

**NOTES OF THE 19<sup>TH</sup> MEETING OF THE  
HIGH SPEED CRAFT CONSULTATIVE COMMITTEE (HSCCC)**

Date : 11 December 2015 (Friday)  
Time : 10:00 am to 12:30 pm  
Venue : Conference Room A, 24/F, Marine Department Headquarters

**Present**

Mr. CHENG Yeung-ming	Assistant Director / Shipping
Capt. YIP Kwok-lee	Shun Tak-China Travel Ship Management Ltd.
Capt. Ben WONG	Shun Tak-China Travel Macau Ferries Ltd.
Mr. CHOI Leung-pei	Hong Kong Seamen's Union
Capt. CHUNG Tung-tong	Merchant Navy Officers' Guild-Hong Kong
Capt. JIN Dong	Chu Kong High-Speed Ferry Co. Ltd.
Mr. ZENG Yu	“
Mr. YUEN Ying-siew, Edward	“
Mr. WAN Chi-kwong	“
Capt. CHEN Chao-cheng	Chu Kong Passenger Transport Co. Ltd.
Mr. CHEN Huan-you	“
Mr. LEE Po-man, Alfred	New World First Ferry Services Ltd.
Mr. Chris WONG	Discovery Bay Transportation Services Ltd.
Mr. IP Chi-sing	Expert Fortune Ltd.
Mr. WU Guang-ping	China Shipping (H.K.) Marine Co. Ltd.
Miss Jennifer LAM	Executive Officer / Shipping & Multi-lateral Policy Division (Secretary)

**In attendance**

Mr. CHAN Wa-kin	Marine and Water Bureau of the Macao SAR
Mr. Ricardo Agostinho GOMES	“
Mr. James LAM	Transport & Housing Bureau
Mr. TSO Chi-hung	General Manager / Ship Safety Branch
Dr. LI Yiu-kwong, Stephen	General Manager / Shipping Registry and Seafarers' Branch
Mr. LIU Chiu-fai, Barry	Senior Surveyor / Passenger Ships Safety

Mr. NG Ngai-wing, Jammy	Senior Surveyor / Seafarers' Certification
Mr. LUI Kam-leung, Stanley	Senior Surveyor / Technical Policy (2)
Mr. YUE Hung-fai	Surveyor of Ships / Marine Accident Investigation (3)

### **Opening Remarks**

The **Chairman** welcomed all to attend the meeting.

### **Agenda Item 1: Confirmation of Notes of the 18<sup>th</sup> HSCCC Meeting held on 15.12.2014**

2. Without further comments, the notes of meeting were confirmed.

### **Agenda Item 2: Installation of Safety Belt on Hong Kong Registered HSC**

3. **Mr. LIU Chiu-fai, Barry of MD** reported that the Working Group on Safety Belt on Hong Kong Registered High Speed Craft has convened two meetings respectively on 18 June 2014 and 13 February 2015. On the second meeting, Shun Tak-China Travel Ship Management Ltd. (STCTS) and Shun Tak-China Travel Macau Ferries Ltd. (STCTM) agreed to install safety belt on every seat on their HSC on voluntary basis.

4. As at the meeting date, the HSC of Chu Kong High-Speed Ferry Co. Ltd. were already fitted with safety belt on all seats. The installation of safety belt on 6 HSC STCTM and 13 HSC STCTS have been completed. The installation of safety belt on 2 HSC of STCTS would be completed by the end of 2015.

5. **The Chairman** told the meeting that the installation of safety belt was a voluntary measure and passengers on board would be encouraged to buckle up after installation was completed. Consultation should be arranged before introducing legislation on mandatory use of safety belts. Regarding the enforcement arrangement, MD would have to seek advice from THB and DoJ.

6. **Mr. LUI Kam-leung, Stanley of MD**, reported that MD was now working on the revision of HSC Code. To incorporate HSC Code into domestic legislations, amendments have to be made to Cap.369AW Merchant Shipping

(Safety) (High Speed Craft) Regulation. The amendment legislation was expected to be tabled to Legislative Council for deliberation next year. Regarding the mandatory use of safety belts on HSC, MD was still considering whether those provisions would be included in this round of amendment exercises. **The Chairman** said that MD shall make reference to the Civil Aviation Department for the drafting of safety belt provisions.

