

(FINALIZED)

**NOTES OF THE 12TH MEETING OF THE
HIGH SPEED CRAFT CONSULTATIVE COMMITTEE (HSCCC)**

DATE : 16 June 2009 (Tuesday)
TIME : 2:30 p.m.
VENUE : Conference Room A, Marine Department Headquarters

PRESENT

Mr. LEE Kai-leung (Chairman)	Assistant Director of Marine/Shipping
Capt. YIP Kwok-lee	Shun Tak – China Travel Ship Management Ltd.
Mr. LUO Tai-ming	Chu Kong Passenger Transport Co. Ltd.
Mr. HUANG Bei-liang	Cotai Chu Kong Shipping Management Service Co. Ltd.
Mr. LO Kai-keung	China Merchants Shipping & Enterprise Co. Ltd.
Capt. CHAK Kwok-leung	New World First Ferry Services Ltd.
Capt. Ben WONG	New World First Ferry Services (Macau) Ltd.
Mr. Chris WONG	Discovery Bay Transportation Services Limited
Mr. IP Chi-shing	Expert Fortune Ltd.
Mr. FAN Kam-wah	Expert Fortune Ltd.
Capt. T. T. CHENG	Merchant Navy Officers' Guild
Mr. H. M. TUNG	General Manager/Ship Safety
Mr. K. F. CHICK	General Manager/Shipping Registry & Seafarers
Mr. Y. K. LI	Senior Surveyor/ Technical Policy 1
Mr. F. K. MOK	Senior Surveyor/Passenger Ships Safety
Mr. Y. K. LAI	Senior Surveyor/International Safety Management
Mr. Simon S. H. TSE	Senior Surveyor/ Security & Quality Assurance
Mr. Patrick HO	Surveyor (E & S)/ Local Vessels Safety
Mr. David NG (Secretary)	Executive Officer/Shipping and Multi-lateral Policy Divisions

IN ATTENDANCE

Mr. HUANG Guo-tan	Macau Maritime Administration
Mr. CHU Chan-wai	Macau Maritime Administration
Mr. IP Va-hung	Macau Maritime Administration

ABSENT WITH APOLOGIES

Mr. TING Kam-yuen	Hong Kong Seamen's Union
Mr. LIANG Can-ling	Yuet Hing Marine Supplies Co. Ltd.
Capt. YEUNG Wai-tin	Wintex Shipping Ltd.
Capt. YU Chi-ming	Merchant Navy Officers' Guild
Miss Sian LI	Logistics Development Section, Transport and

Mr. MOK Ying-kit

Housing Bureau
Ferry & Para-transit Division, Transport Department

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Opening remarks

The Chairman welcomed all to the meeting.

Agenda Item 1: Confirmation of Notes of the 11th HSCCC Meeting held on 22 April 2008

2. **The Chairman** proposed and **Members** agreed to the agenda distributed earlier for the meeting. **The Chairman** told **Members** that in view of the input of some member, the last word at line 8 of paragraph 4 of the notes of last meeting held on 22.4.2008 would be amended from “WGS72” to “WGS84” after validation with the Hydrographic Office of the Marine Department (MD). Subject to validation of the information, **the meeting** confirmed the notes of last meeting held on 22.4.2008 at **Appendix A**.

Agenda Item 2: Declaration of Interest

3. **The Chairman** told **Members** that they should declare their interest whenever they perceived a potential conflict of interest in a matter placed before the Committee. **Members** noted that it was the responsibility of individual member to judge and to decide if the situations warrant a declaration, and to see a ruling from the Chairman in case of doubt.

Agenda Item 3: Vessels traffic problem in the area between Qing Zhou Traffic Separation Scheme (TSS) and the entrance of Macau Harbour (HSCCC Paper No. 01/2009); and the proposed modification of Qing Zhou TSS

4. **The Chairman** briefed **Members** on the background and the latest development subsequent to the circulation of HSCCC Paper No. 01/2009 on the vessels traffic problem in the area between Qing Zhou Traffic Separation Scheme (“QZTSS”) and the entrance of Macau Harbour. He added that HSC operators’ comments in response to the proposal of Guangdong Maritime Safety Administration (“GDMSA”) detailed in HSCCC Paper No. 01/2009 had been deliberated at a consultation meeting held on 15.5.2009 in Zhuhai (“the Zhuhai meeting”). **Members** noted that the workshop was hosted by GDMSA as all HSC routes to QZTSS and its surrounding waters fell within its jurisdiction.

