

# LOCAL VESSELS ADVISORY COMMITTEE

## Minutes of the 9<sup>th</sup> Meeting

Date : 30 March 2011 (Wednesday)  
Time : 10:30 a.m.  
Place : Conference Room A, 24/F, Harbour Building

### Present

<b>Chairman:</b>	Mr. Francis LIU	Deputy Director, Marine Department (MD)
<b>Members:</b>	Mr. TAM Mo-pun	Representing Naval Architects
	Mr. LUK Pak-hung	Representing Seafarers' Training
	Mr. LAI Hoi-ping	Representing Seafarers' Associations
	Mr. WONG Miu-sang	Representing Cargo Vessels' Operations
	Mr. KWOK Tak-kee	Representing Launch & Excursion Vessels' Operations
	Mr. CHAK Kwok-leung	Representing Ferry Vessels' Operations
	Mr. ZENG Ji-wei	Representing River Trade Cargo Operations
	Mr. Ambrose LO	Representing Pleasure Boating Operations
	Hon. WONG Yung-kan, S.B.S, J.P.	Representing Fishing Industry
	Mr. WONG Chi-kin	GM/LVS, MD
	Mr. BUTT Lee-yuen	GM/Ops, MD
<b>Secretary:</b>	Ms. Ivy CHAN	EO(C&G), MD

### In Attendance

Mr. Joseph LI ( <i>on behalf of Mr. TSUI Wai-hung</i> )	Representing Hong Kong Police Force
Mr. KEUNG Siu-fai	Hong Kong & Kowloon Floating Fisherman Welfare Promotion Association
Mr. WONG Yiu-kan	Hong Kong Cargo-Vessel Traders' Association Ltd
Dr. HO Chi-shing, David	Hong Kong Ferry (Holdings) Co Ltd
Mr. KWOK Chi-hong	Marine Excursion Association Ltd
Mr. WONG Yiu-wah	Marine Excursion Association Ltd
Mr. LEE Shing-hing	Sai Kung Ferry Traders Association
Mr. WU Ka-shun	Hong Kong Shipping Staff Association
Mr. CHAN Wo-pak	Hong Kong Apleichau Machinery Traders Association
Mr. KWOK Chi-wan	Hong Kong & Kowloon Motor Boats & Tug Boats Association

Mr. MA Kwok-keung	Hong Kong Pleasure Craft Club
Mr. SHEK Wah-yau	Hong Kong Pleasure Craft Club
Mr. HO Chi-fai	Sai Kung Yacht Association
Mr. Frankie CHEUNG	Sai Kung Yacht Association
Mr. YU Kam-cheong	Authorized Surveyor
Mr. THAM Wing-kong	Authorized Surveyor
Mr. FUNG Wa-hing	Authorized Surveyor
Mr. TAM Kwong-man	Authorized Surveyor

**Absent with Apologies**

Mr. LANG Aimin	Representing Ship Survey Work
Mr. LO Ngok-yang, Ken	Representing Ship Building and Repairing Industry
Miss HO Pui-ling, Vivian	Representing Marine Insurance Industry

**Presentation of Papers**

No. 2/2011	Mr. Ivan SHUEN	SMO/DG&P, MD
No. 3/2011	Mr. LEUNG Wing-fai	SS/LVS, MD

**I. Opening Remarks**

1. The Chairman welcomed all to the meeting. He extended, in particular, welcome to Mr. ZENG Ji-wei who was a newly appointed member attending the meeting for the first time and Mr. Joseph LI who was attending the meeting on behalf of Mr. TSUI Wai-hung.
2. He also welcomed the following persons who were attending the meeting as observers for the first time: -
  - Mr. CHAN Wo-pak
  - Representatives from the Marine Excursion Association Ltd, Hong Kong Pleasure Craft Club and Sai Kung Yacht Association and several authorized surveyors

and the following MD staff who would present the LVAC Papers at the meeting: -

- Mr. Ivan SHUEN
- Mr. LEUNG Wing-fai

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

3. The minutes of the 8<sup>th</sup> meeting held on 24.6.2010 and special meeting held on 26.8.2010, which had been revised as per the amendments proposed by the Civil Engineering and Development Department (CEDD) and the Highways Department (HyD), had been re-circulated to members for endorsement. The minutes of these two meetings were confirmed without further amendment.

## **III. Matters Arising from Previous Minutes**

### *LVAC Paper No. 14/2009 – “Review of Air Quality Objectives”*

4. The Chairman said that as advised by the Environmental Protection Department (EPD), the trial of the Star Ferry using ULSD (ultra low sulphur diesel) had been completed in July 2010. EPD was still analyzing the trial data and expected that the findings would be available in the second quarter of 2011. In response to Mr. WONG Miu-sang’s enquiry on whether the findings would be published, the Chairman said that EPD would publish the findings and further consult the industry in case there were any proposed arrangements of using ULSD.

