

**NOTES OF THE 20TH MEETING OF THE
HIGH SPEED CRAFT CONSULTATIVE COMMITTEE (HSCCC)**

Date : 15 December 2016 (Thursday)
Time : 2:30 pm
Venue : Conference Room A, 24/F, Marine Department Headquarters

Present

Mr. CHENG Yeung-ming	Assistant Director / Shipping
Capt. CHUNG Tung-tong	Merchant Navy Officers' Guild-Hong Kong
Capt. YIP Kwok-lee	Shun Tak-China Travel Ship Management Ltd.
Capt. Ben WONG	Shun Tak-China Travel Macau Ferries Ltd.
Capt. JIN Dong	Chu Kong High-Speed Ferry Co. Ltd.
Mr. WAN Chi-kwong	“
Mr. S. F. TUNG	“
Mr. YUEN Yung-siew, Edward	“
Mr. LEE Po-man, Alfred	New World First Ferry Services Ltd.
Miss Jennifer LAM	Executive Officer / Shipping & Multi-lateral Policy Division (Secretary)

In attendance

Mr ZHAO Guo-wen	Guangdong Maritime Safety Administration
Mr DU Guo-guang	Ministry of Transport of PRC
Mr MA Lei	“
Mr. LAO Wai-chun	Marine and Water Bureau of the Macao SAR
Mr. CHU Chan-wai	“
Mr. YAU Kwok-man, Seven	Senior Resident Engineer, Arup
Mr. TSANG Ming-kwong, Eddie	“
Mr. MO Long-ki, Leon	Resident Engineer, Arup
Mr. Andy WU	Senior Resident Engineer, AECOM
Mr. KWAN Wai-shun, Wilson	Associate Director, BMT Asia Pacific
Ms Molly KWAN	SE/10/HZMB, Highways Department
Mr. TSO Chi-hung	General Manager / Ship Safety Branch
Mr. CHOI Chi-chuen	General Manager / Shipping Registry and Seafarers' Branch

Mr. LI Tai-fai	Senior Marine Officer / Planning and Development (3)
Mr. FONG Chung-lap	Senior Surveyor / Passenger Ships Safety
Mr. NG Ngai-wing, Jammy	Senior Surveyor / Seafarers' Certification
Mr. KUANG Zhi-jian	Senior Surveyor / Marine Accident Investigation

Absent

Miss Winifred KAN	Transport & Housing Bureau
Mr. HUANG Zheng	Chu Kong Passenger Transport Co. Ltd.
Mr. LI Mu-yu	“
Mr. CHEN Chao-cheng	“

Opening Remarks

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

Agenda Item 1: Confirmation of Notes of the 19th HSCCC Meeting held on 11.12.2015

2. The **Meeting** noted two textual amendments in *paragraph 32*:-
 - “on-job experience of sailors” in *row 2* shall be changed as “on-job experience of GP”; and
 - “Class 3 Marine Engineer Officer Certificate” in *row 3* shall be changed as “Engine Operator Grade 3 Certificate”.
3. **Members** agreed with the proposed amendments. The **Chairman** endorsed the notes of last meeting.

Agenda Item 2: Legislative Amendment of Restricted Areas around Hong Kong International Airport under Hong Kong-Zhuhai-Macao Bridge (HZMB) Projects (HSCCC Paper No. 1/2016)

4. **Mr. LI Tai-fai from MD** tabled HSCCC Paper No. 1/2016 on the proposed amendments of Hong Kong International Airport (HKIA) Approach Area Nos. 2, 3, 5 and 7 as specified in Schedule 5 to the Shipping and Port Control Regulations (Cap. 313A). The Highways Department had performed consultation on the proposed amendments through this Committee in 2009 and this meeting would give members an update of the current status and the

anticipated enforcement date of the respective legislations.

5. **Mr. KWAN Wai-shun, Wilson from BMT Asia Pacific** reported that the HZMB Hong Kong Link Road, HZMB Hong Kong Boundary Crossing Facilities and Tuen Mun-Chak Lap Kok Link projects would affect the HKIA Approach Area Nos. 2, 3, 5 and 7. According to the layout plan, Area Nos. 2, 5 and 7 would be encroached to accommodate the future construction projects around HKIA. Moreover, the buoy around Area No. 3 would be relocated and the pathway would be amended to allow current vessels to access to and from the existing SkyPier and Fire Service Department's rescue berth. The minimum width of the pathway would be approximately 189 meters and it should be sufficient for daily operations of HSC. The proposed legislative amendment to Schedule 5 would come into operation before end of 2017 as the essential works for commissioning of HZMB local projects in Hong Kong were expected to be completed near that time.

