

## **PROVISIONAL LOCAL VESSEL ADVISORY COMMITTEE**

### **Minutes of the Eighteenth Meeting of the Committee held on 27 February 1998 at 2:30p.m. in the District Board Committee Room Room 1416 at 14 Floor of Harbour Building**

#### **Present**

S.Y. TSUI	Deputy Director of Marine	MD (Chairman)
C.Y. TSANG	General Manager/Operations (Acting)	MD
S. Hussain	General Manager/Local Vessels Safety	MD
KEUNG Yin-man	Chairman H.K. & Kowloon Floating Fishermen Welfare Promotion Association	
HUNG Bing	Chairman Small Craft Workers Union	
YANG Rixiang	Manager, Declaration Department Chu Kong Agency Co. Ltd.	
K.L. CHAK (for David C.S. HO)	General Manager Hong Kong & Yaumatei Ferry Co. Ltd.	
HO Kwun-yin (for LEUNG Kuen-tung)	Harbour Transportation Workers General Union	
Peter J.S. CHENG	Peter Cheng Naval Architect & Marine Consultant Ltd.	
CHOI Kim-lui	Executive Director New Moonraker Motorboat Co. Ltd.	
James SHUEN	Executive Director Floata Group of Companies	
Vitus K. SZETO	General Manager A. Fai Engineers & Shiprepairers Ltd.	

Jack Haworth	Manager Seaman's Training Centre
Keith Choules	Executive Director HK Outward Bound School
Robert Thomson (for B Hunt)	Group Regional Manager Lloyds Register of Shipping

**In Attendance**

Deryck Ethelston	Babtie BMT Harris & Sutherland (Hong Kong) Ltd.	
Y.M. MAK	ERM Hong Kong Ltd.	
K.D.P. Wilson	Agriculture and Fisheries Department	
T.Y. LAU	Territory Development Department	
C.S. LAU	Senior Marine Officer/Development (1)	MD
S.C. LEUNG	Senior Marine Officer/Vessel Traffic Centre (Operations)	MD
K.P. LEE	Senior Surveyor/Local Vessel Review	MD
L.K. SZETO	Senior Marine Officer/Development (2)	MD
J.S. Hayman	Marine Officer/Prosecution (2)	MD
F.L. CHEUK	Senior Marine Officer/Planning (1)	MD (Secretary)

**Absent with Apologies**

Ian Clark	CIP OPS Marine Hong Kong Police Force
Elden YAU	Marine Manager HSBC Insurance Ltd.

## **INTRODUCTION**

M218 The Chairman welcomed Mr. Robert Thomson and Mr. T.Y. LAU who were attending the PLVAC meeting for the first time. He also welcomed Mr. K.D.P. Wilson, Dr. Y.M. MAK and Mr. Deryck Ethelston, who were attending the meeting for presentation of Committee Paper 1/98, 2/98 and 3/98 respectively.

### **I. CONFIRMATION OF MINUTES OF THE LAST MEETING**

M219 There were no request for amendment, the minutes of the last meeting were confirmed.

### **II. PRESENTATION**

M220

(i) Committee Paper No. 2/98  
Artificial Reef Deployment Study

Dr. Y.M. MAK introduced that this study was designed to combine international experience with a firm foundation of local knowledge on Artificial Reefs (ARs), so that problems with ARs encountered in other countries were avoided, and the benefits were maximised. He briefed members of the goal and progress of the study, and further explained how public input had been incorporated, and the proposed AR Deployment Sites were selected. The Chairman invited members to comment on the proposed sites with particular attention to impacts on marine traffic and beneficial to fishery. A member commented that fishermen would support the AR deployment if it would be implemented in phases and triggered by effectiveness of pilot scheme. Dr. Mak responded that the study would prepare an appropriate deployment schedule. In response to the comment that some proposed sites would have adverse impacts to small craft, Dr. Mak assured that the study would select the best 6 sites out of 17 and these selected site would have minimal impact to marine traffic. Dr. Mak also advised that certain management plans, such as limited access to the ARs, would be proposed to increase fishery resources. In regard of water depth at the ARs, Mr. L.K. SZETO advised that there was no universal requirement and suitable water clearance over the ARs would be required to suit the locality of the ARs.

Lastly, Mr. K.D.P. Wilson advised that the ARs would aggregate fish much more than natural environment. As the success of the AR would depend on the support of the fishing community to the ARs management strategies, the community were consulted in the site selection and strategies development. Without the community support, the proposal might not go ahead.

M221 (ii) Committee Paper 1/98 - Artificial Reef Proposals for Sha Chau and Lung Kwu Chau Marine Park

Mr. K.D.P. Wilson briefed members of the objectives of the ARs proposals for the Sha Chau and Lung Kwu Chau Marine Park and explained that the preferred deployment scenario would have no adverse impact to marine traffic and environment. In response to member's interest in its cost benefit, he advised that it was very difficult to quantify the benefit but the effectiveness would be demonstrated after a period of time. Despite members had no particular comment on the proposal, he drew members attention that the proposal to construct ARs at Sha Chau and Lung Kwu Chau would be gazetted under the Foreshore and Seabed (Reclamations) Ordinance.