### *LVAC Paper No. 1/2010 – “Central-Wan Chai Bypass (CWB) – Relocation Arrangement of the Affected Vessels in Causeway Bay Typhoon Shelter (CBTS)”*

5. The Chairman said that as requested by members at the 8<sup>th</sup> meeting, HyD had conducted a review on the mooring layout at Row XIII to address the vessel owners’ concern on safety during typhoon. Upon the review, each mooring width at Row XIII had been increased by 500 mm so as to provide extra space between vessels to further minimize the chance of collisions during typhoons. With the implementation of the above measure, the proposal of installing mooring buoys at other typhoon shelters such as Cheung Chau and Tai Tam for the vessels at Row XIII had not been pursued further.
6. As for the progress of CWB project, the Chairman said that HyD advised that the contract for the construction of CWB tunnel at the CBTS section commenced on 27.9.2010. The pleasure vessels at the private mooring areas of CBTS had been relocated to Aberdeen South Typhoon Shelter (ABDTS(S)) and other typhoon shelters in October 2010. Relocation of the other vessels within CBTS would be implemented in three phases to tie in with the construction sequence of CWB tunnel.

The Phase 1 relocation was completed in early December 2010 whereas the Phases 2 and 3 were planned to be implemented in early 2012 and end 2013 respectively.

7. Mr. KEUNG Siu-fai commented that the mooring buoys in ABDTS(S) were quite congested and increasing the mooring width by only 500mm might not be able to solve the problem. As there was no typhoon so far, the safety of vessels moored thereat in ABDTS(S) could not be assessed at the moment. He suggested MD to follow up with HyD in case problems had arisen after typhoons. The Chairman said that MD would further examine with HyD if any practical problems were identified.
8. Mr. Ambrose LO said that the number of mooring buoys in typhoon shelters was insufficient and the problem should be addressed. The Chairman said that according to the recent assessment of typhoon shelter space requirements, the existing typhoon shelters could adequately meet the demand of sheltered space for local vessels. Having said that, MD would monitor the situation and liaise with the parties concerned to see what improvements could be made when necessary.

***LVAC Paper No. 4/2010 – “Kai Tak Development – Kai Tak Approach Channel and Kwun Tong Typhoon Shelter Improvement Works (Phase 1)”***

9. The Chairman said that CEDD had sent letters to fishermen’s associations to introduce the Kai Tak development project and convened a briefing session on 28.10.2010. As for the progress of the project, CEDD advised that tender assessment was being carried out and the works were expected to commence in the second half of 2011. Concerning the effect of calcium nitrate on the cooling system of ship engines, CEDD explained that calcium alone was unreactive and would not replace aluminum or copper in the alloy. The nitrate would need to be reduced in order to oxidize metals in the mechanical parts. In this reduction-oxidation reaction, the reduction of nitrate would occur under acidic condition with low pH level. However, the seawater in the typhoon shelter was basically alkaline with pH range from 7.4 to 8, and the proposed bioremediation works would not significantly change the pH level in seawater. As such, calcium nitrate should have no direct reduction-oxidation reaction with aluminum/copper alloy.
10. Dr. David HO and Mr. TAM Mo-pun were concerned that calcium nitrate might be attached to the surface of the cooling systems of ship engines, thereby affecting the efficiency of the cooling systems. They considered that the explanations by CEDD could not address their concern. After discussion, the meeting agreed that CEDD should be invited at the next meeting to give detailed explanation in this regard.

#### IV. New Discussion Items

*LVAC Paper No. 2/2011 – “Proposal to Set up an Enhanced Management Mechanism for the Carriage of Dangerous Goods by Locally Licensed Vessels”*

11. Mr. Ivan SHUEN presented the paper and described the proposed enhanced management mechanism to members in detail. Members were invited to give their views and comments on the proposed mechanism.
12. Mr. WONG Yiu-kan said that as mentioned in the seminar on dangerous goods operation conducted in December 2010, they had difficulties of reporting the changes of dangerous goods in the first instance. Hence, he suggested that the companies concerned could assign a person as a 24-hour emergency contact so that MD, Fire Services Department or Marine Police could verify the updated information of dangerous goods with this contact person.
13. Mr. Ivan SHUEN said that the views received during the seminar had been taken into account in modifying the proposed mechanism. He understood the difficulties of the industry and thus some flexibility had been allowed in the proposed mechanism. For example, a company could make provisional notification by phone, or make the notification or changes or report outstanding information later than the prescribed time, if there were genuine difficulties. MD would continue to closely communicate with the industry and offer assistance to parties concerned in case there were practical problems in the reporting. As for the suggestion of 24-hour emergency contact, he said that the database of MD already had the emergency contact number of operators.
14. Mr. WONG Miu-sang said that while they could provide the information of the name and classification of dangerous goods, they had difficulties of providing the quantity of dangerous goods as this information might not be provided to them by shipping companies. Mr. Ivan SHUEN stressed that the quantity of dangerous goods was an important piece of information for effective deployment of resources in the event of an accident. Mr. WONG suggested MD to help explain to shipping companies that operators would need this information to comply with the notification requirements. Mr. SHUEN said that the Dangerous Goods Unit would further examine with those parties with difficulties to see what assistance could be offered.
15. Hon. WONG Yung-kan supported the implementation of the proposed mechanism in 2012 as this was important for ensuring port safety and protecting the shipping

