

LOCAL VESSELS ADVISORY COMMITTEE

Life-saving Appliances of Local Vessels

Purpose

This paper sets out the following two proposals:

- (a) accepting lifejackets which comply with the specified standards of the International Organization for Standardization (“ISO”) as appropriate for use on local vessels; and
- (b) clarifying the standards for life-saving appliances of pre-2007 existing vessels of Classes I, II and III.

Lifejackets of ISO Standards

2. One of the expert witnesses appointed by the Commission of Inquiry into the Collisions of Vessels near Lamma Island on 1 October 2012 recommended including a definition for “lifejackets” in the legislation with reference to the ISO Level 150 standard or equivalent.

3. Having considered the circumstances in and outside the waters of Hong Kong, the Marine Department (MD) proposes that in addition to the lifejackets specified as appropriate for use on local vessels under the existing Code of Practice – Safety Standards for Class I, II and III Vessels and Code of Practice – Safety Standards for Class IV Vessels, lifejackets which comply with specified ISO standards as set out below be accepted as appropriate as well –

- (a) for a Class III local vessel which is permitted to ply outside the waters of Hong Kong or a local vessel which is permitted to ply within river trade limits, ISO 12402-3:2006 (Personal floatation devices – Part 3: Lifejackets, performance level 150 – Safety requirements)(“ISO Level 150 standard”); and

- (b) for a local vessel which is permitted to ply solely in the waters of Hong Kong, ISO 12402-4:2006 (Personal floatation devices – Part 4: Lifejackets, performance level 100 – Safety requirements)(“ISO Level 100 standard”).

Moreover, the lifejackets must be of a type approved by a maritime administration of a jurisdiction to which the International Convention for the Safety of Life at Sea, 1974 is applicable, or a recognised classification society.

4. At present, it is specified in the Code of Practice – Safety Standards for Class I, II and III Vessels and Code of Practice – Safety Standards for Class IV Vessels that the standard of lifejackets of the International Life-saving Appliance (“LSA”) Code is the principal standard for lifejackets on local vessels. MD considers that the ISO Level 150 standard is comparable to that of the LSA Code and is an appropriate standard for any waters.

5. The standard of lifejackets of the LSA Code is devised primarily for ocean-going vessels, whose lifejacket wearers might have to float in rough seas for several days before rescue. Hong Kong lies in the subtropics with mild weather throughout the year, and the seas are generally relatively smooth. The farthest point of the waters of Hong Kong from the shore is about 12 nautical miles only. Since rescue can usually be made within a short time, MD considers it unnecessary to adopt the standard of the LSA Code or the ISO Level 150 standard of lifejackets for Hong Kong.

6. The proposal in paragraph 3 above will apply to post-2 January 2007 new vessels of Classes I, II and III, and all Class IV vessels.

7. MD proposes to amend the Code of Practice – Safety Standards for Class I, II and III Vessels and the Code of Practice – Safety Standards for Class IV Vessels (see **Annexes A and B** for the proposed amendments) for implementation of the proposal in paragraph 3 above.

Standards for Life-saving Appliances of Pre-2007 Existing Vessels of Classes I, II and III

8. The current Code of Practice – Safety Standards for Class I, II and III Vessels stipulates that for pre-2 January 2007 existing non-high risk vessels,

life-saving appliances which have been approved by the national maritime authority of their country of manufacture in accordance with the national standard or by MD are considered acceptable.

9. For further clarity on the requirement, MD proposes to amend the Code of Practice – Safety Standards for Class I, II and III Vessels to clarify that the standards for life-saving appliances of pre-2 January 2007 existing high risk vessels are the same as that for non-high risk ones (See **Annex A** for the proposed amendments).

Way Forward

10. Subject to members' views, MD will seek the Local Vessels Advisory Committee's endorsement of the above proposals before amending the two Codes of Practice.

Advice Sought

11. Members are invited to comment on the proposals above and the proposed amendments at **Annexes A and B**.

Marine Department
16 April 2015

Code of Practice – Safety Standards for Class I, II and III Vessels

Chapter VII

(extract)

...

- 1.2 “LSA Code” means the International Life-Saving Appliance (“LSA”) Code adopted by the Maritime Safety Committee of the International Maritime Organization by its resolution MSC.48(66).

...

- <2.1 Life-saving appliances (other than lifejackets) shall be of approved types. Appliances conforming to the LSA Code and approved by a maritime administration of a jurisdiction to which the International Convention for the Safety of Life at Sea, 1974 is applicable or a classification society are acceptable.

The lifejackets required to be provided on board a local vessel under section 32 of and Schedule 3 to the Survey Regulation must –

- (a) at least comply with the performance standards and requirements set out in –

- (i) for a Class III local vessel which is permitted to ply outside the waters of Hong Kong or a local vessel which is permitted to ply within river trade limits –

(A) section 2.2.1 or 2.2.2 of the LSA Code; or

(B) ISO 12402-3:2006 (Personal floatation devices – Part 3: Lifejackets, performance level 150 – Safety requirements) issued by the International Organization for Standardization (ISO);

(ii) for a local vessel which is permitted to ply solely in the waters of Hong Kong –

(A) section 2.2.1 or 2.2.2 of the LSA Code; or

(B) ISO 12402-4:2006 (Personal floatation devices – Part 4: Lifejackets, performance level 100 – Safety requirements) issued by the ISO; and

(b) be of a type approved by a maritime administration of a jurisdiction to which the International Convention for the Safety of Life at Sea, 1974 is applicable or a classification society. >

For existing vessels, life-saving appliances which have been approved by the national maritime authority of their country of manufacture in accordance with the national standard or have been approved by the Department are also considered acceptable.

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Code of Practice – Safety Standards for Class IV Vessels

Chapter VI

(extract)

...

1.1 All life-saving appliances (other than lifejackets) shall be of approved type. Appliances conforming to the International Life-Saving Appliance (“LSA”) Code adopted by the Maritime Safety Committee of the International Maritime Organization by its resolution MSC.48(66), and approved by a maritime administration of a jurisdiction to which the International Convention for the Safety of Life at Sea, 1974 is applicable or a classification society, or equivalent, are acceptable.

1.1A The lifejackets required to be provided on board a local vessel under section 32 of and Schedule 3 to the Survey Regulation must –

(a) at least comply with the performance standards and requirements set out in –

(i) for a local vessel which is permitted to leave the waters of Hong Kong –

(A) section 2.2.1 or 2.2.2 of the LSA Code; or

(B) ISO 12402-3:2006 (Personal floatation devices – Part 3: Lifejackets, performance level 150 – Safety requirements) issued by the International Organization for Standardization (ISO);

(ii) for a local vessel which is permitted to ply solely in the waters of Hong Kong –

(A) section 2.2.1 or 2.2.2 of the LSA Code; or

(B) ISO 12402-4:2006 (Personal floatation devices – Part 4: Lifejackets, performance level 100 – Safety requirements) issued by the ISO; and

(b) be of a type approved by a maritime administration of a jurisdiction to which the International Convention for the Safety of Life at Sea, 1974 is applicable or a classification society.

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