

LOCAL VESSELS ADVISORY COMMITTEE

Minutes of the 13th Meeting

Date : 16 April 2013 (Tuesday)
Time : 2:30 p.m.
Place : Conference Room A, 24/F, Harbour Building

Present

Chairman:	Mr. H. M. TUNG	Deputy Director, Marine Department (MD)
Members:	Mr. SZETO Feut	Representing Ship Building and Repairing Industry
	Mr. NG Kwok-wing, Eric	Representing Naval Architecture
	Mr. HUANG Li-fan	Representing Ship Survey Work
	Mr. WEN Tsz-kit, Bondy	Representing Launch & Excursion Vessels' Operations
	Mr. CHEUNG Kwok-wai	Representing Ferry Vessels' Operations
	Mr. Ambrose LO	Representing Pleasure Boating Operations
	Mr. Kevin FAN	Representing River Trade Cargo Operations
	Mr. W.F. LEUNG	GM/LVS, MD
	Mr. C.S. CHAN	GM/Ops, MD
Secretary:	Miss Daphne CHAN	SEO(P&G), MD

In Attendance

Mr. KWOK Tak-kee	Life President of Hong Kong & Kowloon Motor Boats & Tug Boats Association Limited.
Mr. KEUNG Siu-fai	Hong Kong & Kowloon Floating Fisherman Welfare Promotion Association
Mr. WONG Yiu-kan	Hong Kong Cargo-Vessel Traders' Association Ltd.

Mr. CHOR Yee-on	The Hong Kong & Yaumati Ferry Co Ltd.
Mr. PANG Wah-kan	Hong Kong Fishermen's Association
Mr. LEE Chi-keung	Marine Excursion Association Ltd.
Mr. FAN Keung	Small Craft Workers Union
Mr. WU Ka-shun	Hong Kong Shipping Staff Association
Mr. PUI Chi-keung	Hong Kong & Kowloon Motor Boats & Tug Boats Association Ltd.
Ms. Yvette CHAN	Hong Kong Pilots Association
Mr. LIN Wing-ho (On behalf of Mr. Joseph LI)	Hong Kong Police Force
Mr. S.F. WONG	GM/SRSB, MD
Miss Luisa LEUNG WOO	EO(P), MD

Absent with Apologies

Mr. LUK Pak-hung	Seafarer's Training
Ms. Vivian HO	Marine Insurance Industry
Hon. Steven HO Chun-yin	Fishing Industry
Mr. CHAN Shu-wah	Hong Kong Apleichau Machinery Traders Association
Mr. WAN Guo-qing	Representing Cargo Vessels' Operations
Mr. SIU Ping-wing	Representing Seafarer's Associations

I. Opening Remarks

1. The Chairman welcomed all to the meeting and extended his thanks for the participation of the following new members to the LVAC:
 - Mr. SZETO Feut;
 - Mr. NG Kwok-wing, Eric;
 - Mr. HUANG Li-fan; and
 - Mr. CHEUNG Kwok-wai

II. Confirmation of Minutes of Previous Meeting

2. The minutes of the 12th meeting held on 26.10.2012 had been circulated to members for endorsement in November and December 2012 respectively. The minutes were confirmed without further amendments.

III. Endorsement of LVAC Paper No. 4/2013

3. Mr. S.F. WONG recapped that in the 12th meeting held on 26.10.2012, it was decided to establish a “Joint Sub-committee on Class I and Class IV Vessels” (the Sub-committee) to determine measures to enhance the safety of local vessels and navigation. He reported that during the meetings conducted, the Sub-committee had reached agreement to seek LVAC’s members’ endorsement for 3 measures in relation with the Review and Strengthen Local Examination Syllabus System for Certification and the Local Examination Systems incorporated in the LVAC Paper No. 4/2013, which he introduced:

(i) Adjusting the weight of the relevant knowledge in existing examination syllabuses

