

LOCAL VESSELS ADVISORY COMMITTEE
Minutes of the 28th Meeting

Date : 18 March 2019 (Monday)
Time : 3:30 p.m.
Place : Conference Room B, 22/F, Harbour Building

Present

Chairman: Mr S. F. WONG	Deputy Director, Marine Department (“MD”)
Members: Ms Karen LO	Ship Building and Repairing Industry
Mr Simon CHEN	Naval Architecture
Mr Steven ZHAO	Marine Insurance Industry
Ir MAK Chiu-ki	Seafarers’ Training
Mr FAN Keung	Seafarers’ Associations
Mr CHAN Woon-lung	Cargo Vessels’ Operations
Mr CHEUNG Kwok-wai	Launch & Excursion Vessels’ Operations
Mr Bondy WEN	Ferry Vessels’ Operations
Mr FONG Chi-fai	River Trade Cargo Operations
Mr Leon CHAN	Pleasure Boating Operations
Mr TING Chi-kwok	Superintendent (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
Secretary: Mr Anson M. C. SINN	Executive Officer (General & Committee), MD

In Attendance

Mr Freely CHENG	Deputy Director (Special Duties), MD
Ms Mimi LEE	Deputy Secretary for Security 1, Security Bureau (“SB”)

(Presentation for LVAC Item No. 2/2019)

Ms Trinky CHAN Assistant Secretary for Security (A)1,
SB

(Present to LVAC Item No. 2/2019)

Mr F. C. CHAN General Manager/Planning,
Development & Port Security, MD

(Presentation for Paper No. 3/2019)

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

(Present to Paper No. 3/2019)

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

(Presentation for Paper No. 4/2019)

Miss Carmen CHAN Senior Marine Officer/Harbour Patrol
Section(1), MD

(Presentation on Any Other Business)

Mr YANG Kaiqiang Hong Kong Seamen's Union

(Present to Any Other Business)

Ms Jess Man HK & Kowloon Motor Boats &
Tug Boats Association Ltd.

Ms Mandy WONG New World First Ferry Services Ltd

Absent with Apologies

Mr Dick KAM Ship Survey Work

Mr YEUNG Sheung-chun Fishing Industry

Action

I. Opening Remarks

1. The Chairman welcomed the following non-official members (including Ms Karen LO, Mr Simon CHEN, Mr FAN Keung and Mr Steven ZHAO) to the meeting of the Local Vessels Advisory Committee ("LVAC") the first time and apprised all of the house rules of the 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 27th meeting was uploaded to the website of MD on 8 April 2019.]

III. New Discussion Items

SB

LVAC Item No. 2/2019 – Victoria Harbour Restricted Area

- 3. Ms Mimi LEE (DS(S)1, SB) introduced the background of establishing the Central Military Dock ("the Dock"), the responsibility of the Hong Kong Special Administrative Region ("HKSAR") Government to support the People's Liberation Army Hong Kong Garrison ("the Garrison") in its performance of defence functions, and the legislative exercise to be conducted by the HKSAR Government prior to the handover of the Dock to the Garrison. Members were invited to comment on the legislative proposal to designate the waters off the Dock as a marine restricted area.
- 4. Ms Mimi LEE said that since the time before Hong Kong's return to the Motherland, the waters off military basins had been designated as "restricted areas" under the laws to restrict

the entry of unauthorised vessels so as to provide a buffer zone to ensure that there was a safe distance between civil vessels and military vessels as well as the relevant berthing facilities. This was to safeguard the facilities at the military docks while ensuring maritime safety. The “restricted area” to be designated off the Dock would restrict the entry to its inner waters of vessels without the permission of the Director of Marine (“DM”); whereas its outer waters would allow the uninterrupted passage of vessels of a length less than 60 metres but their remaining, berthing or anchoring within would require the permission of the DM. The major considerations of designating the waters as a “restricted area” included the need to cater for the defence operations of the Garrison and to ensure that the safety and operation of Pier Nos. 9 and 10 as well as nearby fairways (including the Central Fairway) would not be affected.

