

(FINALIZED)

**NOTES OF THE 15th MEETING OF THE
HIGH SPEED CRAFT CONSULTATIVE COMMITTEE (HSCCC)**

DATE : 1 June 2012 (Friday)
TIME : 2:30 p.m. – 3:50 p.m.
VENUE : Conference Room A, 24/F Marine Department Headquarters

PRESENT

Mr. P. C. SO (Chairman)	Assistant Director of Marine/Shipping
Mr. NG Kin-man	Shun Tak – China Travel Ship Management Ltd.
Capt. CHAK Kwok-leung	Shun Tak – China Travel Macau Ferries Ltd.
Capt. Ben WONG	-ditto-
Mr. LEE Po-man Alfred	New World First Ferry Services Ltd
Mr. LUO Tai-ming	Chu Kong Passenger Transport Co. Ltd.
Mr. JIN Dong	Cotai Chu Kong Shipping Management Service Co. Ltd
Mr. CHOW Tak-chow	-ditto
Mr. IP Chi-sing	Expert Fortune Ltd
Mr. Chris WONG	Discovery Bay Transportation Services Limited
Mr. LI Kin-wah	HK North West Shipping Management Ltd
Mr. Dennis HEUNG	-ditto
Capt. YEUNG Wai-tin	Wintex Shipping Limited
Capt. YU Chi-ming	Merchant Navy Officers' Guild – Hong Kong
Mr. LAM Siu-wai	Hong Kong Seamen's Union
Mr. M. Y. CHAN	General Manager/Ship Safety
Mr. Y. K. LAI	General Manager/Shipping Registry & Seafarers (Ag.)
Mr. P. K. YEUNG	Senior Surveyor / Port State Control
Mr. W. H. HO	Senior Surveyor/ Marine Accident Investigation
Mr. Y. C. SHIU	Surveyor / Passenger Ships Safety
Mr. F. P. LEUNG	Surveyor / International Safety Management
Miss Venus CHANG (Secretary)	Executive Officer/Shipping and Multi-lateral Policy Divisions (1)

IN ATTENDANCE

Mr. HUANG Guo-tan	Maritime Administration of the Macau SAR
Mr. IP Va-hung	Maritime Administration of the Macau SAR

ABSENT WITH APOLOGIES

Mr. Charles WU	Ferry & Para-transit Division, Transport Department
Mr. Edward CHENG	Transport & Housing Bureau
Capt. HUNG Yuet-ming	China Merchants Shipping & Enterprise Co. Ltd.
Mr. S. F. WONG	General Manager/Shipping Registry & Seafarers

Opening remarks

The Chairman welcomed all to the meeting.

Agenda Item 1: Confirmation of Notes of the 14th HSCCC Meeting held on 4.5.2011

2. With no further comment received, the notes of meeting was confirmed without amendment.

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. This item would be deleted and a positive reporting system was adopted among members.

Agenda Item 3: Requirement of ECDIS for the existing HK registered HSC

4. **Mr. Y. C. SHIU of MD** reported that all HK registered HSC in service had been installed with ECDIS and were all in effect. Concerning the certificate issues of ECDIS operators, **Mr. Y. C. SHIU** said that the certificate requirement was not yet in force and IMO model course training might be available soon in Hong Kong.

5. **Mr. NG Kin-man of Shun Tak China Travel Ship Management Ltd** expressed that his company relied on the training offered by the ECDIS manufacturers to ensure their officers were knowledgeable to operate ECDIS at the moment. He also said that it was important to ensure the qualification of the ECDIS operators was tally with the STCW and legislated requirement.

6. **Mr. Y. K. LAI of MD** provided the meeting with more information about the qualifications of operating ECDIS. It was noted that 2 types of training were necessary for officer who operated ECDIS, namely the generic/model course as to meet the STCW requirement, which was also the pre-requisite for the issue of Certificate of Competence (CoC) under the STCW 2010 Amendments; and the type specific training, offered by the ECDIS manufacturer and the latter requirement was listed in the ISM Code. There was no sequence for taking the generic and the type specific trainings. **Members** also learned that MD had been approaching MSTI for the relevant ECDIS training. The training would be available for seafarers after being approved by MD. He noted that there were some ECDIS courses organized in

Mainland, MD accepted the ECDIS courses which were approved by the Maritime Safety Administration of Mainland China (MSA).

7. **Mr. Y. K. LAI** told the meeting that there was a transition period from the present to 31.12.2016 for seafarers on HK registered ships to fulfil the necessary requirement. As stated in the Manila Convention, it will be into full enforcement in 2017.