community having regard to the busy marine traffic nowadays. He encouraged MD to work closely with the industry with an aim to roll out the mechanism without undue delay.

16. Mr. WONG Miu-sang suggested MD to have a meeting with them to further discuss the details in view of their difficulties of providing the quantity of dangerous goods. Mr. BUTT Lee-yuen responded that MD would inform shipping companies of the proposed arrangements and request their cooperation to provide the requisite information to the operators.
17. Dr. David HO agreed that implementing the proposed mechanism was in the right direction. He considered that cargo owners should also be informed of the proposed arrangements as they also had the responsibility of providing the correct information of dangerous goods. He also pointed out that as far as the HK Ferry's scheduled vehicular ferry services were concerned, there might be certain technical difficulties that warranted further consideration, such as their inability to obtain the information until the dangerous goods trucks arrived at the ferry piers and the uncertainty on the quantity of remaining liquefied petroleum gas in cylinders on the ferries' return trip. He suggested that MD and HK Ferry met to further discuss the details.

*[Post-meeting note: A meeting was held on 8.4.2011 between HK Ferry and MD to discuss HK Ferry's concerns.]*

18. Mr. BUTT Lee-yuen said that while he understood the practical difficulties of the industry, he hoped that the parties concerned could make their best endeavours in reporting the quantity involved as far as practicable (as specified in the remark "\*" in the form in Annex I of paper) since this information was very important for tackling emergency situations involving dangerous goods. MD would continue to discuss with HK Ferry regarding the difficulties in relation to their scheduled services.
19. After discussions, the meeting agreed to the implementation of the proposed mechanism and suggested MD to continue its dialogue with the parties concerned to fine-tune the mechanism's details. MD would brief the industry and all parties concerned on the finalized arrangements in late 2011.

***LVAC Paper No. 3/2011 – "Inspection Arrangements and Requirements for Class IV Vessels Carrying Not More Than 60 Passengers but Let for Hire or Reward"***

20. Mr. LEUNG Wing-fai presented the paper in detail. He highlighted that the meeting

of LVAC Sub-committee on Survey Works of Local Vessels held on 26.5.2010 had given support on the proposal to engage Guangdong Maritime Safety Administration (GDMSA) to carry out survey for local pleasure vessels. After finalizing the survey arrangement and preparatory work at the meeting with MD on 15.12.2010, GDMSA agreed with the proposal. Subject to members' endorsement, MD would extend the current authorization with GDMSA to cover the survey of local pleasure vessels. Members had no comments on this and the proposal was endorsed.

21. As for the inspection requirements for Class IV vessels carrying not more than 60 passengers but let for hire or reward, Mr. LEUNG Wing-fai explained that according to the Code of Practice for Safety Standards for Class IV Vessels, a survey afloat should be conducted annually whereas the inspection on slip should be carried out biennially. To streamline the requirements, MD allowed those open deck glass reinforced plastic vessels of length overall less than 8m to have the on slip inspection carried out by the owners/shipyards and endorsed by authorized surveyors for the issue of certificates of inspection. However, those vessels with length overall 8 m or more were still required to have the on slip inspection carried out by the authorized surveyors. To give more time to make arrangement with the shipyards, MD had granted permission in January 2010 to allow some 100 pleasure vessels to extend their on slip inspection for one year. As many vessels were due for the on slip inspection, the meeting now would facilitate the industry's understanding on the survey requirements as well as collecting their feedback regarding any difficulties they might have on the implementation of the on slip inspection requirements.
22. Mr. MA Kwok-keung said that they had arranged slipping for their vessels twice a year. He enquired if it was a must to complete the bottom survey due in April/May and if it was permissible to complete this within a year. Mr. LEUNG Wing-fai responded that the requirement was to conduct the inspection on slip biennially and the industry had flexibility to fix the timing of inspection on slip having regard to their schedule of slipping as well as the expiry dates of their certificates of inspection.
23. Mr. SHEK Wah-yau said that he had around 40 vessels for which the bottom survey had not yet been arranged and thus the certificates of inspection could not be issued. Without a certificate of inspection, the licences of these vessels for the purpose of letting for hire or reward could not be renewed. He requested MD to allow more time for them to arrange the bottom survey.
24. Mr. Frankie CHEUNG agreed that there was a need to conduct the bottom survey in view of the safety concern. However, the related detailed arrangements had to be

further discussed. He expressed his difficulty of arranging the bottom survey for a large number of vessels of his association as there were only two shipyards in Sai Kung and the slipping of each vessel might take around two days.

