

**LOCAL VESSELS ADVISORY COMMITTEE**  
**Minutes of the 34th Meeting**

Date : 9 July 2024 (Tuesday)  
Time : 9:30 a.m.  
Place : Marine Department Conference Room A, 24/F, Harbour Building

**Present**

**Chairman:** Mr SHI Qiang Deputy Director, Marine Department (“MD”)

**Members:** Ms CHAN Ching-yin, Ivy Superintendent (Operations) (Marine Regional Headquarters), Hong Kong Police Force  
Mr CHEUK Kwan-kin General Manager/Operations, MD  
Mr SHU Bong-tai General Manager/Local Vessels, MD  
Mr ZHAO Qi-jing, Steven Marine Insurance Industry  
Mr WONG Chi-ming Seafarers’ Training  
Mr FAN Keung Seafarers’ Associations  
Mr LEE Kim-fung, Kenneth Cargo Vessels’ Operations  
Mr WEN Tsz-kit, Bondy Launch and Excursion Vessels’ Operations  
Mr WAN Chi-kwong Ferry Vessels’ Operations  
Mr FONG Chi-fai River Trade Cargo Operations  
Mr YEUNG Sheung-chun Fishing industry  
Mr WOO Cho-wing, John Pleasure Boating Operations  
Ms LO Chung-shi, Karen Ship Building and Repairing Industry

**Secretary:** Ms CHAN Wing-shan, Angel Senior Executive Officer (General)

**In Attendance**

Mr CHAN See-yin Assistant Director/Local Vessels and Examination  
Mr LAM Kong-hei, Yale David Senior Surveyor of Ships/Local Vessels Safety, MD  
Mr NG Ngai-wing, Jammy General Manager/Seafarers and Examination, MD  
Mr Emil PUI \* Secretary, HK & Kowloon Motor Boats and Tug Boats Association Limited

(\* Observers)

Absent with apologies

Mr CHEN Wai-sang, Simon

Naval Architecture

## **Opening Remarks**

1. The Chairman welcomed all members to the meeting. The Chairman introduced the observers, and apprised all of the house rules of the LVAC.

## **I. Confirmation of Minutes of Last Meeting**

2. With the Chairman's confirmation, members unanimously endorsed the minutes of the last meeting. The minutes had been uploaded to the website of MD.

## **II. New Discussion Item**

### **(i) LVAC Paper No. 4/2024 – Consolidated Amendments of Code of Practice – Safety Standards for Class I, II, III and IV Vessels – Introduction of standards for battery powered vessels**

3. Mr LAM Kong-hei, Yale David (Senior Surveyor of Ships/Local Vessels Safety) explained the paper.
4. Mr WEN Tsz-kit, Bondy (Launch and Excursion Vessels' Operations) enquired whether the proposed consolidated amendments were targeted more at vessels above or below 24 metres in length. Mr LAM Kong-hei, Yale David responded that for the moment, they were targeted more at low-risk vessels below 24 metres in length, such as private yachts.
5. Mr WAN Chi-kwong (Ferry Vessels' Operations) enquired whether certain requirements would be imposed regarding the qualifications of crew members. Mr NG Ngai-wing, Jammy (General Manager/Seafarers and Examination, MD) stated that there was no special requirement and the main focus was to provide relevant training through the manufacturers in accordance with the design of individual vessels.
6. Mr ZHAO Qi-jing, Steven (Marine Insurance Industry) enquired whether relevant battery powered vessels were further classified into vessels relying on shore-charging

or those running on battery replacement. Mr LAM Kong-hei, Yale David stated that the paper was targeted at all battery powered vessels and therefore no particular differentiation was made.

7. The Chairman added that the consultation paper was focused on the standards for battery powered vessels and those for relevant on-shore facilities would be considered by other government departments.
8. After discussion, members agreed to endorse the LVAC Paper No. 4/2024.

