

PROVISIONAL LOCAL VESSEL ADVISORY COMMITTEE

Minutes of the Twenty First Meeting of the Committee held on 1 February 1999 at 2:30 p.m. in the District Board Committee Room 1405 - 1406 at 14th Floor of Harbour Building

Present

M.C. TSANG	Deputy Director of Marine	(Chairman)
CHOI Kim-lui	Executive Director New Moonraker Motorboat Co Ltd	
David HO Chi-shing	General Manager Hong Kong & Yaumati Ferry Co Ltd	
HO Kwun-yin	Secretary Harbour Transportation Workers General Union	
HUNG Bing	Chairman Small Craft Workers Union	
KEUNG Yin-man	Chairman HK & Kowloon Floating Fishermen Welfare Promotion Association	
James SHUEN	Executive Director Floata Group of Companies	
Vitus K. SZETO	General Manager A. Fai Engineers & Shiprepairers Ltd	
YANG Rixiang	Manager, Declaration Department Chu Kong Agency Co Ltd	
Jack Haworth	Manager Seaman's Training Centre	
Peter J.S. CHENG	Managing Director Peter Cheng Naval Architect & Marine Consultant Ltd	
Elden YAU	Chairman Marine Insurance Association	

K.R. Fisher	CIP OPS Marine Hong Kong Police Force	
K.K. NG	General Manager/Operations	MD
H.M. TUNG	General Manager/Local Vessels Safety	MD
S.W. MAK	Marine Officer/Licensing & Port Formalities (3)	MD (Secretary)

In Attendance

WU Ka-shun	Port Affair Officer Hong Kong Shipping Staff Association	
CHEUNG Yau-kwong	Chairman Marine Excursion Association	
R.D. Colwill	Consultants Babtie (BMT) Harris & Sutherland	
Peter N. Jones	Consultants Babtie (BMT) Harris & Sutherland	
YU Sai-hong	Engineer(2)/HKI & I, Territory Development Department	
F.L. CHEUK	Senior Marine Officer/Legislation & Prosecution	MD
L.K. SZETO	Senior Marine Officer/Planning & Development (2)	MD
W.H. WONG	Senior Marine Officer/Information System Coordinator	MD
K.P. LEE	Senior Surveyor/Local Vessel Review	MD
W.C. HUI	Marine Officer/Planning & Development (2)	MD

Absent with Apologies

Keith Choules	Executive Director HK Outward Bound School	
R.W. Pickup	Senior Surveyor Lloyd's Register of Shipping	

I. INTRODUCTION

M249 The Chairman welcomed Mr. Richard D. Colwill and Mr. Peter Neville Jones of the Consultants, Babbie (BMT) Harris & Sutherland to give a presentation and Mr. Y.K. CHEUNG of Marine Excursion Association (MEA) to attend the meeting as observer.

II. PRESENTATION

M250 The Chairman invited the Consultants, BMT to present Committee Paper No. 1/99 "The Green Island Development Project". Mr. L.K. SZETO advised members that the captioned paper had been circulated to members before the meeting. Members were invited to give their comments after the presentation.

Mr. Colwill of BMT presented the paper and briefed members on the background and findings of the latest marine assessment conducted by the Consultants (BMT).

In response to comments made by members, the Consultants advised that :

- i) the size of the proposed PCWA basin was planned with due consideration given to several safety factors;
- ii) the size of the proposed reclamation was decided by the government in order to satisfy various requirements such as infrastructure; and
- iii) only one harbour mooring buoy would be removed.

After lengthy discussion, it was considered that the revised marine basin arrangement under the project was acceptable.

III. CONFIRMATION OF MINUTES OF THE LAST MEETING

M251 The minutes of the last meeting were confirmed subject to the amendment as follows :-

in line 11 of M243(ii), the word “distributed” should read as “reported”.

