

(FINALIZED)

**NOTES OF THE 13th MEETING OF THE
HIGH SPEED CRAFT CONSULTATIVE COMMITTEE (HSCCC)**

DATE : 7 May 2010 (Friday)
TIME : 2:30 p.m. – 5:20 p.m.
VENUE : Conference Room A, 24/F Marine Department Headquarters

PRESENT

Mr. TUNG Hon-ming (Chairman)	Assistant Director of Marine/Shipping
Capt. YIP Kwok-lee	Shun Tak – China Travel Ship Management Ltd.
Mr. CHEN Rong-lin	Chu Kong Passenger Transport Co. Ltd.
Capt. CHEN Huan-you	Chu Kong Passenger Transport Co. Ltd.
Mr. HUNG Yuet-ming	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.
Capt. YEUNG Wai-tin	Wintex Shipping Limited
Mr. HUANG Bin	Yuet Hing Marine Supplies Co. Ltd.
Mr. LIU Zhu	-ditto-
Capt. YU Chi-ming	Merchant Navy Officers' Guild
Mr. LI Chi-wai	Hong Kong Seamen's Union
Mr. Edward CHENG	Logistics Development Section, Transport & Housing Bureau
Mr. M. Y. CHAN	General Manager/Ship Safety
Mr. K. F. CHICK	General Manager/Shipping Registry & Seafarers
Mr. W. H. HO	Senior Surveyor/ Marine Accident Investigation
Mr. F. K. MOK	Senior Surveyor/Passenger Ships Safety
Mr. Y. K. LAI	Senior Surveyor/International Safety Management
Miss Venus CHANG (Secretary)	Executive Officer/Shipping and Multi-lateral Policy Divisions (1) (Ag.)

IN ATTENDANCE

Mr. TONG Vun-ieong	Maritime Administration of the Macau SAR
Mr. HUANG Guo-tan	Macau Maritime Administration
Mr. LAO Wai-chun	Macau Maritime Administration
Mr. CHU Chun-wai	Macau Maritime Administration

ABSENT WITH APOLOGIES

Mr. MOK Ying-kit	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 12th HSCCC Meeting held on 16 June 2009

2. **The Chairman** proposed and **Members** agreed to the agenda distributed earlier for the meeting. As no further comments received against the notes of the 12th HSCCC Meeting, **the meeting** confirmed the notes of last meeting held on 16.6.2009 at **Annex 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 in the area between Qingzhou Traffic Separation Scheme (QZTSS) and the entrance of Macau Harbour; and the proposed modification of QZTSS

4. **The Chairman** briefed members on the latest development of the issue that a meeting was held between Marine Department of HKSAR (MD) and the China Maritime Safety Administrative (China MSA). The China MSA presented a notice of the new navigational arrangements associated with the QZTSS, which would be implemented on 1 July 2010 (Annex B). The new navigational arrangements included extension of the width of the TSS, introduction of a separation zone at the middle of the QZTSS and a precautionary area at each of the east and west ends of the QZTSS. Such new arrangements were shown on the sketch on Annex C. **Members** were invited to note such new arrangements and follow the instructions given in the notice issued by MSA. The concerned HSC operators were urged to submit their proposals to revise the relevant HSC routes based on the new navigational arrangements for MD's consideration. MD would work together with the Macau Maritime Administration and the concerned HSC operators to amend relevant routes in the Permit to Operate (PTO) accordingly.

MD

(Post-meeting notes: The relevant routes in PTO were amended to incorporate the new navigational arrangements after completion of the assessment of the proposals submitted by the concerned HSC operators. Furthermore, MDN No.94/2010 promulgating the

new navigational arrangements associated with the Qingzhou TSS was issued on 30 June 2010)

5. Capt. Ben WONG from New World First Ferry Services (Macau) expressed that from time to time, their operators found Chinese ships contravening traffic rules in the QZTSS, he enquired where he should report. **The Chairman** replied that MD would get in touch with Guangdong MSA for a contact point for reporting of traffic violations.

