

# LOCAL VESSELS ADVISORY COMMITTEE

## Minutes of the 22nd Meeting

Date : 20 March 2017 (Monday)  
Time : 2:00 p.m.  
Place : Conference Room A, 24/F, Harbour Building

### Present

<b>Chairman:</b>	Mr S. F. WONG	Deputy Director, Marine Department (“MD”)
<b>Members:</b>	Mr HUANG Li-fan	Ship Survey Work
	Ir MAK Chiu-ki	Seafarers’ Training
	Mr SIU Ping-wing	Seafarers’ Associations
	Mr CHAN Woon-lung	Cargo Vessels’ Operations
	Mr WEN Tsz-kit, Bondy	Launch & Excursion Vessels’ Operations
	Mr CHEUNG Kwok-wai	Ferry Vessels’ Operations
	Mr FONG Chi-fai	River Trade Cargo Operations
	Mr Leon CHAN	Pleasure Boating Operations
	Mr YEUNG Sheung-chun	Fishing Industry
	Mr LAW Ka-hong	Superintendent (Operations) (Marine Regional Headquarters), Hong Kong Police Force (“HKPF”)
	Mr H. B. CHAN	General Manager/Operations, MD
	Mr P. K. YEUNG	General Manager/Local Vessels Safety, MD
<b>Secretary:</b>	Mr Anson M. C. SINN	Executive Officer (Committee & General), MD

## In Attendance

Mr KWOK Tak-kee	HK & Kowloon Motor Boats & Tug Boats Association Ltd.
Mr Emil PUI	HK & Kowloon Motor Boats & Tug Boats Association Ltd.
Mr Freely CHENG	Deputy Director (Special Duties), MD
Mr W. H. HO	Assistant Director (Special Duties), MD
Mr F. L. CHEUK (Presentation of Paper No. 5/2017)	Assistant Director/Planning & Services, MD
Mr C. C. CHOI (Presentation of Paper No. 3/2017)	General Manager/Shipping Registry & Seafarers, MD
Mr L. K. LAW (Presentation of Paper No. 4/2017)	Senior Marine Officer/Harbour Patrol Section(1), MD
Mr K. Q. WU (Present for Paper No. 4/2017)	Senior Marine Officer/Dangerous Goods & Prosecution, MD
Mr P. F. CHAN (Present for Paper Nos. 5/2017 and 6/2017)	Acting Senior Marine Officer/Planning & Development (3), MD
Mr Jerry TANG	Senior Surveyor of Ships/Local Vessels Safety, MD
Mr Eric LEE (Presentation of Paper No. 2/2017)	Senior Surveyor of Ships (Special Duties), MD
Mr Zachary LEE (Presentation of Paper No. 1/2017)	Senior Administrative Officer (Special Duties), MD
Ms Tina KWAN (Present for Paper No. 6/2017)	Acting Marine Officer/Planning & Development (3), MD
Mr NG Wai-hong (Presentation of Paper No. 5/2017)	Senior Engineer 5/ Hong Kong-Zhuhai-Macao Bridge, Highways Department (“HyD”)
Mr PANG Chi-chiu (Present for Paper No. 5/2017)	Senior Engineer 9/ Hong Kong-Zhuhai-Macao Bridge, HyD

Ms IP Wing-ye, Winnie      Engineer 2/ Hong Kong-Zhuhai-Macao Bridge,  
HyD  
*(Present for Paper No. 5/2017)*

Mr KWAN Chi-fai      Deputy Project Manager, Ove Arup & Partners  
*(Presentation of Paper No. 5/2017)*

Mr NG Sooi-yeun      Senior Resident Engineer, AECOM Asia Co.  
*(Presentation of Paper No. 5/2017)*

Mr LO Kwok-chung, David      Chief Engineer/Islands, Civil Engineering and  
Development Department (“CEDD”)  
*(Presentation of Paper No. 6/2017)*

Mr CHEUNG Pak-kin      Engineer 8/Islands, CEDD  
*(Present for Paper No. 6/2017)*

Ms LUI Lai-ying, Hallie      Assistant Engineer 3/Islands, CEDD  
*(Present for Paper No. 6/2017)*

Mr Simon WONG      Executive Director (Transportation, Hong  
Kong), AECOM Asia Co.  
*(Presentation of Paper No. 6/2017)*

Mr Fred NG      Executive Director, AECOM Asia Co.  
*(Present for Paper No. 6/2017)*

Mr Stanley LIU      Associate Director, AECOM Asia Co.  
*(Present for Paper No. 6/2017)*

Mr Patrick LAM      Project Engineer (Transportation, Hong Kong),  
AECOM Asia Co.  
*(Present for Paper No. 6/2017)*

Mr Wilson KWAN      Associate Director, BMT Asia Pacific  
*(Present for Paper No. 6/2017)*

Ms Jennifer YUE      Principal Engineer, BMT Asia Pacific  
*(Present for Paper No. 6/2017)*

### **Absent with Apologies**

Mr SZETO Feut      Ship Building and Repairing Industry

Mr NG Kwok-wing, Eric      Naval Architecture

Mr WONG Leung-wai      Marine Insurance Industry

Action

## I. Opening Remarks

1. The Chairman welcomed all to the meeting and told them the house rules of the Local Vessels Advisory Committee (LVAC):
  - (a) All participants are requested to turn their mobile phones to silent mode.
  - (b) LVAC meetings are not private sessions. If members of the industry can be accommodated in the venue to observe the meetings, they may make reservations with the Secretariat in advance.
  - (c) After proper consideration, the Chairman and members of the LVAC reserve the right to not allow certain members of the public to observe the meeting.
  - (d) Observers should have the Chairman's signal of consent before speaking in the meeting. [Post-meeting note: Observers will not have the right to vote if and when there is a question coming or arising before an LVAC meeting.<sup>1</sup>]
  - (e) The Secretariat will not make written records of the oral comments made by observers in the meetings.
  - (f) If the discussion items involve restricted or confidential documents, according to the "need-to-know" principle, the Chairman can ask observers to withdraw from/leave the meeting. The paper concerned and the discussion will be restricted to the staff members of MD and the members of LVAC.
2. The Chairman asked members to refer to the agenda to see if they needed to make declarations of interests in the meeting for any suspected conflicts of interests arising from the issues of discussion. Members' replies were negative.

## II. Confirmation of Minutes of Last Meeting

Secretary

3. The minutes (Chinese version) of the 21st meeting held on 30 December 2016 were circulated to members via e-mail

---

<sup>1</sup> See paragraph 8 of the minutes of the 1st meeting of the LVAC held on 8 December 2006 ([http://www.mardep.gov.hk/en/aboutus/pdf/lvac\\_m061208.pdf](http://www.mardep.gov.hk/en/aboutus/pdf/lvac_m061208.pdf))

on 3 March 2017. The minutes were confirmed without amendment.

4. [Post-meeting note: The minutes of the 21st meeting was uploaded to the website of MD on 23 March 2017.<sup>2</sup>]

### III. Information Items

SAO(SD), (i)  
MD

LVAC Paper No. 1/2017 – Subsidy Scheme for Installation of Radar on Local Passenger Vessels (Extending the Application Period)

5. Mr Zachary LEE (SAO(SD), MD) briefed members on LVAC Paper No. 1/2017. After consideration, MD agreed to extend the deadline of application for the Subsidy Scheme for Installation of Radar on Local Passenger Vessels (i.e. Class I vessels) from 31 March 2017 to 30 September 2017.

SS(LVS),  
MD

6. Mr Jerry TANG (SS(LVS), MD) added that the revised sample application form and guidance notes would be uploaded to the website of MD after the meeting. He then distributed the form titled “Application for Subsidy for Installation of Radar on Local Passenger Vessels – Technical Requirements Inspection Report and Declaration” in the meeting (see *Appendix I*). As required by the subsidy scheme, the inspection report and declaration should be filled in and submitted by a trained service engineer for the model and type of radar installed, and should be signed by the service engineer and the coxswain/owner.

7. [Post-meeting note: Paragraph 7 of LVAC Paper No. 16/2015<sup>3</sup> states that “the applicant should provide the following supporting documents together with the application form: (a) receipts of procurement and installation of radar on board; (b) statement or certificate issued by the supplier or installer of radar for the confirmation of installation of radar on board; and (c) statement or certificate issued by the manufacturer, supplier or installer of radar to confirm that the radar installed on vessel is in compliance with the technical specifications of conformed radar.” The form titled “Application for Subsidy for Installation of Radar on Local Passenger Vessels – Technical Requirements Inspection Report and Declaration”

---

<sup>2</sup> [http://www.mardep.gov.hk/en/aboutus/pdf/lvac\\_m161230.pdf](http://www.mardep.gov.hk/en/aboutus/pdf/lvac_m161230.pdf)

<sup>3</sup> [http://www.mardep.gov.hk/en/aboutus/pdf/lvacp16\\_15.pdf](http://www.mardep.gov.hk/en/aboutus/pdf/lvacp16_15.pdf)

completed by the contractor which installed the equipment and the coxswain/owner can be treated as a documentary proof for items (b) and (c) above.]

8. The Chairman explained that the radar that the owners installed should comply with MD's requirements [Post-meeting note: The requirements refer to the specifications set out in Annex I-4 of the Code of Practice – Safety Standards for Class I Vessels (March 2017 Edition)<sup>4</sup>]. The template of the inspection report could facilitate MD officers to assess whether the radar complied with the specifications. The Chairman asked members to submit their written comments (if any) about the inspection report and declaration within two weeks after the meeting.
9. [Post-meeting note: MD sent out the inspection report and declaration via e-mail on 30 March 2017. Since members did not raise any comments before the deadline (13 April 2017), it was considered that they had confirmed the inspection report. In addition, since MD partitioned and amended the codes of practice for safety standards for Class I to IV vessels in early March 2017, page 8 of the application form for subsidy for installation of radar on local passenger vessels has been amended as follows: “Conformed Radar” means a piece of radar which complies with the technical requirements set out in Annex I-4 to the Code of Practice – Safety Standard for Class I, ~~II and III~~ Vessels.]
10. Members noted LVAC Paper No. 1/2017.