**Agenda Item 3: Arrangement for the Holder of a Certificate of Competency who has qualified for the Issuance of a River Trade Class of Certificate of Competency**

7. **The Chairman** briefed members that at present, MD would issue a river-trade Certificate of Competency (CoC) if the applicant held a valid ocean-going CoC. These river-trade CoCs would be invalidated subject to expiry of the original ocean-going CoC. In addition, while these holders were in lack of recent working experience on ocean-going experience, it was not possible for them to apply for revalidation of ocean-going CoC.

8. **Mr. NG Ngai-wing, Jammy of MD** pointed that for the issuance of river-trade CoC, the applicant might pursue different methods - (i) apply for converting its ocean-going CoC to river-trade CoC; (ii) directly apply for river-trade CoC or (iii) apply for converting river-trade CoC issued by other jurisdictions acceptable to Hong Kong to river-trade CoC issued by MD. Under Section 11(5) of Merchant Shipping (Seafarers) (Certification of Officers) Regulation Cap. 478J, where the holder of a CoC issued under this Regulation (other than a river trade class of CoC) has qualified for the issue of a river trade class of CoC, the Authority may endorse that first-mentioned certificate to that effect and, accordingly, this Regulation shall apply to that first-mentioned certificate as so endorsed, and the holder thereof, as if that first-mentioned certificate as so endorsed was also a certificate of the class to which the endorsement relates.

9. **Mr. NG Ngai-wing, Jammy of MD** elaborated that in case the applicant converted his/her ocean-going CoC to river-trade CoC, the validity period of the newly issued river-trade CoC would be identical to that of the ocean-going CoC. Apart from this, for the foreign ocean-going CoC, i.e. issued by jurisdictions other than Hong Kong, there might be age restrictions on the revalidation of such certificates. In case they have crossed the statutory age

limit, their ocean-going CoC would be invalidated. This arrangement was in contrary to that of Hong Kong, whereas Hong Kong did not impose any age barrier but the applicant would be required to submit medical proof on health condition for revalidation. Having regarded the loopholes in present certification paradigm, MD was considering devising administrative measures for bridging the conversion of ocean-going CoC to river-trade CoC and facilitating the subsequent revalidation of river-trade CoC.

10. **The Chairman** enquired whether revalidation would be allowed after five years, if a holder of ocean-going CoC had converted his/her certificate to river-trade CoC, but did not acquire any working experience on river-trade vessels thereafter. **Mr. NG Ngai-wing, Jammy of MD** replied that revalidation would only be processed with relevant seagoing experience.

11. **Capt. CHUNG Tung-tong of Merchant Navy Officers' Guild-Hong Kong** expressed that he was supportive to MD's proposal. He enquired if it would be possible to allow conversion of foreign ocean-going CoC to Hong Kong river-trade CoC. **Mr. NG Ngai-wing, Jammy of MD** replied that in case the foreign ocean-going CoC was issued by a country on the White List, MD might consider each application on a case-by-case basis with reference to the country's examination regime.

12. **Mr. CHOI Leung-pei of Hong Kong Seamen's Union** asked if there would be any grace period for CoC which would be soon expired. **Capt. YIP Kwok-lee of Shun Tak-China Travel Ship Management Ltd.** reflected that there were quite a number of deck and engine officers whose ocean-going CoC would be expired soon. They would need to use the new mechanism for revalidation of river-trade CoC. **Mr. NG Ngai-wing, Jammy of MD** responded that MD would expedite the process of introducing the new conversion mechanism.

13. **Mr. NG Ngai-wing, Jammy of MD** also noted that according to STCW 2010, the five-year revalidation of CoC required completion of additional training modules. The deadline of implementation would be 31 December 2016. In view that the skills required for river-trade vessels and ocean-going vessels were different, MD was considering separating the training courses required for the two types of CoCs.

