

## LOCAL VESSELS ADVISORY COMMITTEE

### Minutes of the 24th Meeting

Date : 29 September 2017 (Friday)  
Time : 2:30 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 SZETO Feut	Ship Building and Repairing Industry
	Mr NG Kwok-wing, Eric	Naval Architecture
	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 WONG Lap Wah	Principal Instructor, Maritime Services Training Institute
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 Zachary LEE	Senior Administrative Officer (Special Duties), MD
<i>(Presentation for Paper Nos. 15/2017 and 16/2017)</i>	
Mr Eric LEE	Senior Surveyor of Ships (Special Duties), MD
<i>(Presentation for Paper No. 14/2017)</i>	
Mr NG Ngai Wing, Jammy	Senior Surveyor of Ships/Seafarers' Certification
<i>(Present for Any Other Business)</i>	
Mr Jerry TANG	Senior Surveyor of Ships/Local Vessels Safety, MD

## **Absent with Apologies**

Mr HUANG Li-fan	Ship Survey Work
Mr WONG Leung-wai	Marine Insurance Industry
Mr MAK Chiu-ki	Seafarers' Training
Mr SIU Ping-wing	Seafarers' Associations

## Action

### **I. Opening Remarks**

1. The Chairman welcomed all to the meeting and apprised them of the house rules of the Local Vessels Advisory Committee (“LVAC”):
  - (a) All participants are requested to turn their mobile phones to silent mode.
  - (b) The Secretariat will not make written records of the oral comments made by observers in the meetings.
  - (c) Observers should have the Chairman’s signal of consent before speaking in the meeting. Observers will not have the right to vote if and when there is a question coming or arising before an LVAC meeting.
  - (d) If the discussion items involve restricted or confidential documents, pursuant 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.

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

- Secretary
2. With the Chairman’s confirmation, members unanimously endorsed the minutes of the last meeting. The minutes would be uploaded to the website of MD. [Post-meeting note: The minutes of the 23<sup>rd</sup> meeting was uploaded to the website of MD on 3 October 2017.]

### **III. Matters arising**

#### **Form MD 617 “Application for Alteration of Local Vessels”**

- SSoS(SD),  
MD
3. Mr Eric LEE (SSoS(SD), MD) said that on the proposed revised Form MD 617 titled “Application for Alteration of Local Vessels”, practitioners in the industry could put a  in

## Action

the space (for different types of engines) where appropriate and fill in information about the manufacturer, model, engine serial number and power, etc. Members did not raise any comments on the proposed revisions. MD would upload the revised form after the meeting. [Post-meeting note: The form was uploaded to the website of MD on 2 November 2017.]

### **Review on the Existing Procedures for Audit Survey**

4. Mr Eric LEE (SSoS(SD), MD) said that the Local Vessels Safety Section had reviewed the existing procedures for audit survey. MD would undergo comprehensive computerisation, which would take up many of the existing manual processes. It was expected that notifications could be sent to vessel owners/agents via short message service (“SMS”) and in writing within one working day after receiving their declarations of survey.
5. The Chairman added that MD had appointed the Information Technology Management Section (“ITMS”) to develop a program. It was estimated that comprehensive computerisation could be implemented in the second to the third quarter of 2018. After that, a message box would pop up on the computer screen to indicate whether a vessel was selected for audit survey. The Chairman sought members’ assistance in asking vessel owners and authorized surveyors (“AS”) to enhance communication, and urged ASs to submit Declarations of Survey as soon as possible to facilitate MD’s selection work for audit survey. The Chairman replied to the question raised by Mr WEN Tsz-kit, Bondy that after the computerisation of the procedures for audit survey, the computer would show the selection result immediately after MD received the Declaration of Survey (instead of Notice of Engagement) of a vessel. Notifications would then be sent to the vessel owner/agent via SMS and in writing.

