

LOCAL VESSELS ADVISORY COMMITTEE

Minutes of the 25th Meeting

Date : 29 December 2017 (Friday)
Time : 2:30 p.m.
Place : Conference Room A, 24/F, Harbour Building

Present

Chairman: Mr S. F. WONG Deputy Director, Marine Department (“MD”)

Members: 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 CHEUNG Kwok-wai Ferry Vessels’ 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 L. K. LAW General Manager/Operations (Acting), MD
Mr P. K. YEUNG General Manager/Local Vessels Safety, MD
Secretary: Mr Anson M. C. SINN Executive Officer (Committee & General), MD

In Attendance

Mr Emil PUI HK & Kowloon Motor Boats & Tug Boats Association Ltd.
Mr W. H. HO Assistant Director (Special Duties), MD
F. L. CHEUK Assistant Director/Planning & Services, MD
F. C. CHAN General Manager/Planning, Development & Port Security, MD

(Presentation for Paper No. 20/2017)

Mr NG Ngai Wing, Jammy Senior Surveyor of Ships/Seafarers' Certification, MD

(Presentation for Paper Nos. 17/2017 and 18/2017)

Mr Jerry TANG Senior Surveyor of Ships/Local Vessels Safety, MD

(Presentation for Paper No. 19/2017)

Mr Y. J. SUN Senior Marine Officer/Planning & Development (1), MD

Mr Zachary LEE Senior Administrative Officer (Special Duties), MD

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

Mr WEN Tsz-kit, Bondy Launch & Excursion Vessels' Operations

Mr FONG Chi-fai River Trade Cargo Operations

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 at 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.

Action

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 24th meeting was uploaded to the website of MD on 8 January 2018.]

III. Matters arising

(i) Statistics on Passing Rates of Examinations (From 2014 to November 2017)

3. Referring to paragraph 42 of the minutes of the last meeting, the Secretariat circulated to members the statistics on the passing rates of examinations (including the Examinations for Pleasure Vessel Operator Certificate of Competency and Local Certificates of Competency) (*Appendix 1*) via e-mail on 18 December 2017. Reasons for the relatively low passing rates were discussed at the meeting. Mr NG Ngai Wing, Jammy (SS/CRT, MD) explained that as most candidates entered all three examinations – written, chart work and oral – at one single time, they did not have enough time to prepare for the oral examination. Besides, the oral examination required candidates to have a thorough understanding of the content as well as analytical thinking and decision making. Most candidates lacked knowledge on topics such as entering and exiting principal fairways, navigation speed of vessels, the International Regulations for Preventing Collisions at Sea and “Not Under Command” lights, etc. In addition, most of them were not able to give appropriate response in emergency situations.

SS/CRT,
MD

4. After discussion, LVAC made the following recommendations:
- (a) The Seafarers' Certification Section would review the information shown on the result slip. Apart from indicating the overall result of the written examination as “pass/fail”, the result slip would also show the percentage scored in each sub-section to let candidates know their weaknesses.

Action

- (b) During the oral examination, the examiner would ask more about the topics of the written examination in which the candidate was relatively weak. Candidates should make better preparation for that.
- (c) In addition, as some topics (such as dealing with emergency situations) were similar, candidates could study both Coxswain Grade 3 Certificate Examination Guidebook and Examination Guidebook on Pleasure Vessel Operator Grade 2 Certificate of Competency to prepare for the written and oral examinations for better results. The Seafarers' Certification Section would later post a message on the website of MD calling on candidates to study the two examination guidebooks.

[Post-meeting note: The two examination guidebooks are available on the website of MD –

http://www.mardep.gov.hk/en/pub_services/exam.html.]

- (d) Right after the oral examination, the examiner would discuss the performance with the candidate and go through the sub-sections in which he/she was relatively weak so that he/she could make better preparation when he/she retook the examination in future.
- (e) The examination syllabi of local certificates of competency as coxswains covered various types of vessels including ferry, cargo ship and tanker, etc. Hence, candidates should have a thorough understanding of the basic operation of each type of vessels.

(ii) Two Cases concerning the Application for the Maritime and Aviation Training Fund

5. Referring to paragraph 37 of the minutes of the last meeting, Mr NG Ngai Wing, Jammy (SS/CRT, MD) said that MD and the Transport and Housing Bureau were conducting a review on the scheme. It was expected that the Manpower Development Committee of the Hong Kong Maritime and Port Board (“HKMPB”) would examine the amendments to the terms of application stated in the report of the review at a meeting to be held in April 2018.