8. In response to some member' concern about the PSC inspection for the ECDIS requirement when the vessels plied to Macau or Pearl River Delta, the **Chairman** commented that there was an established effective communication mechanism among Guangdong MSA, Shenzhen MSA, Macau Maritime Administration and Marine Department of Hong Kong. The ECDIS issue would be resolved.

9. The **Chairman** asked subject officer to work closely with MSTI to ensure a timely delivery of the ECDIS training courses to Hong Kong seafarers. Regarding the training venue, representative from Maritime Administration of Macau SAR said that the training could be taken place at Macau, if necessary.

10. Taking the opportunity, some members reflected that there was no update available for the area of diversion between Hong Kong and Macau waters and masters or operators were needed to refer to the paper charts when sailing at those areas. **Chairman** noted with the views and the message would be relayed to China MSA. Yet the **Members** were told that the update of the e-chart was not the responsibilities of MSA and there were some suppliers in the market offering the update of e-charts to ship operators.

Agenda Item 4: Proposed Examination for Cargo Endorsement (HSCCC Paper No. 1/2012)

11. **Mr. Y. K. LAI of MD** briefed the members about the HSCCC paper. At present, the River Trade CoC holders were prohibited from working on cargo vessels since the river trade certificate did not have the endorsement on cargo handling and stowage. This cargo endorsement was an optional examination paper for river trade CoC holders. There would be two categories for this endorsement, namely the operational level for Class 3 holder and the management level for Class 1 & 2 holders. The newly issued CoC would include the endorsement of the cargo handling if the seafarer included the optional paper in his certification examination.

12. Regarding some questions about the issuance of the certificate, **Mr. Y. K.**

LAI said that once the existing river trade CoC holder passed the examination for the cargo handling, they would be issued with a new CoC with an endorsement on it and no limitation for them to work on passenger ships or cargo ships.

13. **Mr. NG Kin-man** asked if the Class 1 or Class 2 River Trade CoC holder was required to obtain the operational cargo handling qualification as a pre-requisite for sitting for the exam of management level. **Mr. Y. K. LAI** replied that the Class 1 and 2 River Trade CoC holders should apply for the management level directly and no pre-requisite for operational level.

14. Different views were raised in the meeting. **Mr. LAM Siu-wai of Hong Kong Seamen's Union** suggested to grant exemption for CoC holders who had ocean-going cargo handling experience. **Mr. NG Kin-man** recommended to add an oral exam to ensure those candidates who did not hold cargo endorsement on their CoC or did not have ocean-going cargo handling experience were capable to handle cargo.

15. **Mr. Y. K. LAI** said that the existing determination was expected to be amended in the following 2 or 3 years. It seemed not a feasible option to make this endorsement valid through the way of training as there was inadequate resource available at present to offer a comprehensive training course. **Mr. NG Kin-man** pointed out that as syllabus for operational level was different from that for management level and therefore it should be included in the management level examination syllabus. He also echoed the view that cargo handling would be an optional endorsement for river trade CoC holder rather than to include the cargo handling syllabus in the river trade certification examination in general.

16. To sum up, the **Chairman** concluded that this paper was for consultation only and MD welcomed all comments and views from the industry for finalizing this proposal.

Agenda Item 5: Report on accidents of the HK registered HSC

17. **Appendix C** was tabled to the meeting which illustrated the numbers of accidents of Hong Kong registered High Speed Passenger Ferry and Local Fast Passenger Ferrt from 2009 to 2011 and as of March 2012. **Mr. W. H. HO of MD** presented the Table A, which was about the accident statistics for Hong Kong Registered HSCs within Hong Kong waters. He said that the total number of accidents in 2011 was higher in 2010, the majority of those cases was minor accident such as contacts. There were 2 serious accidents which involved 2 HSCs collision with a ferry and a launch, respectively.

18. Referring to the Table B about the statistics for Hong Kong Registered

HSCs outside Hong Kong waters, the total number of cases in 2011 was slightly lowered than that in 2010. There was one serious accident which involved a HSC collision with a fishing vessel. The overall number of accident cases involving Hong Kong registered HSCs in 2011 was 52, 4 cases more than that in 2010. As of March 2012, the total number of accident cases involving Hong Kong registered HSCs was 8 and that did not show an upward trend.

19. **Mr. W. H. HO** spoke further on the Table C of accidents statistics for local fast passenger ferry. There were 2 cases in 2011 with one of the cases resulted in 76 injuries.