SITM/  
ITMS,  
MD

#### **IV. New items**

SSoS(SD), (i)  
MD

**LVAC Paper No. 14/2017 – Reform of the Regulatory Regime for Local Pleasure Vessels**

## Action

6. Mr Eric LEE (SSoS(SD), MD) said that to enhance the safety standards for local pleasure vessels and protect personal safety on board vessels, MD proposed to take forward a reform of the regulatory regime for Class IV vessels and make corresponding amendments to the relevant legislation and Code of Practice – Safety Standards for Class IV Vessels (CoP). Details of the proposal were set out in LVAC Paper No. 14/2017.
7. The Chairman said that MD had consulted the industry (pleasure vessel operators in particular) many times about the reform of the regulatory regime for local pleasure vessels since September 2016. He thanked the industry for supporting the direction of the reform. MD would be pleased to further discuss the amendments of the CoP with the industry.
8. Mr Eric LEE replied to the question raised by Mr WEN Tsz-kit, Bondy that “new local pleasure vessels let for hire or reward and new large-scale vessels (i.e. vessels of 24 metres or more in length)” mentioned in paragraph 4(iv) of the paper were covered by the reform of the regulatory regime. A pleasure vessel which was let for hire or reward and carried more than 12 passengers had to meet stricter requirements, including those on structural fire protection and damage stability, etc. In addition, paragraph 4(ii) of the paper indicated that as long as an owner let his pleasure vessel for hire or reward, the vessel would be under MD’s regulatory control regardless of its length. Mr WEN Tsz-kit, Bondy said that the HK & Kowloon Motor Boats & Tug Boats Association welcomed MD’s plan to bring the regulatory regime for Class IV pleasure vessels let for hire or reward on par with that for Class I passenger vessels.
9. The Chairman added that since pleasure vessels (which were let for hire or reward) carried passengers, MD had to protect the personal safety of those on board those vessels. Currently, a vessel owner was not required to register with or seek approval from MD for his/her mode of operation regarding the letting of a pleasure vessel for hire or reward. MD considered it necessary to tighten the existing regulatory

## Action

control to require an owner who would like to let his vessel for hire or reward to obtain prior permission from MD regardless of the number of passengers carried on board.

10. Mr Leon CHAN indicated that most speedboats let for wakeboarding carried fewer than 12 passengers (about four to six passengers). He suggested that MD should adjust the condition “carry more than 12 passengers” to “carry more than 4 passengers”. The Chairman responded that vessels carrying more than 12 passengers were regarded as passenger vessels. This criterion was in line with international practice and standard. That was also the reason why MD specified the condition requiring pleasure vessels let for hire or reward that “carry more than 12 passengers” to comply with the safety requirement. The Chairman further said that under the existing legislation, vessels used exclusively for pleasure purposes and not fitted with an engine were not covered by the regulatory regime and were not required to obtain a local vessel licence. Their operators were not required to obtain a pleasure vessel operator certificate of competency.
11. Mr Leon CHAN was of the opinion that it was very important for coxswains to use very high frequency (VHF) radiotelephone for contacting external parties, which could help distressed persons calm down while waiting for rescue. Mr H. B. CHAN (GM/Ops, MD) responded that MD had no objection to the installation of communication equipment by water sports operators on their vessels. On small pleasure vessels, it might be more convenient to use mobile phones. Mr Leon CHAN added that mobile phones were mostly used for calling the police but rarely for direct contact with rescue vessels, the Marine Police or officers of the Fire Services Department, while VHF radiotelephone could be used for the latter purpose.
12. Mr Leon CHAN also suggested that MD should tighten the requirement “pleasure vessels permitted to carry more than 100 passengers should be required to carry and use the Automatic Identification System (i.e. AIS) and radar”. The Chairman responded that MD had enhanced maritime safety since the vessel collision incident near Lamma Island in October 2012. Priority was placed on requiring the

## Action

installation of AIS and radar on Class I vessels carrying more than 100 passengers (including ferries and launches). Class IV pleasure vessels let for hire or reward were also required to refer to the requirements for Class I passenger vessels for the installation and operation of AIS and radar. The new measures had to be implemented gradually and orderly so as to obtain progressive effects. MD would consider strengthening the measures in a timely manner. In addition, MD held the Safety Afloat Educational Seminar every year. During peak season for water sports, MD would collaborate with other government departments (including Marine Police, Leisure and Cultural Services Department and Hong Kong Observatory) in raising public awareness of water sports safety, and would distribute publicity leaflets to the public at water sports sites during routine patrols.

13. The Chairman replied to the question raised by Mr Leon CHAN that crew members operating VHF radiotelephone on board had to pass the examination held by the Communications Authority and obtain relevant qualifications in advance. As for AIS, due to its simple operation, MD did not require crew members to have relevant qualifications. In order to enhance candidates' understanding of VHF radiotelephone and AIS, MD was of the view that relevant items could be added to the examination for Pleasure Vessel Operator Certificate of Competency.
14. Members endorsed LVAC Paper No. 14/2017.

