

**NOTES OF THE 23rd MEETING OF THE
HIGH SPEED CRAFT CONSULTATIVE COMMITTEE (HSCCC)**

Date : 10 December 2019 (Tues)
Time : 3:00 pm
Venue : Conference Room C, 21/F, Marine Department Headquarters

Present

Mr. SHI Qiang	Assistant Director / Shipping, Marine Department (Chairman)
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.
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
Ms. CHAN Man-kuen	Lay Member
Ms. WONG Mei-po	Lay Member
Mr CHAN See-yin	General Manager/ Ship Safety Branch, Marine Department
Mr. HUANG Zi-hai	Senior Surveyor/ Passenger Ships Safety, Marine Department
Mr. YUE Hung-fai	Senior Surveyor/ Marine Accident Investigation, Marine Department
Mr. LAM Kong-hei, Yale	Surveyor (Engineer)/ Examiner, Marine Department
Ms. Jennifer LAM	Executive Officer (Shipping & Multi-lateral Policy) 1, Marine Department (Secretary)

In attendance

Capt. CHOW Tak-chor	Hong Kong Seamen's Union (stand-in representative for Capt. CHEUNG Sai-teng)
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Absent

Mr. ZHANG Hua	China Merchants Shipping & Enterprise Co., Ltd.
Ms Lilian LAU	Assistant Secretary (Transport) 10B, Transport and Housing Bureau

Opening Remarks

The **Chairman** welcomed all attendees, in particular to the two lay members who joined the meeting for the first time. He then 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 22nd HSCCC Meeting held on 12.12.2018

2. The **Secretary** reported that no comment was received from members on the last notes of meeting. The **Chairman** thus endorsed the meeting notes.

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

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

3. The **Chairman** pointed to paragraph 13-14 of the last notes of meeting, learning that member has raised a suggestion to streamline the application and payment procedures for port entry and clearance of Hong Kong-Macau ferries. The Central Marine Office (CMO) reviewed the mechanism and considered that it is feasible to allow HSC operators to apply for Multiple Clearance Permit twice a month, subject to revamp of IT system, which is expected to be rolled out starting from March 2020.

(ii) Berth Trial Assessment of Sister Ships

4. The **Chairman** referred to paragraph 15-16 of the last notes of meeting on the berth trial assessment of sister ships plying between Hong Kong and ports of Pearl River Delta. Noting members' concern and the need of balancing between safety and operational convenience, Ferry Terminals Section considered it feasible to consider exempting sister ships to perform identical berth trials on a case-by-case basis.

Agenda Item 3: Review on Type Rating Certificates Revalidation Mechanism (HSCCC Paper No. 3/2019)

5. **Mr. LAM Kong-hei, Yale from MD** tabled *HSCCC Paper No. 3/2019* on the Review on Type Rating Certificates (TRC) Revalidation Mechanism. Under present regime, both Deck Officers and Marine Engineer Officers are required to hold a valid TRC prior to serving on board HSC. For revalidation of TRC, holder has to attend examinations every 4 years and is subject to assessments of safe sea services every 2 years. The revalidation examination consists of oral and practical handling test conducted by a MD examiner on board the type of vessel which the TRC refers to. This review exercise targets to revamp the existing TRC revalidation system to keep pace with the common practice adopted by other reputable maritime administrations, while upholding marine and navigational safety.

6. The existing mechanism has been adopted since 2003 and the primary purpose of revalidation examination is to test the capability of the officer to operate a particular type of HSC. Other countries, such as UK, Australia, Finland and Singapore, do not require candidates to pass an examination for revalidation of TRCs. They will accept either sea service or completion of an approved course as proof of maintaining proficiency and familiarity with the vessel. Taking examples from other jurisdictions, MD proposes to replace the revalidation examination with a revalidation course and assessment, which will focus on human elements, accident prevention and handling skills, crisis management, and maritime resource management. A post-course assessment will serve to verify candidates' familiarity with the type of vessel on which he/she serves. Candidates will be given two chances to take the assessment arranged by course providers. If the same candidate fails in the assessment the second time, or, if the candidate is found to have involved in serious maritime accidents, he/she will be requested to sit for a revalidation examination conducted by MD

7. The revalidation course and assessment is under development and MD has tentatively obtained support from Maritime Service Training Institute (MSTI) and Turbojet to serve as course providers. For MSTI, the two-day revalidation course will cost for HKD 880 per person and it will be ready for enrolment in February 2020. For Turbojet, the course is still under development and it will be conducted in-house for its own employees. To

ensure the course quality, MD will carry out annual course monitoring, surprise check and non-intrusive onboard visits. The new regime is expected to be rolled out in Q1 of 2020 and the details will be announced in form of a circular.

8. **Ms. WONG Mei-po, lay member**, asked why MD would propose the change in revalidation examination regime. **Mr. LAM Kong-hei, Yale from MD** answered that noting that a large number of marine casualties are attributed to human errors, the International Maritime Organisation (IMO) has made the Maritime Resource Management (MRM) training a mandatory requirement under STCW Convention, 2010. The revamp on TRC revalidation regime is therefore introduced to enhance maritime safety, align MD's focus and mode of assessment with global practice. **The Chairman** supplemented that the revamped TRC revalidation course will target on sharpening candidates' soft skills on tackling crisis on board ships, safety awareness and management.