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The Chairman added that representatives from MD, Macau MSA, Zhuhai MSA, 3 HSC operators from Hong Kong and 2 Mainland HSC operators also attended the meeting to deliberate options raised by various stakeholders.

5. **The Chairman** told Members that GDMSA summarized the views expressed at the Zhuhai meeting and considered it would be technically feasible to solve the traffic problem by converting the 2 roundabouts at both ends of the east and the west of QZTSS to precautionary areas with the west one moved towards the entrance of QZTSS. It was also suggested to widen the QZTSS by moving its southern boundary southward and add a separation zone in the middle. GDMSA would undertake to consult technical experts and submit the finalized proposal to Beijing MSA for approval. GDMSA might fine-tune the approved proposal before implementation. The Chairman said MD would inform HSC operators once the finalized arrangement was available from GDMSA.

MD

6. In response to the enquiry of Mr. T. T. CHENG from Merchant Navy Officers' Guild, **the Chairman** replied that the consensual view at the Zhuhai meeting considered the roundabout near Qing Zhou No. 2 Light Buoy (CC2) could be changed to a precautionary area and the concerned draft chart was not yet available. However, MD would closely monitor the progress on the draft chart and inform Members once available.

MD

7. Captain Ben WONG of New World First Ferry Services (Macau) inquired on the progress of a proposal raised at the Zhuhai meeting to exempt HSC departing the new ferry terminal at Taipa of Macau from routing through QZTSS with a view to separate HSC traffic originated from the new ferry terminal at Taipa of Macau and those from the Outer Harbour Ferry Terminal of Macau so as to avoid convergence of such traffic at CC2. **The Chairman** said that the proposal of NWFFS (Macau) had been discussed at the Zhuhai meeting. However, GDMSA expressed concerns on its impact on the safe navigation of Mainland ferries that would have to cross 2 HSC routes as a result of the proposed diversion. As vessels that did not need to use the QZTSS should stay away from the TSS and having regard the widening of the QZTSS, it would not be technically advisable to create a new HSC route at the north of the Guishan Island (桂山島). However, it might be possible for NWFFS (Macau) to consider whether separate HSC route at the south of the Guishan Island could serve their purpose. In any case, Cotai Chu Kong Shipping Management Service must be consulted of such new arrangement as they were the main user of the new ferry terminal at Taipa of Macau and the new HSC route. Members also noted that GDMSA's approval must be sought for the new route which would be within the waters of Guangdong.

8. Representative of Cotai did not support the original location of the proposed roundabout / separation point as it was located within 3.5 nautical miles of the Macau Harbour and close to the Macau exit point of the

HK-Zhuhai-Macau Bridge. Cotai considered locating the roundabout / separation point could not solve the HSC traffic problem near the 2 Macau ferry terminals. Also, the widening of the QZTSS would increase the difficulties of the GDMSA in managing the QZTSS in view of the Mainland ferry services to nearby islands. As such, they had proposed to MD to move the proposed roundabout / separation point to Qing Zhou No. 1 Light Buoy to facilitate diversion of HSC traffics from the 2 Macau ferry terminals.

9. **The Chairman** said that Cotai had expressed their views at the Zhuhai meeting and GDMSA agreed to consider their proposal. Also, it was decided at the Zhuhai meeting that the roundabout at the western exit of QZTSS would be designated as a precautionary area and moved towards CC2. In view of these arrangements and the views expressed earlier by Cotai, the Chairman concluded that Cotai would not consider there was a need to set up a new HSC route at the south of the Guishan Island.

10. In response to the explanation of Captain Ben Wong on the proposed deviation of existing Permit To Operate (PTO), **the Chairman** said that GDMSA decided to widen QZTSS to accommodate the increase in HSC traffic having regarded their considerations of safety management of traffic in the region. Even though convergence of HSC traffic might still occur at CC2, the situation could be resolved as all HSCs must comply with anti-collision protocol applicable to the region.

11. After some discussions, **the Chairman** told Members that even though other vessels seldom use the traffic separation scheme (TSS), they were not prohibited to use it. On the other hand, HSC must operate within the boundary of TSS in accordance with the approved PTO. Members noted that MD would closely monitor the progress of the arrangement agreed at the Zhuhai meeting and would inform HSCCC members and other parties concerned once GDMSA's finalized arrangement was available.