6. **Capt. JIN Dong from Chu Kong High-Speed Ferry Co. Ltd.** enquired the latest progress on the construction of pedestrians overpass on the Hong Kong Boundary Crossing Facilities. **Capt. YIP Kwok-lee of Shun Tak-China Travel Ship Management Ltd.** enquired if the landing place of the third runway project would bring impact to HSC pathways. He envisaged that the width of the amended pathway would not be sufficient for HSC to pass through. **Mr. WAN Chi-kwong from Chu Kong High-Speed Ferry Co. Ltd.** pointed that the construction projects would take into account the feasibility of accommodating simultaneous movements of two vessels in the same channel.

7. **Mr. TSANG Ming-kwong, Eddie from Arup** responded that in 2009, the proposal had already taken into account size and heights of vessels operating near the restricted areas. **Mr. KWAN Wai-shun, Wilson from BMT Asia Pacific** responded that the construction of the artificial land under the third runway project would give considerations to the operations of HSC within the area. Yet, the building of pedestrians overpass was still under planning and this issue fell outside the scope of discussion in this meeting. **Mr. LI Tai-fai from MD** supplemented that the marine traffic risk assessment and consultation meeting on the proposed amendments of the HKIA Approach Areas were already completed in 2009. This meeting aimed to inform members that the legislative amendment to Schedule 5 would come into force before end of 2017. Should members have views on the future development on the third

runway project, they would be invited to relay their comments during the monthly meeting of the Marine Management Liaison Group.

8. **The Chairman** remarked that no particular comments were received, thus this agenda item was endorsed.

Agenda Item 3: Publicity Campaign on Fastening of Safety Belts on Hong Kong Registered HSC

9. **Mr. FONG Chung-lap from MD** thanked the three local HSC companies for cooperating in MD's recent publicity campaign on fastening of safety belts. All 46 local HSC in service had secured safety belts on all passenger seats and 1 vessel was still undergoing installation. On 13.12.2016, MD started to kick off promotions at three marine ferry terminals, so as to remind passengers on high-speed craft plying between Hong Kong and Macau should their safety belts fastened for marine safety purposes. Marine inspectors distributed promotional leaflets at the waiting lounges other promotional materials such as posters had been displayed prominently in the ferry terminals. Two more promotion sessions would be arranged on 20.12.2016 and 10.1.2017.

10. **The Chairman** supplemented that in the next few months, MD would approach three HSC companies for obtaining the statistics on the number of passengers who had buckled up after the launch of publicity campaign.

11. **Capt. JIN Dong from Chu Kong High-Speed Ferry Co. Ltd.** responded that their company had long been cooperating with MD's central initiative to install safety belts on HSC on voluntary basis. Before the commencement of the government's publicity campaign, they had arranged their own promotion through displaying posters and stickers, as well as making onboard announcements. These measures had enhanced passengers' safety awareness and the number of passengers wearing safety belts had increased significantly after launching their self-arranged publicity programmes.

12. **Capt. YIP Kwok-lee from Shun Tak-China Travel Ship Management Ltd.** advised that their company had just completed installation of safety belts. Similar to Chu Kong High-Speed Ferry Co. Ltd., they had promulgated the message of buckling up by means of roadshows, broadcasts and videos. At present, there were more than 50% passengers willing to wear

safety belts on HSC. The statistics were expected to be improved with respect to MD's promotion.

13. **The Chairman** thanked the support given by the stakeholders on the issue.

Agenda Item 4: Arrangement for the Holder of a Certificate of Competency who has qualified for the Issuance of a River Trade Class of Certificate of Competency

14. **Mr. NG Ngai-wing, Jammy from MD** referred to paragraph 7 to 17 of last meeting notes. In order to enable holders of sea-going CoC to operate river-trade vessels in Hong Kong, in accordance with existing practice, MD would issue endorsement to these CoCs under Cap. 478J of the Merchant Shipping (Seafarers) (Certification of Officers) Regulation on a case-by-case basis. Further to the audit exercise conducted by EMSA in November 2015, MD was being asked to look into the corresponding function and nature of services which were qualified for revalidation purposes. It was concluded that the river-trade sea service should no longer be qualified for the revalidation of a sea-going CoC. In other words, these CoC holders could not apply revalidation of their sea-going CoC/ river-trade CoC under current regime.