SSoS(SD), (ii)  
MD

LVAC Paper No. 2/2017 –  
Format of the New Certificate of Survey

11. Mr Eric LEE (SSoS(SD), MD) introduced the revised format of the new Certificate of Survey as set out in LVAC Paper No. 2/2017. He further stated that MD would issue the new Certificates of Survey and the relevant “Records of Safety Equipment and Key Installations” starting from the third quarter of 2017 when the existing certificates were due for replacement and the vessels concerned passed the regular inspections. During the transitional period of certificate replacement, vessels might keep using the existing Certificates

---

<sup>4</sup> [http://www.mardep.gov.hk/en/pub\\_services/ocean/pdf/lvs\\_cop1.pdf](http://www.mardep.gov.hk/en/pub_services/ocean/pdf/lvs_cop1.pdf)

of Survey that were still valid.

12. Mr WEN Tsz-kit, Bondy asked whether MD officers' survey method for fire-fighting apparatus and life-saving appliances on vessels would be different from the survey method used in the past.
13. Mr Eric LEE (SSoS(SD), MD) replied that the survey method would be roughly the same. MD officers only checked the statutory number of fire-fighting apparatus and life-saving appliances in the past, but they would now check all the fire-fighting apparatus and life-saving appliances indicated on the plan.
14. Mr CHEUNG Kwok-wai noted that information about key installations (such as main engine and gear box) was required to be entered on the form titled "Records of Safety Equipment and Key Installations" as set out in Annex II of the LVAC Paper. He recommended MD to update the form MD 617 titled "Application for Alteration of Local Vessels"<sup>5</sup> to make it in line with "Records of Safety Equipment and Key Installations" as set out in Annex II.
15. The Chairman thanked Mr CHEUNG Kwok-wai for his comments and asked SSoS(SD), MD to follow up the issue.
16. Mr CHEUNG Kwok-wai further asked whether the new Certificate of Survey would reflect the manpower shortage problem faced by the industry. He hoped that MD could reduce the minimum manning crew number of local passenger vessels (i.e. Class I vessels) outside operating hours and passenger-carrying hours.
17. The Chairman responded that MD kept an open mind on the issue and it understood that with manpower shortage and insufficient new recruits, the industry had difficulty in crew deployment. As required by the law [Post-meeting note: section 47(1) of the Merchant Shipping (Local Vessels) (Certification and Licensing) Regulation (Cap. 548D)<sup>6</sup>], a

---

<sup>5</sup> [http://www.mardep.gov.hk/en/forms/pdf/lvs\\_af.pdf](http://www.mardep.gov.hk/en/forms/pdf/lvs_af.pdf)

<sup>6</sup> Section 47(1) of the Merchant Shipping (Local Vessels) (Certification and Licensing) Regulation (Cap. 548D): A Class I, II or III vessel that is fitted with any propulsion engines shall not be underway unless there is on board – (a) a person in charge of the vessel who is the holder of a local certificate of competency as a coxswain appropriate for the vessel, or any equivalent certificate specified in the Local Certificate of Competency Rules; (b) in addition to the person referred to in paragraph (a), a person in charge of the engines who is the holder of a local certificate of competency as an engine operator appropriate for the total propulsion power of the engines of the vessel, or any

vessel should be operated by a sufficient number of competent crew members. The Chairman would discuss the issue with the units concerned in MD after the meeting.

18. Members noted LVAC Paper No. 2/2017.

#### IV. New Discussion Items

AD/PAS,  
MD,  
SE 5&9/  
HZMB,  
HyD

LVAC Paper No. 5/2017 –

Designation of Restricted Areas and Special Areas for Hong Kong Link Road and Southern Connection of Tuen Mun-Chek Lap Kok Link

19. Mr KWAN Chi-fai (Deputy Project Manager, Ove Arup & Partners) and Mr NG Sooi-yeon (Senior Resident Engineer, AECOM Asia Co.) provided members with elaboration of the “Designation of Restricted Areas and Special Areas for Hong Kong Link Road (“HKLR”) and Southern Connection of Tuen Mun-Chek Lap Kok Link (“TM-CLKL”)” (see *Appendix II*<sup>7</sup> for the PowerPoint slides).
20. Mr CHEUNG Kwok-wai asked, as shown in Figure 1 of the paper (i.e. the 5th of the PowerPoint slides), whether the Highways Department (“HyD”) had assessed the speed of currents, whether the navigation span was wide enough for vessels to pass through, and whether the department would add anti-collision materials to the bridge spans as a precautionary measure. He was of the view that vessels might not be able to navigate on the designated routes due to the impact of currents, and the construction of the third airport runway might affect the speed of currents in the vicinity of the waters. It was recommended that the department should conduct detailed assessment.
21. Mr KWAN Chi-fai (Deputy Project Manager, Ove Arup & Partners) responded that the consultant had conducted three-dimensional simulation operation assessment for vessels by simulating the currents, alignments and channels on the spot and passage of different vessels (e.g. tugboats and barges) through the navigation span to ensure that navigational safety

---

equivalent certificate specified in the Local Certificate of Competency Rules; and (c) such additional number of crew with such qualification, training and experience as may be specified in the full licence or temporary licence for the vessel.

<sup>7</sup> Only Chinese version is available



would not be affected by currents. As for the design of the bridge, the consultant had taken into consideration the factor of collision strength and produced a separate model for the bridge. The bridge spans were equipped with anti-collision materials to avoid any threat posed to the bridge structures upon a collision by a vessel.

22. Mr NG Wai-hong (SE 5/HZMB, HyD) concluded that, according to the consultant's assessment, all types of vessels could pass through the navigation spans at the HKLR Areas safely.
23. Mr CHEUNG Kwok-wai earnestly requested HyD and its consultant to submit the information on the three-dimensional navigation simulation operation assessment for review. The Chairman asked HyD to follow up. [Post-meeting note: MD has forwarded the relevant information provided by HyD (see *Appendix III*<sup>8</sup>) to Mr CHEUNG Kwok-wai for reference.]
24. Mr WEN Tsz-kit, Bondy asked whether MD might slightly relax the proposed height restriction of 12 m for HKLR Restricted Area No. 2 as shown in the 4th of the PowerPoint slides.
25. Mr KWAN Chi-fai (Deputy Project Manager, Ove Arup & Partners) responded that, apart from taking into account the usual tidal height of 2 m, the consultant had considered factors such as a tidal height of 3.45 m happened once in a century before proposing a height restriction of 12 m above sea level for the restricted area.
26. Mr F. L. CHEUK (AD/PAS, MD) added that vessels might pass through via the navigation span at HKLR Restricted Area No. 1 (subject to a height restriction of 41 m above sea level) under normal circumstances, without the need to access through the bridge spans of other restricted areas. Therefore, the industry needed not worry about the height restriction of 12 m for HKLR Restricted Area No. 2.
27. The Chairman said that MD had to amend the legislation on the height restriction of vessels for the restricted areas [Post-meeting note: the Shipping and Port Control Regulations (Cap. 313A) and the Merchant Shipping (Local Vessels)

---

<sup>8</sup> Only Chinese version is available

(General) Regulation (Cap. 548F)]. Therefore, the net navigable height of 12 m for Restricted Area No. 2 would be clearly stated in the relevant regulations. He suggested the industry use Restricted Area No. 1 with a net navigable height of 41 m to avoid accidents caused by the collision of cranes or derrick booms of vessels with HKLR.

28. Mr HUANG Li-fan pointed out that the navigable width of each channel was 100 m as stated in Figure 1 of the paper (i.e. the 5th of the PowerPoint slides), and enquired whether MD would restrict the types of vessels from using these channels.
29. Mr F. L. CHEUK (AD/PAS, MD) responded that MD would set out measures to separate the marine traffic for southbound and northbound navigations in the waters west of Lantau Island. At the west of the Airport Island, there were two bridge spans providing two one-way navigation channels. According to paragraph 12 of the paper, HKLR Restricted Area No. 1 would be divided into three special areas. Southbound vessels must pass through the navigation span at HKLR Special Area No. 1 to the left for one-way access, i.e. vessels would only be able to pass through the bridge span of the fairway heading in southwesterly direction. Northbound vessels must pass through the navigation span at HKLR Special Area No. 2 to the right for one-way access, i.e. vessels would only be able to pass through the bridge span of the fairway heading in northeasterly direction. Vessels with an overall length not exceeding 10 m might access HKLR Special Area No. 3.
30. As members raised no further comment, LVAC Paper No. 5/2017 was endorsed.

GM/SRSB (ii)  
, MD

LVAC Paper No. 3/2017 –  
Update on Proposed Amendments to the Examination Rules  
for Local Certificates of Competency

31. Mr C. C. CHOI (GM/SRSB, MD) informed members that LVAC Paper No. 20/2016<sup>9</sup> was superseded by LVAC Paper No. 3/2017. The biggest difference between the two papers was that, upon considering the views from members at the 21st LVAC meeting held on 30 December 2016, MD

---

<sup>9</sup> [http://www.mardep.gov.hk/en/aboutus/pdf/lvacp20\\_16.pdf](http://www.mardep.gov.hk/en/aboutus/pdf/lvacp20_16.pdf)

proposed that those intended to attain the coxswain Grade 3 Certificate of Competency (“CoC 3”) qualification could directly apply for the maritime preparatory course without any sea service experience before sitting for the coxswain CoC 3 examination<sup>10</sup>. Upon passing the examination and completing the sea service experience and shipboard training programme, they would be granted the coxswain CoC 3 qualification (see paragraph 3(b) and Appendix II of this paper for details).