14. **Capt. Ben WONG of Shun Tak-China Travel Macau Ferries Ltd.** pointed that HSCCC Paper. No. 1/2013 has spelt out the training arrangement with respect to the implementation of STCW Convention. According to The STCW (2010) Amendments A-VI/1, A-VI/2 and A-VI/3, seafarers are required to hold training certificates on emergency, occupational safety, and survival functions, at intervals of every five years, so as to provide evidence of having maintained the required standard of competence. In connection, the Maritime Services Training Institute (MSTI) has designated a refreshers' training course for seagoing seafarers. The training duration would be 5 days, while it would not be applicable on river-trade seafarers. He enquired if the principles stipulated in that discussion paper would be still applicable. **The Chairman** noted that HSCCC Paper. No. 1/2013 has already been endorsed in the HSCCC 17<sup>th</sup> Meeting held on 17.12.2013. The paper would be re-circulated to members for information.

(Post-meeting Note: In paragraph 9 of the notes of meeting of the HSCCC 17th Meeting (held on 17.12.2013), it was mentioned that "*This paper (i.e. HSCCC Paper No. 1/2013) had been circulated to members in October (referring to 2013) and been endorsed without further comment.*")

15. **Mr. NG Ngai-wing, Jammy of MD** supplemented that MD was considering devising a separate determination for ocean-going CoC and river-trade CoC. Candidates could then refer to the new determination for the examination syllabus. **Dr. LI Yiu-kwong, Stephen of MD** noted that the determination would not only cover the examination syllabus, but also the training requirement and revalidation arrangement of new certificates. **Mr. NG Ngai-wing, Jammy of MD** told the meeting that a type-rating assessment would be conducted every two years to review the candidate's understanding on different knowledge and skills pertaining to the implementation of STCW Convention. In case the candidate had already participated in the equivalent in-house training programme offered by his/her company, such training requirement may be exempted for application of a CoC.

16. **Capt. CHUNG Tung-tong of Merchant Navy Officers' Guild-Hong Kong** enquired about the validity period on revalidation of existing CoC. **Mr. NG Ngai-wing, Jammy** replied that at present, the CoC issued to candidates were based on 1995 version. According to present statutory requirements, these certificates could only be extended until 31 December 2016. Subsequent to the

issuance of new version of CoC, a full extension period of five years would be allowed for the new certificates. By that time, MD might grant permission to extend those 1995 version CoC with the remaining years, i.e. with an aggregated period of five years.

17. **Capt. Ben WONG of Shun Tak-China Travel Macau Ferries Ltd.** enquired if there would be any additional training requirements imposed on 1995 version CoC for extension beyond 31 December 2016. **Mr. NG Ngai-wing, Jammy of MD** replied that for 1995 version CoC, the validity period for revalidation would be five years subject to the issuance of new CoC. For renewal commencing in 2017, applicants should take up the corresponding refreshers' course. **Capt. Ben WONG of Shun Tak-China Travel Macau Ferries Ltd.** pointed that around 60 to 70 officers holding the 1995 version CoC did not possess the advanced fire-fighting qualification. This batch of officers was in fact holding CoCs issued by Mainland or Taiwan authorities. Their certificates were revalidated between 2007 and 2008, in which their sea-going experience and training qualifications were exempted at that time. For instance, their fire-fighting trainings were based on STCW 1978. He would like to know if these certificate holders could be exempted from attending the advanced fire-fighting training course during the revalidation in 2017 and beyond. **Mr. NG Ngai-wing, Jammy** replied that due to tightening of training requirement as laid down by STCW Convention 2010, these officers should have acquired the new training skills during revalidation.

#### **Agenda Item 4: Basic Training for Seafarers on board HSC**

18. **The Chairman** briefed members that while STCW 2010 has spelt out more tightened training requirements for seafarers. **Capt. YIP Kwok-lee of Shun Tak-China Travel Ship Management Ltd.** supported training enhancement as it could facilitate smooth operations in HSC and step up safety awareness amongst seafarers. In line with the new requirement, ship companies would strengthen their internal training and IMO would regularly provide updated training courses.