SAO(SD), (ii)  
MD

### **LVAC Paper No. 15/2017 – Proposed Safety and Control Measures for Fast-speed Locally-licensed Passenger Vessels**

15. Mr Zachary LEE (SAO(SD), MD) briefed members on LVAC Paper No. 15/2017, which informed members of the findings of a consultancy on the risk assessment of fast-speed locally-licensed passenger vessels (hereafter referred to as fast-speed vessels (“FSVs”)), and sought members' views on a series of safety and control measures which the consultant recommended for such FSVs.

## Action

16. The Chairman sought members' comments on the definition of FSVs as "passenger vessels which could, at its maximum speed, travel at 20 knots or above". Mr WEN Tsz-kit, Bondy and Mr CHEUNG Kwok-wai would like MD to clarify whether the maximum speed referred to the vessel's maximum service speed or its maximum operating speed during navigation. Mr CHEUNG Kwok-wai said that the latter would fluctuate due to various factors, such as load (heavy or light), oil tank reserve (full or low) and water level (deep or shallow). Mr CHEUNG Kwok-wai further enquired about the specific details on "practical assessment" and "safety management system" and doubted the feasibility of introducing "type-rating certificates". Taking his company as an example, only about 10 out of over 60 coxswains might take the "type-rating certificate" assessment since most of them were old. Mr WEN Tsz-kit, Bondy and Mr CHEUNG Kwok-wai agreed with MD on strengthening its supervision on the navigational safety of vessels, but expressed reservations on the definition of FSVs made by the consultant.
  
17. The Chairman understood the practical difficulty in requiring all coxswains to take the "type-rating certificate" examination in view of the aging workforce and relatively low academic qualifications. Members expressed their reservations on the definition of "FSVs" and viewed that the Chairman should shelve the implementation of the proposed safety and control measures outlined in paragraph 4 of LVAC Paper No. 15/2017 and resume discussions in due course subject to the availability of manpower in the industry. Nevertheless, the Chairman considered necessary, whether FSVs or not, to enhance the "operational standards" of local vessels. The public had fairly high expectation for safety of passenger carrying vessels, and MD considered that the industry had to keep up with the times and implemented the safety management system on a progressive basis (say one year later). For instance, whether industry guidelines were provided for reference by the crew, coxswains, operators or shipping companies in times of inclement weather or poor visibility. Instead of requiring the industry to write voyage reports as for ocean-going vessels with reference to the International Safety Management (ISM) system, MD had a preliminary concept that a list would be provided for

## Action

coxswains to review each salient point on their own initiative before setting sail. MD might provide templates and would discuss the details with the industry at the Subcommittees' meetings. The Chairman agreed with Mr CHEUNG Kwok-wai's suggestion that, apart from discussions at the Subcommittees' meetings, MD might convene briefing sessions for different stakeholders to express their opinions.

18. Regarding the "seafarer standards", the Chairman said that the "navigation simulation assessment" proposed by MD in 2015 was a practical test to enhance the crew's capability in vessel operation. The requirement was applicable to candidates for the Coxswain Grade I Certificate for operating Class I vessels and the Pleasure Vessel Operator Grade I Certificate for operating (non-private) pleasure vessels let for hire or reward. In view of the industry concerns expressed at the 21<sup>st</sup> meeting on 30 December 2016 that whether the training providers had adequate resources to organise the courses, the Chairman proposed at that time to make 2017 a transitional period to allow the industry sufficient time to cope with the change. It was reiterated that MD would formally implement the requirements of "navigation simulation assessment" in the first quarter of 2018. MD noticed that the Hong Kong Seamen's Union ("HKSU") had organised a related course recently in August 2017, but only a few applicants enrolled. The Chairman urged the vessel owners to gather a cohort to actively enroll in the course. Mr CHEUNG Kwok-wai asked MD to issue guidelines as soon as possible for employers to identify whether a person who had obtained the Coxswain Grade I Certificate or the Pleasure Vessel Operator Grade I Certificate had passed the "navigation simulation assessment". The Chairman agreed and would ask the Seafarers' Certification Section to follow up promptly. MD would revise the examination rules and gazette the implementation requirements. Members noted that the "navigation simulation assessment" would be formally implemented in the first quarter of 2018.
19. Concerning the consultant's recommendations for MD to "require coxswains to attend one-day refresher course on a periodic basis", the Chairman said that MD encouraged coxswains of local passenger carrying vessels to voluntarily

SS/CRT,  
MD

## Action

complete a one-day refresher course once every three years early in October 2013, which received overwhelming responses from the industry at that time. MD noticed that the HKSU had not held any refresher courses since 18 February 2014 and for that it would contact the HKSU.