(Post-meeting notes: At the GDMSA meeting on 4 June 2010, it was clarified that such reports should be made to the Zhuhai MSA at telephone number 86-756-3339454, 86-756-3339464 or 86-756-3333031)

Agenda Item 4: Carriage requirement of ECDIS to existing registered HSC

6. **The Chairman** reminded the members that as agreed at the last meeting, every existing HSC (i.e. HSC was constructed on or before 1 July 2008) should be equipped with an ECDIS not later than the first annual survey after 1 January 2011. MD surveyors would carry out inspections for such equipment in due course. Members were urged to take appropriate actions to comply with this requirement. **Mr. F. K. MOK** of MD updated the members with the information that the new model of a simplified ECDIS was demonstrated to a HSC operator and MD. Its performance was found acceptable. Exemption for some requirements was given to the aforementioned simplified ECDIS as those were considered not practicable for HSC trading between HK and Macao. The details of the exemption items were given in the post-meeting note in paragraph 18 of the last meeting notes.

7. **Capt. YIP Kwok-lee** from Shun Tak-China Travel Ship Management Ltd. said that they had sourced some other models of ECDIS from Hong Kong suppliers and which complied with the IMO requirement and were more suitable to be installed in the small vessels like HSC. They planned to conduct a demonstration by the end of May 2010. MD agreed to send a representative to attend the demonstration.

(Post-meeting note: The demonstration of an ECDIS which was type-approved by a classification society were conducted in May and June 2010. The results were found satisfactory.)

8. **Capt. YIP Kwok-lee** asked about the relaxation of the requirement of placing a hardcopy of marine charts on board. He said that with the help of ECDIS, the crew members might not need to take reference from the chart and a booklet one would suffice. The Chairman agreed to further consider this proposal. MD

(Post-meeting note: HKMD would accept: -

- *For HSCs installed with valid ECDIS, either the large size chart sheets or the booklet could be accepted as a back-up arrangement;*
- *For HSCs not installed with valid ECDIS, only the large size chart sheets were accepted for navigation use;*
- *The chart sheets and the booklet should be updated timely)*

Agenda Item 5: Report on the outcome of the discussion held in the meeting on marine safety measures for the HK-Zhuhai-Macau Bridge

9. **Mr. F. K. MOK** of MD briefed the members about the latest development of the HK-Zhuhai-Macau Bridge (HZMB). On 29 January 2010, Guangdong MSA (GDMSA) organized a seminar, namely “Hong Kong-Zhuhai-Macau Bridge Maritime Safety”. GDMSA suggested to establish a steering committee to deal with the problems related to the maritime safety matters during the construction period of the bridge. **Mr. F. K. MOK** showed members the revised routes between Shekou and Macau proposed by GDMSA on Annex C and informed the members that when the details of the bridge were known, the existing northern routes for HSC trading between HK and Macao would also be required to be amended. HSC operators should submit their amendment proposals by then.

10. **Mr. CHEN Rong-lin** from Chu Kong Passenger Transport Co. Ltd. expressed the safety concern about the location of the work barge and suggested not to berth at the reclamation area. **The Chairman** agreed to pass his comment to the related division in MD to follow up.

(Post-meeting note: The comment given by Mr. CHEN had been passed to the Vessel Traffic Centre(VTC).)

11. Capt. YIP Kwok-lee enquired the exact positions (details to longitude and latitude) for the bridge piers and artificial islands. MD responded that the information would be released to the industry once available.

Agenda Item 6: Revision of River Trade (Deck Officers) Certificate Examination Syllabuses and Structure (HSCCC Paper No.: 1/2010)

12. **Mr. K. F. CHICK** briefed members about the revision of the river trade (deck officer) certificate examination syllabus and the streamlining of the examination system in HSCCC Paper No.:1/2010. He explained that the syllabus had not been reviewed for 12 years. In view of the new nature of the route and the advancement in navigation equipment and the sophisticated vessel traffic control systems employed within the PRD, the knowledge currently required for safe operation of these vessels should not be the

same anymore. It might be the opportune time to revise the syllabus to cope the needs of today. The revision focused on the unification of different examination requirements for River Trade Class 2 CoC holders to take their River Trade Class 1 CoC examination.

