

**NOTES OF THE 21st MEETING OF THE  
HIGH SPEED CRAFT CONSULTATIVE COMMITTEE (HSCCC)**

Date : 12 December 2017 (Tuesday)  
Time : 2:30 pm  
Venue : Conference Room A, 24/F, Marine Department Headquarters

**Present**

|                       |  |
|-----------------------|--|
| Mr. CHENG Yeung-ming  | Assistant Director / Shipping  |
| Capt. CHEUNG Sai-teng | Hong Kong Seamen's Union   |
| Capt. CHUNG Tung-tong | Merchant Navy Officer's Guild  |
| Mr. LAI Ming-hong     | Amalgamated Union of Seafarers, Hong Kong  |
| Mr. TSANG Man-ching   | Shun Tak-China Travel Ship Management Ltd.   |
| Mr. WONG Kam-fai, Ben | Shun Tak-China Travel Macau Ferries Ltd.   |
| Mr. LI Mu-yu          | Chu Kong Passenger Transport Company Limited   |
| Ms. WONG Mei-po       | Lay member   |
| Mr. SHI Qiang         | General Manager/ Ship Safety Branch, Marine<br>Department                                      |
| Mr. HUANG Zhi-hai     | Senior Surveyor/ Passenger Ships Safety, Marine<br>Department                                  |
| Mr. KUANG Zhi-jian    | Senior Surveyor/ Marine Accident Investigation, Marine<br>Department                           |
| Mr. Marquis YIP       | Assistant Secretary (Transport) 10B, Transport and<br>Housing Bureau                           |
| Miss Jennifer LAM     | Executive Officer / Shipping & Multi-lateral Policy<br>Division, Marine Department (Secretary) |

**In attendance**

|                           |   |
|---------------------------|---|
| Mr. Michael Marques       | Merchant Navy Officer's Guild                   |
| Capt. TSE Yiu-wing, Tommy | Chu Kong High-Speed Ferry Co., Ltd.             |
| Mr. CHAN Kin-kwok         | China Merchants Shipping & Enterprise Co., Ltd. |

**Absent**

|                               |  |
|-------------------------------|--|
| Capt. WAN Chi-kwong,<br>Eddie | Chu Kong High-Speed Ferry Co., Ltd.                      |
| Mr. ZHANG Hua                 | China Merchants Shipping & Enterprise Company<br>Limited |

Ms. CHAN Mei-kuen

Lay member

### **Opening Remarks**

The **Chairman** welcomed all to attend the meeting. He conveyed that the new term of appointment of HSCCC members covered three years from 1.11.2017 to 31.10.2020. The Terms of Reference and membership composition (October 2017) (at **Appendix I**) were tabled for members' reference.

2. The **Secretary** then briefed members on the appointment method and general house rules of the committee. Details could be referred at the **Appendix II**.

### **Agenda Item 1: Confirmation of Notes of the 20<sup>th</sup> HSCCC Meeting held on 12.12.2016**

3. The **Meeting** noted two amendments in *paragraph 23 and Appendix I respectively*:-

- **Paragraph 23:** “The accident was caused by a jetfoil tri-cat which was returning to Hong Kong waters.”
- **Appendix I:** The dates of the two significant cases have been swapped.

4. **Mr. Michael Marques from Merchant Navy Officer's Guild** enquired the progress of follow-up actions taken to agenda item 7 on proposed rearrangement of principal fairways and anchorages in the Western Harbour. **Mr. Marquis YIP from THB** replied that the legislative amendments were undergoing negative vetting and the scrutiny period had to be completed on 13.12.2017<sup>1</sup>. The proposed commencement date of the amended legislation would be on 1.2.2018.

5. **Members** agreed with the proposed amendments made to paragraph 23 and Appendix I in the notes of last meeting. The **Chairman** endorsed the notes

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<sup>1</sup> Legislative Council Brief on Legislative Amendments to Regulate Marine Safety dated 13.10.2017. [File Ref.: THB(T)PML CR 8/10/60/15]  
[https://www.legco.gov.hk/yr17-18/english/subleg/brief/2017ln179\\_180\\_brf.pdf](https://www.legco.gov.hk/yr17-18/english/subleg/brief/2017ln179_180_brf.pdf)

of last meeting.