20. Mr CHEUNG Kwok-wai suggested that the one-day refresher course for coxswains might include the element of “collision situations” in the half-day theoretical session and half-day simulation training with emphasis on both theory and practice. The Chairman responded that MD might discuss the details with HKSU, but it did not intend to mandatorily require coxswains to complete a one-day refresher course once every three years in the meantime. Instead, it would encourage the coxswains to take the course by way of advice. The Chairman said that the mandatory implementation of the requirements of “one-day refresher course for coxswains” would involve amendments on the Merchant Shipping (Local Vessels) Ordinance (Cap. 548).
21. For the “equipment provision”, the Chairman said that MD had earlier amended the legislation requiring installation and operation of AIS on some Class I and Class II vessels from 1 April 2017 and 1 March 2018 respectively. MD had also amended the legislation to require installation and operation of radar on Class I vessels. Therefore, the consultant’s recommendation of “installing radar reflectors on FSVs” would not be very effective in practical operation in respect of maritime safety. Members agreed with this view. Mr YEUNG Sheung-chun added that, since the scope of the consultancy report included “both Class I vessels and Class IV vessels that are let for hire or reward” (paragraph 2 of the paper), MD was advised to consider whether pleasure vessels should be installed with radar reflectors. The Chairman thanked Mr YEUNG Sheung-chun for his opinion and would explore the issue with the Subcommittee on Class IV Vessels.
22. Members agreed to shelve the implementation of the proposed safety and control measures set out in LVAC Paper No. 15/2017, but agreed to further discuss individual issues (i.e. paragraphs 17 and 21 above) at the Subcommittee level.

## Action

SAO(SD), (iii)  
MD

### **LVAC Paper No. 16/2017 – Proposed Reorganisation of the Subcommittees under the Local Vessels Advisory Committee**

23. Mr Zachary LEE (SAO(SD), MD) briefed members on LVAC Paper No. 16/2017, which set out the proposal on the reorganisation of the Subcommittees under the Local Vessels Advisory Committee (“LVAC”) and sought LVAC’s approval to establish the proposed Subcommittees. The reorganisation proposal covered details such as the terms of reference (“ToR”), tenure, chairmanship, membership composition and secretary of each of the proposed Subcommittees.
24. The Chairman added that the Secretary would send an email to invite members to consider joining the proposed Subcommittees after the meeting. In addition, in view of the National Day and the Mid-Autumn Festival in early October, Mr WEN Tsz-kit, Bondy would like MD to extend the period for members to consider joining the proposed Subcommittees for one week (i.e. within three weeks after this meeting (before 20 October 2017)). The Chairman agreed. [Post-meeting note: The Secretariat sent the email on 29 September 2017, compiled members’ replies on 20 October 2017 and sought in writing the LVAC’s endorsement of the appointment of the non-official members concerned on the same day.]
25. The Chairman responded to the enquiry of Mr SZETO Feut that, for the definition of “discussing the ‘safety of marine works’ on local vessels and other visiting vessels” stated in the ToR of the Subcommittee for Safety for Works on Vessels, the scope of discussion would include the provisions of Merchant Shipping (Local Vessels) (Works) Regulation (Cap. 548I).
26. The Chairman answered the question of Mr WEN Tsz-kit, Bondy that the number of non-official members for each Subcommittee would vary without any limit. The Chairman continued that, like the LVAC, individuals would be appointed as non-official members of the Subcommittees on an *ad personam* basis. In addition, if separate discussion was

## Action

required for any specific issues, the chairman of each Subcommittee might decide to set up ad hoc working groups and invite relevant persons to attend the meetings.

