

LOCAL VESSELS ADVISORY COMMITTEE

Minutes of the 27th Meeting

Date : 12 November 2018 (Monday)
Time : 3:00 p.m.
Place : Conference Room A, 24/F, Harbour Building

Present

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

Members: Mr SZETO Feut Ship Building and Repairing Industry
Mr NG Kwok-wing, Eric Naval Architecture
Mr 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 FONG Chi-fai River Trade Cargo Operations
Mr YEUNG Sheung-chun Fishing Industry
Mr MOK Ka-hei Senior Inspector (Operations) (Marine
Regional Headquarters), Hong Kong
Police Force ("HKPF")
Mr H. B. CHAN General Manager/Operations, MD
Mr Jerry TANG General Manager/Local Vessels Safety,
MD

(Presentation for Paper No. 10/2018)

Secretary: Mr Anson M. C. SINN Executive Officer (Committee &
General), MD

In Attendance

Mr Freely CHENG Deputy Director (Special Duties), MD
Mr W. H. HO Assistant Director (Special Duties),
MD

Mr Michael CHAU	Hydrographer, MD (Present to give a Briefing on Any Other Business – “eSeaGo”)
Mr Eric LEE	Senior Surveyor of Ships (Special Duties), MD (Presentation for Paper Nos. 8/2018 and 9/2018)
Mr S. Y. CHAN	Senior Surveyor of Ships/Local Vessels Safety, MD
Mr YEUNG Po-kwong	Contract Senior Marine Surveyor/Local Vessels Safety, MD
Miss Carmen CHAN	Senior Marine Officer/Harbour Patrol Section(1), MD (Presentation for Paper No. 7/2018)
Mr Adrian LOW	Senior Administrative Officer (Special Duties) (Designate), MD
Mr Emil PUI	HK & Kowloon Motor Boats & Tug Boats Association Ltd.

Absent with Apologies

Mr HUANG Li-fan	Ship Survey Work
Mr WONG Leung-wai	Marine Insurance Industry
Mr WEN Tsz-kit, Bondy	Launch & Excursion Vessels’ Operations
Mr Leon CHAN	Pleasure Boating 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 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 the 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 26th meeting was uploaded to the website of MD on 13 December 2018.]

III. New Discussion Items

LVAC Paper No. 7/2018 – Proposal to Review the Number of Speed Restricted Zones for Vessels, Their Enforcement Periods and the Penalty

- SMO/
HPS (1),
MD
- 3. Miss Carmen CHAN, (SMO/HPS (1), MD) presented LVAC Paper No. 7/2018, and mentioned at the meeting that “from 15 July to 1 September in any year” in paragraph 8(iv) of the paper should be revised to “from 1 July to 15 September in any year”. The paper sought the views of the Committee on proposed changes to the speed restricted zones for vessels (SRZs), the restricted hours and periods, and the penalty for the offences.
 - 4. All Members present at the meeting agreed with MD’s proposed amendments to legislation on SRZs (paragraph 8 of the paper). Mr YEUNG Sheung-chun also suggested extending the restricted period of SRZ of the waters of Kai Lung Wan fish culture zone to late October in any year. The Chairman responded that MD had held several consultations with the stakeholders of various districts on the stipulated speed limits for vessels (including the restricted period) and it was necessary to strike a balance of views among the

stakeholders during the course of the consultations. The proposal was finalised as set out in paragraph 8 of the paper.

5. Members endorsed LVAC Paper No. 7/2018. [Post-meeting note: The proposals set out in paragraph 8 of the paper were submitted to the Legislative Council (LegCo) Panel on Economic Development (ED Panel) on 19 December 2018 for consultation and obtained support from the Panel.]

**LVAC Paper No. 8/2018 –
Legislative Amendments for Enhancing the Provision of
Lifejackets on Local Vessels**

SSoS
(SD), MD

6. Mr Eric LEE (SSoS (SD), MD) presented LVAC Paper No. 8/2018, and mentioned at the meeting that “small-sized Class II vessels” in the first sentence in paragraph 7 of the paper should be revised to “small-sized Class II and Class III vessels”. The paper sought the views of the Committee on the proposed legislative amendments for enhancing the provision of lifejackets on local vessels and an associated subsidy scheme.
7. The Chairman thanked Mr CHEUNG Kwok-wai for his recommendations on defining “infants”, “children” and “adults” based on different criteria (including age, body weight and height), and stated that the Department of Justice would provide more specific definitions for “infants”, “children” and “adults” when drafting the relevant legislative amendments.
8. Mr Freely CHENG (DD(SD), MD) added that the proposals concerning the provision of lifejackets on local vessels and safety measures on board during major events at sea would be submitted to the LegCo ED Panel on 19 December 2018 for consultation. The Government aimed at introducing the legislative amendments into the LegCo in 2019 for early enactment. MD would allow sufficient time for the trade to purchase and replace lifejackets before the implementation of the legislation, and was in discussion with the trade on the associated subsidy scheme.
9. Members endorsed LVAC Paper No. 8/2018. [Post-meeting note: The proposed enhancement measures set out in the paper

were submitted to the LegCo ED Panel on 19 December 2018 for consultation and obtained support from the Panel.]

**LVAC Paper No. 9/2018 –
Legislative and Code of Practice Amendments to Reform
the Regulatory Regime for Local Pleasure Vessels**

SSoS
(SD), MD

10. Mr Eric LEE (SSoS (SD), MD) presented LVAC Paper No. 9/2018. The paper sought the views of the Committee on a refined reform proposal for the regulatory regime for Class IV vessels (i.e. “pleasure vessels”).
11. Mr W. H. HO (AD (SD), MD), in response to paragraph 4(b) of the paper, added that 340 persons had already been awarded the certificate of competency issued by the Office of the Communications Authority since 2017. In view of the improved examination method starting from July 2018, the passing rate had been rising with over 40 persons per month on average awarded with the certificate of competency. The MD anticipated that there would be sufficient number of qualified officers possessing the certificate of competency for using Very High Frequency radiotelephones on board Class I vessels in the second half of 2019 for the legislative amendment to take effect.
12. Members endorsed LVAC Paper No. 9/2018. [Post-meeting note: The proposed enhancement measures set out in paragraph 4 of the paper were submitted to the ED Panel on 19 December 2018 for consultation and obtained support from the Panel.]

**LVAC Paper No. 10/2018 –
Alternative Survey Regime for Periodical Survey
Requirements of Propeller Shafts and Propellers of Class
III Vessels (Category A Steel/GRP Hull with $L \geq 24m$)**

GM/LVS,
MD

13. Mr Jerry TANG (GM/LVS, MD) presented LVAC Paper No. 10/2018, which sought the views of the Committee on the alternative survey regime for periodical survey requirements of propeller shafts and propellers of Class III vessels (Category A steel/GRP hull with $L \geq 24m$).

14. Members endorsed LVAC Paper No. 10/2018. [Post-meeting note: MD published a gazette notice (G.N. 95) on 4 January 2019 to amend the Code of Practice concerned for implementation of the proposal.]