## **Agenda Item 2: Public Complaint**

6. **Mr. HUANG Zi-hai from MD** reported two major types of public complaints received for HSC in the past year. The first one was about the improper stowage of luggage on board HSC. Cases had been reported that the passengers' luggage was not properly secured at passenger seats and forward space, thus blocking the passage ways and evacuation routes. He emphasized that all HSC operators were reminded to take effective measures to avoid improper stowage of luggage. These measures included (i) strict implementation of the luggage handling procedure as stipulated in its Safety Management System; (ii) advising passengers to properly place and secure luggage at designated locations; and (iii) inspecting regularly all emergency exits and passenger pathways during voyage.

7. **Mr. TSANG Man-ching from Shun Tak-China Travel Ship Management Ltd.** stressed that his company placed strong emphasis on passengers' safety, some passenger seats would be spared for placing luggage in case the designated storage areas were full, so as to ensure that all pathways and emergency exits were clear for passage.

8. **Mr. HUANG Zi-hai from MD** continued to illustrate on the second type of commonly received complaints, which related to the emission of black or ill-smelling smoke within Hong Kong waters and terminal areas. He took the opportunity to encourage HSC operators to take precautions, including keeping good maintenance of main engines and generators, using low sulphur fuel oil complying with mandatory requirement, as well as adjusting main engines RPM gradually to avoid incomplete fuel combustion of main engines during departure and arrival.

9. **The Chairman** supplemented that as stipulated in law, MD could only raise prosecution if the vessel is found to have continuous emission of black smoke for three minutes and more.

10. **Mr. WONG Kam-fai, Ben from Shun Tak-China Travel Macau Ferries Ltd.** also noted that the location of the terminal was too proximate to residential housing, thus would easily attract complaints.

11. **Mr. Michael Marques from Merchant Navy Officer's Guild** mentioned that all diesel vessels would have chance to emit black smokes during the transition of speed. These smokes might have created nuisance to the public as it would have diminished visibility and/or led to air pollution due to high sulphur content.

12. **Mr. TSANG Man-ching from Shun Tak-China Travel Ship Management Ltd.** pointed that most of these complaints came from Tuen Mun Ferry Terminal. He gauged that the location of the terminal was close to the residential areas nearby, thus the emission of combustion gases would easily create nuisance to the residents. Shun Tak-China Travel Ship Management Ltd. had measured and kept a log of emission level on a daily basis and no violation of statutory requirement was found. He highlighted that to lower the chance of causing irritation to the public, captains and seafarers are encouraged to adopt good practices during voyage, for example, the engines would only be turned on five minutes before departure and the HSC would accelerate when it had left the terminal for a considerable distance.

### **Agenda Item 3: Chinese Registered HSC Built After 1.7.2016**

13. **Mr. HUANG Zi-hai from MD** reported that a technical meeting was held between China Maritime Safety Administration (MSA) and MD on 8.11.2016 at Foshan, China. The meeting had discussed the future implementation of new survey requirement imposed on China HSC, which would be applicable on newly constructed China HSC with keel-laid date after 1.7.2016 and before the enforcement of *2017 Regulation*<sup>2</sup>. For HSC falling into the above-mentioned window period, they would be mandated to be certified in accordance with the requirement laid down in *1999 Regulation*<sup>3</sup>, as well as the Statement of Compliance for HSC Code 2000 by the China Classification Society. The new survey arrangement was tentatively rolled out in September 2017, however the meeting did not spell out the exact date of implementation.

