

**NOTES OF THE 22nd MEETING OF THE  
HIGH SPEED CRAFT CONSULTATIVE COMMITTEE (HSCCC)**

Date : 12 December 2018 (Wednesday)  
Time : 10:00 am  
Venue : Conference Room A, 24/F, Marine Department Headquarters

**Present**

Mr. CHENG Yeung-ming	Assistant Director / Shipping
Capt. CHUNG Tung-tong	Merchant Navy Officer's Guild
Mr. TSANG Man-ching	Shun Tak-China Travel Ship Management Ltd.
Capt. Ho Yuk-wai, Henry	Shun Tak-China Travel Macau Ferries Ltd.
Capt. WAN Chi-kwong, Eddie	Chu Kong High-Speed Ferry Co., Ltd.
Mr. LI Mu-yu	Chu Kong Passenger Transport Company Limited
Mr. HUANG Zhi-hai	Senior Surveyor/ Passenger Ships Safety, Marine Department
Mr. KUANG Zhi-jian	Senior Surveyor/ Marine Accident Investigation, Marine Department
Ms. Jennifer LAM	Executive Officer / Shipping & Multi-lateral Policy Division, Marine Department (Secretary)

**In attendance**

Capt. CHAU Tak-chor	Hong Kong Seamen's Union (stand-in representative for Capt. CHEUNG Sai-teng)
Mr. LAU Hang-tak	Amalgamated Union of Seafarers, Hong Kong (stand-in representative for Mr. LAI Ming-hong)
Mr. HUNG Yuet-ming	China Merchants Shipping & Enterprise Co., Ltd. (stand-in representative for Mr. ZHANG Hua)

**Absent**

Capt. CHEUNG Sai-teng	Hong Kong Seamen's Union
Mr. LAI Ming-hong	Amalgamated Union of Seafarers, Hong Kong
Ms. WONG Mei-po	Lay member
Ms. CHAN Mei-kuen	Lay member
Mr. ZHANG Hua	China Merchants Shipping & Enterprise Co., Ltd.
Mr. Marquis YIP	Assistant Secretary (Transport) 10B, Transport and Housing Bureau

## **Opening Remarks**

The **Chairman** welcomed all to attend the meeting. He announced that Capt. WONG Kam-fai, Ben from Shun Tak-China Travel Macau Ferries Ltd. no longer served in the maritime industry and his membership in HSCCC has been disbanded accordingly. Capt. HO Yuk-wai, Henry from Shun Tak-China Travel Macau Ferries Ltd. has been appointed to succeed his remaining term, i.e. 15.10.2018 to 31.10.2020.

2. The **Chairman** tabled the agenda and invited members to declare conflict of interests. No conflict of interest was recorded from the floor.

### **Agenda Item 1: Confirmation of Notes of the 21<sup>st</sup> HSCCC Meeting held on 12.12.2017**

3. **Mr. CHUNG Tung-tong from Merchant Navy Officer's Guild** pointed that he had attended the last meeting but the attendance record in the draft meeting notes showed him as absentee. **Members** agreed that the notes of last meeting shall be amended accordingly. The **Chairman** endorsed the notes of last meeting.

### **Agenda Item 2: Progress report on Follow-up Items of Last Meeting**

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

4. **Mr. HUANG Zi-hai from MD** referred to paragraph 22 and 23 of the last notes of meeting, the performance pledge spelt out that the processing time of Type Rating Certificates (TRC) would be within 10 working days. Under normal situation, most of the TRC could be issued within 5 days, provided that the applicant has fulfilled the exam qualification, settled the certificate payment and provided the required information or supporting document. With advice from Seafarers' Certification Section<sup>1</sup>, it is clarified that a temporary proof issued by MD prior to the formal issuance of Certificate of Competency is not considered fulfilling the requirement as stipulated in Cap. 478J.

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<sup>1</sup> Under S.4(6) of the Merchant Shipping (Seafarers)(Certification of Officers) Regulation, Cap. 478J, no deck officer shall be qualified to man a high-speed craft which is a passenger craft, or a cargo craft of 500 gross tonnage or more, unless in addition to holding any other appropriate certificate of competency, known as a Type Rating Certificate, and issued by the Authority and such certificate is in force.

5. **Mr. HUANG Zi-hai from MD** conveyed that in order to facilitate MD's processing of TRC applications, applicant shall settle the payment soon after passing the examination. Should special arrangement be required, they could contact MD for assistance.

(ii) *Speed Exemption at Western Fairways*

6. **Mr. HUANG Zi-hai from MD** referred to paragraph 24 and 25 of the last notes of meeting, he reported that according to the Shipping and Port Control Regulations, Cap. 313A, a vessel shall not, when underway within the Victoria port, proceed at a speed exceeding 15 knots, except while proceeding along and within the boundaries of the Southern, Northern and North Green Island Fairways where the maximum permitted is 35 knots. In other words, such maximum speed is not applicable on Western Fairway as it is neither within the boundary of Victoria Harbour nor is within the harbour waters as specified in the regulations.

**Agenda Item 3: MLC, 2006 and Clarification of Application of Cap. 478AF**

7. **Mr. HUANG Zi-hai from MD** reported that the new Merchant Shipping (Seafarers) (Working and Living Condition) Regulation (Cap. 478AF) will be in force w.e.f. 20.12.2018 vide MSIN No. 25/2018. This regulation will put in place the MLC, 2006 requirements and it is applied on a "regulated ship". In response to some enquiries raised by local HSC operators on the definition of "regulated ship", opportunity has been taken to clarify that this regulation does not apply on river trade HSC as such ships are not considered as seagoing ship under Cap. 478AF.

