HYF)
Mr. Bill CHAN	Discovery Bay Transportation Services Ltd. (DBTPL)
Mr. LO Ngok-yang	Cheoy Lee Shipyards Limited (Cheoy Lee)
Ms. CHING Ngan-lai	Harbour Transportation Workers General Union (HTWGU)/Small Craft Workers Union
Mr. FAN Keung	HTWGU
Mr. LEE Shing-hing	Sai Kung Kaito Association
Mr. Keith MOWSER	Hong Kong Sailing Federation (HKSF)
Mr. Paul CHEUNG	Hong Kong Jet Sports Boating Association (HKJSBA)
Mr. CHEUNG Sun-ming	Hebe Haven Yacht Club
Mr. WONG Yiu-wah	Marine Excursion Association (MEA)

Mr. KWOK Chi-hong	MEA
Mr. MA Chi-wai	The Hong Kong Shipyard Limited (HK Shipyard)
Mr. KEUNG Siu-fai	Hong Kong & Kowloon Floating Fishermen Welfare Promotion Association (Floating Fishermen)
Mr. LI Joseph	Hong Kong Police Force
Mr. YUEN Wing-cheong	Transport Department
Ms. YAU Lai-size, Lizzy	Leisure and Cultural Services Department (LCSD)
Mr. LI Kin-pong, Warren	MD
Mr. LAW Lap-keung	MD
Mr. LAI Ying-keung	MD
Mr. Clement HAU (Secretary)	MD

### **In Attendance**

Mr. CHAN Mang-fu, Jack	Transport and Housing Bureau (THB)
------------------------	------------------------------------

### **Absent with Apologies**

Mr. Roger EASTHAM	Royal Hong Kong Yacht Club (RHKYC)
Mr. Donald LEE	Hong Kong Water Ski Association (HKWSA)
Mr. LAI Hoi-ping	HTWGU
Mr. CHEUNG Yat-leung, Jacky	Sai Kung Yacht Association
Mr. CHAN Chi-ming	HK Shipyard
Mr. CHEUNG Chi-chuen	Hong Kong & Kowloon Fishermen Association (HKKFA)
Mr. Albert WU	Gold Coast Yacht and Country Club (Gold Coast)
Dr. LAU Kwok-lam, Alan	Pleasure Boating Operations
Mr. Alan REID	Hebe Haven Yacht Club
Mr. Chris WONG	DBTPL
Mr. CHEUNG Yau-kwong	Fat Tat Hong

### **I. Opening Remarks**

**Mr. CHAN Cheuk-sang (MD)** and **Mr. WONG Sai-fat (MD)** welcomed all industry representatives to the meeting.

## **II. Confirmation of Minutes of Previous Meeting**

2. There being no amendments from members at the meeting, the minutes of the previous meeting were confirmed.

## **III. Discussion Items**

### **1. Marine Traffic Control and Safety Measures**

3. **Mr. CHAN Cheuk-sang (MD)** said MD had discussed the marine traffic control measures with the industry and relevant government departments after the previous meeting. MD would gradually re-open Victoria Harbour according to the new arrangement mentioned in the previous meeting. Under the new arrangement, the western cordon line would shift eastward at the speed of about 5 knots. It was expected to reduce the occurrence of head-on situations that used to be caused by simultaneous lifting of the two cordon lines. MD also hoped that with the new arrangement, passenger carrying vessels leaving for the outlying islands could be dispersed as soon as possible. In addition, in order to enhance the understanding of the public and the industry on the new safety measures for improving the safety of spectator vessels, the Government had distributed recently produced promotional leaflets and posters to the industry. Announcements of Public Interest had also been broadcast on TV and radio starting on 21 December 2012. MD would again remind the public of the arrangement before major celebratory events. It was hoped that the above publicity efforts would be conducive to the enforcement of the new measures by the industry. Passenger enquiries about the new measures might be directed to the Harbour Patrol Section of MD (tel.: 2385 2791-2). **Mr. CHAN** made a special appeal to the industry to remind coxswains or vessel operators not to operate a vessel after drinking.