- (a) Mr. S.F. WONG elaborated that the examinations for Coxswain Grade 2 and Grade 3 certificates would put greater weight on the subjects of sailing attitude, safety awareness and emergency preparedness. The computer programme for the examination system had been modified accordingly, pending members’ endorsement for implementation scheduled for June this year.
- (b) The Chairman supplemented that such measure was introduced in view of the various vessel collisions occurred, which reflected that it was necessary to raise crew’s safety awareness and enhance their emergency preparedness. He took the opportunity to thank the ferry companies which voluntarily increased their frequency of drills from once a year to once every 2 months. With no additional comments from members, the Chairman concluded and announced that **the first measure was endorsed by the LVAC.**

(ii) Preparatory Maritime Course and Proof of In-Service Training

- (a) Mr. S.F. WONG indicated that currently candidates planning to obtain the Coxswain Grade 3 were not required to undergo any systematic training as they were only required to prove that they had the required shipboard service experience. The standard of coxswains might vary greatly due to the lack of a systematic training. Therefore, in order to ensure that candidates planning to obtain the Coxswain Grade 3 certificate possessed a

certain level of professional and navigational knowledge, the Sub-committee agreed that candidates should complete an one-week preparatory maritime course organized by the Maritime Services Training Institute (MSTI), workers' unions or trade associations. He said that the time required to attend the course could be counted towards the qualifying shipboard service period for taking the coxswain examination and added that, candidates would also be required to complete in-service training for certain basic items under coxswains' supervision and with employers' proof of the completion of such training. As advised by Department of Justice (DoJ), the implementation of this measure would not require legislative amendment, but required to amend the relevant provision of Examination Rules for Local Certificates of Competency hence the measure could be implemented in January 2014 upon receiving members' endorsement.

- (b) In response to Mr. NG Kwok-wing's enquiry on the minimum safe manning requirement of 4 crew members, Mr. W.F. LEUNG said that 2 of the crew members should be certificated crew members such as coxswain and engine operator, while the other 2 were not required to hold any certification but expected to be experienced. The Chairman added that employers should ensure the crew members had appropriate training.
- (c) The Chairman thanked Sub-committee members for their support to the measure. He believed that the systematic training would help improve the passing rate of the Coxswain Grade 3 examination and raise crew members' safety awareness, and appealed for the support from the committee members.
- (d) In response to Mr. Ambrose LO's enquiry on whether the measure would be applied on operators of private pleasure vessels, Mr. S.F. WONG replied that only candidates for coxswain examination would be subject to the measure. Mr. S.F. WONG also addressed Mr. FAN Keung's enquiry on whether the revised syllabuses under the first measure would pose great hurdles to the candidates, by responding that candidates would not be greatly affected as the examination format is the same and questions would still be randomly chosen, save that the proportion of the questions on sailing attitude, safety awareness and emergency preparedness would be increased.
- (e) Mr. FAN Keung further enquired on the details of the maritime course

related to the second measure and whether candidates re-taking the examination could be exempt from it. He hoped that the Department would give due consideration for those coxswains of fisheries background when completing in-service training record for the candidates. Mr. S.F. WONG replied that the preparatory maritime course would not be a brand-new training since its content would be similar to a course which had been provided by MSTI in 2007 and before. He further explained that the current candidates taking the examination would not be affected by the new measure which would take effect from January 2015 and suggested that if candidates kept failing the examination, it would in fact be good for them to consider undertaking a maritime course although he would not comment on their decision. Referring to the in-service training record, Mr. S.F. WONG assured the members that the record would be in simple format.

- (f) The Chairman concluded and **the second measure was endorsed by the LVAC.**

(iii) Continuous Learning for Coxswains of Local Passenger Carrying Vessels

- (a) Mr. S.F. WONG reported that in order to ensure that the professional standards and navigational knowledge of coxswains operating local Class I passenger carrying vessels could be maintained at all times, the Sub-committee agreed that these coxswains should attend a “one-day refresher course for coxswains of local vessels” once every three years. The course would be organized by the MSTI, workers’ unions or trade associations. The one-day refresher course had been conducted in 3 days of December 2012 receiving positive feedback. As advised by DoJ, the implementation of this measure required legislative amendment, therefore, shipping companies would be encouraged to arrange for their coxswains to attend refresher courses as soon as possible on a voluntary basis starting from early next year in order to avoid last-minute rush when the amended legislation was enacted. Attendance records for refresher courses obtained during the voluntary period would be recognized.
- (b) The Chairman remarked that there had been accidents involving very experienced coxswains and therefore the refresher course would serve to sustain the improvement of navigational safety.