19. **Mr. NG Ngai-wing, Jammy of MD** noted that seafarers chartered by the STCW 1987 should have already attended refreshers' course to upgrade their training standard to STCW 1995. While STCW 2010 would be implemented in Hong Kong very soon, MD was going to conduct a gap

analysis to review the discrepancies between STCW 1995 and 2010. In general, the training modules consisted of three major parts – (a) social responsibility, (b) first-aid; (c) fire-fighting; and (d) lifesaving.

20. For (a), the additional knowledge could be fetched by internal training conducted by shipping companies. For (b), STCW 1995 standard would be equivalent to that of STCW 2010, thus the past qualification would still be considered as valid. For (c), while the advanced fire-fighting training required the seafarers to acquire skills of giving command during fire emergency, therefore MSTI would devise a corresponding training programme with assessment element to equip candidates with the necessary competencies. For (d), different requirements would be imposed for deck and engine officers. For deck officers, the survival craft qualification would be considered as equivalent to the lifeboat man qualification as issued by MD. For engine officers, internal courses on lifesaving could be considered as valid.

21. **Capt. CHUNG Tung-tong of Merchant Navy Officers' Guild-Hong Kong and Capt. YIP Kwok-lee of Shun Tak-China Travel Ship Management Ltd.** urged MD to expedite the progress of gap analysis as STCW 2010 was going to be in force w.e.f. 31 December 2016. Due to running short of time, they enquired if there would be any interim measures in case seafarers have difficulties in attaining the new training qualifications prior to implementation. **Mr. NG Ngai-wing, Jammy of MD** replied that candidates would be given one year's time to top up the training skills as required by STCW 2010.

#### **Item 5: Observations from EMSA of European Union's Audit Exercise on HKMD**

22. **The Chairman** remarked that EMSA has just conducted an audit on HKMD between 16 and 27 November 2015. It had spent two days each on HKMD, MSTI and Hong Kong Polytechnic University. **Mr. NG Ngai-wing, Jammy of MD** supplemented that the audit exercise would be conducted every five years. Having assessed the compliance of STCW in Hong Kong, EMSA has put up a few recommendations for HKMD to strengthen its regulatory framework.

23. **Mr. NG Ngai-wing, Jammy of MD** then highlighted the

recommendations of the audit exercise. Major discussions have been raised towards the latest development of domestic legislation on STCW Convention 2010, the certification issue governing by Cap. 478J Merchant Shipping (Seafarers) (Certification of Officers) Regulation, the training courses to be offered by MSTI to map the training needs of the newest STCW requirements etc. The exercise also hit on the way forward of governance on river-trade certificates. A clearer separation was expected to be in place to differentiate ocean-going and river-trade certificates, as the latter would adopt a more lenient approach on governance.

**Item 6: A.O.B.**

*(a) Casualty and Personal Accident Statistics on board HK HSC in the period from 1 November 2014 to 31 October 2015*

24. **Mr. YUE Hung-fai of MD** tabled **Appendix I** on the casualty and personal accident statistics on board HK HSC from 1 November 2014 to 31 October 2015. Two major accidents happened in October 2015, including the contact of HORTA (海皇星) with unknown submerged object causing 130 injuries and the fire on board of CACILHAS (幸運星). For the prior accident, many of the injured passengers did not wear safety belt during the contact. **Mr. TSO Chi-hung of MD** reiterated the importance of buckling up during the course of travelling.

25. **The Chairman** remarked that it was recently reported that the increase of litter on sea, especially near the area of Sok Ku Wan, has amplified the chance of marine accident. EPD has conducted analysis on the garbage floating from coast to sea. **Capt. YIP Kwok-lee of Shun Tak-China Travel Ship Management Ltd.** told the meeting that recently, more accidents were caused by floating or submerged objects at sea. Some objects were suspected to be industrial waste and fishing rafts. **Capt. CHUNG Tung-tong of Merchant Navy Officers' Guild-Hong Kong** also pointed that mass construction works at Pearl River Delta would cause more illegal dumping of industrial residues into the sea. **The Chairman** supplemented that in view of the potential hazards posed by floating objects on sea, the Hydrographic office would enhance geographical scanning at high risk areas.