4. **Mr. LI Kin-pong, Warren (MD)** added that MD had issued Marine Department Notice No. 173 of 2012 (i.e. **Paper No. 4/2012**) and uploaded it to the website of MD. The Notice explained in detail the marine traffic control measures for the New Year Countdown Celebration. On New Year's Eve, two water areas would be designated as Viewing Areas, access to which would be restricted to spectator vessels. It was expected that the Viewing Areas could accommodate the excursion vessels on the event day. The landing steps in Tsim Sha Tsui and Central would be closed during the Countdown Celebration to facilitate landside crowd control. MD would step up inspection of spectator vessels on their compliance with safety measures, especially in respect of the donning of lifejackets by children and the

carrying of a passenger and crew list on board. **Mr. LI** hoped that the measures could address public concern about maritime safety.

5. **Mr. LI Joseph (Hong Kong Police Force)** said he noted from the minutes of the previous meeting that members were much concerned about the problem of speeding. Therefore, the Marine Police would step up anti-speeding operation during the event to ensure that vessels observed the speed limits in Victoria Harbour. In addition, **Mr. LI** also encouraged coxswains to carefully consider the return route to be adopted on leaving the Control Area for the event.

6. **Mr. WEN Tsz-kit (MBTA)** responded that the industry would do its best to co-operate with MD on the new arrangement.

7. **Mr. CHAN Cheuk-sang (MD)** expressed gratitude to the industry for its co-operation. He said if members agreed to receive the Marine Department Notice issued by MD, the department would add the names of members to the distribution list. Since nobody indicated refusal to receive the Notice, the secretary would distribute it to all members by e-mail or by fax after the meeting.

## **2. Local Examination Syllabuses and System for Certification**

### **Area 1: Provision of short-term maritime course and proof of employment**

8. **Mr. LAI Ying-keung (MD)** briefed members on **Paper No. 5/2012**. **Mr. LAI** said as people sitting for the Coxswain Grade 3 Certificate examination (Candidates) were required to have relevant proof of employment but did not need to have received any systematic training, MD proposed that Candidates should complete a 70-hour maritime course. There would be no examination for the course, but its duration could count towards the time for calculating the one-year service period required of the Candidates. Besides, employers would be required to provide Candidates with in-service training under the eight basic items set out in **Paper No. 5/2012**.

9. **Mr. KEUNG Siu-fai (Floating Fishermen)** said people working on board vessels would encounter grave difficulties if they were required to take courses. It would be particularly so when they needed to work at sea and might not have the time to attend class.

10. **Mr. LAI Ying-keung (MD)** replied that class schedules could be arranged to suit the circumstances of course participants. For example, the course might be scheduled over 10 days and for 7 hours per day, or over 20 evenings and for 3.5 hours per evening. Given that past Candidates might lack navigational experience and systematic training, the course would ensure that the Candidates in future possessed a certain level of professional and navigational knowledge.

11. **Mr. NG Siu-yuen, Nelson (HKKF)** remarked that as the 70-hour course would be rather lengthy and the issue of working time arrangements for crew had yet to be solved, crew members might not be able to find time to attend class.

12. **Mr. WEN Tsz-kit (MBTA)** noted that while MD had stated in previous meetings that it had no intention of setting a higher threshold for the examination, the current proposal of introducing a maritime course seemed to depart from that earlier statement.

13. **Mr. WONG Sai-fat (MD)** responded that the maritime course was discussed at the previous two meetings and hence not a new item for discussion. The maritime course and the in-service training aimed at equipping the Candidates, through systematic training, with a certain level of professional knowledge in the areas of sailing attitude, safety awareness and emergency preparedness in particular. As shown in **Paper No. 5/2012**, the passing rate of the examination for the Coxswain Grade 3 Certificate in 2011 was slightly over 40% only and the standards of the Candidates varied widely. **Mr. WONG** reiterated that the proposed maritime course would not extend the one-year work experience requirement for the Candidates and the details (including the course duration) were open for further discussion. **Mr. WONG** hoped that the industry would agree to the requirement that the Candidates must have taken the maritime course before sitting for the Grade 3 Certificate examination.

