

PROVISIONAL LOCAL VESSELS ADVISORY COMMITTEE

Minutes of the 41st Committee Meeting

Date : 13 June 2006 (Tuesday)
Place : Conference Room 1405-1406, 14/F, Harbour Building
Time : 10 a.m.

Present

Chairman:	Mr. W K LEE	Deputy Director (Acting), Marine Department (MD)
Member:	Mr. HO Chi-shing	Representing Ferry Vessels' Operators
	Mr. CHOI Kim-lui, JP	Representing Launch & Excursion Vessels' Operators
	Mr. Elden YAU	Representing Marine Insurance Industry
	Mr. Tony YEUNG Pui-keung	Representing Maritime Services Training Institutes
	Dr. CHENG Jui-shan, MBE	Representing Naval Architects
	Dr. Alan LAU Kwok-lam	Representing Pleasure Boating Operators
	Mr. Danny WU	Representing River Trade Cargo Operators
	Mr. HUNG Bing	Representing Seafarer's Associations
	Mr. Vitus SZETO Kin	Representing Ship Building & Repairing Industry
	Mr. OEI Jack-hsin	Hong Kong Police Force
	Mr. Michael LEE	GM/LVS, MD
	Mr. NG Kin-man	GM/Ops, MD
Secretary:	Ms. Shirley HO	ADS/C&G, MD

In Attendance

Mr. KWOK Tak-kee	HK & Kln Motor Boats & Tugs Boats Asso. Ltd.
Mr. WONG Yiu-kan	HK Cargo Vessel Traders' Association Ltd.
Mr. WU Ka-shun	HK Shipping Staff Association
Mr. CHEUNG Yau-kwong	Marine Excursion Association Ltd
Ms. CHING Ngon-lai	Small Craft Workers Union

Absent with Apologies

Mr. SHUEN Wai	Representing Cargo Vessels Operators
Mr. KEUNG Yin-man, MBE	Representing Fishing Industry
Mr. Martin CHU	Representing Ship Survey Industry

Presentation of Papers

Paper No. 7/2005 Follow-up	Mr. CHAN Fu	SSO/MISS, MD
Paper No. 8/2005 Follow-up	Mr. F P LEUNG	SSO/MISS, MD
Paper No. 2/2006	Mr. M Y CHAN	SS/LVS, MD

I. Opening Remarks

1. The Chairman welcomed all and told the meeting that Mr. Martin CHU, Mr. KEUNG Yin-man and Mr. James SHUEN were not able to attend the meeting and had sent apologies for absence.

II. Confirmation of Minutes of Last Meeting

2. It was agreed that the notes of the 40th meeting were confirmed subject to the following amendments-

Para. 18, line 6

To add ‘licensed vessel’ between ‘MD’s’ and ‘record...’.

Para. 23, line 3

To amend ‘Tung chung Wan’ to read as ‘Tung Chung Wan’.

Para. 23

To add ‘Mr. Ronald YIP replied that Marine Police had been consulted for the air draught restriction of the proposed bridge across the Airport Channel and no adverse comments were received.’ after the last sentence.

Line 3 of the Post-meeting notes after Para. 23

To amend ‘8 May 2006’ to read as ‘9 May 2006’

III. Matters Arising From Minutes of Last Meeting

PLVAC Paper No. 7/2005 - Draft Code of Practice for Safe Means of Access to Vessels (September 2005) (Para. 4-8, Pages 3 and 4, Minutes of the 40th Meeting)

3. Mr. CHAN Fu presented the proposed amendments highlighted in red in the supplementary paper and sought members' endorsement to the revised version of the CoP.
4. In response to views given by Dr. CHENG Jui-shan, the Chairman suggested and Mr. CHAN Fu would follow up to revise paragraphs 4.3.2 (ii) and 4.3.2. (iv) of the supplementary paper as follows –
 - (a) Paragraph 4.3.2 (ii): to make the coxswain of both vessels, instead of vessel having lower freeboard, responsible for giving instruction to their workers not to embark or disembark vessels until a safe means of access was provided; and
 - (b) Paragraph 4.3.2 (iv): to delete or amend “with the deck of the other lighters” in line 6.
5. Mr. Danny WU enquired if the instructions stipulated in the CoP concerned should be given to the workers for one time only when they were employed or every time when they were assigned a job/duty. Mr. CHAN Fu replied that it would certainly be better if the latter was adopted but practically the persons in charge of works might not have the resources to do so. It was acceptable that the instructions be given to workers at the beginning and be circulated regularly as reminders afterwards. The Chairman said that, in order to maintain sufficient flexibility, the way to give the instructions should be subject to decision of the owners of vessels or the persons in charge of works.
6. Regarding the proposed addition of some remarks for restricting unsuitable tyres from being used as safe means of access, Mr. WONG Yiu-kan told members that the restrictions might not be practicable and acceptable because most vessels were using old and bald tyres as means of access. Mr CHAN Fu supplemented to Mr Wong Yiu-kan's response regarding the condition of the rubber tyres mostly used in the lighters that according to the experience from the Marine Industrial Safety Inspectors who had stepped on the tyres installed in the lighters, the rubber tyres were non-slippery, provided that the tyres were dry and non-greasy. Mr. CHAN Fu suggested and the Chairman concluded that special remarks for tyres would be drawn

