

**Written Submission of the opinions from some of the member associations of  
the Hong Kong Maritime Forum  
to the Panel on Economic Development Meeting on 17 September 2013**

Upon a meeting of the Hong Kong Maritime Forum held on 28 August 2013, with the attendance of the following representatives of some of the member associations, the following viewpoints are collected and hereby submitted to the Legislative Council.

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彭惠勇先生(Mr. Norman PANG Wai Yung) 曾超銘先生 (Capt. TSANG Chiu Ming)	香港物流管理人員協會 Hong Kong Logistics Management Staff Association (HKLMSA)
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佘照基先生 (Mr. SHE Chiu Kei) 曾文清先生 (Mr. TSANG Man Ching)	香港航海學校舊生會 Hong Kong Sea School Old Boys Association
何立基先生 (Mr. Sunny HO)	香港付貨人委員會 Hong Kong Shippers Council
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- 1) The Improvement Measures to be Implemented during the 1<sup>st</sup> phase (p.2 of the paper) were considered suitable and reasonable.

出席者認為,討論稿所列出的第一階段提昇安全措施(討論稿第二頁)是適當和合理的。

- 2) Regarding the Medium and Longer Term Measures (p.3 to p.5 of the paper), some attendees doubted whether AIS (Automatic Identification System) would be helpful in preventing collision in the harbour areas. In practice, whether useful information for avoidance of collision could be obtained from AIS in water areas where a large number of vessels crowded together were questionable. These attendees were of the view that proper lookout and use of radar were more practical and better for prevention of collision for local vessels but AIS would be useful for the investigation work following the collision. e.g. identification of parties liable for the incident would be easier as records were traceable. Attendees agreed that AIS could exert a deterrent effect on seafarers and raise their safety awareness and enhance communication amongst vessels. Concerning the installation and maintenance costs of AIS, the attendees opined that HKSAR government should provide subsidy to operators so as to alleviate their financial burden.

有出席者對討論稿所列的中及長期措施(討論稿第3至5頁)所述的AIS能否防止海港的船隻碰撞提出質疑。實際上來說,當有大量船隻聚集某水域時,AIS是否仍能提供有用資訊以防止船隻碰撞,實在令人質疑。提出這些意見的出席者認為,進行正確及適當的瞭望工作和適當使用雷達,對防止本地船隻碰撞起著更實際和有效的作用,但他們認同AIS對撞船後進行的調查工作相當有用,例如系統保留的記錄可以令當局較容易辨認及追查肇事方。出席者同意AIS可以對海員發揮阻嚇作用,令其提高安全駕駛意識,並令船隻之間通訊更為有效。出席者並認為,政府應資助船隻營運者購置及維修AIS系統,以減輕其財政負擔。

- 3) Attendees echoed with the suggestions in pt.7 (a) of “ferries permitted to carry more than 12 passengers should be required to carry a VHF radio; and vessels permitted to carry more than 100 passengers be equipped with AIS, radar and VHF radio.”

出席者認同第 7(a)點： 運載多於十二名乘客的客輪需配置 VHF radio，運載多於一百名乘客的客輪則需配置 AIS、雷達及 VHF radio。

- 4) Concerning the issue of training of coxswain mentioned in pt.7 (b), attendees suggested that refresher training should be made compulsory with a view of maintaining the safety standard. Meanwhile, attendees expressed their concerns over the availability and accreditation of trainers and training facilities. They concurred that the above should be properly provided for and monitored to ensure that sufficient training facilities were available and that the training was up to requirements.

出席者同意第 7(b)點有關培訓舵手的需要，認為需規定舵手接受”知識更新培訓”(refresher training)，以保持舵手駕駛船隻的安全水平。出席者關注到培訓人員及培訓設施的資格及是否足夠這兩事項。出席者認為必須設定監控機制，確保培訓設施充足，培訓課程的質素達到要求。

- 5) Attendees recommended that the existing patrol system of marine traffic control should be enhanced to meet with the increasing sea traffic volume. The attendees considered that the existing number of patrol boats was very insufficient and the government needed to deploy more resources to meet the requirement. It was further suggested that the government should conduct a professional research on how much resources should be deployed to meet with the safety requirements of the high traffic density of the harbor of Hong Kong.

出席者認為，現時巡邏船數目不足，建議政府增撥資源，提高海上巡邏隊的巡邏次數，以應付日益繁忙的海上交通。出席者並建議政府進行專業的研究和分析，以了解需要投放多少資源才足以應付香港海港的高密度海上交通的安全要求。

- 6) Concerning the issue of rest of crew, attendees concurred that the crew working on local passenger vessels should have adequate rest.

出席者認為本地客輪船員應獲充足休息。