14. **Mr. KWOK Chi-hong (MEA)** said the training currently provided for staff in the maritime industry was rather stringent. **Mr. KWOK** pointed out that the coxswains causing the earlier accident were well experienced, not newly recruited. He also reminded members that the present discussion did not focus on the enhancement of sailing attitude and safety awareness, etc.

15. **Mr. CHEUNG Kwok-wai (First Ferry)** asked on which parts of the examination the Candidates performed unsatisfactorily. Besides, he wanted to know if the Candidates' low academic qualifications were the reason for the low passing rate of the examination for the Coxswain Certificate.

16. **Ms. CHING Ngon-lai (HTWGU)** raised several questions on the maritime course: Would the course entail any practical operation examination and training on radar operation? Would the training on radar operation be incorporated into the certificate course run by the Maritime Services Training Institute? Would the course include any practical training on steering? Could the duration of the course be adjusted in such a way that, for example, the one-year work experience requirement for the Candidates could be satisfied by the completion of a 10-month maritime course and 2-month in-service employment?

17. **Mr. WONG Sai-fat (MD)** responded that the Candidates could take the maritime course any time within the one-year service period. There would be no examination or practical work attachment for the course. The curriculum and the qualifications required of instructors would be determined and monitored by MD so as to ensure that the course on offer was systematic and of a certain standard. Regarding the academic qualifications of the Candidates, MD did not have such information as it did not classify the Candidates by academic qualifications.

18. **Mr. WEN Tsz-kit (MBTA)** enquired if the number of applicants for the various grades of coxswain certificates and the passing rates for 2012 could be provided at the next meeting.

19. **Mr. NG Siu-yuen, Nelson (HKKF)** enquired about the curriculum of the maritime course.

20. **Mr. KEUNG Siu-fai (Floating Fishermen)** said the existing examination did not include any test on practical operation. Therefore, the Candidates were generally prepared for the examination, having acquired sufficient theoretical knowledge beforehand. Regarding the 70-hour maritime course, it would be very difficult for people working at sea (including pleasure vessel operators) to take time to enrol in it. **Mr. KEUNG** also hoped that the maritime course could be included in the list of Continuing Education Fund courses.

21. **Ms. CHING Ngon-lai (HTWGU)** agreed that the maritime course should be included in the list of Continuing Education Fund courses. She said consideration could be given to commissioning the Vocational Training Council to deliver the course.

22. **Mr. KWOK Chi-hong (MEA)** suggested that MD should take into account the practice of the Construction Industry Training Authority and offer a certain amount of salary allowances to new entrants to the maritime industry. **Mr. KWOK** said the maritime industry was currently subject to too many restrictions.

23. **Mr. WONG Sai-fat (MD)** thanked members for their views. He concluded that it was agreed by members that the Candidates should complete a maritime course and provide proof of employment whereas conclusions on matters concerning course duration and curriculum could be reached at the coming meetings. The number of applicants for the various coxswain certificates and the passing rates for 2012 could be provided at the next meeting.

## **Area 2: Exploring the direction for continuing studies for coxswains**

24. **Mr. WONG Sai-fat (MD)** briefed members on **Paper No. 6/2012**. He hoped continuous learning opportunities could be arranged for coxswains of local passenger carrying vessels to maintain and enhance their professional standards and navigational knowledge. The proposed arrangement consisted of the following 3 key requirements: (1) coxswains had to possess 3 years of experience operating local passenger carrying vessels for every 5-year period, with proof of such from their employers; (2) coxswains had to attend in-house training courses organised by their employers twice within the same 5-year period stated above; and (3) coxswains had to attend a “one-day refresher course for coxswains of local vessels” organised by the Maritime Services Training Institute, workers’ unions or trade associations each year within the same 5-year period stated above, and hold the attendance certificate for such course. The course should cover such areas as collision prevention at sea, emergency preparedness, life-saving at sea and awareness of navigational safety.

25. **Mr. WEN Tsz-kit (MBTA)** would like to know the types of vessels to which the foregoing arrangement would apply.

26. **Mr. WONG Sai-fat (MD)** responded that the arrangement regarding continuous professional development would be applicable to all local passenger carrying vessels.