MD

Agenda Item 4: Carriage requirement of ECDIS to existing registered HSC (HSCCC Paper No. 02/2009)

12. **Mr. Y. K. LI of MD** briefed Members on the background of the implement of carriage requirements of the Electronic Chart Display and Information System (ECDIS) and details of HSCCC Paper No. 02/2009. The Chairman told Members that ECDIS was already required for all HSC new constructions and Members' view on the paper circulated prior to the meeting were generally supportive. MD noted that the key issue was on the implementation date for the installation of ECDIS. **Members** noted that one HSC operator proposed to install ECDIS on board their existing Hong Kong registered HSC during the respective annual docking period of the HSC after 1.7.2010. The Chairman expressed that all new HSC constructed since 2007

were equipped with ECDIS. He also asked HSC operators whether they face any difficulties in implementing the carriage requirement of ECDIS to existing registered HSCs by 1.7.2010.

13. Captain YIP of Shun Tak – China Travel Ship Management Limited agreed that ECDIS could facilitate safe navigation of HSC but there was no appropriate models in the Hong Kong market that fit the specific operation of HSC. He added that these models were either built for ocean going vessels (OGVs) for compliance with applicable IMO standard, or only built with few functions only enough to meet the needs of pleasure vessels. He told the meeting a university in Dalian developed several CCS-certified ECDIS equipment that could comply with part of the IMO standard but yet to be type approved. Also, Shun Tak – China was planning to test these Dalian models on board for trial runs and had informed MD of this proposal. **Mr. H. M. TUNG** told the meeting that MD was deliberating on Shun Tak – China's proposal to test run Dalian models on board HSCs.

14. In response to Captain YIP's comment, **the Chairman** told the meeting that CCS type approved ECDIS was acceptable for the implementation of the carriage requirement of ECDIS to existing Hong Kong registered HSCs. However, he also drew the attention of Members of the need to consider the implementation schedule of the ECDIS requirement by 1.7.2010 and asked whether the schedule was achievable. Captain Ben WONG of New World First Ferry Services (Macau) supported the carriage requirement of ECDIS on existing HSC but suggested to install the equipment during annual docking after 1.7.2010 having regard the number of existing Hong Kong registered HSC under their management and operational efficiency in installation and inspection. Members noted that such proposal could postpone the installation of ECDIS to 30.6.2011 the latest.

15. In response to the enquiry of the Chairman, Captain YIP told the meeting that the Dalian models complied with the previous version of IMO safety standard and were refined and enhanced models of similar equipment deployed to river trade vessels operating along the Yangtze River and in waterways of Guangdong. He added that initial assessment concluded that the Dalian models could meet the functional requirements of HSC operation. Moreover, the models was less bulky than existing models built for OGVs with an all-in-one case that could adequately fit in HSC control rooms.

16. **Mr. H. M. TUNG** of MD said that the CCS safety equipment certificate submitted by Shun Tak China on the Dalian models certified the compliance of the equipment to IMO Res. A817(19) whereas MSC 232 (82) promulgated the latest requirement on ECDIS. He told HSC operators that MD was examining the latest requirement to see whether there were some requirements that exceeded previous standards but not necessarily required for HSC operations so that there was enough justification to accept IMO Res.

A817(19), i.e. the previous standard. Captain YIP said that the suggestion to consider the Dalian models was meant to identify ECDIS that could meet the specific requirement of HSC and agreed that under no circumstance that HSC operational safety should be compromised.

17. After some discussion, **the Chairman** opined that MD was open to the choice of ECDIS models as long as the equipment was class type approved prior to installation on board for trial. Also, in view of the inputs from HSC operators, the number of existing HSC to be installed with ECDIS and the time required for HSC operators to test the suitability of suggested Dalian models for HSC plying the Pearl River Region, the Chairman suggested and the meeting agreed that the implementation date of the carriage requirement to existing HSC could be extended to 1.1.2011 instead of 1.7.2010.

18. In response to the enquiry of Mr. Chris WONG of Discovery Bay Transportation Services Limited, **the Chairman** confirmed that only those HSCs that were required to comply with HSC Codes were required to meet the carriage requirement of ECDIS for existing Hong Kong registered HSCs. As the HSCs of Discovery Bay Transportation Service only operated in local waters, the ECDIS requirement did not apply to them.

(Post-Meeting Note : MD had accepted a simplified version of ECDIS, which did not fully comply with the revised performance standards of ECDIS in the IMO Resolution MSC.232(82). The following requirements in the said resolution were agreed to be exempted:

- (a) receiving encrypted ECDIS signal in section 4.9 due to no such signal was available in the operational areas of HSC within the river trade limit;*
- (b) plotting vessel position manually in section 11.4.15.1 was not considered feasible for HSC; and*
- (c) indicating discrepancies between continued position systems and position by manual observation in section 11.4.15.2 was also not considered feasible for HSC.*

Such exemptions granted would not adversely affect the required functions of ECDIS for HSC operated within the river trade limit.)