13. **Capt. YU Chi-ming** objected to the reclassification of the Hong Kong and Macau route from ‘International short voyage’ to ‘domestic voyage’ in the Paper. Furthermore, he expressed his concern that the revised examination might not be up to the required standard.

14. **Mr. CHICK** explained the current status of the Hong Kong and Macau route and suggested that the route might be better represented as a “non-international voyage”. Capt. YU agreed to the proposed amendment. Regarding the standard of the examination, **Mr. CHICK** explained that the length and depth of the Class 1 oral examination would be adjusted accordingly depending on how these candidates had obtained their Class 2 CoC to ensure that all candidates passing the examination had the required knowledge as specified in the syllabus.

15. **Capt. YEUNG Wai-tin** noted that the current CoC was for river trade vessels. He asked whether a Certificate of Competence (CoC) for high speed craft would be introduced in the future. **Mr. CHICK** explained that the current CoC was for the operation of river trade vessels. Unless the law were revised, there could be no separate CoC for high speed craft.

16. **Capt. Ben WONG** expressed his concern on whether the oral examination alone would be able to assess the competencies of the candidate to the Class 1 standard.

17. **Mr. CHICK** explained that all candidates taking part in the Class 1 CoC examination had either took the Class 2 written examination or had served in the river trade or ocean going vessels for a considerable period of time. An oral examination would suffice to assess that their knowledge was up to standard.

18. **Capt. YIP Kwok-lee** supported the revision and suggested to maintain the management of crew in 21(h) and the addition of search and rescue in Paper 4 of the Class 2 written examination.

19. While **Mr. CHICK** agreed to the proposal to retain the management of crew in 21(h), he explained that the requirement for search and rescue had already been covered by examination on international requirements of search and rescue in 21(c).

20. **Members** agreed in principle to examine all River Trade Class 2 CoC holders

by oral examinations for their River Trade Class 1 CoC as suggested in the HSCCC Paper. As members appeared to have some views on the syllabus, **the Chairman** invited members to give their comments on the syllabus after the meeting. MD would consolidate these comments and sought the agreement of members on or before the next Committee meeting.

Agenda Item 7: Report on accidents involving HK registered HSC

21. **Mr. CHICK** briefed members on the various types of accidents involving Hong Kong registered HSCs between 1 January 2008 and 31 December 2009 (**Annex D2**). The total number of accidents went up by 8% in 2009 compared to 2008, in which most of them were associated with deck staff. The majority of seafarers involved in these accidents were in the age group of 21 years old to 30 years old. The operators were reminded to strengthen the training and supervision of seafarers on new recruits.

22. **Mr. W. H. HO** tabled another report on accidents involving HK registered HSC (**Annex D1**) and **the meeting** noted that the numbers of accidents for Hong Kong registered HSC in Hong Kong waters increased to 36 in 2009, compared to 25 in 2008. The Chairman supplemented that most of them were minor collision.

23. **Mr. W. H. HO** stated that amid the bad and foggy weather in the first few months in 2010, MD only received 3 accident reports by the end of March 2010. He appreciated the good safety standard kept by all HSC operators and reminded the members to keep up the standard. The Chairman also showed his appreciation to the great efforts given by the operators to reduce marine incidents in the last foggy weather season. He urged all operators to continue to remind their seafarers of the importance of navigational safety and to strictly follow the requirements in ColReg.

24. To follow up from the comment raised in the last meeting, **Mr. M. Y. CHAN** of MD briefed the members about the amendments of the forms of report of accident from 4 sections in MD. He put forward two proposals: 1) to compile all forms into one, which would be about 10-page and 2) all forms remain unchanged but guidance instructions would be added for clear indication for the purposes of each reporting form. In addition, MD suggested to centralize the collection point to one for easy submission of such reports by the industry. He would inform the industry once the agreement among the concerned sections in MD was reached.

