

(Final)

**NOTES OF THE 17th MEETING OF THE
HIGH SPEED CRAFT CONSULTATIVE COMMITTEE (HSCCC)**

DATE : 17 December 2013 (Tuesday)
TIME : 10:30 a.m. – 12:40 p.m.
VENUE : Conference Room A, 24/F Marine Department Headquarters

PRESENT

Mr. S. F. WONG	Assistant Director / Shipping (Acting)
Capt. Ben WONG	Shun Tak-China Travel Macau Ferries Ltd
Mr. LEE Po-man Alfred	New World First Ferry Services Ltd
Mr. LUO Tai-ming	Chu Kong Passenger Transport Co. Ltd.
Capt. ZHANG Shi	“
Mr. JIN Dong	Chu Kong High Speed Ferry Co. Ltd
Mr. WEN Chi-kwang	“
Mr. Chris WONG	Discovery Bay Transportation Services Limited
Mr. IP Chi-sing	Expert Fortune Ltd
Capt. YU Chi-ming	Merchant Navy Officers’ Guild – Hong Kong
Capt. CHEUNG Sai-teng	Hong Kong Seamen’s Union
Mr. Desmond WONG	Transport & Housing Bureau
Mr. CHAN Ming-yau	General Manager / Ship Safety
Mr. LIU Chiu-fai	Senior Surveyor / Passenger Ships Safety
Mr. KWAN Kan-fat	Senior Surveyor / Seafarers’ Certification
Mr. HO Wing-hong	Senior Surveyor / Marine Accident Investigation
Mr. WAN Siu-hong	Senior Surveyor / International Safety Management
Mr. WONG Wing-hung	Senior Marine Officer / Vessel Traffic Centre
Mr. SHIU Yu-chuen	Surveyor / Passenger Ships Safety
Mr. KUANG Zhi-jian	Surveyor / Marine Accident Investigation (2)
Ms Venus CHANG (Secretary)	Executive Officer / Shipping and Multi-lateral Policy Divisions (1)

IN ATTENDANCE

Mr. CHAN Wa-kin	Maritime Administration of the Macau SAR
Mr. HUANG Guo-tan	“
Mr. TONG Vun-ieong	“

ABSENT WITH APOLOGIES

Mr. NG Kin-man	Shun Tak – China Travel Ship Management Ltd.
Capt. YIP Kwok-lee	Shun Tak – China Travel Macau Ferries Ltd.
Capt. HUNG Yuet-ming	China Merchants Shipping & Enterprise Co. Ltd.

Opening remarks

Action

The **Chairman** welcomed the representatives from Macao Maritime Administration and representatives from the industry to the meeting.

Agenda Item 1: Confirmation of Notes of the 16th HSCCC Meeting held on 11.12.2012

2. Without further comment, the notes of meeting were confirmed.
3. The **Chairman** brought up 2 issues which were mentioned in the last meeting. First one was appended in para. 12 about the personal survival training (PST) course for cabin attendant (CA). **Meeting** noted that the 2.5 day PST was an essential training for the HSC plying Hong Kong and Macau, as those HSC normally was equipped with life raft only. On the other hand, the CA on board HSC should be properly trained for evacuating passengers orderly during emergency. Thus there was a need to maintain the PST for 2.5 days.
4. Another matter arose in para. 14 of the last notes of meeting was about the medicine on board HSC. MD was in discussion with Department of Health for the medicine on board and a relevant paper would be issued for further detail. **Members** noted the points with no further comments.

Agenda Item 2: HSCCC Paper No. 2/2013: Establishment of Principal Fairways in the Waters North of Lantau Island

5. **Mr. W. H. WONG of MD** briefed the members about details of this paper, which had been circulated among members in October with no adverse comment received.
6. In response to the views offered by **Mr. JIN Dong of Chu Kong High Speed Ferry Co. Ltd** about high volume of traffic in Urmston Fairway as well as the impact brought by the Third Runway of the Hong Kong International Airport, Planning and Development Section of MD had taken this into their consideration and a marine traffic assessment would be carried out, especially to the northern part of the Urmston Fairway.

7. **Capt. LUO Tai-ming of Chu Kong Passenger Transport Co. Ltd** noted that it did not violate the law if a craft passed through the fairway at a 90 degree angle. However, he had concern about the traffic condition when vessels were required to do so. **Mr. W. H. WONG** supplemented that it was lawful to pass through the fairway as long as the legitimate requirements and regulations were observed.

8. **Meeting** was told that a Marine Traffic Impact Assessment would normally be required for large scale marine works, such as Hong Kong-Zhuhai-Macau Bridge and the same for the Third Runway project. In addition, the establishment of the principal fairways in the waters north of Lantau Island was different from the establishment of traffic separation scheme. It was not necessary to inform the International Maritime Organization (IMO), but needed to revise the local legislation after consultation completed. Mainland stakeholders would also be informed of this proposed establishment in the near future.