IV. MATTERS ARISING FROM MINUTES OF THE LAST MEETING

M252 (i) Helping Business Study (M243)

Mr. H.M. TUNG briefed members on the progress of the implementation of the recommendations of the Phase II Helping Business Study. Of the 32 recommendations, 12 would be implemented by April 1999 whereas the remaining were of longer terms that required enactment of the Merchant Shipping (Local Vessels) Bill and computerized system. The recommendations would simplify and streamline the procedures on licensing and survey for local vessels.

In response to the suggestion of applying the same multiple clearance procedures for river trade vessels to ocean going vessels (OGV), Mr. K.K. NG considered that it was not necessary because OGV could apply for clearance by fax and that they seldom made more than one trip within the 15-day period of the multiple clearance.

Members expressed their appreciation to MD for the implementation of the recommendations of the Study and extending all the licensing services to the district marine officers.

M253 (ii) Merchant Shipping (Local Vessels) Bill (M244)

Mr. K.P. LEE briefed members on Committee Paper No. 2/99 - "Re-classifications of Pleasure Vessels Used for Excursion Purpose" and highlighted that the previous proposed permit system was considered not necessary as there would be sufficient time for such vessels to be re-licensed to an appropriate new class. A member welcomed the proposal and requested MD to take prosecution actions against illegal use of pleasure vessels.

Mr. Y.K. CHEUNG of MEA expressed that their members had been running excursion business for over 30 years and they were willing to maintain their vessels in safe conditions. However, it would be difficult for them to convert their pleasure vessels to meet the safety standards for Class I vessels under the new legislation. The Chairman responded that the safety standards would be reasonably set and it was illegal to use pleasure vessels for commercial purpose, particularly for conveying fare-paying passengers. To remove ambiguity, the use of pleasure vessels would be specified clearly in the new legislation. After a thorough discussion, the proposal in the Committee Paper No. 2/99 was endorsed unanimously by members.

V. NEW ITEMS

M254 (i) The Year 2000 Problem

Mr. W.H. WONG briefed members on the impact of Year 2000 (Y2K) problem to MD and shipping industry. He said that MD had started in 1997 to look into the Y2K Problem and a working group

was formed within MD in 1998. Mr. Wong further said that a coordinator was also appointed to ensure MD's Y2K compliance program could be completed as scheduled. Members were also advised to take positive and timely action to ensure their equipment and systems (such as fax machine, computer system, shipboard equipment, etc) would be Y2K compliant. Mr. Wong briefed members the critical dates related to Y2K and other issues which might affect the operation and management of the shipping industry. Finally, members were requested to prepare contingency plans to tackle unexpected disruption caused by the Y2K problem before the new millennium arrived.

M255 (ii) Safe Speed

The Chairman advised members that the existing legislation would be amended to implement the recommendations of the Speed Limit Review. In general, the speed control areas would be extended to cover Western Harbour and Eastern approach, and some speed limits would be tightened as well as some relaxed.

M256 (iii) Licensing of Oil Tankers/Barges

The Chairman advised members that there was a sharp increase of number of local oil tankers/barges. Presently, the number was over 160 and Marine Department was conducting a review on the licensing of these vessels. In this connection, a Marine Department Notice was issued to inform that new application for licensing of oil tankers/barges would not be considered until the review was completed.

VI. ANY OTHER BUSINESS

M257 In response to members inquires, the Chairman advised that -

- (i) the recognition of Hong Kong fisherman's certificates was being considered by Mainland China authorities;
- (ii) an unoccupied 200m seafrontage at Stonecutters PCWA would be tendered out;
- (iii) Marine Department had discussed with Guangdong Harbour Superintendent Bureau (GDHSB) on the extension of compulsory third party risks insurance to Mainland vessels operating in HK waters. To bring the matter forward, a meeting between GDHSB and Marine Insurance Associations was being arranged; and
- (iv) the meeting noted the big difference in operating charges for Hong Kong vessels in Mainland and that of the Mainland vessels in Hong Kong.

VII. DATE OF NEXT MEETING

M258 Members would be advised of the date of the next meeting in due course. The meeting closed at 1655 hours.