MD

Agenda Item 8: Any Other Business

25. **The Chairman** told the members that a letter was received from **HKSU** in April and HKSU raised four concerns, which were 1) the location of the light buoy of the

turning circle of North Gui-shan; 2) the extension of fairway area of North Green Island; 3) the identification of Entrada de Porto Exterior buoy during unfavourable weather and; 4) typhoon mooring buoys within the waters of Hong Kong.

26. In response to the first concern of HKSU, **the Chairman** advised members that the Gui-shan light vessel had been promulgated by the IMO Ship Routeing after approval, therefore any proposed changes made to the said light vessel were required to be at first approved by China MSA and subsequently submitted to the IMO for consideration. It was a long procedure to proceed. So far no information on the development of this issue was received.

27. In response to the second concern of HKSU, **Mr. F. K. MOK** replied that VTC of MD had conducted a feasibility study on the Green Island anchorage in 2009, and had organised a High Speed Passenger Craft Safety Seminar was scheduled on 25 May 2010 at Hong Kong Cultural Centre, which was a platform to discuss the issue. The invitation letters were sent to the HSC operators by VTC.

28. In response to the third concern of HKSU, the **representatives from Macao Maritime Administration** said that it might not be technically feasible to install RACON on the Entrada de Porto Exterior buoy because this device consumed large amount of energy. Furthermore the buoy should be able to be identified by ECDIS. However, other members questioned that for the time being, only about 20 new HSC were equipped with ECDIS and others not. Macao Maritime Administration suggested masters, in particular for those whose HSC were not yet fitted with ECDIS, should contact Macao VTC for navigational guidance whenever needed.

29. **Mr. F. K. MOK** asked for comments from members for the change of position of the Taipa Entrance buoy, which was shown on the **Annex C**. The Chairman commented that the passageway between the aforementioned buoy and the northern boundary of the LNG anchorage area was too narrow for HSC to safely sail through. As suggested, Macao Maritime Administration agreed to consider to take appropriate measures to widen such passageway for the navigational safety of HSC. **Mr. F. K. Mok** further said that the changes mentioned above should also be included in the amendments to the relevant HSC routes in PTOs.

(Post-meeting notes: Macao Maritime Administration informed on 4 June 2010 that the northern boundary of the LNG anchorage area was moved 0.3 Nm southward in order to widen the passageway in question. Such changes were made to the relevant HSC routes in PTOs accordingly)

30. In response to the fourth concern of HKSU, **Mr. F. K. MOK** told the members that as advised by Private Mooring Unit (PMU) of MD, typhoon mooring buoys would be allocated for local licensed vessels. Since HSCs plying between Hong Kong and

Macau were not local licensed vessels, owners of the HSCs should make their own arrangements for typhoon mooring. Companies could submit applications for the buoys direct to PMU or through him and he would forward it to the PMU for their further action.

31. Regarding the provision of infant life jackets on board HSC, **Mr. F. K. MOK** drew the attention of members that it was not a mandatory requirement for HSC and a circular had been forwarded to the operators concerned accordingly.

32. **The Chairman** reminded members to complete the questionnaire prepared by Guangdong MSA concerning the fairway in Zhujiang waters and returned to MD on or before 20 May 2010. The returns would then be forwarded to Guangdong MSA for their consideration.

33. **Mr. Y. K. LAI** of MD told the meeting that the ISM code had been amended and the latest amendment would enter into effective on 1 July 2010, yet which did not have significant impact to the HSC operators. He added that the SMC form would be changed accordingly and MD would follow up on this

MD

Date of next meeting

34. There being no other business, the meeting adjourned at 5:20p.m. Date of the next meeting will be announced in due course.

Secretariat

Shipping Division

Marine Department

July 2010