5. Trade representatives noted the relevant arrangements. Based on the comments made by members, it was suggested at the meeting that:
 - (a) the relevant sea areas should be clearly demarcated (such as by placing buoys on the sea surface) for navigation safety considerations;
 - (b) the Government should clearly provide information related to the “restricted area” to the trade through various channels;
 - (c) the Government might consider discussing the possibility of opening of the military vessels berthed off the Dock to the public (where circumstances warranted) with the Garrison so as to promote the public’s understanding of the defence functions of the Garrison; and
 - (d) given the symbolic significance of the Victoria Harbour as one of Hong Kong’s landmarks, the Government, in enforcing control over the “restricted area”, should have due regard to the needs of spectator vessels carrying passengers to view international events like fireworks displays and dragon boat races.
6. Acknowledging the members for their comments, Ms Mimi LEE said that the Government planned to submit the proposed legislative amendments, including amendments to the Shipping and Port Control Regulations (Cap. 313A) and

the Merchant Shipping (Local Vessels) (General) Regulation (Cap. 548F), within the legislative session and formally hand over the Dock to the Garrison upon completion of the legislative exercise.

7. [Post-meeting note: Please refer to Paper No. CB(2)1100/18-19 (03) “Central Military Dock”¹ of the Legislative Council Panel on Security for the background of establishing the Dock, the legal protection for existing military facilities and sites, as well as the legislative proposals (covering the sea area) for the Dock.]

**LVAC Paper No. 3/2019 –
Implementation of a New Measure for the Designation of
Non-pleasure Vessel Berthing Area within Kwun Tong
Typhoon Shelter**

GM/PD&
PS, MD

8. Mr F. C. CHAN (GM/PD&PS, MD) presented LVAC Paper No. 3/2019 and reported a new measure to be implemented by MD for the designation of a non-pleasure vessel berthing area within the Kwun Tong Typhoon Shelter (“KTTS”) to achieve better berthing management within the typhoon shelter.

9. Mr CHEUNG Kwok-wai recommended that MD should draw up both short-term and long-term plans to better manage the berthing order in KTTS. Mr CHEUNG Kwok-wai suggested referring to the regularised zoning of private mooring (“PM”) areas within the Hei Ling Chau Typhoon Shelter (“HLCTS”) and requested MD to move away the pleasure vessels berthing in Area B within KTTS mentioned in the paper to reserve the area for use only by operational vessels. Mr F. C. CHAN responded that the situations of HLCTS and KTTS were different. As for operational vessels in Area B, MD would follow up.

GM/Ops,
MD

10. In response to Mr Leon CHAN’s enquiry about MD’s arrangements for typhoon shelters before the coming typhoon season, Mr H. B. CHAN (GM/Ops, MD) said that MD had published a promotional leaflet entitled “Measures to

¹ <https://www.legco.gov.hk/yr18-19/english/panels/se/papers/se20190402cb2-1100-3-e.pdf>

Enhance the Safety of Local Vessels During Passage of Tropical Cyclones” (*Appendix I*) in January 2019 and distributed it to the trade on various occasions (such as the maritime safety seminar held in January this year) to remind shipowners, coxswains and ship operators of the precautionary measures that should be taken before the approach of a tropical cyclone. In addition, during the passage of a tropical cyclone, MD would constantly update the information about typhoon shelters which were fully occupied via radio and TV broadcast. In future, MD would study the use of innovative information technology for releasing the real-time information of various typhoon shelters to the public as a way to enable vessels to make timely decisions and arrangements.