IV. Any Other Business

Introduction of a Mobile App for Displaying Chart Information of the Hong Kong Waters

Hydro-
grapher,
MD

15. Mr Michael CHAU (Hydrographer, MD) introduced “eSeaGo”, a mobile app for displaying chart information of the Hong Kong waters (*Annex I*). To further promote the use of Hong Kong Electronic Navigational Chart (ENC) data among local vessels, the Hong Kong Hydrographic Office started to develop a mobile app in 2018 to facilitate users’ access of ENC data displayed on mobile devices. The app could be downloaded free of charge from IOS (Apple Store) and Android (Google Play) platforms. In response to the Chairman’s enquiry, Mr CHAU said that the app was designed to facilitate public access of ENC data and could not replace the official ENCs. A disclaimer clause would be shown on the screen when users installed the app.
16. In response to the recommendation made by Mr CHEUNG Kwok-wai to link the app with other information (such as the visibility readings of the Hong Kong waters and the Marine Department Notices), the Chairman said that MD should launch the app first and follow up on the views of the trade after they used the app.
17. [Post-meeting note: The app was launched on 2 January 2019. Details were published through Marine Department Notice No. 2 of 2019, the websites of MD and the Hydrographic Office.]

Implementation of Merchant Shipping (Control of Pollution by Noxious Liquid Substances in Bulk) Regulations (Cap. 413B) on Locally Licensed Edible Oil Carriers

GM/LVS,
MD

18. Mr Jerry TANG (GM/LVS, MD) explained the implementation of Merchant Shipping (Control of Pollution

by Noxious Liquid Substances in Bulk) Regulations (Cap. 413B) on locally licensed edible oil carriers. Following the amendments of MARPOL Annex II entered into force internationally in 2007, the amended local subsidiary legislation took effect on 17 July 2018. In view of this, MD previously held two briefing sessions in May and September 2018 respectively to introduce the amendments to the Merchant Shipping (Control of Pollution by Noxious Liquid Substances in Bulk) Regulations (Cap. 413B) related to the locally licensed edible oil carriers. At that time, more than a dozen existing edible oil carriers affected were allowed to continue operation under restricted conditions upon a risk assessment. Regarding the construction of new vessels carrying noxious liquid substances in bulk (including vegetable oil), such substances should be carried by a Type 2 ship as described in the IBC Code, which was of double hull design and met the requirements on intact and damaged stability calculation, operation and discharge.

Recommendations after the Passage of a Super Typhoon

19. The Chairman said that the Hong Kong Cargo-Vessel Traders' Association sent a letter to MD on 23 October 2018 to make recommendations on the short-term and long-term measures after the passage of a super typhoon. Mr CHEUNG Kwok-wai pointed out that many construction vessels in the typhoon shelters of the Hong Kong waters did not place their anchors properly during the passage of super typhoon "Mangkhut", so that other vessels were unable to berth. In addition, frogmen were required to clean up marine litters that were drawn into the propellers of many passenger vessels, thus hindering the resumption of operation.
20. The Chairman responded that MD had given a written reply to Hong Kong Cargo-Vessel Traders' Association on 7 November 2018 (*Annex II*). Under the stewardship of MD, officers in MD performed patrol duty in the typhoon shelters during the passage of super typhoon "Mangkhut" to ensure that vessels were berthed in an orderly manner and a clear passage area was maintained. MD would include the part of "measures to enhance the safety of local vessels during passage of tropical cyclones" in the Safety Afloat Educational Seminar in January 2019 to enhance training to vessel

HPS and
P&D, MD

operators on safety measures to be taken before and during the passage of typhoons. MD would also reflect to relevant technical departments on issues such as breakwaters and concrete blocks.

Temporary Shelving of Fee Revision Proposal

Finance
Section,
MD

21. Following the discussions on fee revision proposal set out in LVAC Paper No. 6/2018 and paragraphs 13 to 17 of the minutes of the last meeting, the Chairman informed Members that the Secretariat had sent an email to Members on 9 October 2018, stating that the Government decided to temporarily shelve the fee revision proposal set out in the paper. The Government had carefully considered the views expressed by the industry and, in order to enhance port competitiveness, strived to help alleviate challenges faced by the maritime industry amid uncertain economic outlook. MD would continue to review the fees based on the established mechanism ahead. Members noted this information.

V. Adjournment of Meeting

22. Since this was the last meeting of the current term of the LVAC, the Chairman expressed his gratitude to all Members for their active participation. There being no other business, the meeting was adjourned at 4:45 p.m. The date of the next meeting would be announced in due course.

The minutes of the meeting were confirmed on 18 March 2019.

Committee Unit
Marine Department
Ref.: L/M (75) to HQ/COM 425/1 (24)

Hydrographic Office
Marine Department
Introduction of a Mobile App for
Displaying Chart Information of the
Hong Kong Waters

Hydrographic Office
Marine Department
November 2018

Hydrographic Office, Marine Department Introduction of a Mobile App for Displaying Chart Information of the Hong Kong Waters

Contents

- Background
- Introduction of the Functions of the App
- Launch Date

Background

The main functions of the Hong Kong Hydrographic Office are to acquire, collate and maintain hydrographic data for the publication and updating of nautical charts and publications of Hong Kong.

The nautical charts and publications issued by the Hong Kong Hydrographic Office include the Hong Kong electronic navigational chart (ENC), which is produced according to the standard of the International Hydrographic Organisation. These products are available for sale at the Marine Department.