Action
SS/CRT,
MD

6. Mr CHEUNG Kwok-wai suggested that MD should deem the certificate in safety required by the International Maritime Organization (“IMO”) as an equivalent of the courses for local certificates in safety in future. Mr NG Ngai Wing, Jammy responded that all the approved training courses included in the Local Vessel Trade Training Incentive Scheme must be approved by the Tripartite Taskforce on Manpower Training under the HKMPB and its working group on local vessel trade. As training courses designed with reference to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 lacked elaboration of local regulations and the local context of marine industrial safety, those courses were not considered equivalent to local certificates in safety. MD would review the list of approved courses for the Local Vessel Trade Training Incentive Scheme from time to time. To give students more flexibility in choices of courses, MD would compare the training courses for crew members of seagoing vessels and those for crew members of local vessels, and then consider allowing applicants who had completed the training courses for crew members of seagoing vessels and on-the-job training to be exempt from the courses for local certificates in safety. The Chairman concluded that the Seafarers’ Certification Section could discuss the issue with Ir MAK Chiu-ki (Director, MSTI) later.

IV. New items

SS/CRT,
MD

- (i) **LVAC Paper No. 17/2017 –
Renewal of Local Certificates of Competency for Holders
Aged 65 or Above**
7. Mr NG Ngai-wing, Jammy (SS/CRT, MD) presented LVAC Paper No. 17/2017. The paper set out the proposed amendments to the Examination Rules for Local Certificates of Competency for the renewal of expired local certificates of competency for holders aged 65 or above having completed a recognised refresher course.
8. In response to Mr CHEUNG Kwok-wai’s enquiry about the “provision of documentary evidence on completion of a recognised refresher course at the time of application”, Mr NG Ngai-wing, Jammy said that the evidence would be deemed

Action

valid for three years from the date of completion of the refresher course. For applicants who had not yet completed the refresher course but had enrolled at a course provider for taking the course, their applications would be accepted provided that they furnished MD with a certificate of completion of the refresher course within six months after submitting their applications. MD had also liaised with the Maritime Services Training Institute (“MSTI”) and the Hong Kong Seamen’s Union to ensure that course providers would organise the refresher course on a regular basis. The Chairman added that the course had been included in the course list of a scheme under the Maritime and Aviation Training Fund, and eligible applicants might apply for partial reimbursement of course fees.

9. Mr CHEUNG Kwok-wai suggested that MD should issue letters to holders of the local certificates of competency which were going to expire in six months to remind them to apply for extension of the validity of their certificates as soon as possible. The Chairman said that MD had put in place a bring-up system since 2016. For the 58 rejected applications referred to in paragraph 6 of the paper, MD would notify the applicants in writing of the one-off measure mentioned in paragraph 5 of the paper.
10. Mr YEUNG Sheung-chun suggested that the course providers should show compassion for the elderly fishermen by offering refresher courses in New Territories East to save them from the hassle of travelling long distances. Ir MAK Chiu-ki (Director, MSTI) responded that the fishing industry was welcome to discuss the details with various course providers (including MSTI) as necessary. The Chairman considered it acceptable in principle. Mr NG Ngai-wing, Jammy added that MD would approve the curricula of course providers as appropriate.
11. Members endorsed LVAC Paper No. 17/2017. MD would have the amendments to the relevant examination rules gazetted in January 2018 and cease implementing the one-off measure six months after the gazettal date. [Post-meeting note: The amendments were gazetted on 26 January 2018.]

Action

(ii) **LVAC Paper No. 18/2017 –
Proposed Amendments to the Examination Rules –
Navigation Simulation Assessment**

SS/CRT,
MD

12. Mr NG Ngai-wing, Jammy (SS/CRT, MD) presented LVAC Paper No. 18/2017. The paper set out the proposed amendments to the Examination Rules for Local Certificates of Competency, the Examination Rules for Pleasure Vessel Operator Certificate of Competency, and the Merchant Shipping (Local Vessels) (Local Certificates of Competency) Rules. The amendments were proposed in the light of the introduction to the examinations for local certificates of competency a requirement to pass a navigation simulation assessment. He added the following amendment: “the holder of this certificate is not allowed to operate a Class I vessel of more than 24 m in length ~~and~~ or 26.4 m in length overall” in paragraph 3.3.1(6) of *Annex 1* and item 1(e) of *Annex 3*. The Chairman added that MD would remind the course providers to run the course on “Navigation Simulation Assessment” on a regular basis and announce their course schedules as soon as possible.
13. Members endorsed LVAC Paper No. 18/2017. MD would have the amendments to the relevant examination rules gazetted in January 2018 for immediate implementation of the new requirement. [Post-meeting note: The amendments were gazetted on 26 January 2018.]