11. In response to the suggestion made by Mr CHEUNG Kwok-wai to promote the shared use of big data (such as installing CCTV on lamp posts on public streets to monitor the usage of typhoon shelters), the Chairman said that MD would constantly review the possibility of using innovative information technology to monitor navigation safety of vessels. For example, MD would use camera drones to facilitate the monitoring of the usage of KTTS.
12. At the meeting, members expressed concerns over a direct investigation report entitled “Marine Department’s Arrangements for Private Vessel Moorings” published by the Office of The Ombudsman on 12 March 2019. The report pointed out inadequacies on the part of MD in regulating the subletting activities of PMs, and in its arrangements for allocation of PM spaces. As the demand for PM spaces exceeded the supply, it had indirectly engendered other problems such as illegal mooring buoys, occupation of typhoon shelters and the berth renting business of shipyards. Members hoped that the Government would proactively follow up the recommendations made by the Ombudsman in the report.
13. Members noted that MD had sought advice from the Department of Justice (DoJ) regarding the regulation of subletting PMs in 2013 and learned that the previous requirement for PMs to be used only by “designated vessels” was *ultra vires*. As a result, MD removed the requirement

in 2017. Members were of the view that MD should consult the DoJ again for the interpretation of relevant provisions to review whether prohibition on subletting was *ultra vires*. MD should examine whether it could implement administrative measures within the legal framework to strengthen regulation, or amend legislation to close the loophole.

14. Mr Freely CHENG (DD(SD), MD) responded that MD generally accepted the recommendations listed in the Ombudsman's report. The management of PMs involved a myriad of complicated issues concerning policies, law, history, planning as well as demand and supply. It took time to work out solutions. MD, in collaboration with the Transport and Housing Bureau, had already commenced an internal review on PM policy and related legislation. The above recommendations would be considered in the review and the effectiveness and room for enhancement regarding the measures for anchoring management in typhoon shelters would also be examined.
15. Members endorsed LVAC Paper No. 3/2019 to facilitate MD to implement the new measure in respect of a non-pleasure vessel berthing area within the KTTS.

**LVAC Paper No. 4/2019 –
Proposed Modification for the Cancellation or
Postponement Arrangements for the Examination of
Local Vessel Operators**

SS/CRT,
MD

16. Mr Jammy NG (SS/CRT, MD) presented LVAC Paper No. 4/2019. In order to reduce the absence rates of candidates, MD had reviewed the examination arrangements for the Local Certificate of Competency (CoC) and the Pleasure Vessel Operator CoC, and proposed to amend the relevant rules on the arrangements for cancellation and postponement of examinations.
17. In response to Mr Bondy WEN's enquiry, Mr Jammy NG said that the absence rates of candidates for the Local CoC and the Pleasure Vessel Operator CoC examinations were 5% and 20 % respectively.

18. In response to Mr CHEUNG Kwok-wai's suggestion, Mr Jammy NG said that MD planned to accept online applications for examinations from pleasure vessel operators commencing from late 2019 or early 2020. An absentee might submit a copy of his/her medical certificate by email and hand in the original copy when he/she attended the examination next time. As for the proposal of barring absentees from attending the examination (see paragraph 3(b) of the paper), the period of notice for cancellation or postponement of taking up the examination under the proposed enhanced measure would be extended to 10 working days, so as to increase the chance of the places for the examination sessions freed being taken up by others. For candidates who would like to cancel or postpone taking up the examination again, they might write to the DM with supporting documents if they had sufficiently compelling grounds.
19. Members endorsed LVAC Paper No. 4/2019. MD would amend the relevant examination rules for the implementation of the proposal.

IV. Any Other Business

(i) Latest Updates on Regulating Drink and Drug Boating

SMO/
HPS(1),
MD

20. Miss Carmen CHAN (SMO/HPS (1), MD) said that Paper No. 4/2017 on the “Proposed Legislation Against Drink and Drug Boating” had been endorsed by LVAC at its meeting in March 2017. She invited members to read the paper on the “Latest Updates on Regulating Drink and Drug Boating” distributed at the meeting and briefed members on the latest updates set out in it. [Post-meeting note: The paper was uploaded to MD’s website on 8 April 2019.]
21. Mr Freely CHENG (DD(SD), MD) added that the proposed legislative framework to regulate drink and drug boating within the Hong Kong waters would be submitted to the Legislative Council Panel on Economic Development (“LegCo ED Panel”) on 25 March 2019 for consultation. Subject to the progress in refining and drafting the proposed

legislation, the Government aimed at introducing the proposed legislation, in the form of a Bill, in the 2020-21 legislative year.

