

## **LOCAL VESSELS ADVISORY COMMITTEE**

### **Guideline on the Minimum Safe Number of Crew for Ferry Vessels and Launches**

#### **Purpose**

This paper sets out a proposed guideline on the minimum safe number of crew for ferry vessels and launches

#### **Background**

2. At the adjournment debate of the Legislative Council's sitting on 18 October 2012, the Secretary for Transport and Housing proposed ten measures to enhance the safety of local passenger vessels. One of the measures is to review the minimum manning requirement for local passenger vessels.

#### **Proposed Guideline on the Minimum Safe Number of Crew**

3. The Marine Department (MD) proposes that a total score in respect of a vessel should be individually derived from the factors and scores set out in Part A of the **Annex** and the indicative minimum safe number of crew for the vessel should be determined on the basis of the total score as set out in Part B of the **Annex**. The guideline on the minimum safe number of crew at **Annex** should be applicable to local vessels certificated as "ferry vessel" or "launch" only.

4. The indicative minimum safe number of crew derived in accordance with the **Annex** will be the least number of crew required on board a vessel. Unless ship owners request for extra manning as stated in paragraph 5 below, the number of crew in the muster list (applicable to vessels carrying more than 100 passengers) should tally with the indicative minimum safe number of crew. An emergency drill (including situations of collision, grounding, fire and abandonment of vessel) should be conducted with the indicative minimum safe number of crew.

5. If the indicative minimum safe number of crew derived in accordance with the **Annex** fails to cater for an emergency drill, the ship owner may apply to MD for another drill when the crew lives up to the requirements of the drill after training (which may give rise to delay in ship service or additional survey

charge) or provision of additional manning to meet the requirements of the drill. If the ship owner applies to MD for provision of additional manning to meet the requirements of the drill, the number of crew shown on the certificate of survey and the muster list (if applicable) will be the sum of the indicative minimum safe number of crew and the additional manning. In other words, the minimum safe number of crew is determined ultimately by the number of crew that is sufficient to meet the requirements of an emergency drill.

6. MD will keep a record on crew members taking part in emergency drills.

### **Public Address System**

7. As stipulated in section 7, Chapter V of the Code of Practice – Safety Standards for Class I, II and III Vessels, a public address system should be provided on every Class I vessel which carries more than 100 passengers or accommodates passengers in more than one deck. To ensure effective broadcasting of message by crew to passengers in the event of emergency, MD proposes that a portable loudspeaker or a public address system should be provided on every ferry vessel and launch which accommodates passengers on one deck only and carries not more than 100 passengers.

### **Sub-committee on Survey Work of Local Vessels**

8. The Sub-committee on Survey Work of Local Vessels discussed the proposal at various meetings, and agreed at its meeting on 29 August 2014 to submit it to this Committee for discussion.

### **Way Forward**

9. Subject to Member's comments, MD will amend the Code of Practice – Safety Standards for Class I, II and III Vessels with a view to effecting the above proposal on 29 November 2014 so that annual surveys for vessels thereafter can be conducted in accordance with the above proposal.

### **Advice Sought**

10. Members are invited to comment on this paper.

**Marine Department  
October 2014**

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for Ferry Vessels and Launches**

**Part A : Factors and Scores**

			Weighting	Score
Design	Designed number of allowable damaged compartments	2	high	6
		1		12
	Number of deck	1	middle	4
		2		8
		≥3		12
	Maximum number of passengers permitted onboard	≤100	high	6
		101-200		12
		201-300		18
		301-425		24
		426-500		30
		501-1 000		36
		≥1 001		42
	Number of access points for the concurrent embarkation and disembarkation of passengers while the vessel is at berth	1 access point	high	6
		2 access points		12
Size	Length overall	≤16.5m	middle	4
		>16.5m, but ≤26.4m		8
		>26.4m		12
Speed	Maximum operation speed	≤15 knots (kt)	middle	4
		>15kt, but ≤20kt		8
		>20kt		12
Total power	Total power of engine	≤750kW	middle	4
		>750kW, but ≤1 500 kW		8
		>1 500kW, but ≤2 050 kW		12
		>2 050kW		16

			Weighting	Score
Machinery and control mechanism	Location of engine control mechanism for propulsion engine	Bridge (more than 2 propulsion engines)	low	2
		Bridge (not more than 2 propulsion engines), or next to engine (more than 2 propulsion engines)		4
		Next to engine (not more than 2 propulsion engines)		6
Equipment	Fire-fighting equipment	Equipped with fixed fire-fighting system	middle	4
		Equipped with power-driven fire pump only		8
		Equipped with manual fire pump only		12

- Weighting : high – with an initial score of 6, which is increased by 6 for each increment.  
middle – with an initial score of 4, which is increased by 4 for each increment.  
low – with an initial score of 2, which is increased by 2 for each increment.

Part B: Total Score and the Corresponding Indicative Minimum Safe Number of Crew

Total Score	Indicative Minimum Safe Number of Crew
≤ 80	2
81 - 86	3
87 - 91	4
92 - 108	5
109 - 113	6
114 - 119	7
> 119	8