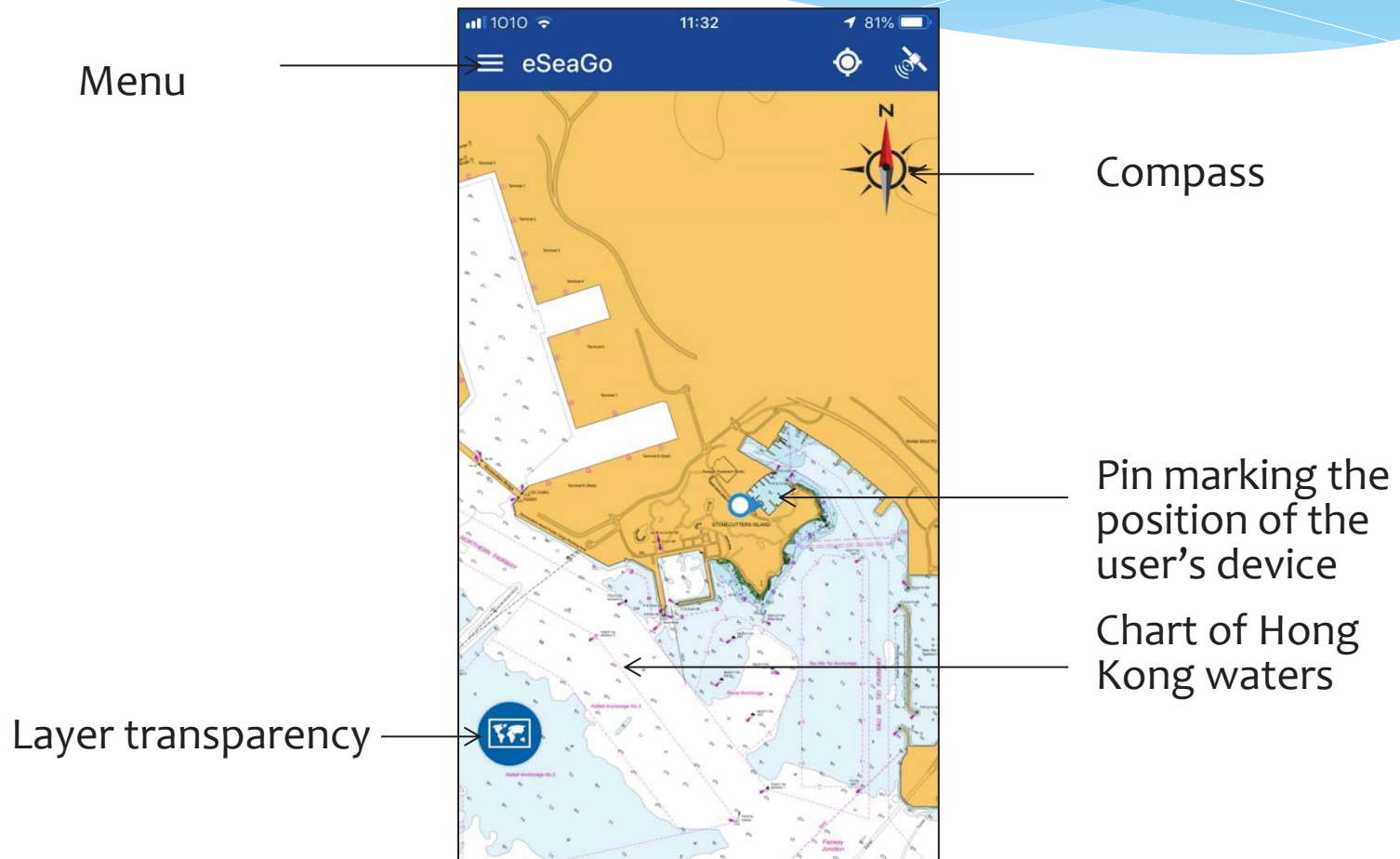
To further promote the application of Hong Kong ENC data on local vessels, the Hong Kong Hydrographic Office has developed a mobile app since early 2018, enabling users to view ENC data in mobile devices.

Introduction of the Functions of the App

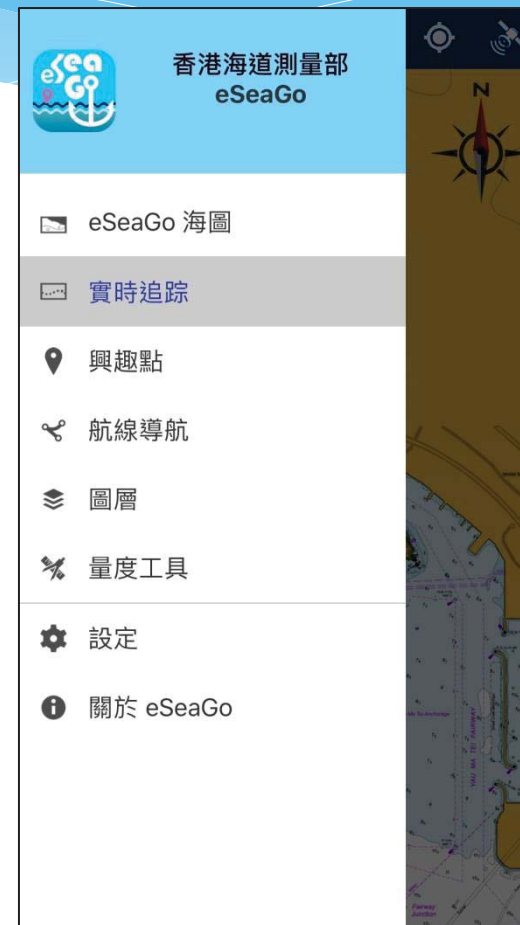
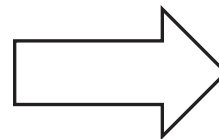
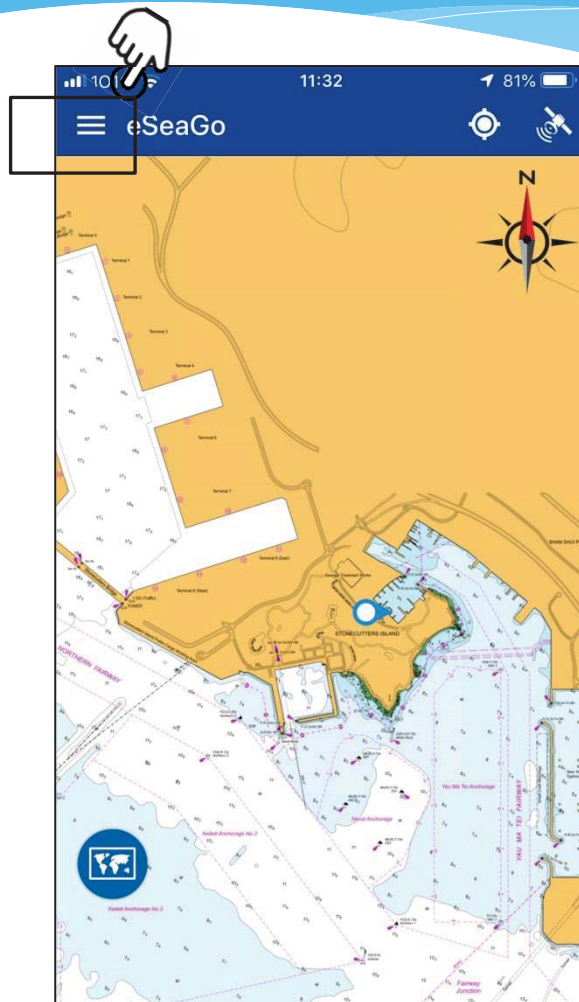


“eSeaGo”

Interface of “eSeaGo”