22. Members recognised the importance of regulating drink and drug boating by way of legislation and wished to know the specific details. In response to Mr FONG Chi-fai (Representative of River Trade Cargo Operation)'s enquiry, Mr Freely CHENG responded that shipping companies should specify the crew's responsibility to take care of the passengers in case of emergency when preparing the muster list and the on-duty job responsibilities when preparing the roster for the crew. MD and the Hong Kong Police Force would inquire the crew to ascertain the identity of the watchkeeping personnel when collecting evidence. The Chairman added that some vessels specialising in international logistics trade (such as those carrying dangerous goods) were prohibited from stowing alcoholic beverages to ensure its safety. Mr CHEUNG Kwok-wai seconded that a crew member got paid even if he was not acting as a watchkeeping personnel. Shipping companies should establish internal policies to prohibit the crew from carrying alcoholic beverages on board.
 23. Members agreed at the meeting that before implementation of the new legislation, MD should make adequate publicity and education effort, such as distributing leaflets to the public, broadcasting publicity videos on mass media and giving briefings on matters that require attention about the new legislation at the regular seminars on navigational safety.
 24. [Post-meeting note: The Secretariat circulated LegCo ED Panel Paper No. CB(4)660/18-19(04) on "Regulating Drink and Drug Boating"² to members on 20 March 2019. The paper was submitted to the LegCo ED Panel for consultation on 25 March 2019 and obtained support from the Panel.]
- (ii) Implementation Date of the Legislation on the Installation of Local Very High Frequency (VHF) Radiotelephone Communication Equipment and its Operation by Qualified Operators on Class I Vessels**

² <https://www.legco.gov.hk/yr18-19/english/panels/e/dev/papers/e/dev20190325cb4-660-4-e.pdf>

AD(SD),
MD

25. The Chairman said that the regulations concerned were to come into operation on a day to be appointed by the Secretary for Transport and Housing by notice published in the Gazette. After discussions with MD, the Office of the Communications Authority (OFCA) agreed to adjust the mode of the VHF radiotelephone examination in order to suit the needs of the operators of the local marine industry. In view of the language environment of the local vessel industry, Cantonese had been added as a medium of the VHF radiotelephone examination since April 2017, and OFCA had also simplified the examination mode starting from July 2018, in other words, the written examination papers had taken the form of multiple-choice questions in Chinese while retaining oral examination quotas. Following the introduction of the new initiatives, there had been an increase in both the number of candidates entered and the passing rate of candidates. MD had been following up on the examination for the operators of the VHF radiotelephone and noticed that the number of candidates passed kept rising on a monthly basis since the written examination papers started taking the form of multiple-choice questions in Chinese, for instance, the number of candidates passed in December 2017 and that in February 2019 were 62 and 73 respectively. According to MD's understanding, around 600 VHF radiotelephone operators were required for Class I vessels in Hong Kong and there were around 660 existing qualified VHF radiotelephone operators in the trade. With the vigorous encouragement from the trade to the operators for taking courses and examinations on the operation of VHF radiotelephone, there should be sufficient qualified manpower for operating the VHF radiotelephone to satisfy the demand from the trade. Hence, MD proposed setting the date for implementing the legislation concerning the installation and operation of VHF radiotelephone on Class I vessels on 1 July 2019.
26. Members present at the meeting agreed that MD set the implementation date of the legislation concerning the installation and operation of the VHF radiotelephone on Class I vessels on 1 July 2019. Mr CHEUNG Kwok-wai asked MD to provide the statistics on the passing rates of the VHF radiotelephone examination since 2017.