SS/LVS,
MD

(iii) **LVAC Paper No. 19/2017 –
Proposal on Upholding the Original Number of Persons
Permitted to Carry for Kaitos and Transportation
Sampans after Replacement of Main Engines**

14. Mr Jerry TANG (SS/LVS, MD) presented LVAC Paper No. 19/2017. The Paper set out a proposal of MD on upholding the number of persons originally permitted to carry for kaitos and transportation sampans which have replaced their main engines with ones with greater horsepower.
15. Mr HUANG Li-fan agreed with the proposal of MD and enquired whether MD had considered the effect of the change in weight of main engines on vessel stability. Mr Jerry TANG said that kaitos and transportation sampans only

Action

navigated within specified waters (including sheltered waters) and such areas were subject to speed limits, which indirectly limited the output of the main engines. As the vessels were still defined as “new vessels”, MD, apart from “upholding the original number of persons permitted to carry” for them as mentioned in the Paper, would not exempt them from being subject to the assessments of other safety factors (including weight, structure, stability and inclining tests).

16. Members endorsed LVAC Paper No. 19/2017. MD would amend the Code of Practice – Safety Standards for Class I Vessels and the Code of Practice – Safety Standards for Class II Vessels.

(iv) **LVAC Paper No. 20/2017 –
Measures for Enhancing the Utilisation of Hei Ling Chau
Typhoon Shelter**

GM/
PD&PS,
MD

17. Mr F. C. CHAN (GM/PD&PS, MD) presented LVAC Paper No. 20/2017. In order to vacate space in fully utilised or nearly fully utilised sheltered space by attracting more vessels (pleasure vessels in particular) to berth in the under-utilised Hei Ling Chau Typhoon Shelter (“HLCTS”), MD would accept applications for permission to lay private moorings in HLCTS starting from 29 December 2017. Meanwhile, MD would issue letters to the industry representatives who attended the consultation meeting on 19 October 2017, the applicants on the waiting list for permission to lay private moorings, and the persons in charge of marinas to inform them that local vessel owners might apply for permission to lay private moorings in HLCTS. He further said that apart from the areas shown in the conceptual plan at *Annex 1* of the paper, MD also considered it feasible to designate private mooring areas in the eastern waters of Hei Ling Chau (“Conceptual Plan 2”, i.e. page 3 of the slides). Mr CHEUNG Kwok-wai considered that Conceptual Plan 2 was more suitable for pleasure vessels as the waters in the east were shallower, and that the deeper waters in the west could be reserved for work boats (e.g. tugboats and barges) as an approach to the typhoon shelter. [Post-meeting note: The Secretariat circulated the PowerPoint slides (*Appendix 2*) of the paper to members via e-mail on the same day after the meeting.]

Action

18. In response to the enquiry of Mr LAW Ka-hong (Superintendent (Operations) (Marine Regional Headquarters), HKPF), Mr F. L. CHEUK (AD/PAS, MD) said that the applicant had to be the owner of the vessel stated in the “Application for Permission to Lay Private Mooring”. The Chairman added that the current legislation provided that owners of private moorings were free to sell or transfer their private moorings, or consent to the use of them by other vessels. Under current legislation, the role of MD was to consider the applications for the laying of private moorings and grant permission to private mooring owners to do so in specified places.
19. Mr F. C. CHAN responded to the enquiry of Mr Leon CHAN that, if the applicant was a company, the application form shall be signed by the authorised person of the company and had the company seal/stamp affixed. If the applicant authorised another person to act on his behalf, the applicant shall complete the authorisation form (see “paragraphs 1 to 3 under the section of Attention” in Annex IV of the paper). In addition, owners of various types of vessels (including private pleasure vessels and pleasure vessels for hire) could apply for the permission to lay private moorings. However, under existing legislation, local vessels, other than those carrying dangerous goods on board, having a length overall exceeding the permitted length overall of respective typhoon shelters, and being likely to constitute a hazard in a typhoon shelter, might enter and remain in any typhoon shelters.
20. Mr Leon CHAN opined that MD should have detailed transport support arrangements and fees should be reduced in light of the remote location of Hei Ling Chau in order to attract applicants to apply for the permission to lay private moorings. Mr F. C. CHAN responded that there were currently ferries travelling to and from Hei Ling Chau and MD considered that transport service providers (e.g. kaitos) would strengthen their services when the utilisation rate of HLCTS was raised. In respect of fees, MD charged an administration fee for the laying of private moorings pursuant to item 4 under the Schedule to Cap. 313A. Currently, a monthly fee of only \$210 (see item 4(c)(iii) in Annex V of the paper) was charged for each mooring with a length of 11 metres and under in HLCTS.