32. In response to a question raised by the Chairman, Mr C. C. CHOI (GM/SRSB, MD) informed members that MD expected to gazette and amend the Examination Rules for Local Certificates of Competency<sup>11</sup> in the second quarter of 2017.
33. Mr WEN Tsz-kit, Bondy (on behalf of the HK & Kowloon Motor Boats & Tug Boats Association) asked, as stated in paragraph 6 of the paper, whether the CoC for competent radar operators previously issued by the Hong Kong Polytechnic, the Hongkong and Yaumati Ferry or Wintex Shipping Limited would remain valid after the legislative amendments on the installation of radar came into operation (i.e. from 1 December 2017 onwards).
34. The Chairman responded that there was no stipulation on the validity period for the CoC for competent radar operators. The course certificates issued by accredited course organisers recognised by MD in the past shall be deemed to remain valid.
35. Mr C. C. CHOI (GM/SRSB, MD) agreed to verify the relevant information after the meeting. [Post-meeting note: MD confirmed that, before the legislative amendments came into operation<sup>12</sup>, the CoC for competent radar operators issued by accredited colleges or companies would still be recognised].
36. Mr CHEUNG Kwok-wai said that the practical assessment for Grade 1 coxswains stated in paragraph 3(a)(ii) and Appendix I of the paper was new. Therefore, it was hoped that MD would arrange briefing sessions to introduce the specific

---

<sup>10</sup> The Coxswain Grade 3 Certificate Examination Guidebook is available on MD’s website ([http://www.mardep.gov.hk/hk/pub\\_services/pdf/coxswain\\_grade3\\_guide.pdf](http://www.mardep.gov.hk/hk/pub_services/pdf/coxswain_grade3_guide.pdf))

<sup>11</sup> [http://www.mardep.gov.hk/en/pub\\_services/pdf/examrules\\_iv.pdf](http://www.mardep.gov.hk/en/pub_services/pdf/examrules_iv.pdf)

<sup>12</sup> The Merchant Shipping (Local Vessels) (General) Regulation (Cap. 548F) and the Merchant Shipping (Local Vessels) (Safety and Inspection) Regulation (Cap. 548G)

details to the industry.

37. Mr C. C. CHOI (GM/SRSB, MD) responded that MD welcomed face to face discussion with the industry. The Chairman earnestly requested Mr WEN Tsz-kit, Bondy (on behalf of the HK & Kowloon Motor Boats & Tug Boats Association) to take a co-ordinating role. Mr WEN Tsz-kit, Bondy seconded. [Post-meeting note: MD held a briefing session with the HK & Kowloon Motor Boats & Tug Boats Association on 31 March 2017. MD staff explained the scope and contents of the practical assessment at the meeting to help shipping companies organise in-service shipboard training programme.]
38. Mr CHEUNG Kwok-wai said that, given the succession problems encountered by the shipping industry, it was hoped that MD would allow coxswains of local passenger vessels to be exempted from enrolling in courses or taking examinations to relieve their burden in case they did not possess the CoC for competent radar operators or CoC in radiotelephony, provided that the assistant coxswains had possessed those certificates to prove their qualifications for operating the relevant navigational equipment.
39. Mr C. C. CHOI (GM/SRSB, MD) added that it was acceptable for either the coxswains or the assistant coxswains to possess those certificates under circumstances without compromising the navigational safety of vessels, which was affirmed by the Chairman.
40. Mr YEUNG Sheung-jun asked whether the fishing licences issued by MD were applicable before the implementation of the Merchant Shipping (Local Vessels) Ordinance (Cap. 548).
41. The Chairman responded that MD had ceased to issue fishing licences except the Local Certificates of Competency for Coxswains since the implementation of the Merchant Shipping (Local Vessels) Ordinance (Cap. 548) in January 2007. In addition, MD had offered a transitional period for the fishermen to obtain the Local Certificates of Competency for Coxswains by enrolling in courses in China and taking the examination in Hong Kong.
42. Mr C. C. CHOI (GM/SRSB, MD) added that MD had issued a notice in early 2007 to summarise the equivalence and the

relative operational limitations between the certificates issued before the implementation of the Merchant Shipping (Local Vessels) Ordinance (Cap. 548) and the CoC issued under the Merchant Shipping (Local Vessels) (Local Certificate of Competency) Rules<sup>13</sup>. [Post-meeting note: for details, see the Marine Department Notice No. 129/2007 “Updated Arrangements in the Recognition of PRC Fishery Vessel Officer’s Certificates for the Operation of “Guangdong/Hong Kong Mobile Fishing Vessels” under the Merchant Shipping (Local Vessels) Ordinance (Cap. 548)<sup>14</sup>”.]

43. As members raised no further comment, LVAC Paper No. 3/2017 was endorsed.

GM/Ops (ii)  
and  
SMO/HPS(  
1) MD

LVAC Paper No. 4/2017 -  
Proposed Legislation Against Drink and Drug Boating

44. Mr L. K. LAW (SMO/HPS(1), MD) presented LVAC Paper No. 4/2017 and invited members to comment on the proposed legislation against drink and drug boating.
45. Mr Leon CHAN enquired about the specific details of the enforcement and collection of evidence by MD regarding drink and drug boating in relation to paragraph 9 of the LVAC Paper. He pointed out that with respect to the collection of evidence by the Police Force of drink driving on land, the average time interval between the screening breath test and the evidential breath test was currently about 70 minutes. He wished to know whether MD would set a target time interval between the two tests.
46. [Post-meeting notes: The Audit Commission conducted reviews on screening breath tests and evidential breath tests for drink driving in 1998, 2006 and 2012. It was found that the average time interval between the two tests was shortened from 70 minutes in 1998 to 50 minutes in 2006, and further shortened to 44 minutes in 2012.<sup>15</sup> The Police Force required the officer in charge of the case to submit explanations to the Police Headquarters if the time interval between the screening breath test and the evidential breath test was found exceeding 75 minutes.]

---

<sup>13</sup> Stipulated in accordance with Section 16(2) of Cap. 548

<sup>14</sup> <http://www.mardep.gov.hk/en/notices/pdf/mdn07129.pdf>

<sup>15</sup> See paragraphs 2.17 and 2.18 of Chapter 2 “Administration of road safety measures” of the Director of Audit’s Report No. 60 (March 2013) ([http://www.aud.gov.hk/pdf\\_e/e60ch02.pdf](http://www.aud.gov.hk/pdf_e/e60ch02.pdf))

47. Mr L. K. LAW (SMO/HPS(1), MD) responded that the enforcement procedures against drink and drug boating were similar to that for road traffic, but would be adjusted to suit the environment at sea. The three circumstances under which alcohol and drug tests would be conducted were set out in paragraph 8 of the LVAC Paper. When authorised officers of MD required vessel operators to provide specimens of breath for tests using approved pre-screening devices, and if the proportion of alcohol in the breath exceeded the prescribed limit, MD officers, who did not have the power of arrest, would request police officers to arrest and bring the vessel operator to a nearby police station equipped with approved breath analysing instruments for follow-up.
48. Mr Leon CHAN was worried that vessel operators who contravened the provision would be released due to an excessively long interval between the screening breath test and the evidential breath test under such arrangement. Mr WEN Tsz-kit, Bondy shared the same concern. In view of that, Mr CHEUNG Kwok-wai suggested that approved breath analysing instruments should be provided on board divisional patrol launches of the Marine Police to expedite the enforcement.
49. Mr Leon CHAN considered that MD must conduct sufficient publicity and education work, especially among major yacht clubs in Hong Kong.
50. Mr L. K. LAW (SMO/HPS(1), MD) responded that MD would arrange sufficient publicity and education at the initial stage of implementation of the new legislation. He continued that MD was currently liaising with the Marine Police of the Police Force on laying down the enforcement procedures.
51. Mr CHEUNG Kwok-wai remarked that the environment at sea was very different from that on land. Vessels might drift at sea due to factors like waves and currents. He opined that MD should not neglect rescue operations in favour of collection of evidence.
52. Mr L. K. LAW (SMO/HPS(1), MD) responded that the safety of life at sea was the first priority of MD in the event of marine accidents. Rescue operations should come first and

collection of evidence of drink and drug boating later. Mr H. B. CHAN (GM/Ops, MD) added that marine safety was the primary concern of MD. MD would collect evidence only when a vessel was berthed at a safe place. MD was discussing the enforcement details with the Marine Police, and would strategically coordinate the enforcement actions in outlying districts (such as water areas at Islands and Sai Kung) with the Marine Police.