20. Concerning the accident reporting system, **Mr. JIN Dong of Cotai Chu Kong Shipping Management Services Co. Ltd** asked if it was necessary to report to MD for a near-miss case. He was replied by **Mr. W. H. HO** that shipping companies were highly encouraged, though not compulsory, to report to MD when it occurred.

21. **Mr. Y. K. LAI** reported the **Appendix B** about the occupational accidents. He shared a good news that the number of cases in 2011 was 39, a 36.1% decrease compared to 2010. All were minor cases.

22. The **Chairman** thanked for the effort paid by the industry players for maintaining the satisfactory safety standard of Hong Kong registered HSC.

Agenda Item 8: Any Other Business

23. **Mr. NG Kin-man** inquired about the availability of nautical data of the construction of Hong Kong-Zhuhai-Macau Bridge as they would like to advise the masters for navigation safety near the construction area. The **Chairman** shared the information that there was still no information available to release for the bridge construction and assured that shipping companies would get known to the information immediately once it was available.

24. **Mr. NG Kin-man** asked about the application of STCW 2010 Amendment to the river trade vessels as well as the fee for certificates which would be of shortened validity. **Mr. Y. K. LAI** responded that MD would further discuss with the concerned administrations and hopefully the revised determination would be published in 2 - 3 years' time. The **Meeting** noted that the fee was determined according to the law of Hong Kong.

25. **Mr. LI Kin-wah of Hong Kong North West Shipping Management Ltd** opined that the light of mooring buoy, believed to be private, near Sai Wan was very weak and might affect the navigation safety. It was noted by the meeting and necessary follow up action would be taken by the subject Division of MD.

MD

26. **Capt. YU Chi-ming** looked for a clarification of the validity of the medical certificate. As advised by **Mr. F. P. LEUNG of MD**, the medical certificate for seafarers was valid for 2 years. **MD** would check and advise the members for the details.

MD

[Post meeting note: STCW reg. 1/9 para. 5 states that the medical certificates shall remain valid for a maximum period of two years unless the seafarer is under the age of 18, in which case the maximum period of validity shall be one year. Similar wordings are also found in section 8 of the Merchant Shipping (Seafarers)(Medical Examination) Regulation (Cap. 478O)]

27. **Capt. YU Chi-ming** proposed to revised the existing Type-rating Certification revalidation. He recommended that the revalidation for the first 2.5-year could be done by sea service and the exam should be conducted at the 5-year revalidation. The proposal was noted by the meeting. It was also understood that a thorough study and consultation with all parties concerned, including the PRC authorities should be required for the proposal.

[Post-meeting notes: Section 18.3.5 of the 2000 HSC Code stated that type rating certificate shall be re-validated every two years. According to the Determinations of MD, those who wish to revalidate their certificates must pass the revalidation examination specified in the Determinations or satisfy the Director of Marine via an approved revalidation training or simulator assessment provided by MD as to their continued proficiency in operating the type and model of DSC or HSC to which the TRC refers. At the request of the DSC or HSC operator, and with adequate sea service which satisfy the Director of Marine, the period between revalidation examinations may be extended from 2 years to 4 years. The proposal from Capt. YU was found deviated from the clause of the Determination.]

28. **Capt. YU Chi-ming** showed the concern about some seafarers holding River Trade CoC but failed to renew the certificate due to insufficient sea time experience. **Mr. Y. K LAI** said that according to the determination, the seafarers should fulfil certain criteria for renewing the certificate.

29. In response to the questions about the transition and guidelines from STCW 95 to STCW 2010, **members** noted that MD was working on the transition plan and contacting with MSTI for offering courses for seafarers to be qualified under the STCW 2010 Amendments.

30. **The Meeting** was told that the masters of HSC could approach the VTC when they saw some fishing vessels near the fairway for better navigation safety.

31. **Mr. Guotan HUANG of Maritime Administration of Macau SAR** shared some statistics on accidents with the members. There were 12 accidents involving HSC out of the total 32 accidents in 2010 and 9 HSC accidents out of total 28 accidents in 2011. He said that most of the accidents happened during the berthing. He therefore took this opportunity to remind all ship operators to pay extra caution during berthing.

Date of next meeting

32. The meeting adjourned at 3:50p.m. As agreed by the members, this meeting would be held twice a year. Date of the next meeting would be announced in due course.

Secretariat
Shipping Division
Marine Department
August 2012