[Post-meeting note: The relevant statistics had been set out in *Appendix 2*.]

(iii) Dissemination of Marine Meteorological Information

Hydro
Office,
MD

27. Mr CHEUNG Kwok-wai suggested that MD should explore with the Hong Kong Observatory (HKO) the feasibility of installing meteorological instruments on the moorings within Hong Kong waters in order to collect data on tidal stream flow and seas by adopting a more scientific approach. He also hoped that such information could be linked to the mobile application developed by MD, “eSeaGo”, to display chart information on Hong Kong waters. The Chairman thanked Mr CHEUNG Kwok-wai for his suggestion, and would ask the Hydrographic Office of MD to follow up on this long-term research project.

(iv) Review of the Speed Restriction Exemption Permit (SREP) during Fog

28. Mr CHEUNG Kwok-wai hoped that MD would divide the waters of the Victoria Harbour (the Harbour) into eastern and western waters with reference to HKO’s practice, thereby the SREP of high-speed passenger vessels would not be invalid when visibility in an area of waters was high while that in another area was low, in order to facilitate residents’ travel to and from outlying islands. The Chairman responded that he would ask the Port Control Division (PCD) of MD to follow up on the issue after the meeting. [Post-meeting note: The PCD contacted Mr CHEUNG Kwok-wai after the meeting to follow up on this discussion item. According to MD’s record, to enhance marine safety, the SREP of all high speed vessels would become invalid automatically in foggy weather when visibility fell below one nautical mile starting from 29 March 2005. However, the SREP would remain valid when vessels navigated from waters with low visibility to waters with high visibility, or when the visibility in the same waters increased to no less than one nautical mile. When visibility fell below two nautical miles, MD would continuously issue announcements through maritime VHF channels and radio to remind coxswains to exercise extreme

caution and navigate at a safe speed in Hong Kong waters. Announcements concerning the visibility of the waters of the Harbour were issued by making reference mainly to the information collected from a weather station installed by the HKO in the vicinity of the Central Pier. Since most of the high-speed passenger vessels travelling to and from outlying islands navigated in the waters of the Harbour to the west of the Central public pier, dividing the waters of the Harbour into eastern and western waters with the Central public pier as the point of division would not enhance the actual operation of high-speed passenger vessels.]

(v) Statistics on the Passing Rates of Examinations in 2018

29. Mr CHEUNG Kwok-wai enquired about the statistics on the passing rates of examinations in 2018 (including the Examinations for Pleasure Vessel Operator Certificate of Competency and Local Certificate of Competency). [Post-meeting note: Relevant statistics were set out in *Appendix III*.]

V. Adjournment of Meeting

30. There being no other business, the meeting was adjourned at 6:00 p.m. The date of the next meeting would be announced in due course.

The minutes of the meeting were confirmed on 22 October 2019.

Committee Unit
Marine Department
Ref.: L/M (80) to HQ/COM 425/1 (25)

避風塘的使用 Use of Typhoon Shelters

船隻必須按照第548E章《商船(本地船隻)(避風塘)規例》使用避風塘。
Vessels using typhoon shelter shall comply with Merchant Shipping (Local Vessels) (Typhoon Shelters) Regulation, (Cap. 548E).



運載危險品船隻不得進入避風塘或在其內停留。
Vessels carrying dangerous goods are not allowed to enter or remain in typhoon shelter.



為保持通航區暢通，船隻切勿在通航區內佔取任何位置，或在其中靠泊、繫泊、錨泊或繫固。
To maintain the clear passage area, vessels shall not take up any position or be berthed, moored, anchored or secured in a passage area.

除獲海事處處長允許者外，本地船隻如超過其避風塘的允許總長則不得進入或在其內停留。

Except with the permission of the Director of Marine, a local vessel which length overall exceeds the permitted length of a typhoon shelter shall not enter or remain in the typhoon shelter.