53. Mr Wen Tsz-kit, Bondy enquired whether MD would contact the shipowner or ship agent to manage the vessel if the coxswain concerned was arrested for drink or drug boating.
54. Mr L. K. LAW (SMO/HPS(1), MD) responded that MD intended to make reference to the enforcement practices against operating a vessel without a licence and inform the shipowner to arrange a qualified coxswain to take charge of the vessel as soon as possible. In parallel, police officers would promptly bring the vessel operator concerned to a nearby police station equipped with approved breath analysing instruments for follow-up.
55. Mr Wen Tsz-kit, Bondy cast doubt on such practice. There was no time limit for collecting evidence of operating a vessel without a licence. However, for drink and drug boating there was statutory time limit. The waiting time for another coxswain to take charge would possibly be so long (especially in outlying areas or during the small hours) that there would be delay in bringing the vessel operator concerned to the police station for follow-up tests.
56. Mr CHEUNG Kwok-wai and Mr CHAN Woon-lung enquired whether vessels not in navigation but at anchor were subject to the proposed legislation against drink and drug boating.
57. Mr L. K. LAW (SMO/HPS(1), MD) responded that paragraph 5 of the LVAC Paper read “The new legislation applies to all **vessels underway**<sup>16</sup> within Hong Kong waters, including locally licensed vessels, river trade vessels and ocean-going vessels.” Therefore, the proposed legislation was only applicable to vessels in navigation. [Post-meeting notes: The word “underway” means that a vessel is not at

---

<sup>16</sup> The original text was bolded and underlined.

anchor, or made fast to the shore, or aground.<sup>17]</sup>

58. Mr FONG Chi-fai said that most river trade vessels adopted a shift system. He enquired whether off-duty officers on board were subject to the proposed legislation.
59. Mr L. K. LAW (SMO/HPS(1), MD) said in response that paragraph 7 of the LVAC Paper read “The proposed new legislation imposes control on any person who operates a vessel under the influence of alcohol, illicit drugs or non-illicit drugs in Hong Kong waters, including masters, coxswains, pilots, watchkeeping personnel of the deck and machinery spaces, and crew members who are responsible for taking care of passengers as stated in the muster list.” Therefore, the proposed legislation would be applicable to watchkeeping personnel on board instead of off-duty personnel. MD would inquire the crew to ascertain the identity of the watchkeeping personnel when collecting evidence.
60. The Chairman concluded that MD would take the above views into consideration when drawing up the enforcement procedures and guidelines with the Marine Police.
61. As members raised no further comments, LVAC Paper No. 4/2017 was endorsed.

## **V. Any Other Business**

CE/Islands (i)  
, CEDD,  
SMO/P&  
D(3)(Ag.),  
MD

LVAC Paper No. 6/2017 -  
Tung Chung New Town Extension

62. The Chairman informed members that the Civil Engineering and Development Department (“CEDD”) was going to consult members on the latest progress of the “Tung Chung New Town Extension” in the meeting. CEDD had consulted LVAC via Paper No. 20/2015 “Tung Chung New Town Extension”<sup>18</sup> in mid-December 2015, and had also held a briefing on 22 December 2015 to brief and consult members on the impacts of the proposed reclamation works on marine traffic.

---

<sup>17</sup> Rule 3(i) of the the International Regulations for Preventing Collisions at Sea 1972 in the Schedule to the Merchant Shipping (Safety) (Signals of Distress and Prevention of Collisions) Regulations (Cap. 369N)

<sup>18</sup> [http://www.mardep.gov.hk/en/aboutus/pdf/lvacp20\\_15.pdf](http://www.mardep.gov.hk/en/aboutus/pdf/lvacp20_15.pdf)



63. Mr LO Kwok-chung, David (CE/Islands, CEDD) said that CEDD and its consultant would then report the latest progress of the reclamation works for Tung Chung New Town Extension to members and present the assessment results of the impacts on marine traffic and the proposed mitigation measures. He distributed LVAC Paper No. 6/2017 “Tung Chung New Town Extension” at the meeting and invited members to provide written submissions (if any) on the Paper within two weeks. [Post-meeting notes: The Secretariat circulated the Paper (bilingual version) to members via email on the same day after the meeting. No members submitted any written views on the Paper.]
64. Mr Simon WONG (Executive Director (Transportation, Hong Kong), AECOM Asia Co.) expounded on the marine traffic arrangement for the reclamation of Tung Chung East” (see PowerPoint slides set out in *Appendix IV*<sup>19</sup>).
65. Mr LO Kwok-chung, David added that CEDD would consult the Legislative Council (LegCo) Panel on Development in late April 2017. It was anticipated that the CEDD would seek funding approval from the LegCo Public Works Subcommittee and the LegCo Finance Committee with a view to commencing the reclamation contract at the end of 2017 as planned.
66. In respect of the 10th of the PowerPoint slides, Mr CHEUNG Kwok-wai deemed that Tung Chung Channel was already too shallow. If Tung Chung Channel was diverted north-westward, its depth would be less than 3 m, posing potential dangers to navigational safety. He pointed out that ferry operators had to provide emergency ferry services between urban areas and Tung Chung Development Pier in the event of incidents at Tsing Ma Bridge, and the ferries would have to navigate through Tung Chung Channel. Therefore, MD must deepen the Channel to ensure navigational safety.
67. Concerning the 13th of the PowerPoint slides, Mr CHEUNG Kwok-wai enquired whether CEDD would build a vertical seawall, survey the seabed to see if there were any rocks underneath, investigate the impact of rebound momentum of hitting waves, and consider diverting Tung Chung Channel outward.

---

<sup>19</sup> Bilingual version

68. Mr Simon WONG (Executive Director (Transportation, Hong Kong), AECOM Asia Co.) responded that Tung Chung Channel would be slightly diverted north-westward and narrowed to 110 m during the works (see Fig.3 in the LVAC Paper). According to the consultant's recent water depth survey, the temporarily diverted Tung Chung Channel would still have a depth of more than 4 m.
69. Mr Simon WONG (Executive Director (Transportation, Hong Kong), AECOM Asia Co.) further said that a vertical seawall would be adopted for the northern coastal line close to the Channel, and a sloping seawall for the southern coastal line which was farther from the Channel. In addition, the breakwater of the yacht club would be hollow in design to reduce the impact of rebounding waves.
70. As members raised no further comments, LVAC Paper No. 6/2017 was endorsed.

GM/LVS (ii) Partition and Amendment of the Codes of Practice (CoPs) for Safety Standards for Class I to IV Vessels

71. In response to the enquiry of Mr YEUNG Sheung-chun, Mr P. K. YEUNG (GM/LVS, MD) said that MD had published a gazette notice<sup>20</sup> on 3 March 2017 for the partition and amendment of the CoPs. [Post-meeting notes: The amended separate volumes of the CoPs were available on MD's webpage<sup>21</sup>.]

SMO/VTC (iii) Proposal on the Rearrangement of the Principal Fairways and Anchorages in the Western Harbour (including the Widening of the Southern Fairway)

72. Mr CHEUNG Kwok-wai enquired about the progress of the legislative proposal on the Southern Fairway.
73. Mr H. B. CHAN (GM/Ops, MD) responded that the Government proposed to introduce the mentioned legislative proposal to the LegCo Panel on Economic Development

<sup>20</sup> <http://www.gld.gov.hk/egazette/pdf/20172109/egn201721091134.pdf>

<sup>21</sup> [http://www.mardep.gov.hk/en/pub\\_services/ocean/lvs\\_cop.html](http://www.mardep.gov.hk/en/pub_services/ocean/lvs_cop.html)

on 24 April 2017 for deliberation, and subsequently the negative vetting legislative procedure would be initiated to amend the provisions on vessel's speed in the Third and Seventh Schedules to the Shipping and Port Control Regulations (Cap. 313A) and the Merchant Shipping (Local Vessels) (General) Regulation (Cap. 548F).

## **VI. Adjournment of Meeting**

74. There being no other business, the meeting was adjourned at 4:15 p.m. The date of next meeting would be announced in due course.
75. [Post-meeting note: The next meeting would be held on 14 June 2017 at 2:30 p.m at Conference Room A on 24/F.]

\*\*\*\*\*

CONFIRMED the minutes 14th day of June 2017

Committee Unit  
Marine Department  
Ref. : L/M (46) to HQ/COM 425/1(19)

**Application for Subsidy for Installation of Radar on Local Passenger Vessels**  
**Technical Requirements Inspection Report and Declaration**  
 本地載客船隻安裝雷達資助申請  
 雷達技術規格檢測報告<sup>i</sup>及聲明

## Part 1 第一部

Vessel Name : 船名:	Certificate of Ownership No.: 擁有權證明書號碼:
Class of Vessel: 船隻類別	Owner/Agent : 船東/代理人:
Equipment : 設備:	Equipment Manufacturer: 設備製造商:
Model and Type: 型號和類別:	Equipment Serial Number : 設備序號:
Contractor Which Installed the Equipment: 安裝承辦商:	Name of Service Engineer <sup>ii</sup> : 工程師姓名:
Berth/Location : 碼頭/地點:	Installation Date:                      Time: 安裝日期:                                      時間:

## Part 2 第二部

Item No. 項目	Technical Requirements 技術規格	Complied with technical requirements 符合技術規格要求	On-site inspection with satisfactory result 現場檢測結果滿意
		Please ✓ if applicable 如適用請加上✓號	
1.	Have a display of the raster scan type and may be either in colour or monochrome. The display should be capable of being viewed in either daylight or darkness without the use of hoods. 具有 RASTER 掃描式顯示。顯示器可以是單色或彩色顯示；並可在白天或黑夜時觀看，而不必使用光罩。		
2.	Have at least the display modes of "Head-up" and "Course-Up" in addition to any other modes which may be available. 除其他模式的顯示外，最少提供以"首向"或"航向"模式為基準的顯示。		
3.	Be stabilized by a compass input from either a gyro compass, a transmitting magnetic compass, or a fluxgate compass. 裝有電羅經，發報磁羅經等的羅經輸入電路使之穩定方位的裝置。		
4.	Have a screen display of not less than 280 millimetres (11 inches diagonal). 顯示器不小於 280mm (11 英吋) 對角。		
5.	Have means for suppressing precipitation returns, which may be of the FTC type or of the video processor type and the control of which may be either progressive or on-off type. 有可以是 FTC 式或影像處理器式抑制沉降物回波的裝置。其控制可以是連續地調整或開一關模式的裝置。		
6.	Have means suppressing sea clutter returns, the control of which must be progressive and which may be of swept gain type or the video processor type. 有抑制來自海浪雜波等回波的合適裝置。控制器應能連續地調整，這可以是 swept gain 方式或影像處理器方式。		
7.	Have a clearly identifiable heading marker capable of being suppressed temporarily by a spring loaded switch or similar device. 設有可以彈簧擊或同樣裝置使暫時隱藏的清晰可辨的首向標誌。		
8.	Have at least one variable range marker with a clearly displayed digit readout of range.		