14. Should the new survey requirements be put forth, these HSC had to be built, equipped, operated and maintained in accordance with the HSC Code

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<sup>2</sup> "Regulation for Survey of High Speed Craft engaged in route between Zhujiang Waters and Hong Kong S.A.R. 2017"

<sup>3</sup> "Regulation for Survey of High Speed Craft engaged in route between Zhujiang Waters and Hong Kong S.A.R. 1999"

2000. During the interim period, these HSCs could be exempted by MD from abiding to HSC Code 2000 in accordance with the exemptible clauses enlisted in HSC Code 2000 issued for the Hong Kong registered HSC. In cases that HSC were certified in accordance with *Regulation 1999* but not HSC Code 2000, the China Classification Society could issue the Statement of Compliance for these vessels on behalf of China MSA, with indications on the applicable exempted items.

15. **Mr. LI Mu-yu from Chu Kong Passenger Transport Company Limited** pointed that his company was going to introduce around 10 new HSC next year. He enquired if any arrangement would be made if *Regulation 2017* had yet to be ready by that time.

16. **The Chairman** highlighted that the Chinese government encouraged cross-boundary HSC to comply with the safety standard imposed by HSC Code 2000. During the interim period prior to the release of *Regulation 2017*, the China Classification Society would issue Statement of Compliance to grant exemptions to these HSCs.

**Agenda Item 4: Casualty and Personal Accident Statistics on board HK HSC (1.11.2016 – 31.10.2017)**

17. **Mr. KUANG Zhi-jian from MD** reported that during the period between 1.11.2016 and 31.10.2017, there were 48 and 35 cases reported within and outside Hong Kong waters respectively. Out of 48 cases within Hong Kong waters, only 1 shipping incident case involved injury. That case was happened on 23.10.2017 concerning Hong Kong passenger HSC. The vessel was being towed alongside layby berth, the stern was taut under high tension and the horn of the bitt was pulled off, causing the towline struck on the victim's left side body and face.

18. **Mr. TSANG Man-ching from Shun Tak-China Travel Ship Management Ltd.** remarked that given the large number of tourists visiting Hong Kong and Macau, HSC operators faced more challenges with establishing queue control and maintaining smooth passenger flow at terminal areas and during boarding.

19. **Mr. KUANG Zhi-jian from MD** shared the view of Mr. TSANG. Last

year, there were four accidents involving injury on gangway during boarding on HSC. Due to large influx of tourists, cross-boundary HSC were often crowded with passengers and there appeared to be more accidents involving spilling of hot water on passengers.

20. **Mr. TSANG Man-ching from Shun Tak-China Travel Ship Management Ltd.** remarked that taking lessons learnt from these cases, crew members would temporarily suspend serving drinks to passengers when bypassing areas with big turbulences. **Mr. WONG Kam-fai, Ben from Shun Tak-China Travel Macau Ferries Ltd.** conveyed that his company had invested sizable resources on the training of seafarers and crews so as to keep abreast of their knowledge and awareness on protecting passengers' safety.

21. **The Chairman** reminded that passengers had to remain seated until the vessel was safely berthed. He took the opportunity to thank all HSC operators for upkeeping the safety of passengers.

#### **A.O.B.**

##### ***(1) Processing of Type Rating Certificates***

22. **Mr. WONG Kam-fai, Ben from Shun Tak-China Travel Macau Ferries Ltd.** mentioned that MD would take around 10 days for the issuance of new Type Rating Certificate (TRC) for seafarers during renewal period. During the interim period, the concerned seafarer would be temporarily withdrawn from sea duties until the formal TRC was granted. In view of the manpower shortage problem amongst local seafarers and the tight ship schedules, he enquired if the processing time of TRC application could be shortened.

23. **Mr. HUANG Zi-hai from MD** replied that MD would issue temporary proof for seafarers undergoing renewal process. He would seek advice from Seafarers' Certification Section on this issue.

##### ***(2) Speed Exemption at Western Fairways***

24. **Mr. CHAN Kin-kwok from China Merchants Shipping & Enterprise Co., Ltd.** enquired if speed exemption be applicable on Western Fairway.

25. **Mr. SHI Qiang from MD** responded that the issue had fallen outside the ambit of HSCCC, he would refer to the issue to appropriate sections for advice.

**Date of Next Meeting**

26. The meeting adjourned at 3:25 pm. Date of the next meeting would be announced in due course.

**Secretariat  
Shipping Division  
Marine Department  
February 2018**