27. **Mr. KWOK Tak-kee (MBTA)** said barges and tugs were not passenger carrying vessels but they might sometimes carry a small number of passengers. He therefore was concerned whether the arrangement regarding continuous professional development would apply to barges and tugs.

28. **Mr. WONG Sai-fat (MD)** said the arrangement regarding continuous professional development would only be applicable to Class I vessels.

29. **Mr. FAN Keung (HTWGU)** would like to know whether a Mandatory Provident Fund contribution record could serve as proof to satisfy the requirement that “coxswains have to possess 3 years of experience operating local passenger carrying vessels for every 5-year period, with proof of such from their employers”.

30. **Mr. KWOK Chi-hong (MEA)** enquired whether the validity of the Coxswain Certificate would be affected if the requirement that “coxswains have to possess 3 years of experience operating local passenger carrying vessels for every 5-year period, with proof of such from their employers” could not be satisfied.

31. **Mr. LAI Ying-keung (MD)** said other than requiring that “coxswains have to possess 3 years of experience operating local passenger carrying vessels for every 5-year period, with proof of such from their employers”, members might also consider adopting another mechanism, such as one which required that training be provided by shipping companies to coxswains who had not operated vessels for a long time. Such arrangements might be discussed at the meeting.

32. **Mr. KWOK Chi-hong (MEA)** said the navigational standards currently adopted in Hong Kong were already very high, and the introduction of the said requirements would impose a heavy burden on the industry and impact on the revised examination systems of 2007. **Mr. KWOK** said he understood the demand for refreshing and updating the knowledge of coxswains but considered that the first two requirements of the arrangement would raise the threshold for joining the industry.

33. **Mr. LEE Shing-hing (Sai Kung Kaito Association)** pointed out that some kaito operating companies were one-member companies formed by the owners alone. He wondered whether such employer-owners had to prove their own operating experience. Moreover, **Mr. LEE** would like to know whether the professional development requirement was only applicable to vessels with a passenger capacity of more than 60.

34. **Mr. WEN Tsz-kit (MBTA)** said although refresher courses were offered by the Vocational Training Council, they were often full because there were too many applicants. **Mr. WEN** also expressed reservations about the first two requirements of the arrangement raised at the meeting.



35. **Mr. KEUNG Siu-fai (Floating Fishermen)** said he agreed in principle with the proposal of providing coxswains with continuous learning courses. However, he said he would object to the idea if the existing mechanism was to be changed, with training for coxswains becoming mandatory.

36. **Mr. WONG Sai-fat (MD)** concluded that members agreed that coxswains of local passenger carrying vessels should be required to take continuous learning courses as arranged. There would be no examination for the courses and coxswains who had not operated vessels for a long time would not have their Coxswain Certificates revoked as a result of the new initiative. Regarding the two issues raised by members, namely the question of one-member kaito operating companies and the handling of coxswains who had not operated vessels for a long time, MD would further evaluate the arrangement.

### **Area 3: Exploring the requirement of taking practical operation assessment**

37. **Mr. LAI Ying-keung (MD)** briefed members on **Paper No. 7/2012**. At present, holders of the Coxswain Certificate and the Pleasure Vessel Operator Certificate might operate passenger carrying vessels without the need to take any practical operation assessment. MD therefore proposed that a practical operation assessment be introduced for coxswains and operators of the following vessels: (1) local passenger carrying vessels whose operation required coxswains holding a Coxswain Grade 1 Certificate; and (2) pleasure vessels for hire whose operation required operators holding a Pleasure Vessel Operator Grade 1 Certificate.

38. **Mr. KWOK Chi-hong (MEA)** was worried that such practical operation assessment would affect a substantial number of coxswains and, in the case of pleasure vessels for hire, as many as thousands of operators might be involved. Moreover, **Mr. KWOK** was concerned about the detailed arrangements of the practical operation assessment and the training required.

39. **Mr. WONG Sai-fat (MD)** responded that in view of the large number of candidates for the practical operation assessment, the use of ship simulator might be considered for conducting the assessment. Details of the practical operation assessment might be discussed at the meeting.