	具有帶距離數位顯示量程的活動距標。		
9.	Be equipped with a switchable fixed range rings of an accuracy such that the range of an object on a range ring may be determined to within 1.5% of the range scale in use or 75 metres whichever is the greater. 具有可開關固定距標量程和距離圈的數值量程，其測距誤差在 1.5% 使用之量程或 75 米（取其大者）以內。		
10.	Be equipped with either a rotating cursor with parallel lines marked on it or with an electronic bearing marker having an adjustable origin. 設置有畫上平行線的轉動式信標或有可調整原位的電子方向標。		
11.	Have a facility for displaying the historical relative tracks of all echoes. The echo tracks must be capable of being removed and restarted afresh on demand. 有顯示物標回波的相對軌跡的裝置。回波軌跡應可在需要時得以消除或重新開始。		
12.	Have a horizontal beam width of not more than 2.5 degrees measured between the half power points (-3dB). 從半力點 (-3dB) 之間計測，距標方位分辨力誤差不超過 2.5°。		
13.	Have a pulse length on range scales up to 1.5 miles of not greater than 0.08μsec. 脈沖不大於 0.08μsec，長度至 1.5 英哩的量程。		
14.	Have a power output not less than 3 kilowatt. 不少於 3kW 的輸出。		
15.	Have an antenna system capable of sustained operation in relative wind speeds of 50 knots or greater. 天線可在 50 海浬或以上的相對風速時仍能工作。		
16.	Be equipped with a means of ascertaining that the receiver is correctly tuned. 備有判別接收器是否正確調準的裝置。		
17.	Be equipped with any risk of collision exists, including equipment that can, by long-range scanning, give early warning of any risk of collision. 裝設有能斷定是否存在碰撞危險的雷達設備，包括能夠藉遠距離掃描而發出任何碰撞危險的早期警報的設備。		

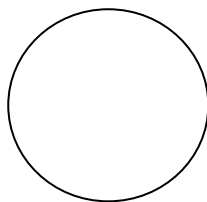
**Part 3 第三部**

**Declaration 聲明**

This is to certify that the above equipment has complied with the technical requirements of the Marine Department, the Government of the Hong Kong Special Administrative Region.

茲證明上述設備已符合香港特別行政區政府海事處的技術規格要求。

\_\_\_\_\_  
( )  
Name & Signature of Service Engineer  
Coxswain/Owner  
工程師 姓名和簽署  
姓名和簽署  
Date 日期: \_\_\_\_\_



安裝承辦商公司蓋章

\_\_\_\_\_  
( )  
Name & Signature of  
船長 / 船東  
Date 日期: \_\_\_\_\_

Note 註明:

i. The completion and the submission of this form is an essential part of the subsidy scheme and this should be filled in by a trained service engineer for the model and type of radar installed.

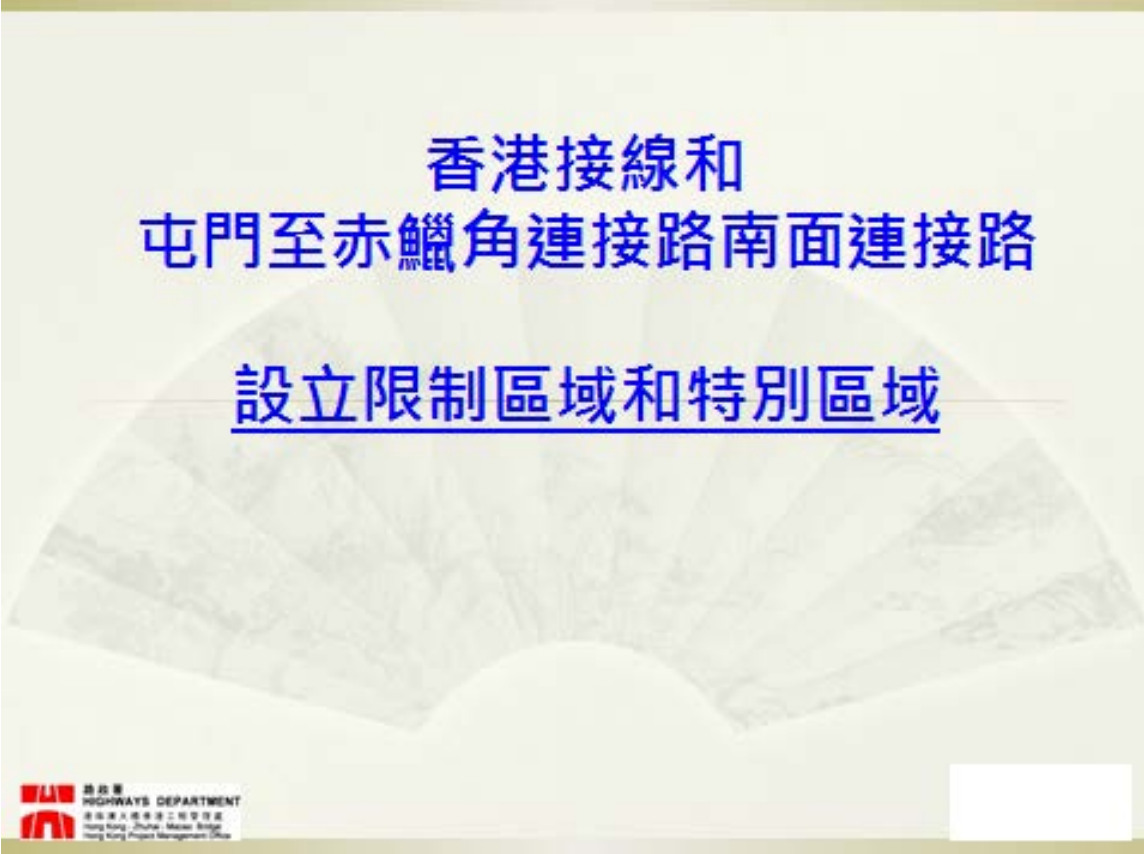
雷達資助安裝計劃要求此表格內容須由在此類型雷達裝置已受訓的工程師填妥及呈交。

ii. Please attach manufacturer issued training certificate as appropriate.

如適用請附上設備製造商的培訓證明書。

# 香港接線和 屯門至赤鱗角連接路南面連接路

## 設立限制區域和特別區域



**路政署**  
HIGHWAYS DEPARTMENT  
香港及屯門赤鱗角工程管理局  
Hong Kong - Zhushan - Maheui Bridge  
Hong Kong Project Management Office

①

### 香港接線和屯門至赤鱗角連接路- 整體佈局

**圖例:**

- 公路 (高架橋)
- 鐵路
- 公路 (地面道路)
- == 鐵路



屯門至赤鱗角連接路  
北面連接路

屯門至赤鱗角連接路  
南面連接路

香港國際機場

香港口岸

香港接線

港樂濱大橋主橋段

大嶼山

**路政署**  
HIGHWAYS DEPARTMENT  
香港及屯門赤鱗角工程管理局  
Hong Kong - Zhushan - Maheui Bridge  
Hong Kong Project Management Office