Agenda Item 3: HSCCC Paper No. 1/2013 Proposed Arrangement for River Trade Seafarers

9. This paper had been circulated to members in October and been endorsed without further comment. **Mr. K. F. KWAN** briefed the content of the paper to the meeting.

10. **Mr. M. Y. CHAN of MD** pointed out that general public acceptance was important to the proposal taking into consideration the difference between the Mainland China and Hong Kong on the revalidation of Certificate of Competence (CoC) on RT. **MD** supplemented that the existing International Safety Management (ISM) System of High Speed Craft operators, which were the major employers of holders of RT CoC, had sufficient assessment on the fitness of the holders. In addition, a meeting with China Maritime Safety Administration on this subject had been held and which would be continued to ascertain a mutual understanding on this issue between the two maritime regimes.

11. **Capt. YU Chi-ming of Merchant Navy Officers' Guild – Hong Kong** commented on the effectiveness of maintaining the refresher course and the importance of revalidation. He noted that the Basic Safety Refresher training waiver may not in full compliance with the STCW 2010 amendments. Although the type-rating examination was conducted on a regular basis, it was not comparable with the knowledge covered in the CoC's refresher course, which offered a chance for the holder to practice their know-how once more. There was a need to conduct the refresher course on RT CoC.

12. The comment from Capt. YU was noted by the meeting and the **Chairman** said that MD would circulate this paper for another 2 weeks. It was noted that the contents of the refresher course, such as first aid and fire fighting, were already under the management of the ISM system of the operators; safety seminars were organized at intervals to brush up the knowledge of the crew on board HSC. The competences of seafarers working on board HSC had been continuously verified by various means and the existing control mechanism for River Trade CoC revalidation at not more than every 5 years was adequate. Therefore it was not necessary to apply the requirement of sea-going vessels on river-trade's. Trade unions were also encouraged to arrange safety seminars for their members.

[Post-meeting notes: The paper had been re-circulated and members' comments were invited by email on 18.12.2013, with closing date on 3.1.2014.]

Agenda Item 4: HSCCC Paper No.:3/2013: Proposed Amendments for Entry Requirements of River Trade Class 3 Marine Engineer Officer Certificate Examination

13. **Mr. K. F. KWAN** briefed members about the proposal outlined in the paper, which was circulated in early December with no adverse comment received. The **Chairman** said the proposal opened a channel for potential candidates who equipped with relevant experience ashore to apply for RT Class 3 Marine Engineer Officer. **Members** supported this idea as it helped solving the manpower shortage in engineering stream.

Agenda Item 5: Requirements of ECDIS for the existing HK registered HSC

14. It was noted that all HK registered HSCs had been installed with ECDIS. **Members** were informed of no mandatory training required for operating ECDIS. Some operators had been providing in-house ECDIS training to its staff and they were welcome to approach Maritime Service Training Institute (MSTI), which would provide the course in April 2014, the earliest. The course had been approved by MD in principle.

Agenda Item 6: Report of the accidents of the HK registered HSC

15. **Mr. W. H. HO of MD** presented Appendix 5 that showed the statistics of accidents of the HK registered HSC, and highlighted the points deserved members' attention. For Table A that showed accidents happened within Hong Kong waters,

there were 10 cases of contact in 2013, with one was an HSC returning from Macau which contacted with an unidentified object causing 88 injuries. For the accidents outside Hong Kong waters, as illustrated in Table B, there was an HSC contacted with a buoy near Macau ferry pier in 2012, with 27 persons injured. Regarding the accidents involving local fast passenger ferries (Table C), the majority was minor accident, except the fatal collision happened off Lamma Island in October 2012, that claimed 39 lives and hurt over 100 persons; and the collision happened in the Adamasta Channel in April 2013 hurt 40 passengers on board. **Mr. HO** brought up the point that the toll on death/injuries in 2012 and 2013 was increased yet not the number of accidents.

16. Apart from the serious collision in October 2012, the statistics concerning HSC in the last 2 years were maintaining at a similar level, while performance in 2012 was far better than the previous years. It was advised that the shipping companies should offer more training, in particular to sharpening their staff's safety awareness.

Agenda Item 7: Compliance with legislation requirements for the installation of ECDIS, VDR and SRS

17. **Mr. C. F. LIU of MD** told the meeting that HK registered HSC or HSC plying for ports where were not counted as international voyage, were required to follow the requirement in HSC Code in accordance with Cap369AW, namely Merchant Shipping (Safety) (High Speed Craft) Regulation. It had drawn the attention of this Administration recently that a minority of HSC had not met the requirement of ECDIS, VDR and SRS as stipulated in the HSC Code. Letters had been sent to the concerned shipping companies demanding them to observe the legitimate requirements.