27. Mr CHEUNG Kwok-wai worried about the lack of representation in view of MD's proposal of appointing only one industry representative vis-à-vis six types of ships (including ferries and launches) under Class I vessels. The Chairman responded that the persons listed in Annex II of the paper were non-LVAC members. Each LVAC member might consider joining the proposed Subcommittees as an unofficial member (paragraph 17(b) of the paper). In recommending the appointment of persons listed in Annex II, MD had taken into account the number of persons who might join the Subcommittees in the capacity of the LVAC members and the sectors they represented. Subject to the replies made by LVAC members later, amendments might be required for the proposed members for appointment listed in Annex II.
28. Mr Leon CHAN asked whether Annex II of the paper could be made available to the proposed members for appointment. Mr Freely CHENG (DD(SD), MD) responded that the Annex was a restricted document for internal reference only as LVAC had not yet approved the appointment of persons set out in the Annex. [Post-meeting note: The Secretariat sent an email after the meeting to draw the attention of members on the fact that Annex II of the paper was classified as "Restricted" for circulation amongst LVAC members only.]
29. Mr Zachary LEE responded to the enquiry of Mr WEN Tsz-kit, Bondy that members were welcome to suggest any persons other than those listed in Annex II who were considered suitable to join the proposed Subcommittees and assist the consultation work. Pursuant to the relevant law, the power of appointing members of the Subcommittees was vested in the LVAC. Therefore, the approval of the proposed appointments would be subject to the endorsement of the LVAC.
30. Mr YEUNG Sheung-chun was of the view that the Subcommittee on Class III Vessels should not include two AS representatives and the co-existence of AS and representatives

## Action

of the fishing industry might give rise to conflicts of interests. The Chairman responded that there would be AS representatives for the Subcommittees upon reorganisation to discuss the survey work and safety issues among all classes of vessels in a more comprehensive fashion, while the existing Subcommittee on Survey Work of Local Vessels would be disbanded to streamline the advisory structure. The Chairman further said that, if the fishing industry found the involvement of AS representatives not suitable for a particular topic, it might consider discussing the topic separately on other platforms.

31. Mr Freely CHENG added that a member should declare interests to the Chairman and the Secretary in advance before considering any issue that might involve conflicts of interests, while the Chairman might decide whether the member concerned should withdraw from the meeting and whether the relevant papers should be made available to him.
32. In response to the enquiry of Mr LAW Ka-hong (Superintendent (Operations) (Marine Regional Headquarters), HKPF), the Chairman said that the representatives of the Marine Police were not ex-officio members of the Subcommittees.
33. Members endorsed LVAC Paper No. 16/2017.

## **V. Any Other Business**

### **SS/CRT, MD (i) Optimisation of the “Local Vessel Trade Training Incentive Scheme”**

34. Mr NG Ngai-wing, Jammy (SS/CRT, MD) briefed members on the “Local Vessel Trade Training Incentive Scheme”. In order to enhance manpower training support for the maritime and aviation sectors, the Transport and Housing Bureau had launched the “Maritime and Aviation Training Fund” (“The Fund”) on 1 April 2014. The “Local Vessel Trade Training Incentive Scheme” was one of the initiatives under the Fund. Applicants who were eligible for the incentive scheme would be granted a subsidy of \$30,000 at most. Successful

## Action

applicants would receive a subsidy of \$2,500 per month in addition to salary during their employment for a period of 12 months, up to a maximum of \$30,000 per person, of which \$12,000 would be withheld until the applicants acquired the Coxswain/Engine Operator Grade 3 Certificate. As at 31 August 2017, MD had received a total of 105 applications (among which 95 were approved and 10 rejected for not meeting the requirements) from applicants employed by 20 local shipping companies. A subsidy of \$1,362,000 had been disbursed. Among the applicants, 8 acquired both the Coxswain Grade 3 Certificate and the Engine Operator Grade 3 Certificate, 18 acquired the Coxswain Grade 3 Certificate, and 2 acquired the Engine Operator Grade 3 Certificate.

35. Mr NG Ngai-wing, Jammy continued that the Manpower Development Committee established under the Hong Kong Maritime and Port Board accepted the following proposed amendments to the initiatives for alleviating the manpower shortage in the local vessel trade by modifying the following requirement “currently, once the application is approved, recipients of subsidy cannot change their employer, otherwise they will cease to be eligible” to “once the application is approved, recipients who change their employer but are still engaged in the local vessel trade as a full-time deck/engine rating remain eligible for application”. Beneficiaries who continued to serve in the local vessel trade would not lose their eligibility for subsidy due to company closure or dismissal because their companies no longer operate local vessels. Mr NG Ngai-wing, Jammy elaborated that in order to clarify the approval process, MD made the following amendments:

- (a) One of the current eligibility criteria, which required that “applicants have been employed as a full-time deck/engine rating of local vessels on or after 11 January 2014 and were not employed by any local shipping companies on or after 11 January 2011, except for the current employer”, would be changed to require that “applicants have not been employed as a full-time crew member by any local shipping companies within three years before the date of commencement of

## Action

current employment”. Such amendment would allow those who were employed by local shipping companies after 2011 but had left the local vessel trade for more than three years another chance to join the Scheme.