**ARUP**

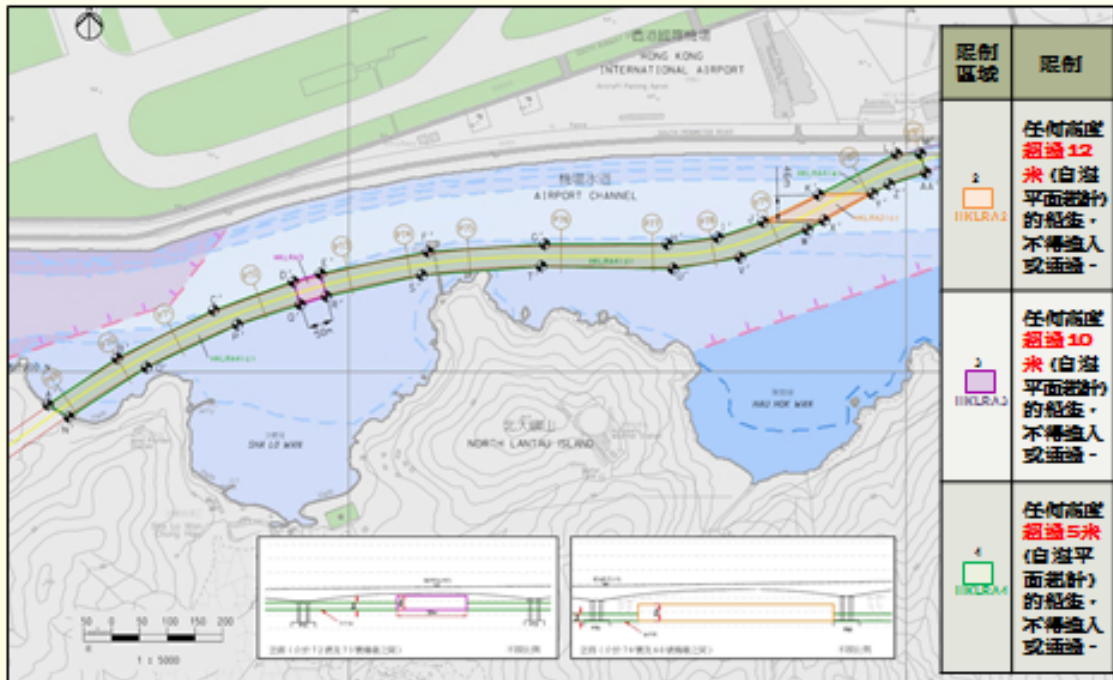
①







### 沿香港接線走綫建議的限制區域和特別區域

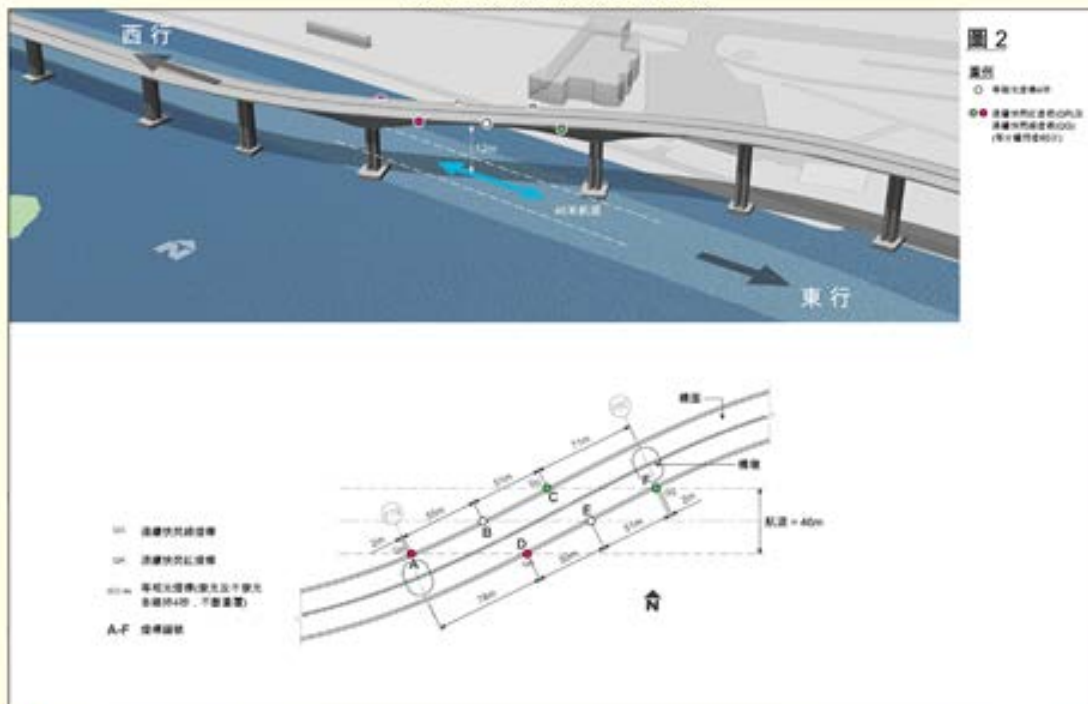


路政署 HIGHWAYS DEPARTMENT  
 港珠澳大橋香港工程師管理處  
 Hong Kong - Zhuhai - Macao Bridge  
 Hong Kong Project Management Office

ARUP

6 ⑥

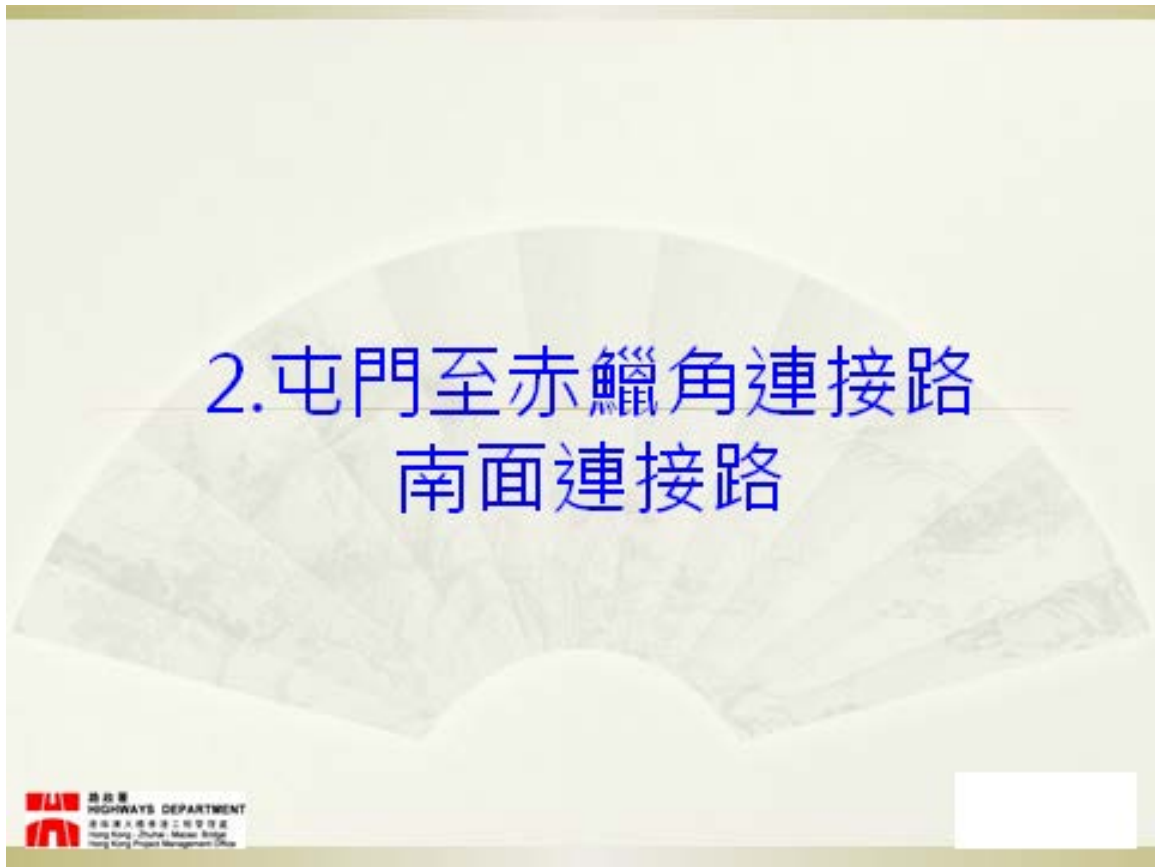
### 機場水道的通航孔



路政署 HIGHWAYS DEPARTMENT  
 港珠澳大橋香港工程師管理處  
 Hong Kong - Zhuhai - Macao Bridge  
 Hong Kong Project Management Office

ARUP

7 ⑦



屯門至赤鱗角連接路佈局



項目概況





屯門至赤鱗角連接路南面連接路



⑩



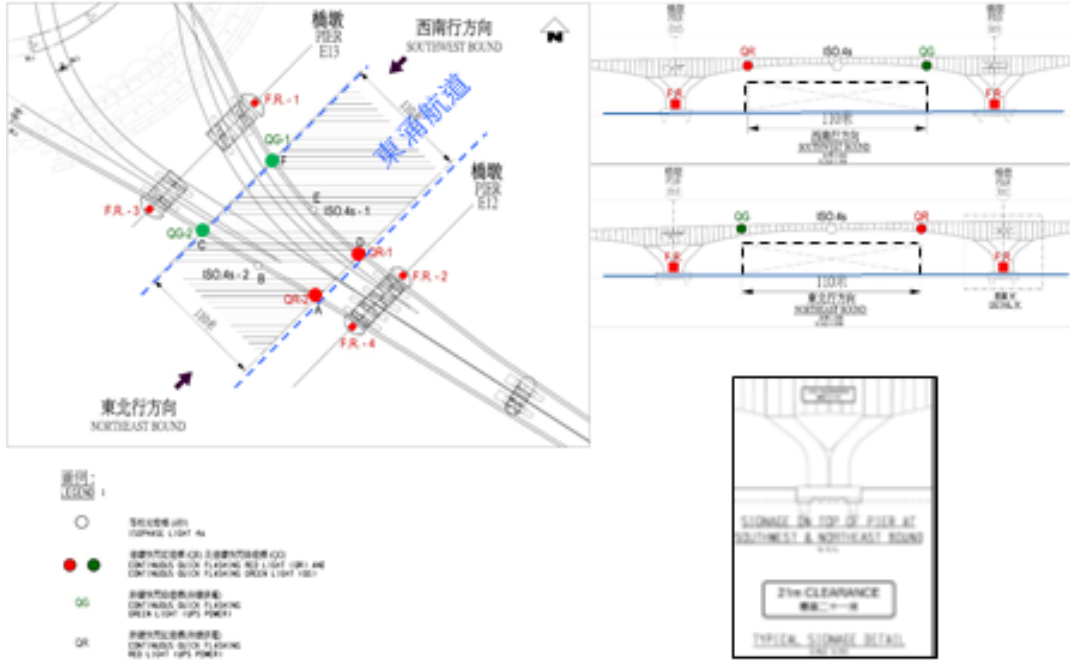
屯門至赤鱗角連接路設立限制區域



⑪



屯門至赤鱗角連接路南面連接路橫跨東涌航道 AECOM



12

## Information on 3-D Navigation Simulation Assessment

### 1. 簡介

為了確保船隻在不同的天氣及海洋環境下都能安全地通過香港接線的高架橋，有關方面進行了一系列的立體通航模擬操作評估。這個評估的主要目的如下：

- 評估船隻在不同環境下通過高架橋的情況，估算位於航道的橋墩對海上交通的潛在風險，以及確定該高架橋對船隻通航的影響。
- 確定香港接線高架橋的布局設計。

### 2. 通航模擬器

是次通航模擬使用設置於海事處訓練中心的「全功能船隻模擬器」。

### 3. 模擬船隻類型

是次通航模擬所模擬的船隻類型，包括以下六種：

船隻資料表：

特徵	船隻種類					
	三體噴射船	滅火輪 (精英號)	本地航行 渡輪景龍 3	內河船	機場消防 海上救援 艇	遠洋船隻
總長度 (米)	48	42	42	113	35	347
闊度 (米)	12	9.6	9	19	12	40