允許總長度不超過50米之船隻進入
Vessels of not more than 50 meters in overall length are permitted to enter

- | | |
|-----------|-----------------|
| 8. 長洲 | Cheung Chau |
| 9. 觀塘 | Kwun Tong |
| 10. 新油麻地 | New Yau Ma Tei |
| 11. 藍巴勒海峽 | Rambler Channel |
| 12. 土瓜灣 | To Kwa Wan |
| 13. 屯門 | Tuen Mun |

允許總長度不超過30.4米之船隻進入
Vessels of not more than 30.4 meters in overall length are permitted to enter

- | | |
|---------|----------------|
| 1. 香港仔南 | Aberdeen South |
| 2. 香港仔西 | Aberdeen West |
| 3. 銅鑼灣 | Causeway Bay |
| 4. 三家村 | Sam Ka Tsuen |
| 5. 筲箕灣 | Shau Kei Wan |
| 6. 船灣 | Shuen Wan |
| 7. 鹽田仔 | Yim Tin Tsai |

允許總長度不超過75米之船隻進入
Vessels of not more than 75 meters in overall length are permitted to enter

- | | |
|---------|---------------|
| 14. 喜靈洲 | Hei Ling Chau |
|---------|---------------|

熱帶氣旋襲港時提升本地船隻安全的措施

Measures to Enhance the Safety of Local Vessels During Passage of Tropical Cyclones



如有查詢，請致電海事處海港巡邏組
For enquiries, please call the Harbour Patrol Section of Marine Department.

電話 Tel: 2385 2791
2385 2792
(24 小時/Hours)

2019年1月
January 2019

熱帶氣旋臨近時 及早採取預防措施

Take precautionary measures well before a Tropical Cyclone is approaching



檢查船隻 Vessel Inspections

- ◆ 及早檢查船隻，確保整體狀況及設備運作正常。
Make early inspection and ensure vessel's overall condition and all equipment are in good order.
- ◆ 穩固船上可移動的物件、貨物和設備。
Secure any loose objects, cargoes and equipment on board.
- ◆ 使用帆布或其他適當的物料覆蓋沒有艙蓋遮掩的貨物。
Use canvas or other appropriate materials to cover the cargoes which are not covered by hatch covers.
- ◆ 確保通訊設備運作正常並隨時可用。
Ensure communication equipment are in good order for immediate use.
- ◆ 確保排水/抽水系統運作正常。
Ensure the drainage / water pumping system is in good order.
- ◆ 確保引擎可以隨時啟動應付緊急情況。
Ensure engines are ready for immediate use.
- ◆ 關閉水密門、艙口蓋及窗。
Tighten down all watertight doors, hatch covers and windows.

靠泊或繫泊 Berthing or Mooring

- ◆ 盡快前往適當遮蔽水域或繫泊區。
Proceed to appropriate sheltered or mooring area as soon as possible.
- ◆ 確保船隻繫穩於適當的碼頭或繫泊設施。
Ensure vessels are made fast to appropriate wharves or mooring facilities.
- ◆ 加強巡查繫泊情況。
Enhance monitoring vessel's berthing condition.
- ◆ 加設防碰裝備，添加繩纜等設施以固定船隻。
Place additional fenders, strengthen moorings to properly secure vessels.
- ◆ 確保你靠泊的船隻已恰當停泊或碇泊。
Ensure the vessels against which your own vessel is lying alongside are properly moored or anchored.
- ◆ 靠泊於繫泊設施的船隻，必要時亦須放下船錨以穩定船位。
Vessels berthed or moored at the mooring facilities may also pay out their anchors to the seabed to reinforce the holding strength.



錨泊 Anchoring

- ◆ 經常檢查船隻有沒有出現走錨情況。
Check vessels' positions regularly and ensure no anchor dragging.
- ◆ 需要時啟動引擎、放長錨鏈或放下第二個錨。
Start engines, pay out more anchor cable or drop the second anchor if necessary.
- ◆ 加強瞭望，確保與附近碇泊船隻有足夠的安全距離。
Maintain proper look-out and ensure adequate safe distance with other anchoring vessels.