- (b) It would be made clear that the last remaining part of the subsidy of \$12,000 would be disbursed on a pro rata basis for the period of service completed to avoid the misunderstanding that the cumulative subsidy of \$12,000 could be entirely withdrawn before completion of the 12-month service.
- (c) The current requirement that application “must be submitted within four months from the date of meeting all eligibility criteria (including being employed and completing the specified training courses, whichever is the later)” would be changed to read “can be submitted before completion of the approved courses after commencement of employment”. Such amendment would allow applicants to submit the required supplementary supporting documents after submission of the application form so they would not lose the application opportunity because of missing the application deadline while waiting for commencement of the course.

- 36. Members noted the amendments set out in paragraph 35 above.
- 37. Mr CHEUNG Kwok-wai said that though having acquired the Coxswain Grade 3 Certificate and being a holder of the certificate in safety required by the International Maritime Organization (IMO), two graduates from the higher diploma programme of the Maritime Services Training Institute (MSTI) failed to complete the required courses in time when applying for the Fund, because the MSTI had yet to organise courses for the local certificates in safety at that time. MD rejected to deem the certificate required by IMO as an equivalent of the courses for the local certificates in safety when processing their applications, and eventually subsidy were not granted to the two applicants. He hoped that MD would handle such cases with flexibility and exercise

## Action

DD, MD

discretion to allow trainees to take the required courses after submission of application form, making allowances for some trainees who did not apply for a certain course with understandable reasons, with a view to encouraging youngsters to join the maritime sector. The Chairman understood and shared Mr CHEUNG Kwok-wai's views, and agreed that applications should be processed with flexibility as far as possible to increase the chance of youngsters joining the shipping industry. The Chairman would follow up the two applications.

### **(ii) Subsidy Scheme for Installation of Radar on Class I Vessels**

38. The Chairman reminded members that the application deadline for the Subsidy Scheme for Installation of Radar on Class I Vessels was 30 September 2017, and the requirements would be implemented on 1 December 2017.

### **(iii) Subsidy Scheme for Installation of Automatic Identification System (AIS) on Local Cargo Vessels**

39. The Chairman reminded members that the application deadline for the Subsidy Scheme for Installation of AIS on Local Cargo Vessels was 28 February 2018, and the installation and operational requirements of AIS for Class II vessels would be implemented on 1 March 2018.

### **(iv) Installation and Operation of Very High Frequency Radiotelephone for Class I Vessels**

40. The Chairman said that the requirements would be implemented on the date appointed by the Secretary for Transport and Housing by notice in the Gazette. MD had indicated that the requirements would come into effect only after a sufficient number of crew members had obtained the qualification required and when the support for training was ready. MD had contacted the Communications Authority, and noted that Cantonese had been added as a medium of examination. Both the number and passing rate of candidates for the examination had increased. He urged the industry to encourage crew members to apply for the

## Action

examination.

### (v) **New Certificate of Survey**

41. The Chairman reminded members that the new Certificate of Survey would come into effect on 1 November 2017. The Chairman requested the Local Vessels Safety Section to inform the Register of Fishing Vessel of the Mainland at the meeting among Guangdong, Hong Kong and Macao on fishing vessels in October 2017 that MD would issue the “new Certificate of Survey” to vessels when they passed the survey.

### (vi) **Access to Entry Statistics on Examinations**

42. Mr CHEUNG Kwok-wai requested MD to promulgate the entry statistics on examinations (including the Examinations for Pleasure Vessel Operator Certificate of Competency and Local Certificates of Competency) for members’ information at the next meeting.

## **VI. Adjournment of Meeting**

43. There being no other business, the meeting was adjourned at 5 p.m. The date of next meeting would be announced in due course. [Post-meeting note: The next meeting would be held on 29 December 2017.]

\*\*\*\*\*

The minutes of the meeting were confirmed on 29 December 2017.

Committee Unit  
Marine Department  
Ref. : L/M (58) to HQ/COM 425/1(21)