特徵	船隻種類					
	三體噴射船	滅火輪 (精英號)	本地航行 渡輪景龍 3	內河船	機場消防 海上救援 艇	遠洋船隻
總長度 (米)	48	42	42	113	35	347
吃水 〔深度〕 (米)	1.2	3.5	2.5	6.5	1.8	14.5
排水量 (噸)	2000	600	400	8800	2000	85,000
速度 (海里/ 小時)	48	15	19	14	28	15.8

#### 4. 模擬環境

在立體通航模擬操作評估中，模擬的環境包括正常天氣情況及極端天氣情況(達到八號烈風或暴風訊號)，測試船隻能否安全地通過高架橋之下的通航孔。

#### 5. 機場島西面的航道

在機場島西面航道的模擬測試中，模擬船隻會在正常環境及在可能出現的最壞環境情況之下通過通航孔。模擬測試中預設了 20 海里/小時的側風及 1.5 海里/小時的潮汐漲退水流(預設值已較本地一般情況為高)。除了信德噴射船及消防船的船長外，一位對於通航模擬操作有一定經驗的內河船船長也被邀請參與，負責模擬駕駛一艘內河船。

## 6. 總結

是次模擬測試證明了雙通航孔單方向的航道比起單通航孔雙方向的航道設計更安全。全部參與模擬操作的船長都確認在機場島西面的航道設計安全及適合航行。而設計的兩個獨立的單程通航孔其闊度足夠讓兩艘船於相反方向同時通過。模擬操作也測試了預計會出現在機場島西面航道的拖船作業，對於在極端環境下出現較差的駕駛行為也作出了測試。

在是次模擬測試亦確定了香港接線高架橋的橋墩位置、跨距及相關導航設備，提供了足夠的空間給通航船隻，使其在通過通航孔其間，可注意到位於高架橋另一邊正在橫越的船隻。由此可見，即將落成的香港接線高架橋對通航船隻沒有造成不良影響。



March 20, 2017



①

## 議程 Agenda

1. 工程背景  
Project Background
2. 海上交通影響評估  
Marine Traffic Impact Assessment
3. 施工階段的海上交通影響  
Marine Traffic Impact during Construction Phase
4. 運作階段的海上交通影響  
Marine Traffic Impact during Operation Phase



AECOM

②



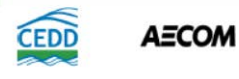
# 1. 工程背景 Project Background

③

## 建議發展大綱圖 Recommended Outline Development Plan

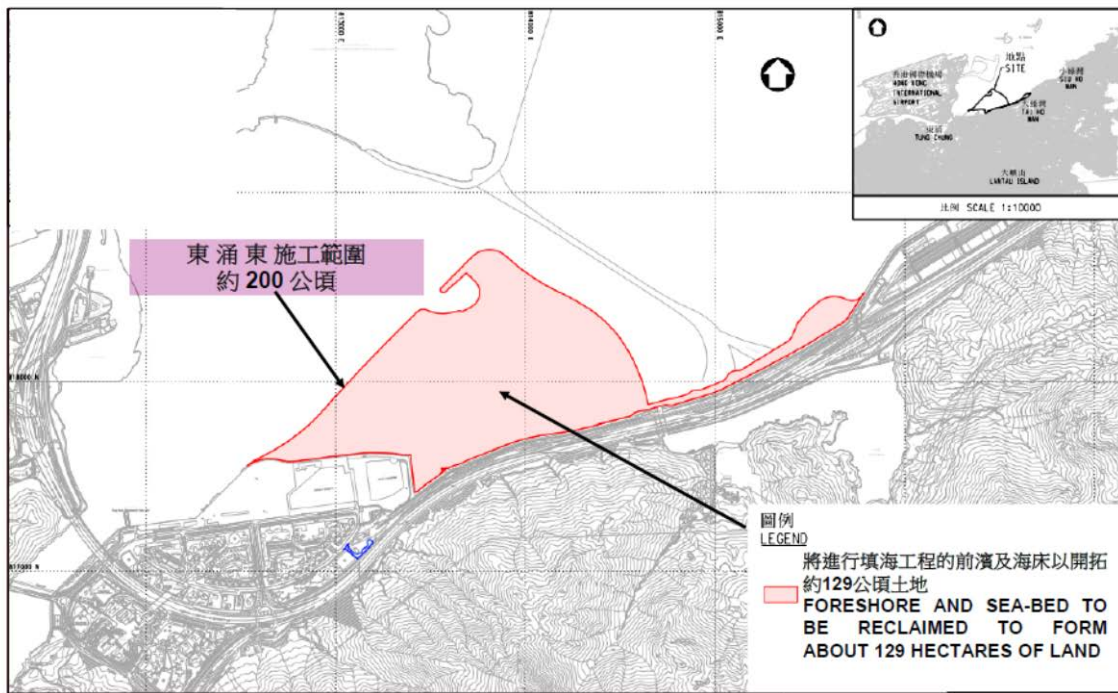


4



④

## 東涌東施工範圍 Works Area of Tung Chung East



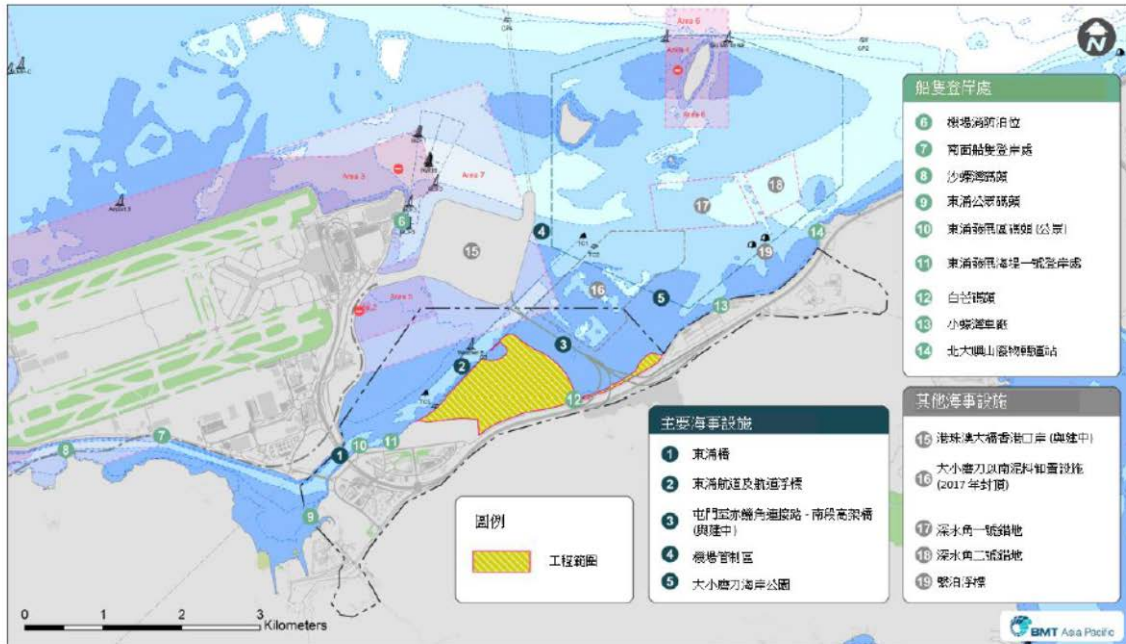
- 東涌東海上工程: 2018年第一季度至2023年第一季度 (暫定)
- 5 TCE Marine Works: Q1 2018 to Q1 2023 (Tentative)

⑤

## 2. 海上交通影響評估 Marine Traffic Impact Assessment

⑥

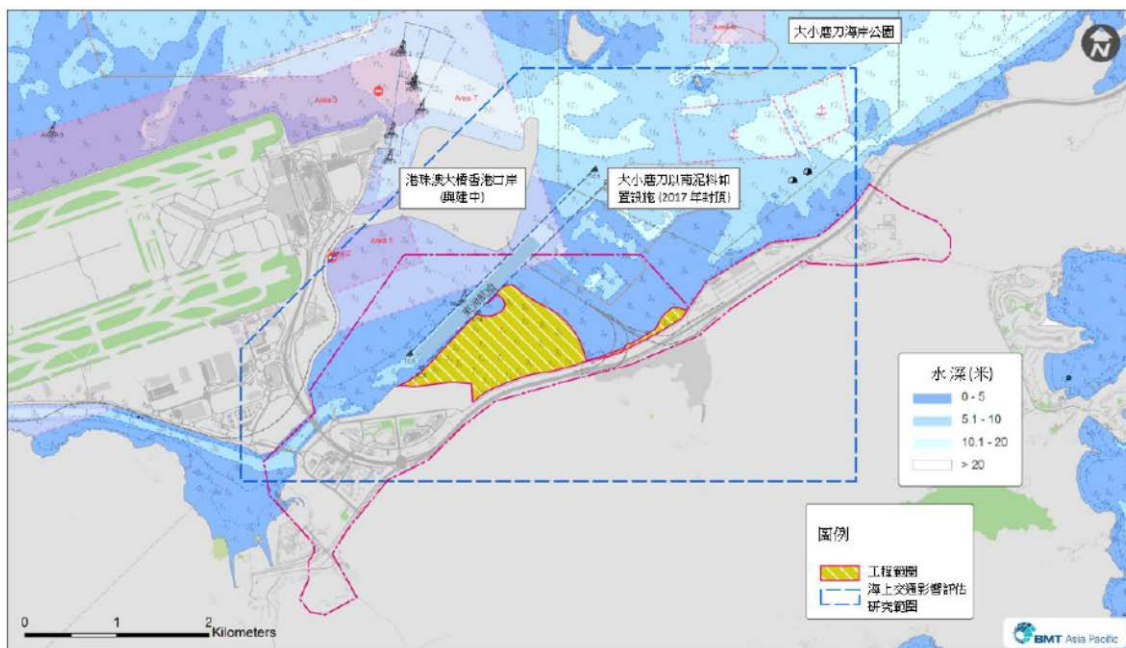
## 東涌東填海區鄰近的海事設施 Marine Facilities in the Vicinity of TCE Reclamation