25. In response to Mr. SHEK Wah-yau's enquiry on the checking requirements of a bottom survey, Mr. WONG Chi-kin responded that the detailed survey requirements of pleasure vessels had been set out in papers which was discussed at a meeting of LVAC Sub-committee on Class IV Vessels on 9 November 2007 and distributed to the parties concerned for reference. Besides, the relevant guidelines had been issued to the authorized surveyors and they should have the expertise and knowledge on how the bottom survey should be conducted.
26. Mr. KEUNG Siu-fai said that in respect of the requirement of bottom survey for wooden cargo boats and miscellaneous vessels, he had discussed with MD on the detailed arrangements and some problems encountered were finally resolved through communication. He said that the industry of pleasure vessels might also express their difficulties to MD. It was believed that the matter could be settled through further discussion.
27. Mr. KWOK Tak-kee said that while he agreed MD should consider the difficulties of the industry, he considered that a deadline (say four to six months later) should be set for implementing the requirement of inspection on slip in view of the safety concern. He suggested that the communication between the industry and MD be stepped up so as to settle the matter as early as possible.
28. After deliberations, the meeting agreed that there was a need to conduct the inspection on slip biennially to ensure the safety of pleasure vessels. However, taking into account of the difficulties of the industry, the following one-off exceptional arrangement would be made concerning the requirement of inspection on slip:
  - (a) a short-term certificate of inspection could be issued after the conduct of survey afloat; and
  - (b) a condition would be added in the above certificate that the inspection on slip had to be carried out before 1.10.2011.

## **V. Any Other Business**



### *Sufficiency of shipyards in Hong Kong*

29. Mr. KEUNG Siu-fai said that in view of the implementation of the requirement of bottom survey for various vessels, there should be sufficient shipyards in Hong Kong to cater for the increasing demand of the industry. He suggested MD to ask the relevant bureaux/departments to pay attention to the land supply for shipyards and to examine if there were sufficient lands for shipyards. The Chairman said that MD understood the demand of the industry and would support the proposal of setting up shipyards, if any. However, setting up a shipyard was a private investment and the Government could not exert influence on this in a free market.
30. Mr. KEUNG Siu-fai suggested MD to assist the shipyards used for repairing wooden vessels to be converted into shipyards for repairing glass reinforced plastic vessels. Mr. TAM Mo-pun said that the technicality involved should be carefully considered. For example, the shipyards for repairing glass reinforced plastic vessels had to be installed with temperature and humidity control facilities. Mr. WONG Chi-kin responded that it would take time to work out the related requirements for such conversion and the matter could be further discussed at the meeting of the Sub-committee on Survey Work of Local Vessels.

### *Licence fee of local vessels*

31. Mr. WONG Yiu-kan said that he noted from the Marine Department Notice published on 8.3.2011 that there would be reduction in port facilities and light dues. He suggested MD to have similar fee reduction for the licence fee of local vessels in order to assist the industry which was now facing the increasing costs of running the business. The Chairman said that the licence fees together with the fees of other services were set on a full cost recovery basis. Reviews were conducted regularly. Fees would be reduced if the fees collected were above the full cost recovery level, and vice versa.
32. Mr. YU Kam-cheong said that the Government should attach more importance to the shipping industry and in the light of the fiscal surplus of the Government, he suggested if any relief measures could be introduced to the industry. The Chairman said that the shipping industry was an important pillar of Hong Kong's economy and thus MD would continue to reflect the concerns from the industry and impress upon other Government bureaux/departments the importance of the shipping industry.

### *Survey of barge*

33. In response to Mr. THAM Wing-kong's enquiry related to the survey of barges, Mr. LEUNG Wing-fai said that as China Classification Society was not enlisted as an authorized surveyor, it could only conduct part of the survey and the other survey including the final inspection had to be conducted by MD.

### *Membership of LVAC Sub-committees*

34. The Secretary said that the membership of all six LVAC Sub-committees had to be endorsed by LVAC members. The current membership of the six Sub-committees was endorsed in July 2007 and was slightly revised in July 2009. It was proposed that the members be re-appointed for another two years until July 2013. The Secretaries of the Sub-committees would be requested to ascertain whether the existing Sub-committee members were willing to be re-appointed. The Secretary would then circulate the proposed membership lists of the Sub-committees to members for consideration.

## **VI. Date of Next Meeting**

35. There being no other business, the meeting ended at 12:45 p.m. The date of next meeting would be announced in due course.