- (c) In response to Mr. KEUNG Siu-fai's concern on the proof of 1-year service for applying for examination after the second measure would take effect, the Chairman responded that MD would prepare a standard form to facilitate such procedure. Mr. KEUNG Siu-fai further enquired on special arrangements for appointing coxswains who had not yet taken the refresher course, to which the Chairman replied details would be discussed in the Sub-committee.
- (d) Mr. WEN Tsz-kit enquired on the timetable for the third measure as he was concerned on when coxswains should take the refresher course. Mr. S.F. WONG replied that there was currently no specific timetable as legislative amendment was involved and approval from THB would be required before proceeding. He shed light that the refresher course should be at an affordable cost.
- (e) With the concerted agreement of the members on the proposal of this measure, the Chairman ascertained that **the third measure was endorsed by the LVAC.**

IV. Report on the updated progress of the 10 Improvement Measures to Enhance Safety of Local Passenger Carrying Vessels and Navigational Safety Progress

(i) **Review and Strengthen Local Examination Syllabus, System for Certification of Coxswains (Practical Operation Assessment and Type Rating Certification for Fast speed vessels) and the Local Examination System**

Practical Operation Assessment

- (a) Mr. S.F. WONG reported that with the introduction of the Practical Operation Assessment, "Coxswain Grade 2 Certificate holders changing to Grade 1 certificate to operate local passenger carrying vessels (ferries and launches) of overall length more than 26.4m" and "Pleasure Vessel Operator Grade 2 Certificate holders changing to Grade 1 certificate to operate pleasure vessel for hire of overall length more than 15m" would be required to complete "the assessment." Simulators would be used for the assessment

but only “new comers” would need to take the assessment after the measure was effected. He said that the local marine trade opined that the assessment, which involved simulators, might be a problem for candidates who were not familiar with computing devices and that the cost for the assessment would be a burden to operators too. He further reported that a meeting with the Vocational Training Council (VTC) had been held in March 2013 to discuss the simulator assessment, revealing that a simulation lesson would not be able to accommodate a group of 30 candidates as the devices would limit the number to 4 to 5 and it would require at least 2 to 3 days to complete the lesson. He added that another meeting would be held soon in which the VTC would present a proposal.

- (b) The Chairman enunciated that, the “new comers”, meant those who obtained their Coxswain Grade 2 Certificate after the implementation of “the assessment”. In order to alleviate the impact to the industry, a transitional period for existing certificate holders would be introduced when implementing “the assessment”. Mentioning Government Fleet’s simulator, he further remarked that the simulator could test the reaction of coxswains in realistic scenarios, and that the cost of the assessment conducted with a simulator is lower than that with a real vessel. He therefore appealed for the support from members on this measure.
- (c) In response to Mr. KWOK Tak-kee’s request on giving the trade a chance to try the simulator at the Marine Department Training Centre (MDTC), the Chairman found this proposal vivid which would facilitate the trade to grasp the gist of the new measure and Mr. C.S. CHAN would assist to arrange the visit to the MDTC accordingly.
- (d) Echoed by Mr. NG Kwok-wing, Mr. SZETO Feut enquired on the current number of coxswains in each grade respectively and the number of local crafts, so as to note the number of affected crew and weigh the magnitude of the impacts brought by the measure. Emphasizing the following figures were only ballpark ones with the unknown factor of how many people were still in the industry, Mr. S.F. WONG estimated that there would be around 15,000 holders of Local Certificate of Competency to coxswains and 10,000 holders of Local Certificate of Competency to engine operators, aged 65 or below. He added that an assessment had been made in consultation with workers’ unions and trade associations to determine the number of people in

the industry, however, no conclusion could be made as only the number of their members was available which did not directly commensurate with the actual number of people in the industry – members overlapped in different associations and not all members were still in the industry.

