

High Speed Craft Consultative Committee**Unified Technical Standards for High-Speed Passenger Craft
Plying between Guangdong, Hong Kong and Macao****Purpose**

There are frequent cross-boundary high-speed passenger craft services plying between places in the Guangdong-Hong Kong-Macao Greater Bay Area (“Greater Bay Area”), with the aim of facilitating marine passenger transport services in the Greater Bay Area and promoting national economic development and regional co-operation, while giving full play to Hong Kong’s role as an international integrated transport hub in the Greater Bay Area. To achieve the target of synergistic development of marine traffic safety governance in the Greater Bay Area, the relevant maritime authorities¹ propose to formulate the “Supplemental Technical Requirements for High Speed Passenger Craft Plying between Guangdong, Hong Kong and Macao” (“Supplemental Technical Requirements”) (attached at Annex) for newly constructed high-speed passenger craft² engaged in cross-boundary voyages within the Greater Bay Area and incorporate the latest amendments to the International Code of Safety for High Speed Craft (“HSC Code”).

Background

2. Currently, all high-speed passenger craft in the region are required to comply with their respective applicable HSC Code³. In light of various factors such as the routes and the unique environment of the Greater Bay Area, the maritime authorities have been adopting a mutual recognition mechanism for surveying high-speed passenger craft. To further unify and enhance the mechanism for surveying high-speed passenger craft in the region, the maritime authorities propose to formulate the Supplemental Technical Requirements for newly constructed high-speed passenger craft.

¹ Guangdong Maritime Safety Administration, Hong Kong Marine Department and Marine and Water Bureau of Macao

² “Newly constructed high-speed passenger craft” is defined as high-speed passenger craft constructed on or after 1 January 2025.

³ Hong Kong high-speed craft constructed on or after 1 July 2016 must be built, equipped, operated and maintained in accordance with the 2000 HSC Code. Chinese-flagged high-speed craft plying between the waters of Pearl River Estuary and Hong Kong must be built, equipped, operated and maintained in accordance with the “*Regulation for Survey of High Speed Craft engaged in route between Pearl River and Hong Kong S.A.R.*” 《珠江水域至香港特別行政區高速客船檢驗規則》

Supplemental Technical Requirements

3. The maritime authorities have formulated the Supplemental Technical Requirements based on the latest amendments to the HSC Code and the specific characteristics of the routes and the unique environment of the Greater Bay Area. The Supplemental Technical Requirements are applicable to newly constructed high-speed passenger craft plying between the waters of Pearl River Estuary of Mainland China, the Hong Kong Special Administrative Region and the Macao Special Administrative Region.

Way Forward

4. The maritime authorities will work out the implementation arrangement for the Supplemental Technical Requirements. The relevant exemption clauses and the “*Instructions for the Survey of Hong Kong Registered High-speed Passenger Craft Operating in River Trade Limits*” will be updated and promulgated in due course.

5. Members are invited to note the information in this paper.

Passenger Ships Safety Section
Marine Department

August 2024

Annex:

Draft “Supplemental Technical Requirements for High-Speed Passenger Craft Plying between Guangdong, Hong Kong and Macao”