

## Annex

### Supplemental Technical Requirements for High Speed Passenger Craft Plying between Guangdong, Hong Kong and Macao

The Supplemental Technical Requirements (the “STR”) have been formulated to unify the technical requirements for high-speed passenger craft operating in the Guangdong-Hong Kong-Macao region. The STR is based on the International Code of Safety for High-Speed Craft, 2000 (“HSC Code 2000”) and its amendment while considering the characteristics of the navigational waters in the Guangdong-Hong Kong-Macao region. The STR applies to high-speed passenger craft constructed on or after 1 January 2025 that operate between the Pearl River waters in mainland China, the Hong Kong Special Administrative Region, and the Macao Special Administrative Region, as mutually recognized by all three parties.

The aforementioned crafts must comply with these STR. For requirements not specified in the STR, the HSC Code 2000 and its amendments shall be followed.

Item	Specification of the requirement <sup>†</sup>	HSC Code 2000 and its amendment with corresponding clauses	Remark
1	The new installation of materials containing asbestos is prohibited for all ships	No requirement	Additional requirement to

<sup>†</sup> 《珠江水域至香港特別行政區高速客船檢驗規則》 *Regulation for Survey of High Speed Craft engaged in route between Pearl River and Hong Kong S.A.R.*

			HSC Code 2000
2	According to the International Rules for the Survey and Certification of Ocean Going Ships promulgated by Maritime Safety Administration of the People's Republic of China (CHINA MSA) Appendix 2, Annex 6,7 and 8 which the corresponding constant wind speed (Vw) is not less than 15.18 m/s when considering the stability.	Annex 6,7 and 8 which the corresponding constant wind speed is 26 m/s.	Amendment to HSC Code 2000
3	Craft is not required to concern the effect of icing in the stability calculations.	2.1.2 Account shall be taken of the effect of icing in the stability calculations. An example of established practice for ice accretion allowances is given in annex 5 for the guidance of the Administration.	Exemption
4	Doors to weathertight spaces on decks above the datum shall be weathertight, and their structural strength shall be equivalent to adjacent structures. The sill heights are as follows: .1 On decks at or below the datum, the sill height shall not be less than 250mm. If the interior of the weathertight passenger space located at the datum does not have an opening directly leading to areas below that deck, the sill height for accessing the passenger compartment may be reduced but shall not be less than 150mm;	2.2.7.3 The height above the deck of sills to doorways leading to exposed decks shall be as high above the deck as is reasonable and practicable, particularly those located in exposed positions. Such sill heights shall in general not be less than 100 mm for doors to weathertight spaces on decks above the datum, and 250 mm elsewhere. For craft of 30 m in length and under, sill heights may be reduced to the maximum which is consistent with the safe working	Amendment to HSC Code 2000

	<p>.2 On the other decks, the sill height shall not be less than 100mm;</p> <p>.3 For craft of 30 m in length and under, sill height may be reduced to the maximum which is consistent with the safe working of the craft.</p>	of the craft.	
5	<p>The stability of the air-cushion vehicle shall fulfill the requirement:</p> <p>(1) Initial transverse metacentric height shall fulfill the requirement:</p> $\frac{GM_t}{B_{ac}} \geq 0.4 \quad \text{or} \quad (h_{ac} + KG) / B_{ac} \leq 0.33$ <p>where <math>B_{ac}</math> - width of air cushion (m) ;  <math>KG</math> - height of the centre of gravity (m);  <math>h_{ac}</math> - height of air cushion (m) °</p> <p>(2) Initial longitudinal metacentric height <math>GM_l</math> shall fulfill the requirement:</p> $\frac{GM_l}{L_{ac}} \geq 1.0$ <p>Where <math>L_{ac}</math> - length of air cushion (m).</p>	No requirement	Additional requirement to HSC Code 2000
6	In manned machinery spaces, main and auxiliary sea inlets and	2.2.9.3 In manned machinery spaces, main and	Amendment to