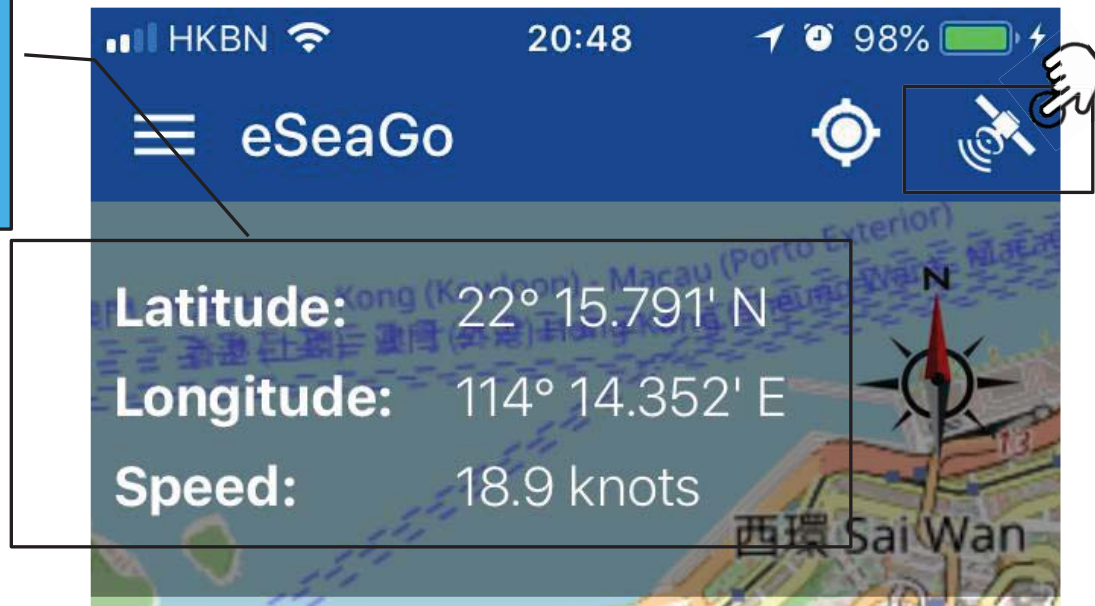


Interface of “eSeaGo” – Menu



Real-time Display of the Position of the User's Device

Real-time display of the position of the user's device

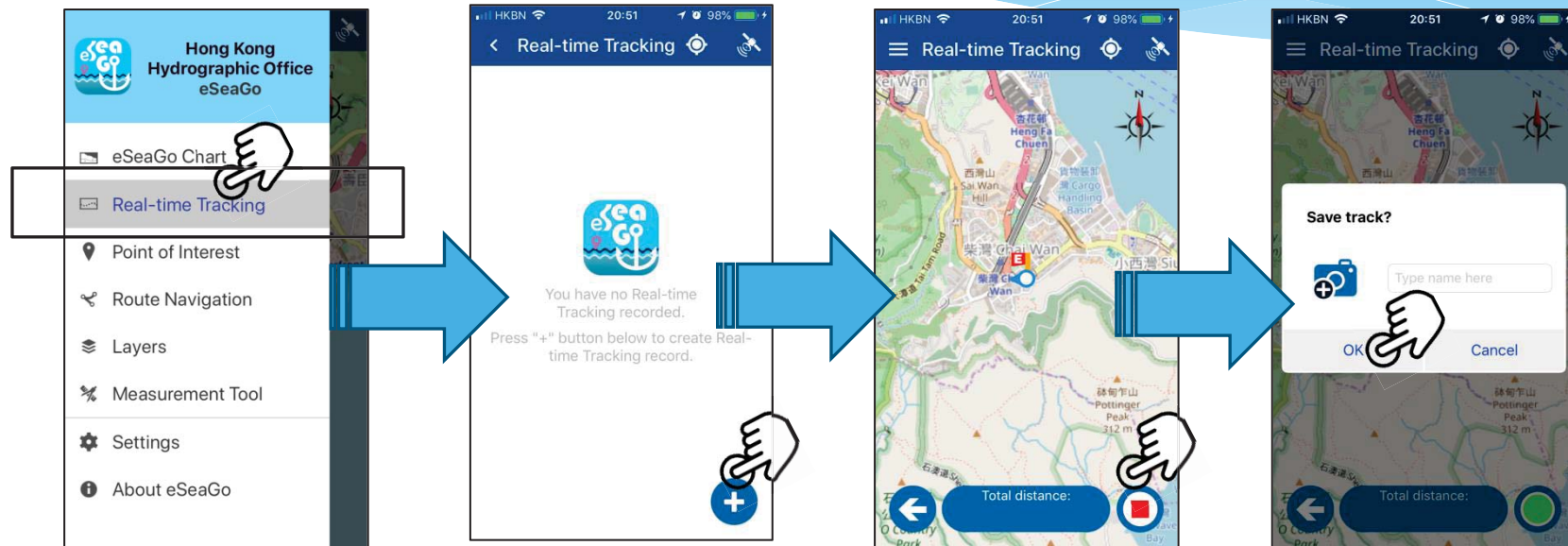


Base Layer – Open Street Map

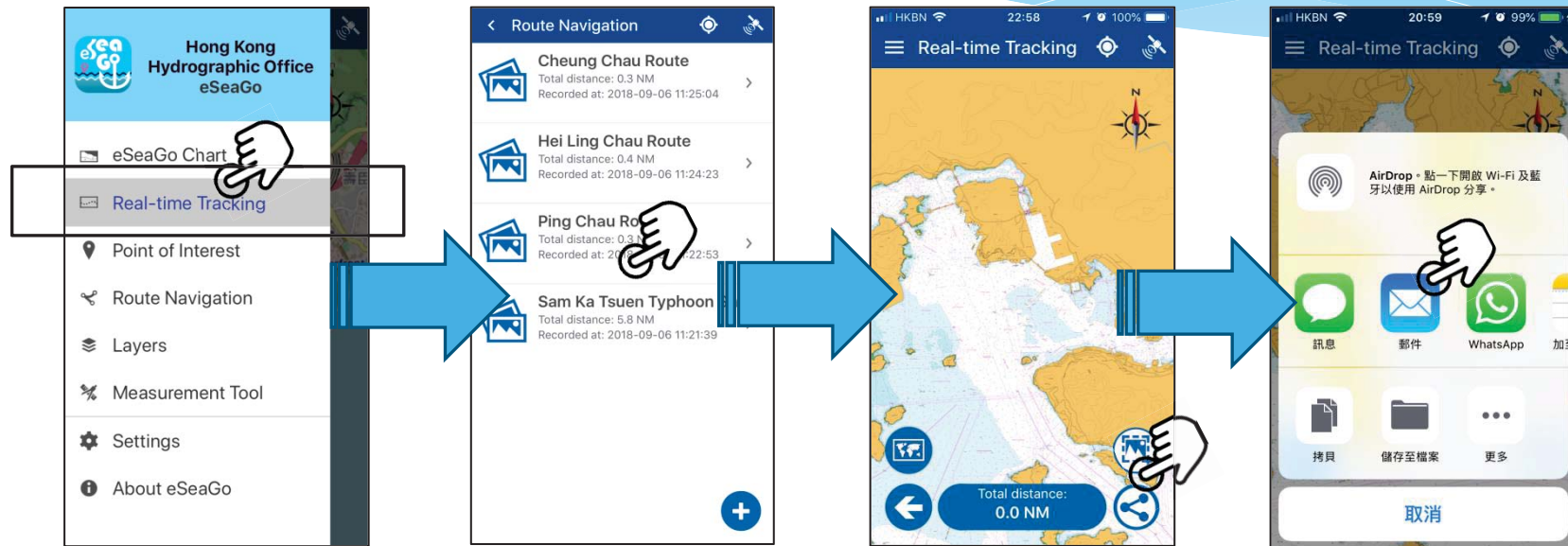