Action

21. Mr L. K. LAW (GM/Ops(Ag.), MD) reported that the following updated forms on “private moorings” had been uploaded to MD website –
 - (a) Notification for Transfer of Ownership of Private Mooring (MD 547)
 - (b) Update Information for Extension of Permission to Lay Private Mooring (MD 548)
 - (c) Notification for Change of Particulars of Owner of Private Mooring / Change of Particulars of Vessel for which the Mooring is Intended to be Used (MD 549)
22. The Chairman concluded that MD tried to enhance the utilisation of HLCTS by granting permission to lay private moorings. Leveraging on the experience, MD would extend the measure to other under-utilised typhoon shelters. As the relatively low utilisation rate of HLCTS at present stemmed from its remote location and the lack of support services (e.g. water supply and repairs), MD would expedite processing of the survey and licensing of water boats which provide water supply services and allow licensed stationary vessels to provide support services (e.g. minor repairs) within the typhoon shelter.
23. Members endorsed LVAC Paper No. 20/2017. Mr CHEUNG Kwok-wai urged MD to inform members of the number of applications and the status of approval for laying private moorings in HLCTS at the next meeting.

V. Any Other Business

(i) Subsidy Scheme for Installation of Automatic Identification System (AIS) on Local Cargo Vessels

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

Action

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

25. 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 examination.

(iii) **Survey Requirements for Permanent Ballasts**

SS/ LVS,
MD

26. The Chairman said that MD would set out survey requirements for permanent ballasts to facilitate a more effective survey. Mr Jerry TANG (SS/LVS, MD) pointed out that, the item of “permanent ballast – confirmation of amount and position” was included in the final inspection for all classes of vessels at present. While it was mentioned in the “Code of Practice” that “in addition to visual inspection, the owner shall submit a declaration on the amount and disposition of the ballasts to MD for record”, it did not specify the materials for permanent ballasts, survey requirements for various survey intervals and details of the owner’s declaration. As a result, there were inconsistent survey requirements between front-line survey staff and the industry, thus creating conflicts, delaying the survey work and affecting vessel safety. The most common cases included:

- (a) whether the permanent ballasts were required to be withdrawn entirely from the ballast tank annually for survey of the internal hull;
- (b) whether the survey staff was required to verify the amount and measure the weight of each ballast; and
- (c) the additional ballasts were found to contain materials not confined to requirements such as rocks and chain cables.

Action

27. Mr Jerry TANG continued that, in order to facilitate smooth processing of the survey, MD would elaborate on the following preliminary arrangements for members –

Item	Survey interval	Documents to be submitted by owner	Survey requirements of front-line survey staff	Arrangements to be made by owner
1	Initial survey (i.e. survey on the construction of a newly-built vessel or survey on a vessel initially apply for a new licence)	<p>The declaration shall comprise a profile of the permanent ballasts (including the position, amount, materials, specific weight, serial number mark and photo record) set out in the stability information booklet.</p> <p>The photo record shall show clearly the position of the permanent ballasts in the ballast tank/ space for the following conditions:</p> <ul style="list-style-type: none"> ➤ in the absence of ballast; ➤ 50% of ballasts are in place; ➤ 100% of ballasts are in place; ➤ Installations for securing the ballasts. 	<p>Conduct survey of the internal hull in each ballast tank space containing permanent ballasts;</p> <p>Verify the total number of permanent ballasts;</p> <p>Randomly inspect at least 10% or one permanent ballast (whichever is greater in quantity). Survey items include visual inspection, marking and weight checking.</p>	Place the ballasts as designed and cooperate with the survey staff during the survey.
2	Subsequent periodical survey (except the full survey)	The declaration shall comprise a profile of the permanent ballasts (showing the position, amount, materials, specific weight and serial number mark, with photo record attached to show clearly the condition when 100% of ballasts are in place.	Conduct visual examination based on the submitted record.	Cooperate with front-line survey staff during the survey.

Action

3	Full survey	Requirements same as that under item (1).	Requirements same as that under item (1).	Details to be announced at the Subcommittees' meeting.
---	-------------	---	---	--

28. The Chairman concluded that MD would consolidate comments from the industry (including Hong Kong and Kowloon Motor Boats and Tug Boats Association and Hong Kong Cargo-Vessel Traders' Association) and consult the Subcommittee on Class I and Class II Vessels in the first quarter of 2018.

VI. Adjournment of Meeting

29. There being no other business, the meeting was adjourned at 4:50 p.m. The date of next meeting would be announced in due course.

The minutes of the meeting were confirmed on 28 June 2018.

Committee Unit
Marine Department
Ref.: L/M (63) to HQ/COM 425/1 (22)

Statistics on Passing Rates of Examinations (2014 to November 2017)