- (e) In response to the Chairman's suggestion of VTC's Maritime Services Training Board's on-going survey which might give an insight on the actual number of manpower, Mr. S.F. WONG remarked that although it was a comprehensive survey, it would not be completed until June 2013 the earliest and results from the survey would have limitations as some companies refused to provide the related information. He opined, however, that the survey might give figures which were closer to the actual situation for reference only.
- (f) Concluding on the Practical Operation Assessment item, the Chairman invited Mr. S.F. WONG to proceed with the next measure.

Type Rating Certification for Fast Speed Vessels

- (g) Mr. S.F. WONG briefed the members of the purpose of this measure was to equip the coxswains of local fast speed passenger carrying vessels with the Type Rating Certificate for the type of vessel they operated. He reported that, as discussed in the Sub-committee, the definition of "fast speed" concerned the local marine trade, therefore MD would contact an international classification society to carry out a study to advise on the definition of "fast speed" in regard of vessels operating within HK waters.
- (h) The Chairman stated that the currently approached international classification society had assisted Australia in a similar assessment before.

(ii) Review of Guidelines on Crew Working Hours , Rest time and Meal breaks

- (a) Mr. S.F. WONG accounted that this measure aimed at setting guidelines for working and rest hours of crew members of local passenger carrying vessels (Class I vessels) who were normally deployed to work on "24-hour-on" and "24-hour-off" system, and was entrenched on the following 3 elements:
 - (1) crew should have an entitlement of a break of minimum 30 minutes at a

- maximum 6-hour continuous navigational duty time;
- (2) total accumulated duty time to be capped at a maximum of 13 hours for a 24-hour duty cycle; and
 - (3) crew should have a minimum of 40 minutes for each meal session.

He elaborated that this measure was suggested to be implemented on ferries first, so that the public's worries and concern could be addressed promptly, while further review would be made for launches at an appropriate time. He also remarked that ferry operators raised concerns on arrangements for sailing schedules and berthing, items which would be further discussed with the ferries' trade. He added that advice was being sought from DoJ on whether this measure would be incorporated into the ferry's licence for implementation.

- (b) The Chairman narrated that bus companies and the Mass Transit Railway (MTR) had similar guidelines on this aspect already to which reference could be made on the detailed arrangement for future implementation.
- (c) In response to Mr. KWOK Tak-kee's enquiry on whether the measure seemed to go ahead of the Standard Working Hours policy, Mr. S.F. WONG stressed that ultimate target of such measure was to enhance the safety standard of navigation by allowing enough rest time for the crew which was a separate issue from that of the Standard Working Hours policy.
- (d) While Mr. CHEUNG Kwok-wai agreed that the measure would be good for the navigational safety, he expressed that ferry's trade was facing great difficulties as their manpower shortage was aggravated by the up-and-coming infrastructural projects in the recent years which competed fervently for manpower. Quoting the past case of bus drivers' implementation of working and rest hours, he remarked that the manpower shortage would constitute a major problem in implementing the new measures in the marine industry, as implementing the new measure would require more manpower. He hoped that more resources could be injected in the local marine industry so as to enable sustainable development of the shrinking industry. The Chairman shared that manpower shortage was really a sober issue that required the marine industry to put their great effort to deal with.

(iii) Proposed Legislation to Require that Children Don a Lifejacket at all times on board and a Passenger and Crew List be kept on board during Fireworks Displays and other Major Events at Sea

- (a) Mr. C.S. CHAN outlined that the Sub-committee had agreed on the requirements on donning of lifejackets by children at all times while on board a spectator vessel and on keeping of a passenger and crew list on board during fireworks displays and other major events at sea. He highlighted that the measure embraced the following 4 requirements :
- (1) a child must be donned with a lifejacket at all times while on board a spectator vessel;
 - (2) a passenger and crew list with the required particulars must be kept on board a spectator vessel;
 - (3) for the purpose of the second requirement above, a passenger must furnish the coxswain of a spectator vessel with the required particulars, if not, the passenger would commit an offence and would be liable on conviction to a fine; and
 - (4) for the purpose of the second requirement above, a tourist guide must furnish the coxswain of a spectator vessel with the required particulars of the travellers who are under his or her care and intend to get on board the spectator vessel to take part in a major event at sea.