15. Acting on the requests of stakeholders, MD had explored the possibility of devising administrative measures for bridging the conversion of ocean-going CoC to river-trade CoC, so as to facilitate subsequent revalidations of river-trade CoC. The issue had been relayed to DoJ for legal advice and no adverse comment was received. MD would thus proceed on seeking senior management's approval. Also, the arrangement of issuing a river-trade CoC without examination to the holder of Hong Kong sea-going CoC would be incorporated into the determinations vice the next revision exercise, i.e. scheduled in Q2 of 2017.

16. **Capt. CHUNG Tung-tong from Merchant Navy Officers' Guild-Hong Kong** enquired if there would be any interim measures for those ocean-going CoC holders, whom would have their CoCs expired soon, while the conversion programme was not yet implemented.

17. **Mr. NG Ngai-wing, Jammy from MD** responded that there were

existing 55 sea-going CoC holders serving in the river trade industry and their CoCs were going to expire soon. Since these seafarers lacked working experience on sea-going vessels, they could not revalidate their sea-going CoCs. Prior to the conversion mechanism being officially announced, MD would accept applications in advance. To facilitate these seafarers to continue their service in the river-trade industry, MD had renewed their sea-going CoCs until 2020. At present, 23 applications for conversion were received and the conversion formalities were expected to be completed before end of 2016. In response to the implementation of STCW amendments 2010, some seafarers were required to top up training with respect to personal safety and social responsibility (PSSR). For those who had applied for conversion but had not yet fulfilled all the training requirements, they would be given conditional offer for river-trade CoCs. Applicants for the conversion mechanism were encouraged to attend the training in advance, i.e. there would be a one-day PSSR training course scheduled on 12.1.2017.

[Post-meeting Note: The Director of Marine had granted approval on 23.12.2016 to serving HSC officers, who were unable to revalidate their Hong Kong sea-going CoC with the corresponding grades of river-trade CoC without examination, provided that they had met the prescribed conditions set forth by the Administration. In future, the revalidation of their river-trade CoC would be based on their river trade service.]

18. **Mr. WAN Chi-kwong from Chu Kong High-Speed Ferry Co. Ltd.** advised that there were 3 seafarers in their company, who were holding river-trade CoCs issued by Panama, and these certificates were going to expire soon. He enquired if MD could revalidate these CoCs.

19. **Mr. NG Ngai-wing, Jammy from MD** replied that upon individual agreements on mutual recognition, MD would recognise CoCs issued by foreign Administrations. Upon application, MD might issue certificates for those CoC holders to work on board Hong Kong registered vessels. Holders of CoC issued by a foreign Administration could only apply revalidation through the issuing authority.

Agenda Item 5: Basic Training for Seafarers on board HSC

20. **Mr. NG Ngai-wing, Jammy from MD reported** that in response to

the introduction of STCW amendments 2010 and MLC, 2006, seafarers of General Purpose (GP), Able Seafarer (Deck) (AS(D)), Able Seafarer (Engine) (AS(E)), Electro-technical Officer (ETO) etc., should fulfill respective training requirements before they would be allowed to work onboard HSC. Even though the enforcement date of MLC, 2006 had yet to be confirmed, MD encouraged seafarers to acquire relevant training qualifications, e.g. PSSR, Personal Survival, and Basic Firefighting early in advance.

21. **Mr. WAN Chi-kwong from Chu Kong High-Speed Ferry Co. Ltd.** asked if the seafarers could present the new STCW certificate in place of their logbook for proofing their training qualifications. **Mr. NG Ngai-wing, Jammy from MD** replied that MD would accept the new STCW certificate as the training qualification proof, thus seafarers were not required to show their logbooks.

22. **Mr. S. F. TUNG from Chu Kong High-Speed Ferry Co. Ltd.** enquired if there would be any training requirements for Cabin Attendant (CA) after the promulgation of the new international conventions. **Mr. NG Ngai-wing, Jammy from MD** responded that ship companies should arrange CA to attend training courses on Personal Survival and Basic Firefighting and other specialised training could be topped up for specific positions should the company found appropriate. In-house training would also acceptable and at this moment, no statutory certificates would be given for CAs upon completion of relevant training.