Agenda Item 5: Implementation of the amendments to MARPOL Annex VI on HSC plying within River Trade Limits (HSCCC Paper No. 03/2009)

19. **The Chairman** briefed Member on the content and the result of consultation of HSCCC Paper No. 03/2009. **The meeting** noted that no HSCCC member indicated objection to the implementation of the amendments

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to MARPOL Annex VI on HSC plying within River Trade Limits. The Chairman told Members that the amendment would enter into force in Hong Kong by tacit acceptance on 1.7.2010. As Hong Kong already implemented MARPOL Annex VI through local legislation, amendments to the related ordinance would be necessary to implement the amendments to MARPOL Annex VI.

20. **The Chairman** told HSC operators that marine diesel engines with power output more than 130 kW installed on ships constructed or undertaken major conversion on or after 1.1.2011 had to comply with NOx “Tier II” emission standard (i.e. Reg. 13.3 of MEPC.176(58)). **Members** noted that existing diesel engines with a power output of more than 5,000 kW constructed prior to 1.1.2000 would have to comply with the “Tier I” emission limit in accordance with Reg. 13.7.

21. **The Chairman** told Members that the MARPOL Annex VI amendments were also applicable to local vessels and MD was liaising with MSA Mainland on the implementation date of the amendments on river trade vessels and local vessels. However, he added that newly constructed HSCs for voyages between Hong Kong and Macau must comply with the NOx Tier II standard in accordance with the amendments by 1.1.2011.

*HSC
Operators*

Agenda Item 6: Report on the outcome of the consultative meeting for the HK-Zhuhai-Macau Bridge HK Link road, HK boundary crossing facilities and Tuen Mun-Chek Lap Kok link projects; and Consultation to Marine Industry on HZMB-HKLR, HKBCF and TMCLKL (HSCCC Paper No. 05/2009)

22. **Mr. H. M. TUNG** of MD briefed Members on HSCCC Paper No. 05/2009, which provided an account of the background, the major works involved in the Hong Kong section of the HK-Zhuhai-Macau Bridge and the consultation completed by the Highways Department so far. Members noted that the consultation on HSCCC Paper No. 05/2009 was part of an exercise conducted by MD on behalf of the Highway Department (“HD”) on the HK-Zhuhai-Macau Bridge project, and any comments received from HSCCC members would be sent to HD for consideration. **Mr. TUNG** also reported to the meeting on the following major issues raised by representatives of the marine industry at the consultation workshop held on 3.6.2009 –

- (a) The width of the waterway for the Marine Cargo Terminal and Passenger Ferry Terminal would be about 100 metres after the

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completion of the Hong Kong boundary crossing facilities (Figure 5 in HSCCC Paper No. 05/2009) but it might be less than 100 metres during the construction period. In response to the concerns expressed by several representatives at the workshop, HD's consultant agreed to conduct a traffic impact study to assess the impact of the width of the waterway on the traffic during and after the construction;

- (b) The submerged tunnel of the Tuen Mun-Chek Lap Kok Link (Figure 6) would be constructed 14 metres below the sea bed. The Consultancy company confirmed that the tunnel would not affect marine traffic after the project was completed;
- (c) Some representatives of the marine industry suggested the government to announce all information related to the project through a single unit.

23. **Some Members** reiterated their concerns on the safe navigation of HSC through the waterway for the Marine Cargo Terminal and Passenger Ferry Terminal after the completion of the Hong Kong boundary crossing facilities as the waterway was designed with a width of 100 metres only. **Members** also noted that the waterway would be used by other vessels such as containers and towing vessels, thereby resulting in high traffic density for the waterway that might put pressure on marine traffic control and coordination. In addition, undesirably high traffic density through the waterway would occur during construction as the width of the waterway might be less than 100 metres at that stage. Moreover, Captain YIP pointed out that the construction work would be conducted outside Hong Kong waters. It was considered there was a need for coordinated mechanism for the release of marine construction work arrangements for the project.