9. **Capt. WAN Chi-kong, Eddie from Chu Kong High-Speed Ferry Co., Ltd.** enquired if practical skills will still be tested in the revalidation course and assessment. **Mr. LAM Kong-hei, Yale from MD** responded that the revamped TRC revalidation will not focus on practical assessment, as candidates already operate the vessels on a daily basis. Instead, MD may conduct random non-intrusive visits on board ships to assess candidates' ability to safely operate vessels. The revalidation course will mainly focus on critical soft skills identified by the IMO, such as topics covered under the MRM, e.g. crisis management and accident avoidance. **Capt. WAN Chi-kong, Eddie from Chu Kong High-Speed Ferry Co., Ltd.** suggested that the course materials and assessment questions shall be set also in Chinese so as to cater for the needs of candidates. **The Chairman** responded that the revalidation course content and assessment questions in Chinese will be accepted by MD.

10. **Capt. CHUNG Tung-tong from Merchant Navy Officer's Guild** expressed that members from MNOG welcomed the revamp exercise and wished that the new TRC revalidation course can be rolled out soon. He also asked if MD would notify the ship company in advance prior to random onboard check. He pointed that if MD officials have to enter the navigation bridge, prior communication with the ship company is required for safety purpose. **The Chairman** responded that detailed arrangement of surprise check is under development, and consultation with ship companies will be

followed.

11. **Mr. TSANG Man-ching from Shun Tak-China Travel Ship Management Ltd.** supported the revamp exercise as it allows candidates to keep abreast of the up-to-date knowledge and acquire skills in handling accident and emergency. He appreciated that MD would allow ship companies to organise its own in-house revalidation course and assessment as it is more flexible and release of staff can be more easily arranged. He anticipated that Turbojet will have its revalidation course ready for MD's approval in around February 2020.

12. **The Chairman** expressed thanks to all participants on their support to the revamp exercises and thus announced endorsement on HSCCC Paper No. 3/2019. He encouraged other HSC companies to consider developing in-house revalidation courses.

Agenda Item 4: Casualty and Personal Accident Statistics on board Hong Kong HSC in the period from 1 November 2018 to 31 October 2019

13. **Mr. YUE Hung-fai from MD** tabled the casualty and personal accident statistics on board Hong Kong HSC in the period from 1.11.2018 to 31.10.2019. He pointed out that there were a total of 79 accidents happened during that period, including 56 and 23 reported within and outside Hong Kong waters respectively. Amongst them, 37 cases were related to occupational safety. All these accidents were minor in nature except, 1 case dated 19.12.2018 was categorised as less serious. In this case, the ship's engine room was found to have a fire due to the leaky exhaust pipe heated up the covering insulation. He reminded ship companies to stay vigilant on the maintenance of equipment and facilities on board.

A.O.B.

(a) *Placing Publications on HSC*

14. **Capt. HO Yuk-wai, Henry from Shun Tak-China Travel Macau Ferries Ltd.** enquired that whether or not it is a legislative requirement to place an original of *IAMSAR Manual (International Aeronautical and Maritime Search and Rescue Manual)* on board every HSC. **Capt. WAN Chi-kong,**

Eddie from Chu Kong High-Speed Ferry Co., Ltd. also asked if it applies on another publication, i.e. *List of Lights and Fog Signals*, as well. Both of the members expressed that these publications are very costly and would like MD to consider exempting the requirement. **The Chairman** tasked Mr. HUANG, Zi-hai to check on the issue.

Post Meeting Note:

MD has verified that carriage of the above mentioned publications is not mandatory. So, the publications could be removed from HSC. Both companies have been informed accordingly.

(b) Oil Record Book

15. **Capt. WAN Chi-kong, Eddie from Chu Kong High-Speed Ferry Co., Ltd.** pointed that the hardcopy of Oil Record Book was previously available for sale at Government Bookstore and it is out of stock. He enquired if ship companies can print out the copies from MD's website for official use. **The Chairman** replied that MD will accept printed copies as long as they contain all required records and pages are duly signed by authorised persons.

(c) Adoption of E-business in Port Clearance

16. **Capt. WAN Chi-kong, Eddie from Chu Kong High-Speed Ferry Co., Ltd.** enquired if MD would accept e-certificates during port clearance. **Mr. HUANG Zi-hai from MD** replied that it appears that the new arrangement of accepting e-certificates can be implemented in around March 2020 and he would check with Port Formalities Section for details.

Post Meeting Note:

MD Port Formalities Section confirmed that electronic certificate complying with IMO standards could be accepted for port clearance process. HSC operators may contact MD for detailed technical requirements and arrangements.

(d) Speed Limitations near Sha Chau South and Lung Kwu North

17. **Capt. CHOW Tak-chor from Hong Kong Seaman's Union** enquired that whether or not MD could impose speed exemption for HSC plying voyage

near *Sha Chau South and Lung Kwu North*.

18. **The Chairman** replied that the mentioned areas are near construction sites of 3rd Runway and therefore it requires coordination with Airport Authority Hong Kong (AAHK). **Mr. HUANG Zi-hai from MD** supplemented that the width of the mentioned pathways is only 500 meters and therefore it is not easy for navigation even no speed cap is imposed.

19. **Capt. WAN Chi-kong, Eddie from Chu Kong High-Speed Ferry Co., Ltd.** advised that based on previous communications with AAHK, any modification plan on speed limit or HSC routes had to undergo Environmental Impact Assessment. **The Chairman** concluded that MD will relay the views from members to AAHK when opportunity arises.

Date of Next Meeting

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

**Secretariat
Shipping Division
Marine Department
February 2020**