	<p>discharges in connection with the operation of machinery may be controlled locally. Such controls shall be readily accessible and shall be provided with indicators showing whether the valves are open or closed. In unmanned machinery spaces, main and auxiliary sea inlet and discharge controls in connection with the operation of machinery shall either:</p> <p>.1 be located at 1.0m above the deepest flooded waterline corresponding to the worst intended conditions following the damage specified in 2.6.7 to 2.6.8; or</p>	<p>auxiliary sea inlets and discharges in connection with the operation of machinery may be controlled locally. Such controls shall be readily accessible and shall be provided with indicators showing whether the valves are open or closed. In unmanned machinery spaces, main and auxiliary sea inlet and discharge controls in connection with the operation of machinery shall either:</p> <p>.1 be located at least 50% of the significant wave height corresponding to the worst intended conditions above the deepest flooded waterline following damage specified in 2.6.6 to 2.6.10; or</p>	HSC Code 2000
7	<p>Longitudinal extents shall be <math>0.75 \nabla^{1/3}</math> or <math>3m + 0.225 \nabla^{1/3}</math> or 11m, whichever is less. The damage extent shall be assumed to be anywhere along the length of the craft.</p>	<p>2.6.9.2 Extent</p> <p>2.6.9.2.1 Two different longitudinal extents shall be considered separately:</p> <p>.1 55% of the length L, measured from the most forward point of the underwater buoyant volume of each hull; and</p> <p>.2 a percentage of the length L, applied anywhere in the length of the craft, equal to 35 % for craft where L=50m and over and equal to <math>(L/2+10)</math> % for craft where L is less than 50m.</p>	Amendment to HSC Code 2000

8	<p>After flooding has ceased and a state of equilibrium has been reached, the final waterline shall be at least 300mm below the lower edge of any opening, which further flooding could take place.</p>	<p>2.6.12.1 for all craft other than amphibious air-cushion vehicles, after flooding has ceased and a state of equilibrium has been reached, the final waterline is below the level of any opening through which further flooding could take place by at least 50% of the significant wave height corresponding to the worst intended conditions;</p> <p>2.6.12.2 for amphibious air-cushion vehicles, after flooding has ceased and a state of equilibrium has been reached, the final waterline is below the level of any opening through which further flooding could take place by at least 25% of the significant wave height corresponding to the worst intended conditions;</p>	Amendment to HSC Code 2000
9	<p>Design level 2 in Table 4.4.2: Sofas are allowed but they shall be provided with safety belts and be proved by calculation to withstand the design acceleration given in table 4.3.3, without fracturing.</p>	<p>Design level 2 in Table 4.4.2: 1.3 No sofas allowed as seat</p>	Amendment to HSC Code 2000
10	<p>Facilities creating naked flame are prohibited onboard the craft.</p>	<p>No requirement</p>	Additional requirement to

			HSC Code 2000
11	Second discharge of fixed gas fire-extinguishing system is not required.	7.7.3.2 Additional fixed fire-extinguishing systems not required by the Code but fitted to the craft are to meet the design requirements of this Code, except for the second discharge required for fixed gas fire-extinguishing systems.	Amendment to HSC Code 2000
12	Second discharge of fixed gas fire-extinguishing system and local fire-suppression system are not required.	7.7.3.3.1 In all craft where gas is used as the extinguishing medium, the quantity of gas shall be sufficient to provide two independent discharges. The second discharge into the space shall only be activated manually from a position outside the space being protected. Where the space has a local fire-suppression system installed, based on the guidelines developed by the Organization, to protect fuel oil, lubricating oil and hydraulic oil located near exhaust manifolds, turbo chargers or similar heated surfaces on main and auxiliary internal combustion engines, a second discharge need not be required.	Amendment to HSC Code 2000
13	Two separate controls shall be provided for releasing carbon	7.7.3.4.5	Additional

	<p>dioxide into a protected space and to ensure the activation of the alarm. One control shall be used for opening the valve of the piping which conveys the gas into the protected spaces. A second control shall be used to discharge the gas from its storage containers. Measures shall be provided as far as practicable to ensure the discharge sequence is followed.</p>	<p>Two separate controls shall be provided for releasing carbon dioxide into a protected space and to ensure the activation of the alarm. One control shall be used to discharge the gas from its storage containers. A second control shall be used for opening the valve of the piping which conveys the gas into the protected spaces.</p>	<p>requirement to HSC Code 2000</p>
14	<p>7.7.4.1 The craft shall be provided with portable fire extinguishers of approved type and design.</p> <p>7.7.4.2 The number of portable fire extinguishers shall be provided as follow:</p> <ol style="list-style-type: none"> <li>1) at least two in every machinery space and one of them shall be positioned near the entrance;</li> <li>2) at least one in the navigation bridge;</li> <li>3) at least two in every public space. At least four for those public space connecting different decks. At least one in every crew accommodation.</li> <li>4) Public space and crew accommodation shall not use the fire extinguisher of carbon dioxide type.</li> <li>5) One in every refreshment kiosk.</li> </ol>	<p>7.7.4 Portable fire extinguishers Control stations, public spaces, crew accommodation, corridors and service spaces shall be provided with portable fire extinguishers of approved type and design. At least five portable extinguishers shall be provided, and so positioned, as to be readily available for immediate use. In addition, at least one extinguisher suitable for machinery space fires shall be positioned outside each machinery space entrance. Each portable fire extinguisher shall:</p>	<p>Amendment to HSC Code 2000</p>