Category		Pleasure Vessel Operator Certificate of Competency			Local Certificate of Competency					
		<i>Grade 1</i> <i>(Written)</i>	<i>Grade 1</i> <i>(Oral)</i>	<i>Grade 2</i> <i>(MCQs)</i>	<i>Coxswain</i> <i>Grade 2</i> <i>(Written)</i>	<i>Coxswain</i> <i>Grade 2</i> <i>(Chart Work)</i>	<i>Coxswain</i> <i>Grade 2</i> <i>(Oral)</i>	<i>Coxswain</i> <i>Grade 3</i> <i>(MCQs)*</i>	<i>Engine</i> <i>Operator</i> <i>Grade 2</i> <i>(MCQs)*</i>	<i>Engine</i> <i>Operator</i> <i>Grade 3</i> <i>(MCQs)*</i>
2014	No. of Candidates Entered	112	159	3 823	131	136	190	528	104	404
	No. of Candidates Passed	22	18	1 683	63	38	20	200	52	151
	Passing Rate	19.6%	11.3%	44.0%	48.1%	27.9%	10.5%	37.9%	50.0%	37.4%
2015	No. of Candidates Entered	105	218	4 545	107	130	222	409	84	443
	No. of Candidates Passed	37	36	2 139	37	40	40	166	35	172
	Passing Rate	35.2%	16.5%	47.1%	34.6%	30.8%	18.0%	40.6%	41.7%	38.8%
2016	No. of Candidates Entered	118	98	6 850	105	103	179	324	89	467
	No. of Candidates Passed	37	31	3 364	42	41	35	126	49	153
	Passing Rate	31.4%	31.6%	49.1%	40.0%	39.8%	19.6%	38.9%	55.1%	32.8%
2017 (till 30/11/2017)	No. of Candidates Entered	135	194	5 936	85	89	174	387	107	385
	No. of Candidates Passed	58	33	2 905	33	27	27	127	42	130
	Passing Rate	43.0%	17.0%	48.9%	38.8%	30.3%	15.5%	32.8%	39.3%	33.8%

*MCQs = Multiple Choice Questions

Shipping Division
Marine Department
December 2017

Improving the Utilisation of Hei Ling Chau Typhoon Shelter (New Private Mooring Areas)

Local Vessels Advisory Committee (“LVAC”)

LVAC Meeting

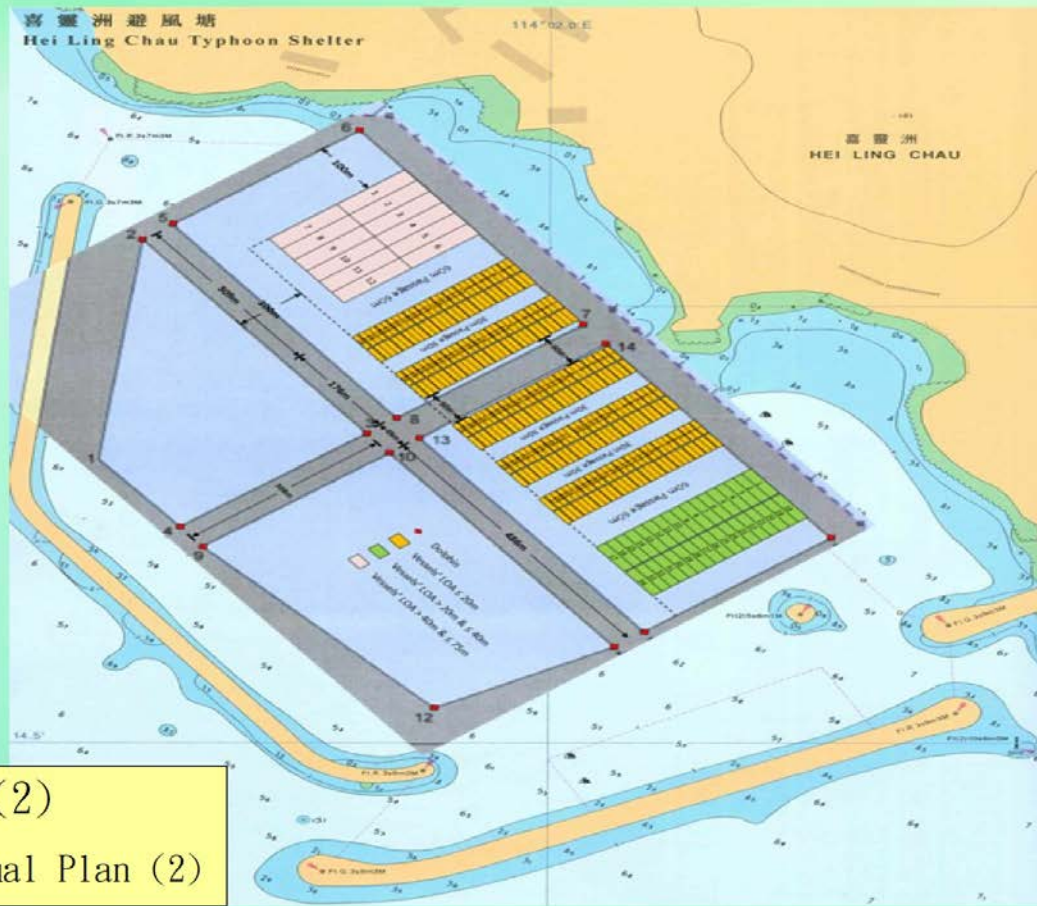
(29.12.2017)