AECOM

7

## 評估範圍 Study Area



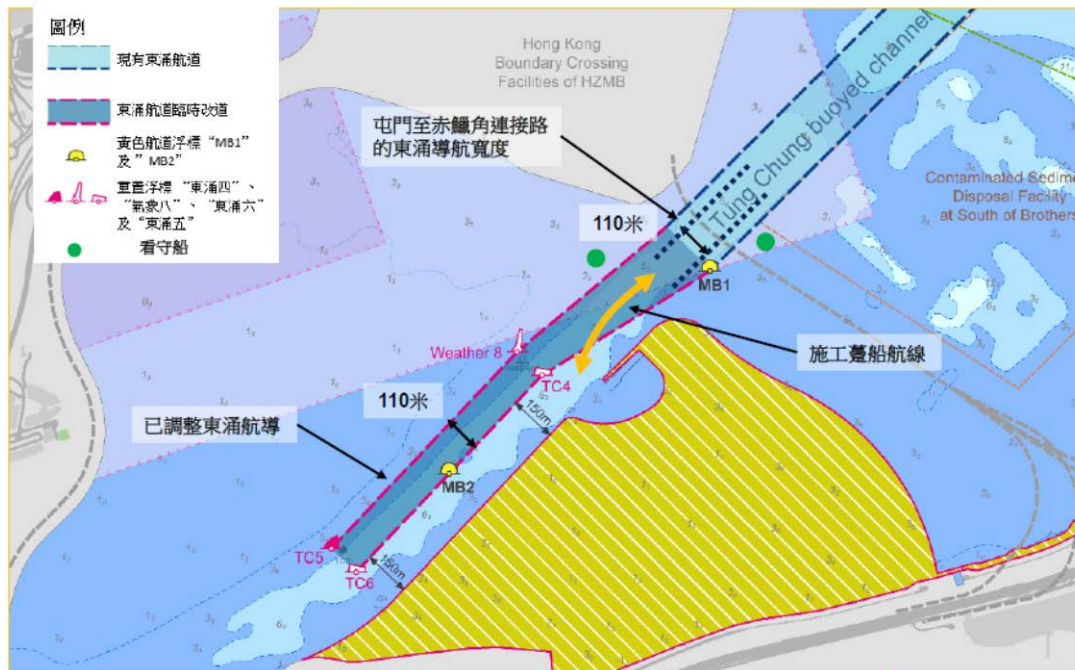
AECOM

8

### 3. 施工階段的海上交通影響 Marine Traffic Impact during Construction Phase

9

#### 東涌航道的改道 Realigned Tung Chung Buoyed Channel



AECOM

10

## 東涌航道的改道

### Realigned Tung Chung Buoyed Channel

#### — 實施適當的交通管理措施

##### Implementation of appropriate marine traffic management measures

- 施工船隻進出屯門至赤鱸角連接路橋孔時需單向航行  
one-way traffic for construction vessels traveling under the bridge of TMCLKL
- 橋墩前後長駐看守船  
provision of guard boats near the gateway of TMCLKL
- 安排監督人員駐守  
monitoring by site supervisory staff
- 施工船隻經過橋孔後，需立即轉向進入施工區域  
construction vessels navigate into works site right after passing TMCLKL

#### — 成立海事管理聯絡小組

##### Establishment of Marine Management Working Group



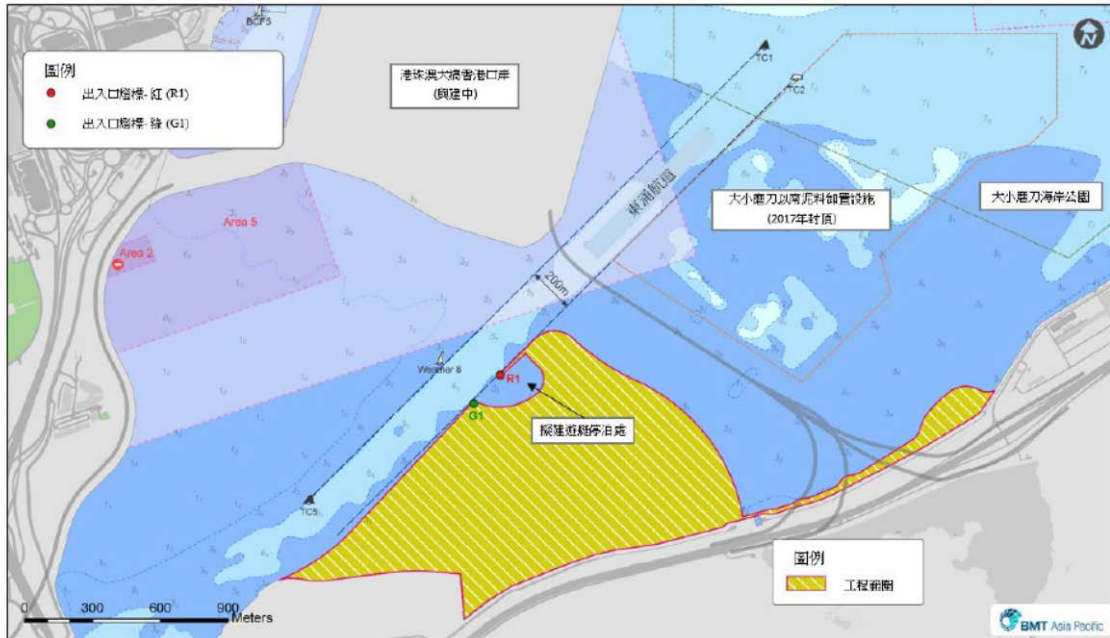
AECOM

⑪

## 4. 運作階段的海上交通影響 Marine Traffic Impact in Operation Phase

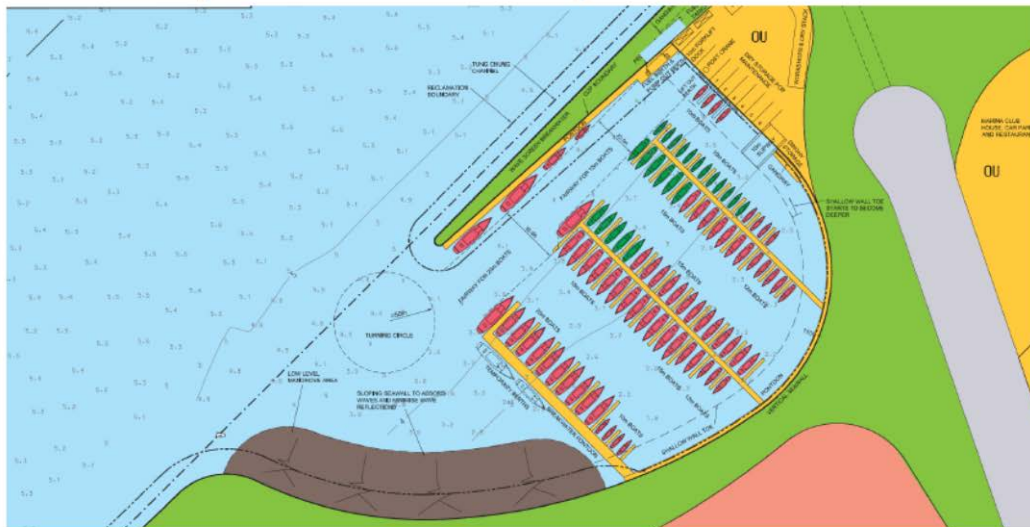
⑫

### 完成填海 Completion of Reclamation



13

### 東涌東初步海上概念圖則方案 Preliminary TCE Marina Conceptual Plan



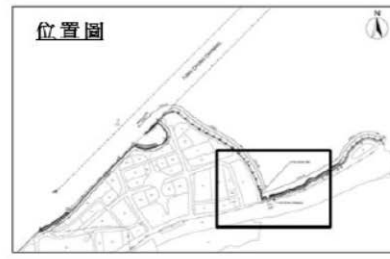
14

重置白芒碼頭



例子

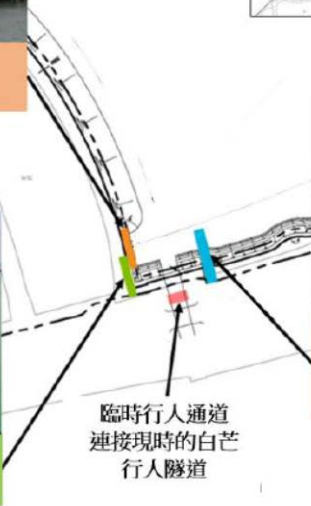
永久重置登岸梯級  
- 由 2023 年第一季



位置圖



現時白芒碼頭  
- 至 2018 年第二季



臨時行人通道  
連接現時的白芒  
行人隧道



例子

臨時浮臺位置  
- 2018 年第二季至 2023 年第一季



15



多謝  
Thank You



16

End