18. **Chu Kong Passenger Transport Co. Ltd.** responded that the company had received the letter and reported the matters to the Guangzhou MSA and China MSA. Meanwhile, a meeting between MSA and MD in July went through this issue as well. Guangdong MSA had started studying the existing equipment on board HSC since July. It was noted that their HSCs were built and equipped in accordance with the "Survey Regulation for High Speed Passenger Craft plying between Pearl River Region and Hong Kong Special Administration Region (珠江水域至香港特別行政區高速客船檢驗規定)" (Pearl River Regulation) issued in 1999, then revised in 2008 and 2012 respectively. **Capt. ZHANG Shi of Chu Kong Passenger Transport Co. Ltd** affirmed that HSCs under his company, which plying between Hong Kong and Pearl River Delta as domestic voyage, had fully satisfied the requirement listed in the Pearl River Regulation, in other words the regulation approved by MSA. On the other hand, the physical constraints of the serving HSCs made the installation of VDR

not straightforward, thus it was expected this Administration would exercise certain flexibility on this issue.

19. To solve the difficulties and to fulfil the legitimate requirement, **Mr. C. F. LIU** mentioned that alternative solutions such as video and audio recording at panel and other operating system inside the bridge might meet the purpose. Such record would be of valuable reference value when needed.

20. The **Chairman** reinstated that all HSCs in HK waters were required to follow the same standard and legitimate requirements of the Hong Kong Law, yet MD respected the requirements issued of respective flag State and the operational difficulties of each shipping company. He mentioned that this issue had been brought up in the meeting with MSA in July and MSA noted that some HSCs plying between Hong Kong and Pearl River Delta had yet to install ECDIS, VDR and SRS. Although the hardware of HSC might be a hiccup for installing VDR, there was other solution available as just presented by Mr. C. F. LIU. MD might consider granting exemption but it did not mean such requirement was waived. Safety of passenger ship should not be compromised. Respective company was asked to provide an action plan to MD showing the schedule of installation of necessary equipment. The **Chairman** emphasized again that legitimate requirements had to be met with no other solution.

Agenda Item 8: Passenger Seat Belt

21. This topic was arisen from a recent accident on a HSC contacted with an unidentified object, causing 82 injuries. In the concerned HSC, all seats were equipped with seat belts, however the majority of passenger did not buckle up. Thus when the engine of the HSC stopped completely and suddenly, some passengers hit the back of the front seat one by one. This accident led to a discussion if all HSC should be installed with passenger seat belt, and should all passengers wear and buckle up the seat belt during the voyage.

22. It was noted that passenger seat belts were only equipped in the front row for catamaran type HSC. It deserved a discussion whether it was necessary to install passenger seat belt on all seats on board all types of HSC.

23. **Members** expressed their views towards this agenda item. It was noted that ship type in this recent accident was jetfoil, not the majority of the HSCs plying in Hong Kong waters. Catamaran type HSC would have different response during emergency stop and passengers would not be hitting the back of the front seat.

Therefore **Members** considered it was not necessary to install seat belt on all passenger seats in HSCs. The existing requirement on board HSC sufficed as long as the requirement of HSC Code was fulfilled. Other than that, there were some difficulties for CAs on board HSCs to make sure all passengers wear seat belt and buckle up.

24. Although the structure between jetfoil and catamaran was different, it should also consider other emergency situations, such as collision. Installation of seat belt was a measure to enhance the safety of passengers on board as well as their confidence of taking HSC.

25. **Mr. Alfred LEE of New World First Ferry Services Ltd.** commented on the feasibility of requiring passengers to wear seat belt by law, similar to the requirement for the passengers on the rear seat of taxi. And the insurance claim would also be an issue should this requirement become legal. However, some technical issue, such as the validity of this lawful obligation when the HSC was in the high seas had to be solved. **Capt. YU Chi-ming** said that it was important to ascertain the seat belt requirement was implemented duly, or consider if it was possible to ask the passenger to sign on an undertaking if he/she refused to wear seat belt.

26. Lastly, **Mr. HUANG Guotan of Macau Maritime Administration** mentioned that it was noted with a stable trend regarding the safety standard of HSCs plying Hong Kong and Macau. Nonetheless the number of injuries went up lately. He once again emphasized on the importance of buckling up the seat belt and the Administration would work closely with MD to maintain a good contact with the industry on this matter.

27. To sum up on this item, the **Chairman** asked Passenger Ship Safety Section to set up a working group on the passenger seat belt issue and communicate with the industry regularly. Despite such requirement was not appended in the HSC Code, it was important to have precaution action to minimize passenger injury when accident happened.

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Agenda Item 9: Any Other Business

28. Issue about the location of buoys near North Green Island Fairway was brought up by **Mr. WEN Chi-kwang of Chu Kong High Speed Ferry Co. Ltd.** Since this meeting was of no authority in buoying matters, the **Chairman** suggested the concerned party to write to the Secretary for the respective Section of MD to follow up.

29. **Members** were briefed about the underwater inspection works from 23 – 29.12.2013 near Lung Kwu Sheung Tan. The relevant letter from the contractor with charts would be sent to all members for reference.

[Post-meeting notes: The letters with the marine charts had been forwarded to members on 17.12.2013.]

Agenda Item 10: Date of next meeting

30. The meeting adjourned at 12:40p.m. Date of the next meeting would be announced in due course.

**Secretariat
Shipping Division
Marine Department
February 2014**