1



概念圖(1)
Conceptual Plan (1)

2



概念圖(2)
Conceptual Plan (2)

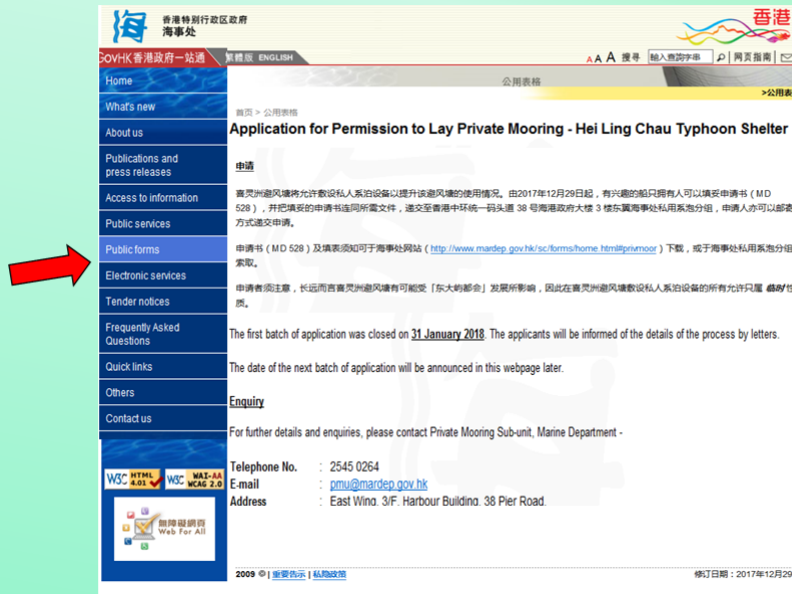
What's New



Date	Title
29.3.2018	Tender Notice - Tender for the Letting, Operation and Maintenance of Two Landing Postboxes to Provide the Berthing and Luggage Handling Facilities at the China Ferry Terminal
21.3.2018	Tender Notice - Tender for the Provision of Security and Supporting Services to Government Dockyard of the Marine Department
7.3.2018	Hong Kong Maritime News Issue 69 has been published
12.1.2018	MSIN No. 2/2018
4.1.2018	Hong Kong PSC Control Inspection Seminar on 04 January 2018 Annex A Annex B Additional Information from AMSA
4.1.2018	MSIN No. 1/2018
2.1.2018	New Issue of MSIN No. 1/2018
29.12.2017	Tender Notice - Supply of Four (4) Hovercrafts for the Hong Kong Police Force within 12 months after the Contract Date
29.12.2017	Tender Notice - Supply of Five (5) High Speed Interceptors for the Hong Kong Police Force within 16 months after the Contract Date
1.11.2017	Grade Structure Review for Marine Officer and Surveyor of Ships Grades

<https://www.mardep.gov.hk/en/news/home.html>

Application for Permission to Lay Private Mooring (Application Period: 29 December 2017 to 31 January 2018)



The screenshot shows the Marine Department website with the following content:

- Header:** 香港特別行政區政府 海事處 (Government of the Hong Kong Special Administrative Region, Marine Department)
- Navigation:** Home, What's new, About us, Publications and press releases, Access to information, Public services, Public forms, Electronic services, Tender notices, Frequently Asked Questions, Quick links, Others, Contact us.
- Main Content:**
 - Application for Permission to Lay Private Mooring - Hei Ling Chau Typhoon Shelter**
 - 申請**
 - 簡潔洲風濤將允許設私人系泊設備以提升該風濤的使用情況。由2017年12月29日起，有興趣的船隻擁有人可以填妥申請書 (MD 528)，并把填妥的申請書連同所需文件，遞交至香港中環統一碼頭道 38 號海運政府大樓 3 樓東區海事處私用系泊分組，申請人亦可以郵寄方式遞交申請。
 - 申請書 (MD 528) 及填表須知可于海事處網站 (<http://www.mardep.gov.hk/sc/forms/home.html#privemoor>) 下載，或于海事處私用系泊分組索取。
 - 申請者須注意，長遠而言簡潔洲風濤有可能受「東大嶼都會」發展所影響，因此在簡潔洲風濤設私人系泊設備的所有允許只屬「臨時性」。
 - The first batch of application was closed on **31 January 2018**. The applicants will be informed of the details of the process by letters.
 - The date of the next batch of application will be announced in this webpage later.
 - Enquiry**
 - For further details and enquiries, please contact Private Mooring Sub-unit, Marine Department -
 - Telephone No. : 2545 0264
 - E-mail : pmu@mardep.gov.hk
 - Address : East Wind, 3/F, Harbour Building, 38 Pier Road.