He added that the draft legislation had been submitted to DoJ, awaiting their advice.

- (b) The Chairman thanked the members for their first-rate support and prompt co-operation on the past 2 major events at sea, which had earned the positive comments from the media and the public.

(iv) Installation of Monitoring Device at the Wheelhouse of the Vessels

- (a) Mr. W.F. LEUNG recounted that it was originally proposed to install CCTV at the wheelhouse of passenger carrying fast vessels with capacity over 100 passengers to record the operation and navigation of vessels, which would be useful in raising the safety awareness of the crew during navigation. However, due to the strong views from the trade mainly worrying the infringement of the privacy of crew members, MD subsequently proposed

the installation of the audio recorder at the wheelhouse of passenger carrying vessels with capacity for over 100 passengers. This would serve the purpose of capturing the communications thereat to assist surveillance on the performance of the crew. He appealed for the support from the LVAC members.

- (b) Mr. WEN Tsz-kit pointed out that the above measure had been discussed with the trade several times and it was rather difficult to seek their support. He hoped that more time be given to discuss before making a decision. Mr. FAN Keung also viewed that this proposal seemed to cut no ice on the prevention of accident as many large shipping companies had already equipped with such kind of devices.
- (c) Whilst the Chairman noted that human factors accounted for 80% of most of the marine accidents, he agreed that more discussion should be undergone with the trade before putting the proposal in place.

(v) Review of Minimum Safe Manning for Local Ferries and Launches

- (a) Mr. W.F. LEUNG brought forth that the minimum safe manning for local ferries and launches was proposed to be reviewed to ensure appropriate manpower were deployed to not only cater with the daily operation but also cope with emergency situations and look-out duties. Besides the factors of number of decks and passengers, two more aspects would be taken into account when determining the minimum safe manning for local ferries and launches:
 - (1) the manning required for catering emergency situations (collision, grounding, fire, ship abandon); and
 - (2) a crew member from the manning team should be deployed to assist coxswain on look-out duties during night service or foggy weather conditions.

He remarked that the Sub-Committee on Survey Works of Local Vessels under LVAC (the Survey Works Sub-Committee) had consensus on the above criteria to carry out the manning review.

- (b) The Chairman thanked the members' effort on this issue and urged members to move a step forward for an agreeable solution at the forthcoming

meeting.

(vi) Long Term Publicity and Education Strategy to Promote Maritime Safety

(a) Mr. W.F. LEUNG introduced that in order to continue promoting maritime safety, seminars would be held regularly. The seminars would target two parties:

- (1) the public: to hold a safety seminar for the public once every 6 months in an outlying island, Sai Kung or Southern District in collaboration with the relevant District Offices. Children would be invited to attend these seminars while ferry/launch operators would be invited to collaborate or participate in the seminar; and
- (2) the crew: a safety seminar for the trade associations, crew unions, ferry/launch/kaito operators as well as their coxswains and crew will be held once a year in collaboration with MD's Shipping Registry and Seafarers' Branch.

He added that with the cooperation of vessel operators, MD would provide in advance electronic materials on marine safety, such as videos, to large groups of children travelling on ferries for school outdoor leisure activities.

(b) The Chairman suggested that the video on major events at sea should be also provided to the children, along with the distribution of leaflets to promote maritime safety awareness. He wondered if ferry companies would know in advance of large groups of children taking ferry, which Mr. CHEUNG Kwok-wai confirmed and undertook that they would notify MD of such kind of activities in the future. The Chairman thanked Mr. CHEUNG for his positive support and co-operation.