接收最新信息 Obtain Updated Information

Obtain Updated Information

- ◆ 守聽適當的無線電甚高頻頻道以接收海事處最新的資訊廣播。
Maintain radio watch on the appropriate VHF channels to obtain the latest information broadcasted by Marine Department.
- ◆ 留意電台/電視台廣播或互聯網(天文台網頁：<http://www.hko.gov.hk>)、「我的天文台」應用程式上的更新或透過「打電話問天氣」系統(電話號碼:1878200)以獲取最新的熱帶氣旋資訊，密切監控即將到來的熱帶氣旋，並採取適當的行動。
Take note of the radio / TV broadcast or updates issued on Hong Kong Observatory's website (<http://www.hko.gov.hk>) or the mobile app "MyObservatory" or through the Dial-a-Weather System (Tel. No.: 1878200) to obtain the latest tropical cyclone information, keep close monitoring on the approaching tropical cyclone and take appropriate actions.

報告海上意外 Report Marine Accident

- ◆ 遇到海上意外事故時須立即以適當的無線電甚高頻頻道或致電 2233 7808 向海事處報告。
In the event of a marine accident, report to Marine Department immediately on appropriate VHF channels or by telephone at 2233 7808.
- ◆ 致電999緊急求助熱線。
Call 999, for Emergency assistance.



**Statistics on Passing Rates of
Certificate of Competency in VHF Radiotelephony Examinations³
(From November 2016 to March 2019)**

Year	2016		2017										2018												2019				
Month	Nov	Dec	Jan	Feb	Mar	Apr ⁴	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul ⁵	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
No. of Candidates Entered	95		74				28	15	12	24		18	40		30	47	42	55	57	54	48	48	81	53	95	90			
No. of Candidates Passed	58		53				20	10	10	18		13	35		24	38	31	50	52	45	42	39	62	42	73	71			
Passing Rate	61%		71.6%				71.4%	66.6%	83.3%	75%		72.2%	87.5%		80%	80.9%	73.8%	90.9%	91.2%	83.3%	87.5%	81.3%	76.5%	79.2%	76.8%	78.9%			

(Source: Office of the Communications Authority)

Task Force on Reform
Marine Department
March 2019

³ For one of the proposed legislative amendments put forth to the Legislative Council on 14 December 2016, the commencement date of the provision “Installation and operational requirements of VHF radio for Class I vessels” was appointed by the Secretary for Transport and Housing by notice in the Gazette.

⁴ Examinations conducted in English have been changed to Chinese medium since April 2017.

⁵ The examination format has been further simplified since July 2018. The examination comprises multiple choice questions only which can be answered in writing or orally.

Statistics on Passing Rates of Examinations in 2018

Category	Pleasure Vessel Operator Certificate of Competency				Local Certificate of Competency					
	Grade 1 <i>(Chart Work)</i>	Grade 1 <i>(Oral)</i>	Grade 2 Part A <i>(MC Questions)</i>	Grade 2 Part B <i>(MC Questions)</i>	Coxswain Grade 2 <i>(MC Questions)</i>	Coxswain Grade 2 <i>(Oral)</i>	Coxswain Grade 2 <i>(Chart Work)</i>	Coxswain Grade 3 <i>(MC Questions)</i>	Engine Operator Grade 2 <i>(MC Questions)</i>	Engine Operator Grade 3 <i>(MC Questions)</i>
No. of Applications	288	224	4429	4359	91	186	125	502	152	495
No. of attendees	231	197	3464	3401	85	151	107	474	147	457
No. of Candidates Passed	118	46	1749	1798	41	24	34	147	45	150
Passing Rate	51.1%	23.4%	50.5%	52.9%	48.2%	15.9%	31.2%	31.0%	30.6%	32.8%

Shipping Division
Marine Department
March 2019