15	Fire doors bounding areas of major fire hazard and stairway enclosures shall be appropriately gastight and able to be closed manually.	7.9.3.3 Fire doors bounding areas of major fire hazard and stairway enclosures shall be self-closing and capable to be close remotely. The remote closing function detail shall comply with 7.9.3.3.	Amendment to HSC Code 2000
16	The provision of fixed sprinkler system in public spaces, service spaces and crew accommodation areas where sleeping berths are provided for Category A craft is exempted.	7.13.1 Public spaces and service spaces, crew accommodation areas where sleeping berths are provided, storage rooms other than those containing flammable liquids, and similar spaces shall be protected by a fixed sprinkler system based on the standards developed by the Organization.* A stairway open at one deck shall be considered part of the space to which it is open and consequently shall be protected by any sprinkler system provided for that space. Manually operated sprinkler systems shall be divided into sections of appropriate size and the valves for each section, start of sprinkler pump(s) and alarms shall be capable of being operated from two spaces separated as widely as possible, one of which shall be a continuously manned control station. In category B craft, no	Exemption

		<p>section of the system shall serve more than one of the zones required in 7.11.</p> <p>7.13.2 Plans of the system shall be displayed at each operating station. Suitable arrangements shall be made for the drainage of water discharged when the system is activated.</p> <p>7.13.3 Category A craft need not comply with the requirements of 7.13.1 and 7.13.2 providing that:</p> <ul style="list-style-type: none"> <li>– smoking is not permitted;</li> <li>– sales shops, galleys, service spaces, ro-ro spaces and cargo spaces are not fitted;</li> <li>– the maximum number of passengers carried does not exceed 200; and</li> <li>– the voyage duration at 90% of maximum speed from departure port to destination when fully laden does not exceed 2 hours.</li> </ul>	
17	Craft shall be provided with at least one radar transponder.	<p>14.7.2.1 Every passenger high-speed craft and every cargo high-speed craft of 500 gross tonnage and upwards shall be provided with at least:</p>	Amendment to HSC Code 2000

		<p>.1 one radar SART or AIS-SART on each side of the craft.</p> <p>14.7.3</p> <p>The radar SARTs or AIS-SARTs required by 14.7.2.1 shall be stowed in such locations that they can be rapidly placed in any one of the liferafts. Alternatively, one radar SART or AIS-SART shall be stowed in each survival craft.</p>	
18	Craft shall be provided with at least six rocket parachute flares, comply with the requirements of paragraph 3.1 of the LSA Code, stowed in or near the operating compartment.	<p>8.2.3.2</p> <p>Craft shall be provided with not less than 12 rocket parachute flares, complying with the requirements of paragraph 3.1 of the LSA Code, stowed in or near the operating compartment.</p>	Amendment to HSC Code 2000
19	Not require for lifebuoys to be provided with self-activating smoke signal.	<p>8.3.1</p> <p>Where passengers or crew have access to exposed decks under normal operating conditions, at least one lifebuoy on each side of the craft, capable of quick release from the control compartment and from a position at or near where it is stowed, shall be provided with a self-igniting light and a self-activating smoke signal. The positioning and securing arrangements of the self-activating smoke</p>	Amendment to HSC Code 2000

		signal shall be such that it cannot be released or activated solely by the accelerations produced by collisions or groundings.	
20	A sufficient number of lifejackets shall be carried for persons on watch.	8.3.5.3 a sufficient number of lifejackets shall be carried for persons on watch and for use at remotely located survival craft and rescue boat stations;	Additional requirement to HSC Code 2000
21	Craft is not required to be provided with immersion suit.	8.3.7 An immersion suit, of an appropriate size, complying with the requirements of paragraph 2.3 of the LSA Code shall be provided for every person assigned to crew the rescue boat.	Exemption
22	Craft is not required to be provided with immersion suit or anti-exposure suit.	8.3.8 An immersion suit or anti-exposure suit shall be provided for each member of the crew assigned, in the muster list, to duties in an MES party for embarking passengers into survival craft. These immersion suits or anti-exposure suits need not be required if the craft is constantly engaged on voyages in warm climates where, in the opinion of the Administration, such suits are unnecessary.	Exemption
23	Not require	8.6.9.4	Amendment to