26. **Mr. YUEN Ying-siew, Edward of Chu Kong High-Speed Ferry Co.**



**Ltd.** pointed that there was a sinking vessel at Qingzhou near the mouth of Pearl River Delta. At present, no mooring buoys lined up at the affected area to signal the navigation warning. The Automatic Identification System (AIS) sometimes could not display the position of the sinking vessel. Given that the Pearl River Delta was under the jurisdiction of Guangdong province, the incident has already been reported to Guangdong MSA via MD. **Members** urged to speed up the setting up of navigation warning at the affected area and they suggested MD to improve the communication channel with the Guangdong MSA.

27. **Mr. CHAN Wa-kin of Marine and Water Bureau of the Macao SAR** suggested increasing passengers' awareness on wearing safety belts. He supported the installation of safety belts on HSC operating in Mainland waters. **The Chairman** told the meeting that in order to facilitate discussions on topics relating to Mainland waters and regulatory regime, Guangdong MSA would be invited to join the next meeting.

*(b) Proposed Rearrangement of Principal Fairways and Anchorages in the Western Harbour (Reference: HSCCC Paper No. 6/2014)*

28. **Capt. JIN Dong of Chu Kong High-Speed Ferry Co. Ltd.** enquired about the latest development of the proposal of widening of the Northern Fairway, North Green Island Fairways and Southern Fairway. He noted that there would be higher risks for HSC operating in these areas as the route was too narrow. It could have increased the chance of marine accidents and HSC might be prosecuted if they have crossed the assigned boundaries. **The Chairman** replied that the Port Operations Committee (POC) has submitted tabled a paper for discussion (POC Paper No. 2/2015) in the meeting held on 14 May 2015. **Mr. James LAM of THB** supplemented THB was working on the issue and it was now under the process of legislation.

*(c) Manpower Shortage Problem*

29. **Mr. ZENG Yu of Chu Kong High-Speed Ferry Co. Ltd.** told the meeting that the industry was suffering from severe manpower shortage problem and aging of staff. **The Chairman** responded that MD has long introduced the Sea-going Training Incentive Scheme (STIS) to encourage youngsters to join the maritime industry. Moreover, the Careers Expo 2016 was

going to be held between 28 and 31 January 2016. This annual event was aimed to promote the industry and provide a platform for the youngsters to exchange views with MD and MSTI and keep abreast of the latest development and career path of the industry.

30. **Dr. LI Yiu-kwong, Stephen of MD** supplemented that Hong Kong Sea School was the nurturing ground for young marine professionals and their graduates would be good source of manpower supply in the future. **Capt. YIP Kwok-lee of Shun Tak-China Travel Ship Management Ltd.** expressed that the industry was particularly in lack of engineers.

31. **Mr. ZENG Yu of Chu Kong High-Speed Ferry Co. Ltd.** suggested MD to provide more training to enhance candidates' skills in attaining professional qualifications. **The Chairman** responded that MD was upholding the monitoring and regulatory role on examination matters, the Seamen's Union and MSTI would play a supportive role on devising training programmes in this regard. At the same time, MD was going to publish examination guidebooks for Class 3 examinations.

*(d) Career Path of River-trade Seafarers*

32. **Capt. Ben WONG of Shun Tak-China Travel Macau Ferries Ltd.** enquired whether the on-job experience of GP working on river-trade vessels would be counted as valid for applying Grade 3 Marine Engineer Officer Certificate. **Mr. NG Ngai-wing, Jammy of MD** explained that the ship company should equip the concerned seafarers with necessary top-up training and assessments. He mentioned that the determination has spelt out that the candidates should have completed combined workshop skills training and an approved sea service. During such sea service, the candidate must complete the on-board training requirements documented in an approved training record book.

33. **Members** told the meeting that many ship companies would be willing to provide the relevant training to those seafarers with a view to facilitate career advancement of the young people in the industry.

**Agenda Item 7: Date of Next Meeting**

34. The meeting adjourned at 12:20 pm. Date of the next meeting would be announced in due course.

**Secretariat**  
**Shipping Division**  
**Marine Department**  
**February 2016**