24. In response to HSC operators' comment on the project, the **Chairman** and **Mr. TUNG** told the meeting that -

- (a) Similar views had been raised by members who participated in the workshop at the consultation workshop hosted by HD's consultant on 3.6.2009. It was understood that HD's consultant would reflect the opinions collected at the workshop to a working group with representatives from Guangdong, Macau and Hong Kong for consideration. Also, a separate steering committee had been set up to oversee the coordination and the consultation of the project;

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- (b) All construction and marine works that would affect HSC traffic in Hong Kong waters would be released by MD whereas those undertaken outside Hong Kong waters would be most probably be coordinated with Guangdong MSA and Macau MA through the HSCWG. As representatives of the 3 maritime authorities would participate in a seminar held in Zhuhai at the end of June 2009, MD would take the opportunity to reflect HSC operators' demand for coordinated release of maritime construction works of the project in the region with a view to establish a coordinated communication mechanism for that purpose; and
- (c) As the HK-Zhuhai-Macau Bridge Project was a keynote construction work for the Pearl River Region, extensive consultation had been conducted at various level of the Administration with major stakeholders in the community, including the shipping industry. Although MD would still relay the comments and concerns expressed by Members at the meeting to HD, Members must understand that it would be highly unlikely for the design of the bridge to be changed at this stage.

25. **Members** noted that MD would closely monitor the progress of the deliberations regarding the dissemination of information on maritime construction work in the region for the HK-Zhuhai-Macau Bridge Project, and would inform HSCCC members and other parties concerned once the arrangement was agreed among the maritime authorities in the region.

MD

Agenda Item 7: Report on accidents involving HK registered HSC

26. **The Chairman** briefed Members on the various types of accidents involving Hong Kong registered HSC for the period from 1 May 2008 to 31 May 2009 (**Appendix B**). He drawn the attention of Members to the 14 collision cases and 15 contact cases occurred within Hong Kong waters. **Members** noted that although 12 of the 14 collision cases were minor incidents, the remaining 2 cases involved casualties and were still under investigation. **The Chairman** told Members that the number of collision accidents in the period was higher than the level in the same period of previous year. He urged HSC operators to step up their safety measures to prevent recurrence of collision in future. **The Chairman** also added that MD would provide statistics in future HSC accident reports to facilitate comparison of current year's situation against previous year's performance.

27. In response to the question of Mr. Chris WONG of Discovery Bay Transportation Services Limited, the Chairman said that personal incident cases in **Appendix B** mainly referred to maritime industrial accidents sustained by crew on board vessels and would be reported separately in the meeting later.

28. In reply to Captain YIP's queries on the definition of "Contact" cases in **Appendix B**, **Mr. Y. K. LI** told the meeting that reported contact cases normally involved damages either to vessels or to the berthing structure. Captain YIP of Shun Tak – China Travel Ship Management Limited inquired that whether it would be possible for MD to simplify various accident report forms. In response, **Mr. Y. K. LI** of MD explained that MAI has different accident reports form for different types of Hong Kong ship – i.e. one for registered convention vessels and another for licensed local vessels but HSC operators only require to report once and MD subject officer would follow up with telephone interviews in case some data were missing.

29. **Members** noted that the Mercantile Maritime Office (MMO) also have a form for HSC operators to report crew casualties. After some discussion, **the Chairman** told Members that the Shipping Division of the Department would relay the views of HSC operators to MAI with a view to sort out a more adequate arrangement for HSC operators to report accident cases to MD. **Members** noted that MD would undertake to notify HSC operators of the new arrangement once available.

MD

30. **Mr. K. F. CHICK** of MD tabled an analysis of occupational accidents reported by shipping companies in calendar year 2008 as compared to 2007 at **Appendix C**. **Members** noted that the total number of occupational accidents in 2008 was 50, which is about the same number of cases as reported in 2006 despite both the number of Hong Kong registered ships and the number of Hong Kong registered seafarers have increased in the past years.

31. Although the total number of occupational accidents was still at an acceptably low level, Mr. CHICK told Members that the respective increases in accidents caused by stepping on, striking against or struck by objects (A.3), accidents with contusions and bruising (C.1) and accidents that involved seafarers of ages between 51 and 60 years old (G) had increased substantially in 2008 as compared to 2007. He asked HSC operators to note the increasing trend since 2006, and to undertake measures to enhance their crews' awareness of safe operation of HSC.

32. To elaborate on the remark of the Chairman, **Mr. K. F. CHICK** of MD also drew the attention of Members on a collision incident that resulted in 8 occupational accident cases caused by working environment (including bad weather, rough sea, etc.) as reported at item B. 4 of the **Appendix C**.

Date of next meeting

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33. There being no other business, the meeting adjourned at 4:10 p.m.
Date of next meeting will be announced in due course.

**Secretariat
Shipping Division
Marine Department
February 2010**