https://www.mardep.gov.hk/en/forms/privatemooring_hlc.html

5

Conditions for Laying Private Moorings

- Mooring Numbers shall be permanently affixed to the buoy(s)
- Owners of moorings shall lay the moorings at their own cost within the specified periods
- The moorings shall be kept in the specified positions in good condition
- No more than one vessel shall be secured to each mooring
- The validity is for three years
- Any changes in particulars or transfers of moorings shall be notified in writing within 14 days

6

Application Form MD 528 (Rev 2017/12)


香港特別行政區政府海峽處
MARINE DEPARTMENT
THE GOVERNMENT OF THE HONG KONG SPECIAL ADMINISTRATIVE REGION

允許散戶私人繫泊設備申請書
APPLICATION FOR PERMISSION TO LAY PRIVATE MOORING

註：請參閱第“條件”或“指引備註”一節以了解有關詳情。
Note: Please read the "Conditions" and the "Guidance Notes" attached, and complete all items in Block Letters.

甲部 申請人資料 Part A. Particulars of Applicant

申請人姓名/名稱
Name of Applicant: _____ (中文/廣東話) English (Romanized) _____ Chinese _____

*香港身份證號碼/公司註冊編號及商業登記證號碼
*HK Identity Card No./Company Registration No. & Business Registration Certificate No. _____

香港地址
Address in Hong Kong: _____
Tel. No. _____

電郵號碼
Mobile Phone No. _____ 傳真號碼
Fax No. _____

電郵地址
Email Address: _____

乙部 申請繫泊設備位置 Part B. Applied Location of Mooring

繫泊設備位置
Location of Mooring: _____

丙部 獲准使用繫泊設備的船隻資料 Part C. Particulars of Vessel for which the Mooring is intended to be used

船隻名稱(如有)
Name of Vessel (if any): _____ 擁有權證明書號碼
Certificate of Ownership No.: _____

船隻類別/噸位
Class and Type of Vessel: _____ 總長度(米)
Length Overall (m): _____ 最大寬度(米)
Maximum Breadth (m): _____ 最大吃水(米)
Max Draft (m): _____

丁部 獲准證明(如適用) Part D. Authorization (if applicable)

我/我們是/是 _____ *先生/夫人/女士/小姐 (香港身份證號碼: _____) 此項申請。
I/We authorize *Mr./Ms./Mx./Miss _____ (HKID No. _____) to act on my/our behalf.

MD 528 (Rev 2017/12) Page 1 of 3

戊部 申請人聲明 Part E. Declaration of Applicant

(1) *我/我們特此聲明，即此項申請書是根據本處所發出的通知，以聲稱在該處申請。
*I/we hereby declare that *I/we apply for permission to lay a private mooring at the location mentioned in Part B for the mooring of the vessel mentioned in Part C.

(2) *我/我們申請此項申請書，是根據本處所發出的通知。
*I/we apply for this application form in accordance with the conditions stated in the page 3 of this application form.

(3) *我/我們在申請書中，已遵守本處所發出的通知。
*I/we undertake to pay the prescribed fee for the laying of mooring in advance or quarterly intervals; and

(4) *我/我們在申請書中，已遵守本處所發出的通知。
*I/we undertake to comply with the conditions stated in the page 3 of this application form.

(5) *我/我們在申請書中，已遵守本處所發出的通知。
*I/we undertake to comply with the conditions stated in the page 3 of this application form.

日期
Date: _____

申請人簽名
Signature of Applicant: _____
(如公司，請蓋公司印)
(If company, please affix the company seal/stamp.)

*請在合適處貼上印花。
*Please affix stamp where applicable.

收集個人資料聲明 Personal Data Collection Statement

根據《個人資料(私隱)條例》(第486章)，資料當事人有權索取及更改其在個人資料中提供的個人資料。如獲准使用私人繫泊設備，則有關資料將由海峽處保存，以供有關部門使用。有關資料將用於以下用途：
In accordance with the Personal Data (Privacy) Ordinance (Cap. 486), data subjects have a right to request access to and correction of their personal data provided in the application form. For access to or correction of personal data in the application form, please contact the officer-in-charge, Private Mooring Sub-unit of the Marine Department.

供個人資料用途 **FOR OFFICIAL USE ONLY** (Use of office)

Verified By: _____ (Name of Officer) ID No. available: *Y / N Expiry date: _____

Applicant is the vessel owner: *Y / N Vessel without existing PM: *Y / N CC valid date: _____ Item: _____ to: _____

Location to be allocated: _____ Queue No.: _____ Selection Date: _____

Coordinate selected: _____ PM No.: _____ Laying date: _____

MD 528 (Rev 2017/12) Page 2 of 3

7

Application Form – Guidance Notes MD 528 (Rev 2017/12)