40. **Mr. WONG Yiu-wah (MEA)** suggested that MD consider replacing the assessment with a one-day course, since the accident rate of pleasure vessels for hire was currently at a very low level, and a ship simulator-aided practical operation assessment might not be suitable for operators of pleasure vessels for hire, who were generally aged between 50 and 55.

41. **Mr. NG Siu-yuen, Nelson (HKKF)** would like to know the purpose of conducting the practical operation assessment.

42. **Mr. WONG Sai-fat (MD)** responded that he had confidence in the daily navigation skills of coxswains and operators but was concerned that some coxswains might lack the experience of navigating under exceptional conditions such as dense fog or heavy rain. It was therefore necessary to conduct the practical operation assessment.

43. **Mr. WEN Tsz-kit (MBTA)** doubted if there was a need to keep raising the standards for the industry and remarked that implementing the various measures might belittle coxswains of local vessels.

44. **Mr. CHAN Mang-fu, Jack (THB)** emphasised that a clear distinction should be made between vessels operated by private individuals and passenger carrying vessels operated by coxswains. The Government understood the pressure of higher standards on the industry. However, with the advancement of technology, it was advisable for the industry to consider updating the existing standards. If the industry encountered financial difficulties or needed more time, the Government would consider exercising discretion or offering assistance.

45. **Mr. CHEUNG Kwok-wai (First Ferry)** said the practical operation assessment had to be adjusted in the light of the types of vessels coxswains operated and the circumstances they faced since it might not be applicable to all types of vessels. For instance, vessels sailing within and outside Hong Kong waters would face different circumstances.

46. **Mr. KWOK Chi-hong (MEA)** remarked that many of the measures put forward (e.g. installation of video-recording system in the wheelhouse) could not help enhance maritime safety.

47. **Mr. KWOK Tak-kee (MBTA)** said different vessels might face different circumstances and it was thus very difficult for a ship simulator to simulate the various situations that individual vessels might get into. Moreover, the simulator-aided practical operation assessment might not be suitable for some coxswains and operators. The marine accidents which took place these days were sometimes caused by some of the inexperienced operators of privately owned pleasure craft.

48. **Mr. P.M. LEE, Alfred (First Ferry)** remarked that there had been a number of incidents in Macao after its adoption of type rating examinations, which showed that such assessment might not necessarily be helpful to the industry.

49. **Mr. WONG Sai-fat (MD)** said that the simulator-aided practical operation assessment would apply to vessels navigating in Hong Kong waters only and not to cross-boundary vessels. Instead of the operational performance or type rating of vessels, the practical operation assessment would focus on exceptional circumstances not commonly encountered by coxswains. **Mr. WONG** stressed that coxswains' ability to operate vessels was not in doubt. The assessment aimed at testing and strengthening coxswains' preparedness in real-life situations.

50. **Mr. KEUNG Siu-fai (Floating Fishermen)** suggested that all members be allowed to try the ship simulator before deciding whether it should be used in the practical operation assessment.

51. **Mr. WONG Sai-fat (MD)** said that MD would see if it was possible to allow all members to view a ship simulator.

#### **Area 4: Exploring the Need of Type Rating Certificates for Fast Speed Vessels**

52. **Mr. WONG Sai-fat (MD)** presented **Paper No. 8/2012** to the meeting. Given that the number of fast speed vessels had continued to increase in recent years, it was necessary to ensure that coxswains were proficient in navigation and emergency response for the type of fast speed vessel they operated. There was a current need to define fast speed vessels and to decide whether a Type Rating Certificate would be needed for operating those vessels.

53. **Mr. KWOK Tak-kee (MBTA)** enquired about the number of vessels operated by coxswains without a Type Rating Certificate if, apart from the two definitions proposed in the document, fast speed vessels were defined as vessels with a speed of more than 20 knots.

54. **Mr. WONG Sai-fat (MD)** responded that if fast speed vessels were defined as vessels with a speed of more than 20 knots, about 24 vessels were operated by coxswains without a Type Rating Certificate. Different formulas would yield different results in the absence of a definition for “fast speed vessels”.