		as far as practicable, in a secure and sheltered position and protected from damage by fire and explosion.	HSC Code 2000
24	Subject to survival craft and rescue boat embarkation arrangements being effective within the environmental conditions in which the craft is permitted to operate and in all undamaged and prescribed damage conditions of trim and heel, where the freeboard between the intended embarkation position and the waterline is not more than 1.5 m. The embarkation arrangement where persons board liferafts directly is acceptable.	8.7.5 Subject to survival craft and rescue boat embarkation arrangements being effective within the environmental conditions in which the craft is permitted to operate and in all undamaged and prescribed damage conditions of trim and heel, where the freeboard between the intended embarkation position and the waterline is not more than 1.5 m, the Administration may accept a system where persons board liferafts directly	Amendment to HSC Code 2000
25	A line-throwing appliance is not mandatory to be provided.	8.8 A line-throwing appliance complying with the requirements of paragraph 7.1 of the LSA Code shall be provided.	Amendment to HSC Code 2000
26	Falls used in launching shall be inspected periodically. Special attention shall be paid on the pulley area. The falls used in launching shall be renewed when necessary due to deterioration of the falls or at intervals of not more than five years, whichever is the earlier.	8.9.3.1 Falls used in launching shall be turned end for end at intervals of not more than 30 months and be renewed when necessary due to deterioration of the falls or at intervals of not more than five years,	Amendment to HSC Code 2000

		<p>whichever is the earlier.</p> <p>8.9.3.2</p> <p>The Administration may accept, in lieu of “end for ending” required in 8.9.3.1, periodic inspection of the falls and their renewal whenever necessary due to deterioration or at intervals of not more than four years, whichever is the earlier.</p>	
27	The provision of rescue boat is not required.	<p>8.10.1</p> <p>At least one rescue boat for rescue purpose shall be provided.</p> <p>(Craft of less than 30 m in length may be exempted from carrying a rescue boat.)</p>	Exemption
28	<p>8.9.2</p> <p>The liferafts shall be self-righting liferaft (except the liferaft of capacity of 6 persons or less) or open reversible inflatable liferaft. For craft provided with open reversible inflatable liferaft, the liferaft shall comply with HSC Code 2000 Annex 11 requirement.</p>	<p>8.10.2</p> <p>Where the Administration considers it appropriate, in view of the sheltered nature of the voyages and the suitable climatic conditions of the intended area of operations, the Administration may permit the use of open reversible inflatable liferafts complying with annex 11 on category A craft as an alternative to liferafts complying with paragraph 4.2 or 4.3 of the LSA Code.</p>	Amendment to HSC Code 2000
29	Means shall be provided to ensure that the machinery can be	9.1.5	Comply with

	brought into operation from the dead craft condition without external aid.	Means shall be provided to ensure that the machinery can be brought into operation from the dead craft condition without external aid.	HSC Code 2000
30	Comply with HSC Code 2000 Code 10.9	Related to the Category A craft bilge pumping and relevant requirement	Comply with HSC Code 2000
31	Supplement to the multihull craft exemption. This requirement is not required, where such provision is unreasonable or impracticable for special engine-room arrangement.	12.2.8 The main switchboard shall be so placed relative to one main generating station that, as far as practicable, the integrity of the normal electrical supply may be affected only by a fire or other casualty in one space. An environmental enclosure for the main switchboard, such as may be provided by the machinery control room situated within the main boundaries of the space, shall not be considered as separating the switchboards from the generators.	Exemption
32	The emergency source of power shall be capable of supplying simultaneously for a period of two hours to emergency lighting and a period of three hours to “not under command” light.	12.7.3 The duration for emergency source of power for emergency lighting and “not under command” light.	Amendment to HSC Code 2000
33	For high-speed passenger craft provided with dual propeller, if the emergency source of power is not able to be provided	12.7.3.6 Power drives for directional control devices	Amendment to HSC Code 2000

	for the steering gear, there shall be served by at least two independent circuits from main power source.		
34	Craft is not required to be provided with speed and distance measurement	13.3 Speed and distance measurement	Exemption
35	Craft engaged in night operations shall be provided with at least one adequate searchlight, which shall be controllable from the operating station.	13.9.1 Craft shall be provided with at least one adequate searchlight, which shall be controllable from the operating station.	Amendment to HSC Code 2000
36	Craft is not required to be provided with automatic steering aid (automatic pilot)	13.12 Automatic steering aid (automatic pilot)	Exemption
37	Performance Standards for Shipborne BEIDOU Satellite Navigation System (BDS) Receiver Equipment MSC.379(93)	13.17.4 footnote	Additional requirement to HSC Code 2000
38	Craft is not required to be provided with adequate tools and spares.	14.15.4 Adequate tools and spares shall be provided to enable equipment to be maintained.	Exemption
39	Craft is not required to be provided with receiver capable of receiving MSI and search and rescue related information	14.7.1.4 a receiver or receivers capable of receiving MSI and search and rescue related information throughout the entire voyage in which the craft is engaged <sup>8</sup> <sup>8</sup> Refer to Guidance for the reception of maritime	Exemption

		safety information and search and rescue related information as required in the Global Maritime Distress and Safety System (GMDSS) (MSC.1/Circ.1645).	
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