up and the CoP would be revised accordingly if and when a problem about bald tyres was identified and the need to restrict the use of specific kinds of tyres was required.

7. Members had no other comments and endorsed the paper. Mr. CHAN Fu would revise and finalize the CoP in accordance with the above views given by members.

PLVAC Paper No. 8/2005 - Draft Code of Practice for Using Protective Clothing and Equipment at Work on Vessels (Para. 9-13, Page 4, Minutes of the 40th Meeting)

8. Mr. F P LEUNG presented and sought members' endorsement on the supplementary paper to PLVAC Paper No. 8/2005 which had highlighted the amendments to the draft Code of Practice for Using Protective Clothing and Equipment at Work on Vessels as proposed in the last meeting.
9. Mr. F P LEUNG replied Mr. HO Chi-shing that the "machinery space" mentioned in line 7 of paragraph 6.2 should be a workplace where oil stains were commonly found, e.g. the machinery space of marine construction or ship repairing industries.
10. As to the Beaufort Wind Force Scale used in paragraph 9.2.1, Mr. NG Kin-man and Mr. Tony YEUNG opined that the scale was not commonly used and easily understood by most persons working on a local vessel. They suggested and Mr. F P LEUNG agreed to add remarks to help explain the scale, such as using the standards adopted by the Hong Kong Observatory to tell the wave height, wind speed or strong wind signal number.
11. Members had no other comments and endorsed the paper. Mr. F P LEUNG would revise and finalize the CoP in accordance with the above views given by members.

PLVAC Paper No. 11/2005 - Amendments to the Draft Code of Practice–Safety Standard for Class IV Vessels (2005 revised) (Para. 14, Page 5, Minutes of the 40th Meeting)

12. Mr. Michael LEE reported that the fine-tuning of the Code had been completed and members would be further informed if amendments to the Code were required again.

IV. Presentation of Papers

PLVAC Paper No. 2/2006 – Amendments to the Technical Requirements for Class III GRP Fishing Sampan

13. Mr. M Y CHAN presented the details of the paper. He invited comments from the members and sought their endorsement on paragraphs 7 and 8 of the paper.
14. Regarding paragraph 7, Members had no comments and unanimously endorsed the proposed amendments of Annex I-1 and N-4(C) attached to the paper.
15. As to the proposed relaxation of the rule “8 metres vessel’s length” requested by some fisherman groups, Dr. CHENG Jui-shan enquired and Mr. M Y CHAN responded that local fishing vessels leaving Hong Kong would be required to comply with the requirements of other countries if they entered the respective waters.
16. Members gave no other comments and the Chairman concluded that the paper was endorsed.

V. Any Other Business

Five-day Week in Marine Department (MD)

17. The Chairman referred members to the “Five-day week in MD“ leaflet tabled at the meeting. He briefed members that the five-day week scheme in MD would be carried out in three phases, i.e. 1 July 2006, 1 January 2007 and 1 July 2007. Among the eight marine offices, Central Marine Office, Aberdeen Marine Office, Tuen Mun Marine Office and Yaumatei Marine Office would still be opened on Saturdays in phase 1. If ship surveying service was required on Saturdays, it could be provided on appointment basis. The five-day week scheme would be reviewed and adjusted to suit customers’ need as and when required.

Merchant Shipping (Local Vessels) Ordinance, Cap. 548 (LVO)

18. The Chairman informed members that the target tabling time for the remaining sub-legislation of the LVO was July 2006, i.e. before the summer recess of the Legislative Council. It was expected that the Ordinance would come into operation by end of 2006, subject to the legislative procedure. As to the dissolution of

Provisional Local Vessels Advisory Committee and the formation of Local Vessels Advisory Committee, ways to help a smooth transition were being worked out and members would be informed of the details in due course.

VI. Date of Next Meeting

19. There being no other business, the meeting ended at 11:45 a.m. The date of next meeting would be announced in due course.