**(ii) LVAC Paper No. 5/2024 – Proposal for Medical Fitness Regime for Applicants or Holders of Local Certificates of Competency**

9. Mr NG Ngai-wing, Jammy (General Manager/Seafarers and Examination, MD) explained the paper in the form of a presentation.
10. The Chairman added that the proposal was to keep pace with the other major ports such as those in the Mainland. Moreover, MD had excluded the standards applicable to sea-going ships. MD had taken into consideration the manoeuvrability of vessels and the local situation, as well as making reference to the fitness requirements of the Transport Department in putting forward the relevant proposal. As the medical fitness regime involves professional medical knowledge, the Department has also engaged experts to put forward recommendations for the medical fitness standards.
11. Mr WEN Tsz-kit, Bondy (Launch and Excursion Vessels' Operations) indicated that the industry and the Department were heading in the same direction and recognised the benefits of the measure, but the industry might be unfamiliar with the professional terms involved and the cost of medical examination might also be high. He suggested that the industry could provide the Department with a certain number of persons for conducting a trial run first. The Chairman said that he agreed to conduct a trial run with a number of people of different ages, different vessel types and different medical conditions. Mr WEN said that the industry was worried about the implementation of the regime in the third quarter of 2024. He also enquired whether it was possible to undergo the medical fitness examination in Government hospitals. The Chairman said that it was not yet at this stage and the details would be further explored.
12. Mr WAN Chi-kwong (Ferry Vessels' Operations) indicated that he was in favour of the proposal from the safety point of view, and suggested that different medical fitness

requirements could be set on the basis of age. Mr NG Ngai-wing, Jammy said that the current proposal was formulated regardless of age because licensing was considered based on the severity of diseases. The Chairman indicated that the safety requirements should be consistent, but the medical examination for licence holders over 65 years of age would be more frequent.

13. Considering the processing time required, Mr WOO Cho-wing, John (Pleasure Boating Operations) asked how far in advance applicants were allowed to apply for licence renewal. Mr NG Ngai-wing, Jammy said that according to the existing requirement, application for licence renewal could be made six months prior to the expiry of the licence and the validity period of the medical fitness certificate was one year. Mr WOO expressed his support for the paper and hoped that the Department would notify individual parties as early as possible, for example, yacht licence holders who were mostly individuals. He hoped that the time frame for the implementation could be relaxed. Mr NG Ngai-wing, Jammy said that the Department would inform licence holders of the application for licence renewal through SMS and would include relevant information in the SMS for information of individual applicants.
14. Mr FAN Keung (Seafarers' Associations) enquired whether coxswains with substandard medical examination results would not be granted a licence. Mr NG Ngai-wing, Jammy said that it would be subject to the professional decision of the doctors and applicants would not be granted a licence if there was a serious failure to meet the medical fitness standard.
15. Mr YEUNG Sheung-chun (Fishing industry) asked the Department about the estimated fee for the medical fitness examination. The Chairman indicated that such information was not available for the time being and he would further discuss with the doctors in future.
16. After discussion, members agreed to the proposal in the LVAC Paper No. 5/2024. The Chairman said that he agreed to members' suggestion on conducting a trial run before the official implementation and would then liaise with the industry on the implementation details, etc. based on the results of the trial run, and further adjustments would be made as necessary.

**(iii) LVAC Paper No. 6/2024 – Proposed Amendments to the Merchant Shipping (Local Vessels) (Local Certificates of Competency) Rules and Examination Rules for Local Certificates of Competency – Addition of the Endorsement**

17. Mr NG Ngai-wing, Jimmy (General Manager/Seafarers and Examination, MD) explained the paper.
18. Mr WEN Tsz-kit, Bondy (Launch and Excursion Vessels' Operations) enquired whether it was related to training on new IGF vessel type. Mr NG Ngai-wing, Jimmy responded that the addition of endorsement included new fuel vessels, oil carriers and gas carriers. Mr WEN Tsz-kit, Bondy would like to know the training standards and arrangements, and asked MD to provide relevant information for reference after the meeting.
19. Mr NG Ngai-wing, Jimmy responded that the training courses of Guangzhou Marine Technical School had been approved based on operational needs, and the training courses in Wuhan and Shanghai had also been approved. As for whether teachers from Guangzhou could be invited to provide training in Hong Kong, MD would make further arrangements and provide more information about the training courses in Guangzhou for reference after the meeting.
20. Mr WONG Chi-ming (Seafarers' Training) supplemented that the institute had been negotiating with Guangzhou Marine Technical School and would follow up on the matter.
21. In response to the enquiry raised by Mr WAN Chi-kwong (Ferry Vessels' Operations) on whether Hong Kong would recognise relevant training courses in the Mainland, the Chairman confirmed that MD had approved the training courses in Guangzhou, Wuhan and Shanghai.
22. After discussion, members agreed to endorse the LVAC Paper No. 6/2024.