(c) In response to Mr. PUI Chi-keung's enquiry on stickers for safety signs on vessels, Mr. W.F. LEUNG replied that those would be ready around late April or early May as the procurement was still in process. (Post-meeting Note: The stickers are expected to be available and distributed to the owners before end of May 2013)

(d) Mr. SZETO Feut probed into the possibility for the Department to make use of the obsolete vessels by converting them into educational media to disseminate safety message to the public whilst Mr. KEUNG Siu-fai

explored whether a Marine Traffic Consultative Committee could be set up to absorb more public members' views. The Chairman appreciated the good intents of their suggestions. As long term policy implications might involve which are out of the context of the LVAC's term of reference, they could figure out their proposals with more concrete details in other platforms/forums.

(vii) Strengthening Communication Channels between MD and the Industry

- (a) Mr. W.F. LEUNG recited the gist of the 3 proposed measures at below:
- (1) in addition to the members of the Survey Works Sub-committee, MD might invite more stakeholders as observers and expert advisors to participate in its future meetings;
 - (2) MD would participate in the regular internal technical meetings and safety forums organized by the trade to enhance communication; and
 - (3) MD would join a yearly visit to equipment manufacturers in Mainland with the trade, such as life-saving appliances and other marine equipment manufacturers etc, to keep abreast of the latest development on the advanced type of products and enhance communication with the trade for the application on locally licensed vessels in Hong Kong.
- (b) The Chairman consulted the members on whether they agreed to endorse the 2 proposed measures – Long Term Publicity and Education Strategy to Promote Maritime Safety and Strengthening Communication Channels between MD and the Industry – in the current meeting. With no other opinions raised by the members, **the 2 measures were endorsed by LVAC**, giving a total of 5 measures having been endorsed during the meeting.

(viii) Proposed Carriage of Automatic Identification System (AIS) by High Risk Local Vessels

- (a) Mr. C.S. CHAN summarized the subject and reported that members of the Survey Works Sub-committee had certain concerns on this measure, such as being unfamiliar with the operation of the AIS and the cost burden of the installation. He said that in this regard, MD would approach MSTI to provide related training courses for the trade to familiarize crew members with the operation of the AIS and a grace period would be considered to be given to the operators of existing local vessels to allow sufficient time for

them to have the device installed. He added that the proposal had been revised to be implemented on the 4 following type of vessels:

- (1) Vessels licensed to carry more than 100 passengers;
- (2) Self-propelled Vessels of 300GT and over;
- (3) Self-propelled vessels carrying dangerous goods or hazardous and noxious substances; and
- (4) Dumb lighters carrying dangerous goods or hazardous and noxious substances.

The measure will be further discussed in the up-coming Survey Works Sub-committee's meeting.

- (b) In response to Mr. WONG Yiu-kan's enquiry on whether there was any consultation with the cargo vessel traders, echoed by Mr. KWOK Tak-kee, sounding out similar concerns on the installation of the AIS for vessels carrying dangerous goods or hazardous and noxious substances, Mr. C.S. CHAN reassured the members that the meeting had been conducted around 05.02.2013 and that the trade had not expressed opposition to the measure but expressed concern on the specifications of the device and the time constraint. Mr. WONG and Mr. KWOK were welcome to approach him for more details of the mentioned meeting at any time. [**Post meeting note:** The above mentioned meeting was conducted on 05.02.2013, MD would arrange another meeting with the concerned parties as mentioned by Mr. WONG Yiu-kan and Mr. KWOK Tak-kee in gaining their support, if necessary.]

(ix) Review of the Compulsory Third Party Risk Insurance (CTPRI) under Cap. 548K

- (a) Mr. C.S. CHAN went through the 3 options discussed in the Third Party Risk Insurance Working Group (Working Group):
- (1) To model on the limit of HK\$100 million used by motor vehicles for all local vessels.
 - (2) To increase the current maximum liability limit of HK\$1 million to HK\$5 million for non-passenger carrying vessels and vessels with passenger carrying capacity of 12 and below - for vessels with passenger carrying capacity over 12, the liability level would be proposed at HK\$560,000 (the current maximum limit of passenger claims under the Convention on Limitation of Liability for Maritime Claims 1976 (1976 年海事索賠責任

限制公約) (LLMC76)) multiply by the passenger carrying capacity. The maximum liability would be capped at HK\$300 million.