Application for Permission to Lay Private Mooring
Guidance Notes
MD 528

Attention

- The applicant must be the owner of the vessel mentioned in Part C of the application form (MD 528).
- The applicant shall sign the application form and present his/her identity card. If the applicant is a company, the form shall be signed by the authorized person of the company and have the company seal/stamp affixed.
- If the applicant authorizes another person to act on his/her behalf, the applicant shall complete Part D for authorization. The authorized person is required to present the original copy of his/her identity card and a certified true copy of the applicant's identity card.
- The applicant shall pay the fee prescribed in the Thirteenth Schedule to the Shipping and Port Control Regulations (Cap. 313 sub. leg. A) in advance at quarterly intervals, no later than 14 January, 14 April, 14 July and 14 October.
- The applicant shall, within 7 working days, notify the Director of Marine in writing of any change in the particulars provided in the submitted application form.
- The applicant shall comply with the standard conditions listed on the back of the application form.
- Subject to the prevailing circumstances and conditions, local consultation may be carried out before granting the permission.

Required Documents

- Completed application form (MD 528).
- The original identity card/certificate of incorporation and business registration certificate of the applicant or its certified true copy if the applicant is not applying in person; and
- The original identity card of the authorized person (if applicable).

Submission of Application

The completed application form together with the required documents shall be submitted to the Private Mooring Sub-unit, Marine Department at Room 306, 3/F., Harbour Building, 38 Pier Road, Central, Hong Kong on weekdays or by post.

Purpose of Collection of Personal Data

- The personal data provided in the application form will be used for the control of the private mooring and the vessel concerned by the Marine Department and may be disclosed to other departments/agencies for investigation/prosecution purposes.
- The supply of information is obligatory. Please ensure that all parts in the application form are completed and the information provided is accurate and correct. Failure to do so may cause delay in the processing of your application or even result in your disqualification from application.

Access to Personal Data

For amendment or access to personal data after submission of the application form, please contact the officer-in-charge of the Private Mooring Sub-unit (Tel. No. 2545 0264).

8

Private Mooring Fee

Statutory charges
[Excerpt from paragraph 4 (private mooring fee) and paragraph 5 (transfer of private moorings) of the 13th Schedule (port dues and fees) to the Shipping and Port Control Regulations (Cap. 313A)]

4. Private mooring fee-	
For the leasing of private moorings, per month or part thereof, per mooring.	
(a) In Causeway Bay Typhoon Shelter, Aberdeen West Typhoon Shelter and Aberdeen South Typhoon Shelter-	
(i) length 5 metres and under	270
(ii) length 8 metres and under	475
(iii) length 11 metres and under	670
(iv) length over 11 metres	670 plus \$216 for every 3 metres or part thereof by which the length exceeds 11 metres
(b) In all other typhoon shelters and elsewhere within the limits of Victoria port-	
(i) length 5 metres and under	140
(ii) length 8 metres and under	270
(iii) length 11 metres and under	405
(iv) length over 11 metres	405 plus \$146 for every 3 metres or part thereof by which the length exceeds 11 metres
(c) Elsewhere in the waters of Hong Kong-	
(i) length 5 metres and under	73
(ii) length 8 metres and under	140
(iii) length 11 metres and under	210
(iv) length over 11 metres	210 plus \$146 for every 3 metres or part thereof by which the length exceeds 11 metres
(d) For ferry vessels used on a franchised service within the meaning of the Ferry Services Ordinance (Cap 104)-	
(i) Within the limits of Victoria port	1355
(ii) Elsewhere in the waters of Hong Kong	670
Note: In this item, "length" (長度) means the size of vessel, in terms of length overall, which the mooring is able to accommodate.	
5. Transfer of private moorings-	
Upon the transfer of ownership of a private mooring (whether by sale and purchase or otherwise).....	140
6. Miscellaneous permits and certificates-	
(a) To certify that a vessel has been broken up	175
(b) To certify a list of weather non-working days for a period of 1 calendar month (per list).....	160
(c) To certify a list of dates of arrival and departure of vessels for a period of 1 calendar month (per list).....	160
(d) Any other certificate or permit not otherwise specified.....	160
(e) Fee for a Marine Department permit to break up a ship-	
(i) Within the limits of Victoria port.....	875 plus \$79 per day or part thereof for every 100 gross tons or part thereof of one half of the ship's gross tonnage, up to and including the date of completion of the break up
(ii) Elsewhere in the waters of Hong Kong.....	\$75 plus \$52 per day or part thereof for every 100 gross tons or part thereof of one half of the ship's gross tonnage, up to and including the date of completion of the break up
Note: In this sub-item, "the date of completion" (完工日期) means the date of completion specified in the certificate referred to in sub-item (a).	
(f) Fee for a port clearance permit (L.N. 100 of 2009).....	58
(g) Fee for a permit to undertake ship repairs.....	N/A

9

Ancillary Services

- Priority is accorded to applications from vessels operating on the sea (such as the surveys of water boats and small maintenance vessels and related licensing matters)

10