Base layer –
Open Street
Map

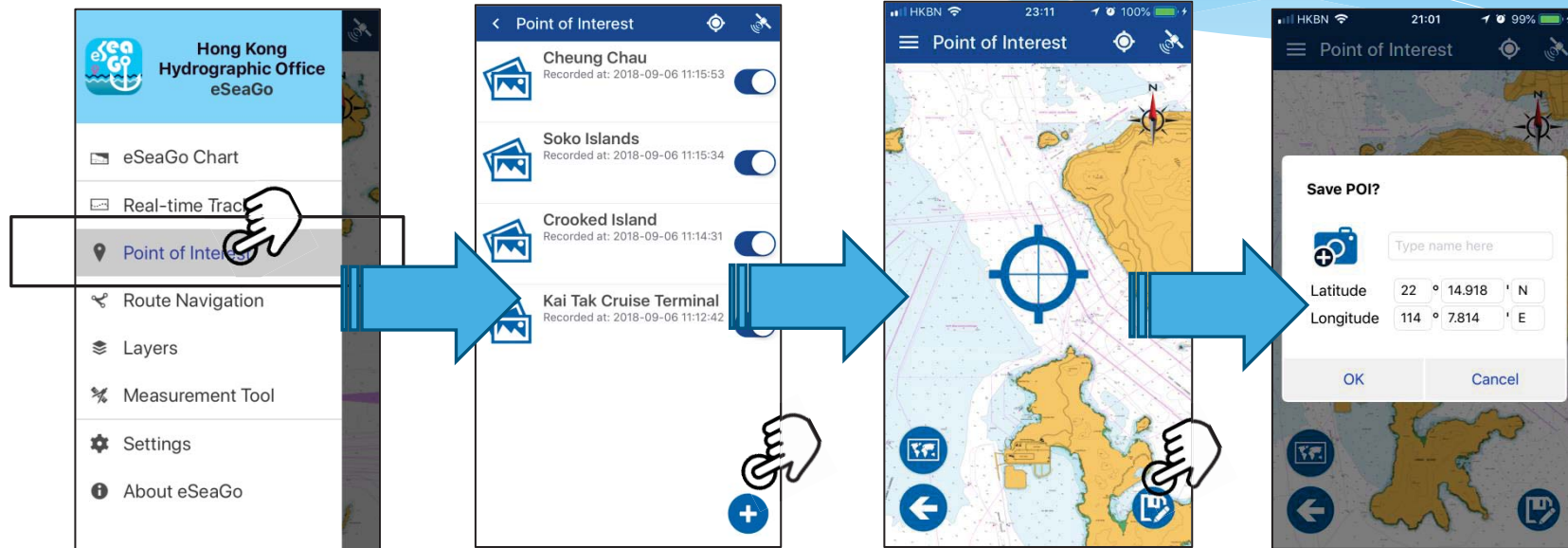
Real-time Tracking



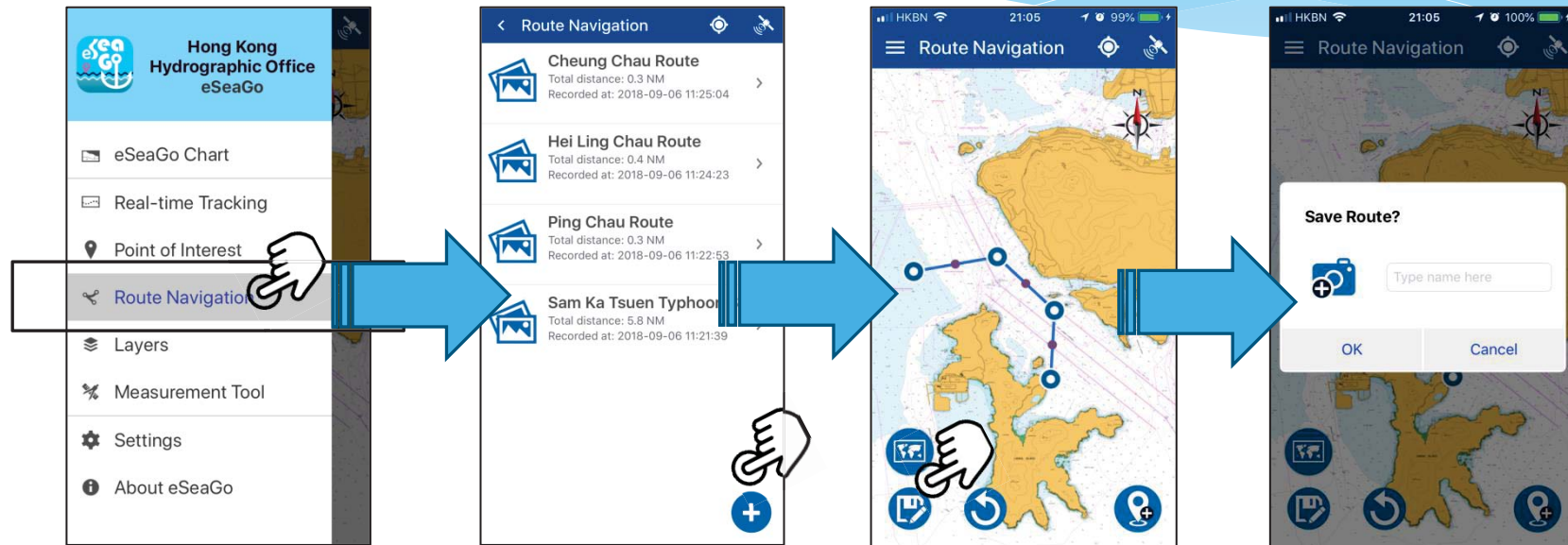
Real-time Tracking – Track Display and Sharing



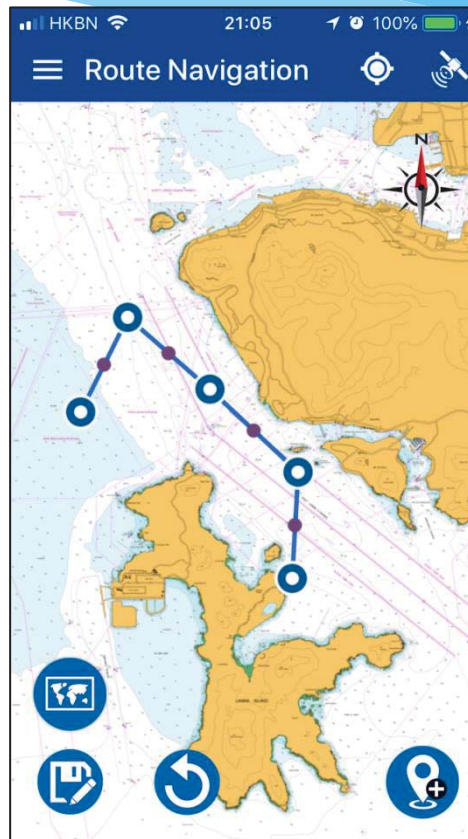
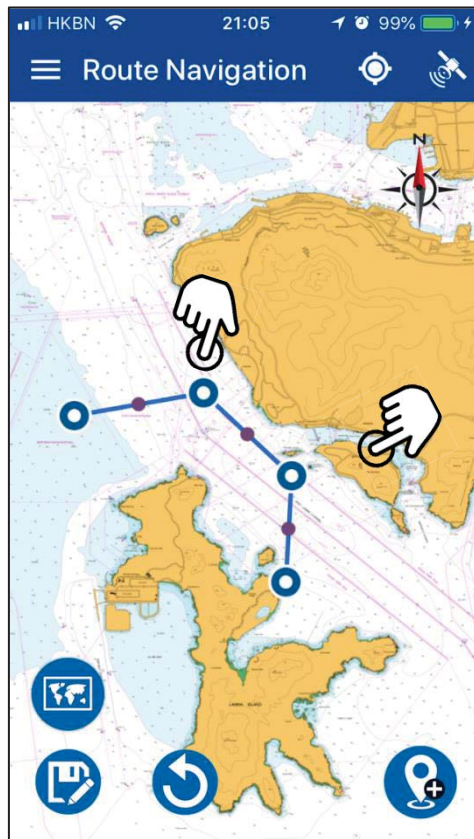
Point of Interest