- (3) To increase the current maximum liability limit of HK\$1 million to HK\$5 million for non-passenger carrying vessels and vessels with passenger carrying capacity of 12 and below. Vessels with passenger carrying capacity over 12 would be divided into 10 bands. To set the minimum liability level of each band, it would be proposed to take reference for each of the maximum passenger claims limit of HK\$2,100,000 under LLMC96 and multiply by an assumed maximum casualty percentage of 20% of the mid band passenger numbers. Under this proposal, the minimum liability levels for the bands would range from HK\$15 million to HK\$470 million.

He noted that due to the significant increase in the minimum liability levels, strong objections were received from the trade of kaitos, fishermen, river trade vessels and pleasure vessels representatives. To address to the concerns of the representatives, MD had proactively requested the Hong Kong Federation of Insurance (HKFI)(香港保險業聯會) Working Group members to provide an indicative range of potential increase in premium in accordance with the above options. Similarly, the Working Group members from the trade were invited to consider which option/direction would be more preferable to them so that there would be a more fruitful discussion in the next Working Group meeting to be held on 17 April 2013.

- (b) The Chairman expressed gratitude to the members for their valuable time and tremendous effort put on the measure.

(x) Feasibility of setting up a Marine Accident Victims Assistance (MAVA) Scheme

- (a) Mr. C.S. CHAN recited that MD would engage a consultant to consider the feasibility of setting up an assistance fund/scheme similar to the Traffic Accident Victims Assistance Scheme for marine accident victims. The scheme would not provide compensation moneys but emergency financial assistance to the victims. He added that the consultant might be chosen by the end of April.
- (b) Mr. C.S. CHAN also thanked for the supports of lots of the members of the Working Group on TPRI convened on 12 March 2013 who gave their

consent for communicating with the consultant in the future.

- (c) The Chairman requested members to give their co-operation to the consultant when they were approached by the consultant for information related to the proposed fund/scheme.

V. Any other Business

(i) Requirements for the Inspection of Lifejackets

4. The Chairman advised that letters had been issued by the Department to the ship companies for the mandatory requirement of the provision of sufficient lifejackets and the deadline for compliance was 15.04.2013. He urged members to relay the message to the industry by appealing them to contact the Department on the whereabouts of their vessels so as to facilitate speedy inspection of such provisions.
5. Mr. PUI Chi-keung pointed out that various association members had observed the duplicate inspections carried out on their vessels during the past few days. The Chairman thanked for their opinion and agreed that duplicate inspections should be avoided so as to minimize the disturbances brought forth to the trade as well as the resources involved in the inspections. While apologizing for any possible duplicate inspections occurred, Mr. C.S. CHAN also rallied members' kind understanding on the very tight work schedule faced by all the front-line staff of the Department arising from the requirements for completing inspections within a short period of time.

(ii) Endorsement of the LVAC Paper No. 2/2013-Draft Code of Practice-Working in Confined Space on Local Vessels

6. Mr. W.F. LEUNG recapitulated that the Draft "Code of Practice – Working in Confined Space on Local Vessels" had been issued to members on 4.3.2013 for endorsement which deadline for comments was 26.03.2013. He concluded that since there were no comments received, **the Paper was endorsed** by the present LVAC meeting. Subject to consultation with the Port Operations Committee, the draft Code would be submitted to the Director of Marine for approval and subsequent arrangement of promulgation by notice in Gazette.

(ii) Endorsement of the LVAC Paper No. 3/2013-Amendments to the Code of Practice on Shipboard Container Handling on Local Vessels

7. Mr. W.F. LEUNG also referred to the “Amendments to the Code of Practice on Shipboard Container Handling on Local Vessels” which deadline for comments was the present date (i.e.16.04.2013). He therefore consulted the members in the meeting on whether they have any views on the captioned Paper but no comments were received. In this connection, it was agreed that the captioned Paper was endorsed by the LVAC and subject to consultation with the Port Operations Committee, the revised Code would be submitted to the Director of Marine for approval and subsequent arrangement of promulgation by notice in Gazette.

VI. Date of Next Meeting

8. There being no other business, the meeting ended at 1630 hours. The date of next meeting would be announced in due course.