55. **Mr. NG Siu-yuen, Nelson (HKKF)** said that as he had not received any formula, he could not, for now, decide which definition was more appropriate.

56. **Mr. CHEUNG Kwok-wai (First Ferry)** remarked that the Type Rating Certificate imposed a higher requirement on coxswains. It would therefore be necessary for body checks to be arranged for coxswains holding the Type Rating Certificate.

57. In response, **Mr. WONG Sai-fat (MD)** said that the international formula for high speed craft would be given to members after the meeting so that they could use the formula for calculations in respect of vessels of their respective companies.

58. **Mr. WU Ka-shun (SCT)** remarked that it was imperative to explore ways to attract more new entrants to the maritime industry. Raising the requirements constantly would not be conducive to easing the shortage of new blood in the industry.

59. **Mr. WONG Sai-fat (MD)** responded that this meeting was not the forum for discussing the issue.

### **3. Working Hours of Coxswains and Crew, and Review of Their Duty Roster System for Local Passenger Carrying Vessels**

60. **Mr. WONG Sai-fat (MD)** briefed the meeting on **Paper No. 9/2012**, which gives a table summarising the work arrangement for crew commonly adopted by the industry and the working/rest time arrangements for crew. To ensure crew have adequate rest while on duty and prevent them from suffering from fatigue, MD proposed that (1) continuous on-duty navigation time should be capped; (2) on-duty navigation time accumulated should be capped; and (3) a basic meal time should be provided for crew. **Mr. WONG** invited members to express their views on this issue.

61. **Mr. KWOK Tak-kee (MBTA)** enquired whether the working/rest time arrangements for crew were related to the discussions on maximum working hours.

62. **Mr. WONG Sai-fat (MD)** said that the working/rest time arrangements for crew, which aimed at ensuring crew had adequate rest while on duty and preventing them from suffering from fatigue, were not related to the issue of maximum working hours.

63. **Mr. CHEUNG Kwok-wai (First Ferry)** was concerned about the caps imposed on crew's navigation time as shipping companies attached great importance to the maritime safety of the public. However, given the current shortage of berths at piers where only one berth was allocated for licensed ferry vessels, crew members were not able to take a rest on the shore. **Mr. CHEUNG** suggested that the Government increase the number of berthing facilities. Otherwise, with the caps placed on crew's navigation time as proposed in the Paper, shipping companies could only reduce the number of non-scheduled sailings.

64. **Ms. CHING Ngon-lai (HTWGU)** was concerned about the working/rest time arrangements for crew and supported the setting of caps on crew's navigation time.

65. **Mr. KEUNG Siu-fai (Floating Fishermen)** suggested that consideration could be given to importing crew or providing shipping companies with government subsidies.

66. **Mr. WONG Sai-fat (MD)** responded that only the three areas mentioned earlier required standardising in the meantime. He cited Singapore as an example where the continuous on-duty navigation time for crew was capped at 6 hours.

67. **Mr. CHEUNG Kwok-wai (First Ferry)** said that it would be acceptable if shipping companies were given flexibility in implementing the caps. Otherwise, if the 6-hour cap on continuous on-duty navigation time was to be rigidly enforced, shipping companies, which were already suffering from a shortage of manpower, would be put under pressure.

68. **Mr. WONG Sai-fat (MD)** asked members to consider the scope within which they would find the 3 caps proposed by MD acceptable and the amount of flexibility needed for their implementation.

69. **Mr. CHEUNG Kwok-wai (First Ferry)** said that the industry could follow the standards set by the Government. However, abiding by such standards might have an impact on fares and the affordability of the public would then have to be considered.

70. **Mr. WONG Sai-fat (MD)** hoped that members could carefully consider the scope of the standards to be imposed for discussion at the next meeting.

#### **IV. Details of the next meeting**

71. Members said that they had much work in hand and would like the next meeting to be held after the Chinese New Year. The next meeting would be held on Thursday, 21 February 2013 at 2:30 p.m., in Conference Room A, 24/F, Harbour Building.

#### **V. End of meeting**

72. There being no other business, the meeting was adjourned at 5:18 p.m.