**(iv) LVAC Paper No. 7/2024 – Local Safety Management System**

23. Mr LAM Kong-hei, Yale David (Senior Surveyor of Ships/Local Vessels Safety) explained the paper in the form of a presentation.

24. In response to the enquiry raised by Mr WAN Chi-kwong (Ferry Vessels' Operations) on whether there would be consequences if the implementation was not as satisfactory as expected. Mr LAM Kong-hei, Yale David added that as the safety management system aimed at helping shipping companies strengthen their safety culture, the implementation of the safety management system had nothing to do with the issuance of licences.
25. Mr WEN Tsz-kit, Bondy (Launch and Excursion Vessels' Operations) expressed gratitude to MD for adopting a proactive and rational attitude in assisting the industry in the coming implementation of the local safety management system. The Chairman also thanked the industry for supporting the implementation of the system.
26. Mr LEE Kim-fung, Kenneth (Launch and Excursion Vessels' Operations) proposed that more safety seminars should be held. The Chairman agreed and would continue to enhance maritime safety education.
27. Mr ZHAO Qi-jing, Steven (Marine Insurance Industry) pointed out that the majority of marine incidents in Hong Kong were related to weather, and enquired whether the local safety management system included ways to deal with relevant situations. Mr LAM Kong-hei, Yale David replied that MD would cooperate with different shipping companies to assist the companies in formulating relevant safety management systems. MD had given feedback to individual companies regarding the handling of weather-related scenarios. Since the shipping companies had a better understanding of how to tackle relevant issues, MD would only provide a framework for the shipping companies to determine the content based on their actual modes of operation. MD would also participate in the formulation process.
28. Mr CHAN See-yin (Assistant Director/Local Vessels and Examination, MD) enquired whether insurance companies would reduce the premiums if the safety management system was implemented by shipping companies. Mr ZHAO Qi-jing, Steven (Marine Insurance Industry) replied that the insurance industry welcomed the implementation of the system and believed that it would be reflected in the premiums.
29. After discussion, members agreed to endorse the LVAC Paper No. 7/2024.

### III.

#### Any Other Business

30. Mr WAN Chi-kwong (Ferry Vessels' Operations) suggested the installation of aids to navigation or moorings off the waters of Tai Lei Island, Peng Chau, the Chairman said that the suggestion would be referred to the relevant colleagues for follow-up action.
31. The Chairman reported the latest progress of the three pieces of legislation:
  - i. The Shipping Legislation (Electronic Certificates and Electronic Documents) (Amendment) Bill 2024 came into force on 5 July 2024. Fishermen who are not familiar with the e-Cert application procedures may contact the River Trade and Local Examination Section for follow-up to arrange a briefing session.
  - ii. The Marine Safety (Alcohol and Drugs) Bill was passed by the Legislative Council on 26 June 2024 and will come into operation on 1 January 2025. MD has commenced the relevant preparatory work and will continue to conduct publicity.
  - iii. The Shipping Legislation (Use of Fuels and Miscellaneous Amendments) Ordinance 2024 was introduced into the Legislative Council on 26 June 2024 and its scrutiny is in progress. MD is currently developing the relevant code of practice.
32. Regarding e-Certs, Mr YEUNG Sheung-chun (Fishing industry) hoped that MD could officially notify the Mainland maritime authorities, and that MD could assist elder fishermen in adapting to the new measures. The Chairman stated that follow-up actions would be taken.

### IV.

#### Adjournment of Meeting

There being no other business, the meeting was adjourned at 11:25 a.m. The date of the next meeting would be announced in due course.

Committee Unit

Marine Department

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