

# **PROVISIONAL LOCAL VESSEL ADVISORY COMMITTEE**

## **Minutes of the 26th Committee Meeting held in Conference Room A, 24/F, Harbour Building on 22 January 2001 at 2:30p.m.**

### **Present**

Chairman:	Mr. TSANG Man-ching	Acting Director of Marine
Member:	Mr. CHOI Kim-lui	Representing Launch & Excursion Vessels' Operators
	Mr. HE Wei-ping	Representing River Trade Cargo Operators
	Mr. HO Chi-shing	Representing Ferry Vessels' Operators
	Mr. HUNG Bing	Representing Seafarers' Association
	Mr. KEUNG Yin-man	Representing Fishing Industry
	Mr. Vitus SZETO Kin	Representing Ship Building & Repairing Industry
	Mr. Tony YEUNG Pui-keung	Representing Seafarers' Training Institutes
	Mr. NG Kin-man	Representing Marine Department
Secretary:	Mr. Victor NG Chi-chi	Asst. Departmental Secretary/Marine Department

### **In Attendance**

Ms. Una CHAN Yau-ying	Marine Insurance Industry
Mr. Martin CHU Siu-fai	Ship Survey Companies
Mr. KWOK Wai-hung	Hong Kong Police Force
Mr. LEUNG Wai-ying	HK Fishermen's Association
Capt. WU Ka-shun	HK Shipping Staff Association
Mr. MOK Fuk-kam	Marine Department
Mr. CHEUK Fun-lun	Ditto
Mr. TSANG Cheuk-yin	Ditto
Mr. Peter WONG Kwong-yeung	Ditto
Mr. LEE Kwok-ping	Ditto
Mr. PAU Ka-chung	Ditto

### **Presentation of Papers**

No. 1/2001:	Mr. PAU Ka-chung	Marine Department
No. 2/2001:	Mr. LEE Kwok-ping	Ditto
No. 3/2001:	Mr. TSANG Cheuk-yin	Ditto

### **Absent with Apologies**

Mr. James SHUEN Wai	Representing Cargo Vessels' Operators
Dr. Alan LAU Kwok-lam	Representing Pleasure Boating Operators
Mr. R. W. Pickup	Representing Ship Survey Companies
Mr. LING Wai-po	Representing Commissioner of Police
Mr. Elden YAU Choi-kee	Representing Marine Insurance Industry
Dr. CHENG Jui-shan	Representing Naval Architects
Mr. TUNG Hon-ming	Representing Marine Department

## **I INTRODUCTION**

- M304 1. The Chairman welcomed all members and introduced: -  
- Mr. Kwok Wai-hung representing the Commissioner of Police; and  
- Ms. Una CHAN attending the meeting on behalf of Mr. Elden YAU Choi-kee

## **II CONFIRMATION OF MINUTES OF THE LAST MEETING**

- M305 2. No comments were received from members and the minutes of last meeting were confirmed.

## **III PRESENTATION OF PAPERS**

### *Paper No. 1/2001 "Assessment of Typhoon Shelter Space Requirements, 2000-2016"*

- M306 3. Mr. PAU Ka-chung of MD presented the paper. Mr. PAU informed members that the department had been conducting an annual assessment of supply and demand of typhoon shelter space requirements. On the demand side, the assessment covered the requirements of locally licensed vessels and mainland coastal and river trade vessels, but excluded space required by dwelling vessels, unlicensed vessels and dangerous goods vessels. On the supply side, it covered both the gazetted typhoon shelters and sheltered anchorages. Researches conducted in 2000 revealed that the usual assumption of a safety factor of 8/3 for estimating demand for typhoon shelter space was still valid. A survey conducted in September 2000 confirmed that most locally licensed vessels did take shelter in our typhoon shelters/shelter anchorages at times of typhoons. If the strategy of accepting a maximum shortfall of 10% typhoon shelter space was adopted, the planned Siu Lam Typhoon Shelter should be available in 2016. It was proposed that planning and related works for a new typhoon shelter would be triggered when the outcome of future annual assessment showed that the need for a new typhoon shelter would arise in about 7 years' time, which was the lead time required for planning and construction of a new typhoon shelter.
4. Mr. KEUNG Yin-man commented that the forecast was reasonable as it was anticipated that the number of fishing vessels and barges would not increase rapidly in the near future. On the other hand, Mr. CHOI Kim-lui, Mr. HO Chi-shing and Capt. WU Ka-shun commented that the existing urban typhoon shelters, like Yau Ma Tei Typhoon Shelter, were already quite congested and they enquired about the possibility of advancing the construction of a new typhoon shelter. In response, the Chairman said that the total existing typhoon shelter space should be able to cope with the demand. The problem was that some vessel owners were reluctant to make use of the typhoon shelters located in the rural area, for instance, the Hei Ling Chau Typhoon Shelter. Mr. CHOI Kim-lui further suggested that vessels

anchored near the entrance of typhoon shelters should also be taken into consideration in future forecast, and that the outlet of drainage outfall should not be located within a typhoon shelter. Mr. CHOI's suggestions were noted by the meeting.