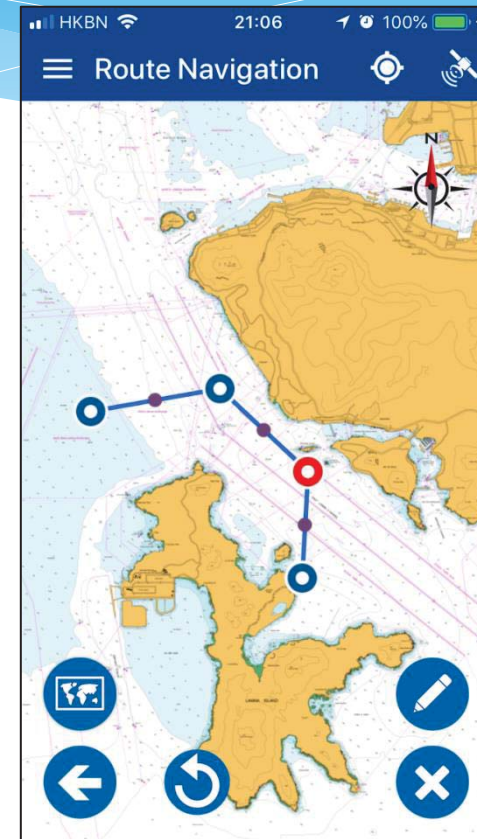
Route Navigation – Add a New Route



Route Navigation – Modify a Route



Drag Blue point to modify



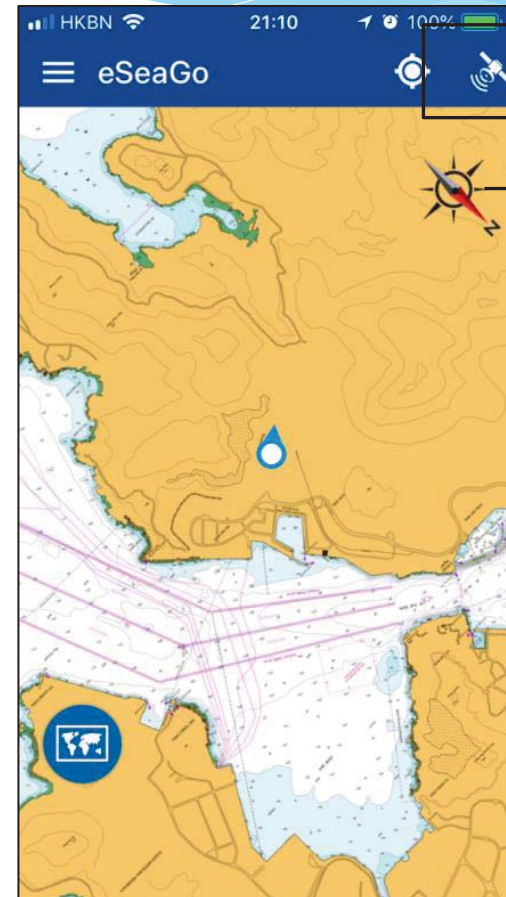
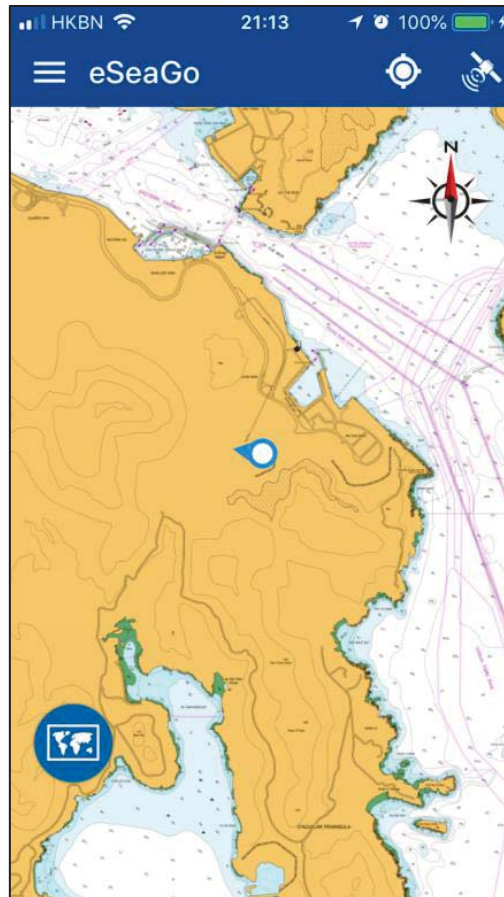
Click Red point and then "x" to delete a route point