8. **The Chairman** reiterated that Cap. 478AF is only applicable on seagoing ships. He added that in 2016, MD has completed the legislative amendment exercises for the implementation of MLC, 2006. There are altogether 16 items to be put forth under this convention and some provisions are applicable on HSC. For instance, Merchant Shipping (Seafarers) (Medical Stores) Regulation (Cap. 478X) and Merchant Shipping (Seafarers) (Medical Examination) Regulation (Cap. 478O) are revised to tighten the medical requirement for crew members on board. The prior is related to the medical

stores and first aid kit to be placed on board ship, and the latter is related to the regular medical examination requirement imposed on crew members. For the medical examination, seafarers aged between 18 and 55 are required to attend medical examination biannually, and those aged 55 above will need to attend annually. Existing work arrangement and practices adopted by local HSC operators already fulfilled the new MLC requirement.

**Agenda Item 4: Exemptible Clauses of HSC Code for Hong Kong registered HSC engaged in cross-boundary voyage**

9. **Mr. HUANG Zi-hai from MD** reported that MSIN No. 24/2018 was promulgated on 17.9.2018 to spell out the exemptible clauses in accordance with International Code of Safety for High Speed Craft engaged in cross-boundary voyage. In gist, three additional exemptible clauses, i.e. Clause 8.6.2, 13.10.1 and 13.12.1 have been added to respectively address the remote release of survival craft, night vision equipment and automatic pilot equipment.

**Agenda Item 5: Casualty and Personal Accident Statistics on board Hong Kong HSC in the period from 1 November 2017 to 31 October 2018**

10. **Mr. KUANG Zhi-jian from MD** told the meeting that during the period between 1.11.2017 and 31.10.2018, there were in total 68 incidents reported within Hong Kong waters (42 cases) and outside Hong Kong waters (26 cases) respectively. Amongst them, 43 cases were related to occupational safety and all of these involved minor injuries.

11. **Mr. KUANG Zhi-jian from MD** tabled the statistics and pointed that three shipping incidents were categorised as “Less Serious”. The first incident was a fire accident caused by an overheated port G/E compartment, which was happened during a sea trail survey conducted near the west of Lamma Island. One staff was hurt by lubricating oil and was hospitalised. The second one was related to a fire happened in the starboard engine room during the course of voyage in Macau waters. No injury was reported. The third one was reported since the fore peak void tank was found flooding within Hong Kong waters. No injury was reported.

12. **Mr. TSANG Man-ching from Shun Tak-China Travel Ship Management Ltd.** supplemented that his company has investigated into the

first accident as mentioned. It was learnt that the root cause of the fire might be related to the poor maintenance of the port G/E compartment, in which some combustible lubricating oil residuals were left in the compartment. Staffs have been educated of the lessons learnt and the importance of proper maintenance of equipment.

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

#### **(i) Streamlining Applications of Entry and Clearance and Payment Procedures**

13. **Capt. Eddie WAN from Chu Kong High-Speed Ferry Co., Ltd.** enquired that the application of entry and clearance only holds a validity period of 15 days and HSC companies are required to submit fresh applications twice every month. He suggested lengthening the validity period to one month for saving administrative cost. Capt. Wan mentioned that this issue has been discussed in the last POC meeting and DM had agreed to look into the matter.

14. **The Chairman** noted the observations raised by Capt. WAN. He responded that the views will be relayed to Operations Branch for consideration.

[Post-Meeting Note: Regarding the proposal of streamlining the entry and clearance applications, the Central Marine Office has looked into the feasibility to enhance the present Multiple Entry & Clearance Scheme. Currently, HSC under the Scheme are required to carry out port formalities twice a month instead of every trip instead of every trip (i.e. either "1st - 15th day" or "16th - 30th/31st day"). Responding to suggestion raised by HSC operators, it is considered operationally feasible to further streamline the process. Subject to the compatibility of IT functions in the permit system, MD would allow HSC operators to apply for Multiple Clearance Permit ("MCP") on behalf of their HSCs through the Central Marine Office counter or the Electronic Business System ("eBS") twice a month without fresh applications. The entire system revamp is expected to be completed in one year's time and the rollout is targeted in 2020.]

#### **(ii) Berth Trial Assessment of Sister Ships**

15. **Mr. LI Mu-yu from Chu Kong Passenger Transport Company Limited** addressed that to apply for the “*No Objection Letter*” for plying cross-boundary voyage between Hong Kong and Ports within the Pearl River Delta waters, each ship has to arrange individual berth trial assessment. He suggested MD to consider exempting sister ships to perform identical berth trial assessments if the applications apply on the same berth.

16. **The Chairman** replied that the suggestion would be relayed to Ferry Terminals Section for consideration.

**(iii) Fee Revision Proposal**

17. **Capt. CHUNG Tung-tong from Merchant Navy Officer’s Guild** referred to the HSCCC Paper No. 2/2018 on Fee Revision Proposal, which was circulated to members in June 2018. The recommendation was later shelved in October 2018. He was disappointed that the reduction in examination fees would not be pursued and the shelving of the proposal might not be welcomed by local seafarers.

18. **The Chairman** noted Capt. Chung’s concern. He explained that the fee revision proposal was considered by the Treasury on an overall approach. All increase and deduction in fees as proposed had to comply with the cost recovery principle. He noted that youngsters who wished to join the maritime industry might have concern over the examination fees. While the previous fee revision proposal is not adopted, examination candidates could consider applying for the subsidy scheme, as set forth by THB, for reimbursement of coxswain examinations. All in all, the review on fees under MD’s purview would be conducted on a regular basis and MD would keep HSCCC members informed of the latest change.

**Date of Next Meeting**

19. The meeting adjourned at 10:40 am. Date of the next meeting would be announced in due course.

**Secretariat  
Shipping Division  
Marine Department  
January 2019**