M222 (iii) Committee Paper No. 3/98 - Green Island Development Project

Mr. D. Ethelston briefed members of the following aspects of the Green Island Development - Marine Traffic Impact Assessment Study :-

- (i) the conduct and results of marine traffic surveys;
- (ii) the assessment on key issues, such as marine traffic impact, re-provision of Government Mooring Buoys (GMB) in Kellett Bank, the Southern Fairways, the Western Quarantine and Immigration Anchorage (WQIA) and the Western Public Cargo Working Area; and

(iii) the preliminary conclusions to mitigate likely impacts.

The Chairman commented that according to the consultant's assessment, the GID seemed to be a feasible proposal. Nevertheless, he invited members to give their comments on the study, particularly on the width of the new Southern Fairway, the density of the GMBs and relocation of the WQIA. A member commented that the loss of GMBs and anchorage would put mid-stream trading into a very difficult position. In view of the western harbour was too exposed for cargo handling, he proposed to urge the establishment of a Lamma breakwater so as to provide sheltered area for cargo working as well as other marine activities. In response to members' concern on marine safety, the Chairman advised that a marine local control station would be established to monitor the traffic around the GID. Mr. D. Ethelston also assured that the proposed mitigation measures would be implemented before the reclamation works commenced. In regard of the effects on wave and current, Mr. Ethelston advised that wave reflection seawall would be recommended to improve wave condition and the current effect was being assessed. Lastly, members gave their comments on existing traffic situation and requested Mr. Ethelston to consider to provide sufficient clearance between GMBs, public pier or landing steps at the GID and waiting anchorage for river trade vessels.

### III. MATTERS ARISING FROM PREVIOUS MINUTES OF MEETING

M223

(i) Extension of Compulsory Third Party Risks Insurance (M209)

Mr. C.S. LAU advised that a working group comprised of representatives from the field of pleasure vessels, fishing vessels, ferries, tugs and the MIA was formed. At the first working group meeting held on 13 January 1998, members exchanged information, discussed and proposed that third party insured value should be increased to \$10,000,000. The proposal would be further discussed in the coming meeting on 9 March 98. Meanwhile, MD was gathering information and experience on the third party insurance from other countries and the MIA was seeking their members comments on the proposal. In response to the comment that insurance companies needed more information on marine operations, the Chairman suggested that in view of their difficulties to determine the level of insurance risks, it might be easier to reach a consensus if the third party issuance would cover life protection first. A member advised that pleasure boating and fishing communities were delighted to hear the extension of third party insurance, however, they were concerned about the level of premium required.

M224 (ii) Helping Business Study (M211)

The Chairman advised that MD had implemented most recommendations from Phase I of the Helping Business Study and the rest would soon be implemented. Recently, the Government had appointed a consultant to carry out Phase II of the Helping Business Study with aims to help business of local vessels owners and operators by streamlining the process of surveys and licensing, and improving management and tariff of the PCWAs. Members were delighted to hear the launch of the study and would give their supports to the consultant.

M225 (iii) Educational Seminars on Marine Traffic Safety (M213)

Mr. S.C. LEUNG advised that two seminars were conducted successfully in November 97 and January 98. The seminars would improve seafarers' knowledge on navigation and enhance their concerns on safety aspects. Since fog season was started, MD would include the knowledge of navigation in restricted visibility in the coming seminars held on 23 March 1998. In future, MD would conduct similar education seminar quarterly. Subject to port users interests, MD would renew the topics and arrange as more seminars as possible. In regard of arranging video seminars, the result was not satisfactory as participants were not able to clarify their concerns and express their comments to MD officers. In response to the comments on the scope and approach of the seminars, the Chairman advised that MD would organize suitable seminars to disseminate important policies and regulations on marine traffic to port users so as to enhance marine safety in the waters of Hong Kong.

#### IV. NEW ITEMS

M226 (i) Local Vessels Bill

Mr. J.S. Hayman recalled that this committee had endorsed new principles to administer local vessels for the period of 1991 to 1993. Some of them were implemented in fast track programme and the rest would be implemented in a new Local Vessels Ordinance (LVO). He then briefed members on the main aspects and benefits of the new LVO, and advised members of the progress of enactment of the LVO and that a draft Local Vessels Bill (LVB), both in Chinese and English, would soon be circulated to them for comments. As there was a tight schedule to finalize the LVB, he sought members co-operation to give their comments on the draft LVB within 3 weeks of the date of the despatch.

M227 (ii) Implementation of Combined Coxswain and Engineer Operator (M216)

Mr. K.P. LEE advised that because fishing vessels would operate outside the waters of Hong Kong and that safe manning must be maintained to ensure safe operation, there was reservation to issue certificate of combined coxswain and engineer operator for fishing vessels more than 350 HP in the present circumstance. Nevertheless, MD would review the manning requirement from time to time.

**VI. DATE OF NEXT MEETING**

M228 The Chairman thanked members for attending. They would be advised of the date of the next meeting in due course.

The meeting closed at 1705 hours.