Centring Position on the Chart



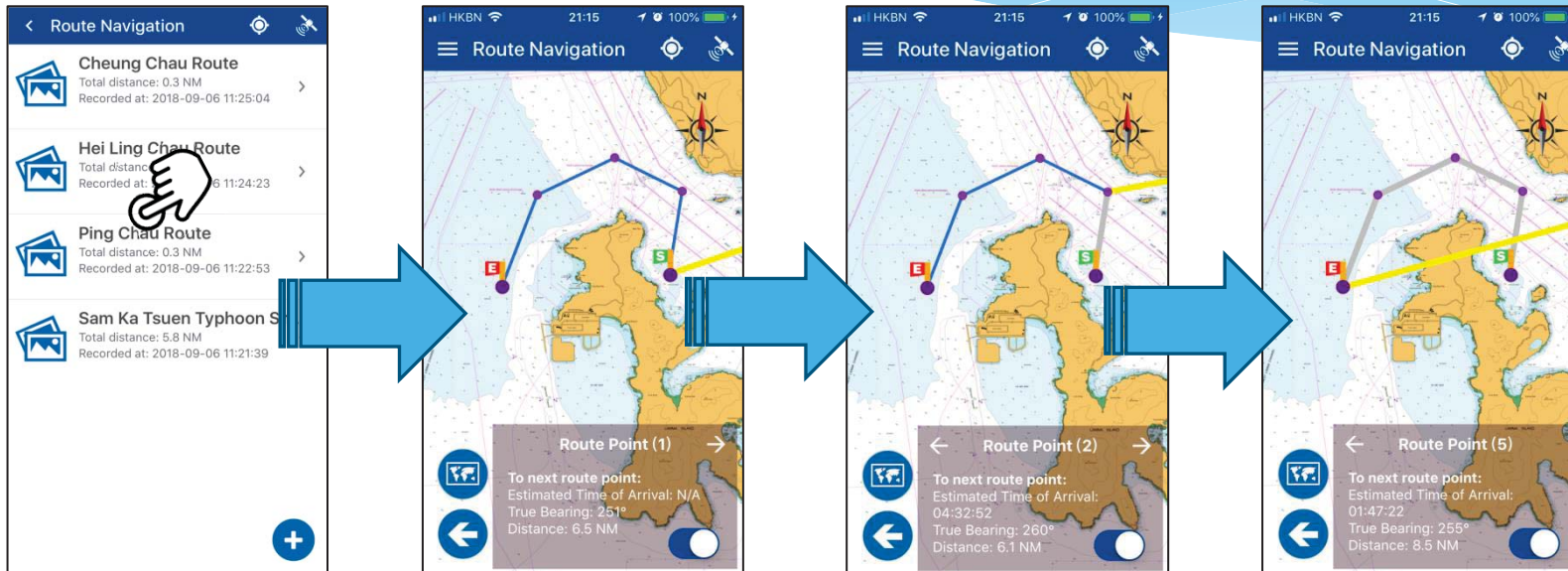
Centring the position of the user's device on the chart

Chart Display Direction – Course-up/North-up



Change of chart display direction – course-up or north-up

Route Navigation



Route Navigation – Route Display Setting



Route Display
Setting
(On/Off)

← Route Point (5)

To next route point:

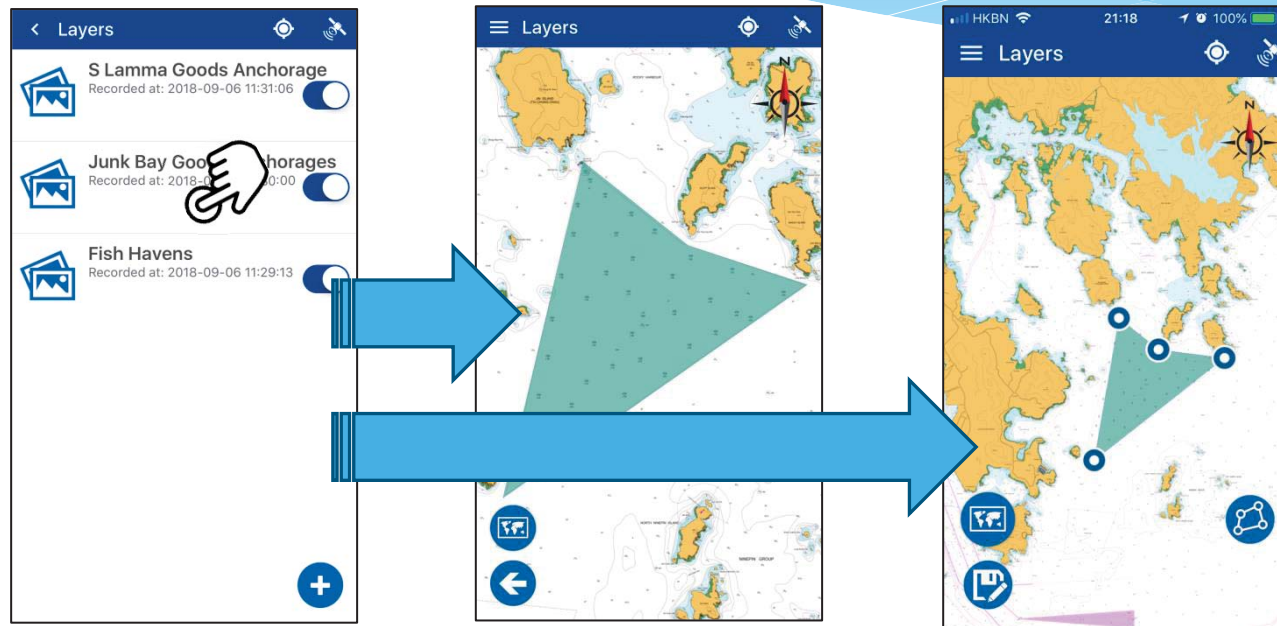
Estimated Time of Arrival:

02:48:19

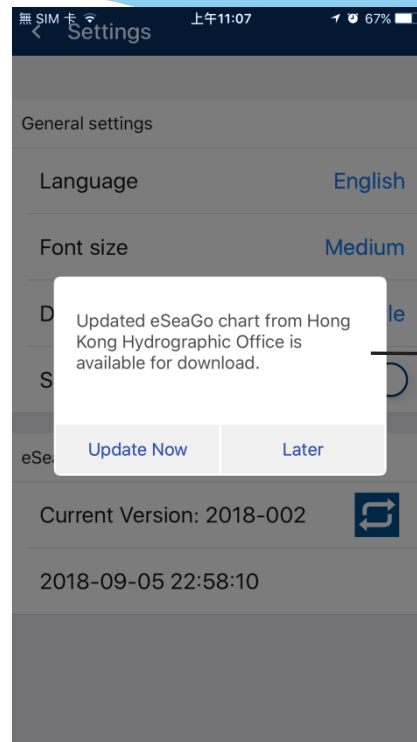
True Bearing: 255°

Distance: 8.5 NM

User-defined Layers



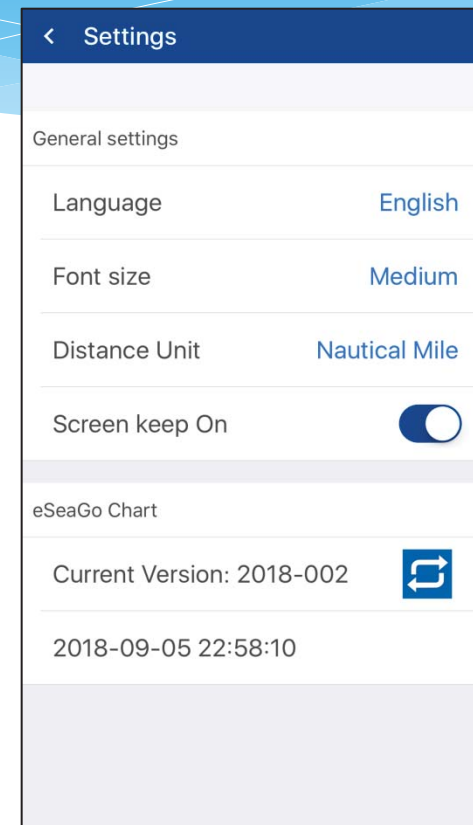
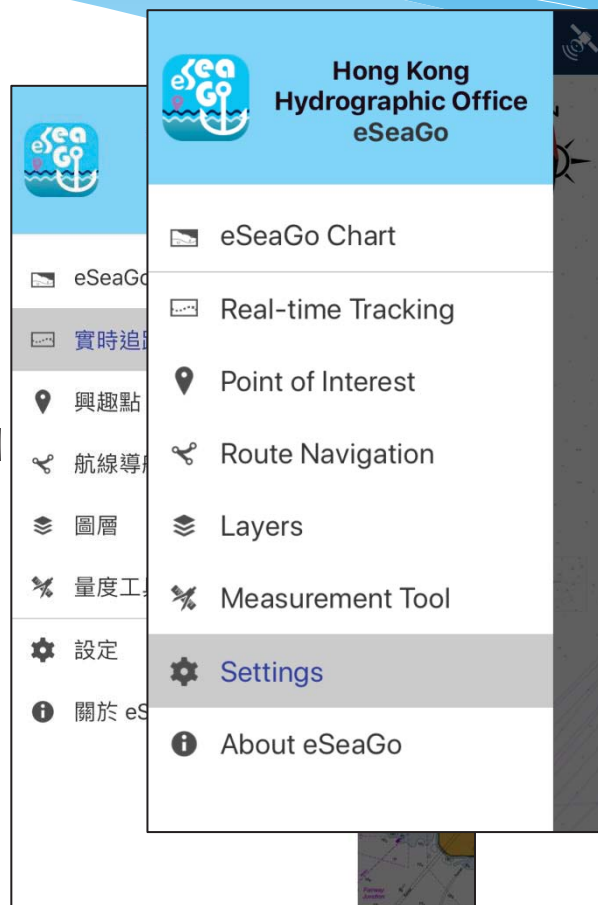
Automatic Check for Chart Updates and Download



Automatic check for chart updates and download with Internet connection

Other Settings

- Change of Language
- Font Size
- Change of Measurement Unit
- Check for Chart Updates and Download



Launch Date

- * Launch date: December 2018; exact date and details to be announced by a Marine Department Notice, the websites of the Marine Department and the Hydrographic Office
- * Platforms for download: IOS (Apple Store) and Android (Google Play)
- * Price: Free of charge

Hydrographic Office, Marine Department
Introduction of a Mobile App for Displaying
Chart Information of the Hong Kong Waters

- Thank you -

ENGLISH TRANSLATION

Annex II

Recommended Follow-up/Improvement Measures after the Passage of a Super Typhoon

1. Long-term Measures:

- 1.1 Regarding the provision of additional typhoon shelters (e.g. at Yam O), the Marine Department (MD) keeps an open mind to it and will give strong support if relevant departments confirm that there are suitable sites in terms of compatibility with neighbouring land uses as well as environmental conditions, and a consensus has been reached in the community.
- 1.2 Regarding the recommendation of providing additional wind protection facilities in Cheung Sha Wan, MD understands that some local vessel coxswains choose to take refuge in Cheung Sha Wan during inclement weather based on their past experience. MD will not preclude it as long as the vessels do not obstruct the traffic of the adjacent Yau Ma Tei Fairway.
- 1.3 To enhance the resilience of Hong Kong as a whole against typhoons, the Civil Engineering and Development Department will commission a consultancy study which lasts for 18 to 24 months to conduct a comprehensive review on low-lying coastal and windy locations, and carry out relevant storm surge and wave analysis, so as to assess the impacts of extreme weather on those locations. Based on the findings of the study, the Government will formulate appropriate protection measures including the options of improvement works and management measures to strengthen the resilience of coastal areas against huge waves.

2. Short-term Measures:

- 2.1 Vessels are private property. Under normal circumstances, MD will, pursuant to existing legislation, give to the owners of vessels which are stranded, damaged or sunk in the waters of Hong Kong directions in respect of the removal of the vessels within a specified period to avoid any impact on marine safety and traffic.

ENGLISH TRANSLATION

- 2.2 A large number of vessels were stranded or sunk as a result of the onslaught of super typhoon “Mangkhut” on Hong Kong, and the situation was particularly worse in Sai Kung waters. After the passage of the typhoon, MD immediately arranged for a salvage contractor to dispose of the wrecks which might affect marine safety or traffic, or the operation of typhoon shelters or anchorages. For damaged vessels which posed no immediate safety threat, they were cleared by their owners according to normal procedures. Nevertheless, MD made special arrangements to extend the specified periods for removing the vessels depending on the extent of damage of individual vessels (including those damaged in typhoon shelters). Moreover, MD closely communicated with vessel owners having difficulties and offered help to them as far as possible.
- 2.3 As for the release of storm information to facilitate the making of early planning by the industry for shelter arrangements, MD organises safety seminars for the industry and promulgates Marine Department Notices before the onset of the typhoon season every year to remind owners, coxswains and operators of vessels of the need to take precautionary measures during the approach of tropical cyclones. During typhoons, MD keeps updating information on typhoon shelters having reached their full capacity through radio and television broadcasts, so that vessels can timely choose to use other typhoon shelters. Moreover, as soon as a Tropical Cyclone Standby Signal No. 1 is in force, the “typhoon duty roster” will be activated and staff of MD will conduct patrols in various typhoon shelters to inspect their respective situations and give advice, directions and assistance to facilitate orderly anchorage of vessels. The aim is to ensure that vessels are anchored closely together at suitable locations in the typhoon shelters and take refuge at safe berthing spaces without obstructing any passage areas. With the issuance of a Warning Signal No. 3 or above, MD will, depending on the conditions of the typhoon shelters, appropriately deploy tug boats to assist. During typhoons, MD has tug boats prepared which can help vessels in an emergency as and when necessary. In the case where there are vessels in distress, MD will co-ordinate salvage resources with various government departments for conducting rescue operations in accordance with established procedures.
- 2.4 According to records, when a Tropical Cyclone Warning Signal No. 8 was in force and during the onslaught of “Mangkhut” on Hong Kong, three (namely the Rambler Channel, To Kwa Wan and Tuen Mun

ENGLISH TRANSLATION

Typhoon Shelters) of the 14 typhoon shelters in Hong Kong saw an occupancy rate having reached 100%. Nevertheless, sheltered space was still available in the remaining 11 typhoon shelters, including the Aberdeen West, Cheung Chau and Shau Kei Wan Typhoon Shelters which were more frequently used by fishing vessels, as well as the Yim Tin Tsai Typhoon Shelter in Sai Kung. Judging by the utilisation indicated above, there is sufficient sheltered space in the Sai Kung district and across the territory for local vessels to take refuge during typhoons. As for the recommendation of opening the River Trade Terminal for free, MD has no right to interfere since the terminal is privately operated.

- 2.5 For matters concerning piles and breakwaters in typhoon shelters and the ageing of marine facilities, they fall under the jurisdiction of the technical departments concerned of the Government. MD is not in a position to comment on them.

7 November 2018