5. The Chairman reassured members that the demand for typhoon shelter space would be reviewed on an annual basis. He further suggested arranging a site visit to the Hei Ling Chau Typhoon Shelter in conjunction with the next meeting.

***Paper No. 2/2001 "The Development of Legislation for Coastal Trade Vessels"***

M307 6. Mr. LEE Kwok-ping of MD introduced the paper. At present, there was no legislation for coastal vessels plying beyond the Pearl River Estuary. As trading activities between the Mainland and Hong Kong were growing rapidly, it was desirable to have in place a legislation which set out a common standard for coastal trade vessels (cargo) so as to facilitate the maritime authorities of both Mainland and Hong Kong to exercise better control over the safety of these vessels. Therefore, a Merchant Shipping (Local Vessels) (Coastal Trade Vessels) Regulation (hereafter CTV) was proposed to be made. The new CTV Regulation would not apply to the local vessels trading in Hong Kong waters and the river trade limits as these vessels were governed by the Local Vessels Ordinance. Besides, the proposed legislation was intended to cover cargo vessels at this stage only. Legislation for coastal passenger vessels would be considered when the need arose later. The proposed legislation would lay down safety and crew certification requirements of these coastal vessels. In view of the sea and weather condition of waters beyond the Pearl River Estuary, the coastal vessels should be of lengths of 24 metres or above and there should be a limit in the north where these vessels would be permitted to operate. They were also required to be registered in Hong Kong. Details of the proposed vessel and crew certification requirements would be worked out by the Technical Sub-committee and reported back to the Committee for endorsement.

7. With regard to Capt. WU Ka-shun's enquiry on whether a cargo safety certificate would be issued to a coastal vessel, Mr. LEE Kwok-ping replied in the negative as another type of certificate would be issued. Mr. HO Chi-shing asked if the crew requirement of coastal vessels would be set with reference to that of river trade passenger vessels. The Chairman answered that this had yet to be decided.

8. Members generally supported the proposal. The Chairman said that maritime safety would be enhanced if the Mainland and Hong Kong adopted the same safety standard for the

coastal vessels. He said that the department would discuss the proposal further with Maritime Safety Administration of Beijing and members would be informed of the development of the issue.

#### **IV. MATTERS ARISING FROM MINUTES OF THE LAST MEETING**

*PLVAC Paper No. 10/2000 “Proposal for the Establishment of Working Group to Study the Extension of Authorized Surveyor System” (M302).*

- M308 9. Mr. MOK Fuk-kam reported that a working group meeting was held on 22.11.2000. One set of terms of reference and rules of procedure for the working group were agreed. The qualification and experience required for registration as members of HKIE, Registered Professional Engineer (RPE) and those required for surveyors of Classification Societies were introduced.
10. Mr. Martin CHU raised that the terms of reference of the working group seemed to have implied that the authorized surveyor system could be extended to individual RPE. In response, Mr. MOK Fuk-kam said that the working group was still examining the feasibility of the proposal. Having said that, he pointed out that in order to have a practical system, it was necessary to look around and compare the existing RPE systems both within and outside the Government. He stressed that the working group would only be responsible for reporting its findings and recommendation to the Committee, which would make the final decision.
11. Mr. CHOI Kim-lui, who was also a working group member, recalled that HKIE’s representative held the view that the RPE system was feasible. However, it had been clarified in the said working group meeting that it would be inappropriate to make that assumption from the outset. The Chairman reassured members that the issue would have to be considered by the Committee in details later and members would be informed of the working group’s findings and recommendation.

#### **V. ANY OTHER BUSINESS**

*PLVAC Paper No. 3/2001 “Port Development Strategy Review (PDSR) Study on the Supply and Demand of Ship Repair Yards in Hong Kong”*

- M309 12. Mr. TSANG Cheuk-yin of MD introduced the paper. The PDSR was conducted in 2000 through reviewing and updating the list of local ship repair yards compiled in 1993 and also

through field surveys. The result of the Review showed that the business of local ship repair yards had been declining over the past few years. The main challenges faced by the industry included soaring operating costs, stiff competition from neighbouring Mainland shipyards, inadequate land supply, ageing skilled labour, out-dated facilities and tightening of environmental protection requirements. Besides, the Review revealed that the local ship repair industry had a 46% surplus in capacity currently and this would further increase to 53% by 2016. The ship repair industry had called on the government to assist by:-

- a) adopting a more flexible land policy
- b) granting a more secure tenure for marine lots
- c) upgrading future manpower training
- d) rationalizing local shipyards

13. Both Mr. HO Chi-shing and Mr. CHOI Kim-lui commented that legislation on environmental protection had restricted the growth of the industry. They suggested that perhaps certain work processes, which had been barred, should be allowed to be carried out provided that some precautionary measures were available. Mr. SZETO Kin added that the demand for ship repair facilities varied a lot and sometimes there were not enough skillful labour.

14. The Chairman said that the department had always supported for maintaining sufficient ship repair facilities in Hong Kong. Mr. TSANG Cheuk-yin undertook to reflect views of members to the government.

#### **VI. DATE OF NEXT MEETING**

M310 15. There being no other business, the meeting ended at 4:30 pm. The next meeting would be held in March 2001.