Agenda Item 6: Casualty and Personal Accident Statistics on board HK HSC in the period from 1 November 2015 to 31 October 2016

23. **Mr. KUANG Zhi-jian from MD** reported that the casualty and personal accident statistics on board Hong Kong HSC within the period from 1 November 2015 to 31 October 2016. There were 48 shipping casualty reports received, including 16 collisions, 23 contacting and 9 other accidents. He took the opportunity to highlight two accidents involving HSC, and both of them happened under conditions with restricted visibility. The first one took place 19 March 2016 regarding a high-speed ferry operating from Tuen Mun to Macau contacting the pier guard of the HZMB during amid foggy weather. The ferry managed to arrive in Macau and no injury was reported. The second one happened on 27 August 2016 under heavy rain. The accident was caused by a

tricat, which was returning to Hong Kong waters, collided with a local fishing vessel near Lantau Island. One passenger had reported light injury. Apart from that, there were 49 occupational health and safety related injuries reported last year.

24. The **Meeting** discussed the special arrangements put up by Hong Kong and Mainland authorities with respect to situations with poor visibility. In the Mainland, when the visibility level was lower than 500 meters, operations of HSC would be ceased under statutory requirement. In Hong Kong, when the visibility level was lower than 1 nautical mile, the speed exemption for HSC would be uplifted.

25. **Capt. JIN Dong from Chu Kong High-Speed Ferry Co. Ltd.** told the meeting that a seminar had been arranged by GDMSA in Guangdong on 24 November 2016. The seminar had spelt out the respective statutory requirements in Mainland, Hong Kong and Macau for HSC operating under adverse weather conditions.

26. **The Chairman** stressed that HSC should pay extra attention when operating under adverse weather condition.

Agenda Item 7: Proposed Rearrangement of Principal Fairways and Anchorages in the Western Harbour

27. **The Secretary** reported on behalf of THB. For the re-arrangement of the principal fairways and anchorages in the western harbour, MD had consulted the High Speed Craft Consultative Committee, Pilotage Advisory Committee, Local Vessels Advisory Committee, and Port Operations Committee on 15 December 2014, 16 December 2014, 25 February 2015, and 14 May 2015 respectively, and members supported the proposal. The legislative exercise was in progress. Some amendments to Schedule 3 and Schedule 7 of the Shipping and Port control Regulations (SAPCR) Cap. 313 would be made. To align with the layout of the Northern Fairway, a few consequential amendments would be made to update Schedule 4 to the SAPCR Cap. 313A and Schedule 2 to the Merchant Shipping (Local Vessels) (General) Regulation (MS(LV)(G)R) Cap. 548F, so as to stipulate the prescribed speed limit of vessels near the area. **Members** urged to expedite the legislation process so as to facilitate HSC operations in that area.

28. **Capt. CHUNG Tung-tong from Merchant Navy Officers' Guild-Hong Kong** enquired the possible impact brought by mining works at the seabed of Green Island. **The Chairman** replied that the issue would be discussed in the Port Operations Committee.

Agenda Item 8: Manpower Shortage Problem

29. **Mr. NG Ngai-wing, Jammy from MD** referred to paragraph 32 to 33 of last meeting notes, in response to the need of grooming new blood in the river-trade industry, MD was planning to cooperate with stakeholders to coordinate in-house training for seafarers working in shipyards. Upon MD's recognition on these in-house training courses, these seafarers could acquire the relevant training qualifications at shipyards and onboard ships, thus could fulfill the pre-requisite requirements for applying Engine Operator Grade 3 Certificate. A formal consultation would be arranged later through various committees.

30. The statistics of certificates issued between 1.12.2015 and 30.11.2016 -

<u>Type of Certificates</u>	<u>No. of Certificates Issued</u>
Deck Officer Class 1	1
Deck Officer Class 2	2
Deck Officer Class 3	7
Marine Engineer Officer Class 2	6
Marine Engineer Officer Class 3 new certificates (River-trade)	2

31. **The Chairman** told members that MD had published "*Coxswain Grade 3 Certificate Examination Guidebook*" in June 2016. A similar guidebook for Pleasure Vessel Certificate of Competency (Operator Grade 2) would be released in 2017.

Agenda Item 9: A.O.B.

32. **Mr MA Lei from Ministry of Transport of PRC** highlighted that a regular meeting between GDMSA and HKMD would be arranged on 20 December 2016 at Xiamen, China. The meeting would deliberate on the

implementation of IGF Code which would be adopted w.e.f. 1 January 2017 and all LNG ships were required to comply with the new standard w.e.f. 31 December 2017. In this connection, GDMSA would like to exchange views with HKMD regarding the surveying standards and other technical requirements. **The Chairman** responded that the changes would mainly involve LNG ships rather than HSC, thus would assign another MD officer to follow-up on this issue.

Agenda Item 10: Date of Next Meeting

33. The meeting adjourned at 4:00 pm. Date of the next meeting would be announced in due course.

**Secretariat
Shipping Division
Marine Department
January 2017**