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High Speed Craft Consultative Committee
Local Vessels Advisory Committee

Collaboration Mechanism for Safety Inspection of Non-convention Vessels in the Guangdong-Hong Kong-Macao Greater Bay Area and Guangxi

Purpose

In order to promote coordinated development of maritime transport safety governance in the Guangdong-Hong Kong-Macao Greater Bay Area and Guangxi ("the region"), relevant maritime authorities [1] propose the establishment of a collaboration mechanism for safety inspections of non-convention vessels [2] navigating in the region ("the regime"). Members are invited to note the paper.

Background

2. For different types of non-convention vessels currently operating in the waters of the region, apart from the initial and renewal surveys by their own jurisdictions, they will also be subject to safety inspections conducted by local port authorities from time to time when operating in other ports. To avoid repeated safety inspections of vessels at different ports and alleviate the burden of shipowners, the maritime authorities in the region propose the establishment of a collaborative inspection mechanism to mutually recognise the results of safety inspections of non-convention vessels. This could be effective in maintaining the safety level of vessels navigating in the region.

Inspection mechanism

3. The maritime authorities across the region will adopt a standardised approach in relation to determining the risk profile[3] of non-convention vessels in the region and the inspection time window for their safety inspection while

[1] Hong Kong Marine Department, Macao Marine and Water Bureau, Guangdong Maritime Safety Administration, Shenzhen Maritime Safety Administration and Guangxi Maritime Safety Administration.
[2] Non-convention vessels refer to high speed passenger crafts not navigating in international waters, Mainland river-trade vessels and coastal vessels, Macao registered vessels and Hong Kong licensed local cargo vessels.
[3] The factors in determining the risk profile include: type of vessel, age of vessel, previous inspection records, etc.

also building a database for sharing vessel information[4] to avoid repeated safety inspections on the same non-convention vessel during the inspection time window, so as to facilitate normal operation of vessels. The indicative vessel risk profiles and vessel selection criteria are in **Annex**.

4. Regarding vessel safety inspection standards, the inspection of Hong Kong non-convention vessels in other ports in the region will be based on the Marine Department's safety inspection standards and relevant codes of practice.

Way Forward

5. Members of the committees are invited to note the content of this paper.

Marine Department
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[4] Under the prerequisite of not affecting personal privacy, the information database will include basic vessel information, such as vessel numbers or call signs, main dimensions, particulars of vessel owners or operators, vessel safety inspection records. The information of the database is solely used for the collaboration mechanism for safety inspection.

Annex

Indicative Vessel Selection Criteria for the Safety Inspection of Applicable Vessels

1. Vessel Risk Profile

1.1 In accordance with ship types and historical parameters, applicable vessels will be categoried into three groups: **high risk vessels, medium risk vessels and low risk vessels**.

1.2 High Risk Vessels refer to vessels which meet all the corresponding parameter and criteria, with an aggregated weighted value greater than or equal to 6.

1.3 Low Risk Vessels refer to vessels which satisfy all corresponding parameter and criteria, and have had at least one inspection within the previous 36 months.

1.4 Medium Risk Vessels refer to vessels that are neither High Risk Vessels nor Low Risk Vessels.

Table 1 Vessel Risk Profiles

Parameters		Risk attributes			
		High Risk Vessels (sum of weighted value≥6)		**Medium Risk Vessels**	**Low Risk Vessels**
		Criteria	**Weighted value**	**Criteria**	**Criteria**
Type of vessel		- Chemical Tanker - Liquefied Gas Tanker - Bulk Carrier - Passenger Vessel (including High Speed Passenger Craft) - Dangerous Goods Carrier - Oil Carrier	2	Neither high risk vessels nor low risk vessels	-
Age of vessel		Vessel age ≥ 12 years	1		-
Deficiencies	Number of deficiencies recorded in each inspection within the previous 36 months	Number of inspections (“a”) that exceed the average number of deficiencies within the previous 36 months (rounded up to the nearest whole number)	a		Number of deficiencies in all previous inspections is equal to or less than the average number of deficiencies within the previous 36 months (rounded up to the nearest whole number), and has undergone at least one inspection within 36 months

Detentions	Number of detentions within the previous 36 months	2 or more detentions	1		No detention

2. Vessel selection criteria

2.1 Safety inspection are prioritised in accordance with vessel risk profile and the following inspection time window:

Table 2 Window periods of vessel safety inspection

Risk attributes of vessels	Window periods of vessel safety inspection (counting from the date of the last inspection)
Low risk vessels	9-18 months
Medium risk vessels	6-8 months
High risk vessels	3-5 months

3. Records

3.1 The vessel risk profile of individual applicable vessel will be assessed by their respective maritime authorities. Such risk profile will be updated from time to time on the vessel information database.