

## **LOCAL VESSELS ADVISORY COMMITTEE**

### **Proposed Safety and Control Measures for Fast-speed Locally-licensed Passenger Vessels**

#### **Purpose**

This paper informs Members of the findings of a consultancy on the risk assessment of fast-speed locally-licensed passenger vessels (hereafter referred to as fast-speed vessels (“FSVs”)), and seeks Members’ views on a series of safety and control measures which the consultant recommends for such FSVs.

#### **Background**

2. The Marine Department (“MD”) commissioned a consultancy study in November 2014 to conduct a risk assessment on FSVs and to recommend appropriate safety and control measures for such vessels, including professional training required of their coxswains. The scope of the consultancy included both Class I vessels and Class IV vessels that are let for hire or reward. The consultant submitted the consultancy report in March 2016.

#### **Findings**

3. Having looked into the number of injuries resulting from incidents involving FSVs, the definitions of “fast speed” by other marine authorities as well as stakeholders’ responses on how vessel speed affects the difficulty of navigation, the consultant recommends that FSVs should be defined as passenger vessels which can, at its maximum speed, travel at 20 knots or above.

#### **Recommended Safety and Control Measures**

4. On the basis of the definition as set out in paragraph 3 above, the consultant recommends a series of safety and control measures for FSVs as tabulated below –

Category	Proposed Measures
<b>Operational Standards</b>	<ul style="list-style-type: none"> <li>• Develop a <b>user guide</b> for specific use by coxswains/crew/operators of FSVs</li> </ul>
	<ul style="list-style-type: none"> <li>• Implement a simplified <b>Safety Management System</b></li> </ul>
<b>Seafarer Standards</b>	<ul style="list-style-type: none"> <li>• <b>Strengthen training for Grade 1 coxswains</b> on responding to collision situations</li> </ul>
	<ul style="list-style-type: none"> <li>• Implement <b>practical assessment</b> on operating FSVs</li> </ul>
	<ul style="list-style-type: none"> <li>• Require coxswains to hold <b>type-rating certificates</b> for operating FSVs (for FSVs permitted to carry more than 100 passengers only)</li> </ul>
	<ul style="list-style-type: none"> <li>• Require coxswains to attend one-day <b>refresher course</b> on a periodic basis</li> </ul>
<b>Equipment Provision</b>	<ul style="list-style-type: none"> <li>• Require provision of <b>AIS</b> on FSVs</li> </ul>
	<ul style="list-style-type: none"> <li>• Require provision of <b>radar reflector</b> on FSVs</li> </ul>

### Previous Trade Consultation

5. MD consulted the Joint Sub-committee on Class I and Class IV Vessels (“Sub-committee”) under this Committee in June 2016 on the recommended measure to require coxswains to hold type-rating certificates for operating FSVs. Amongst others, Members of the Sub-committee held the view that, given the existing manpower shortage, the requirement for relevant coxswains to hold type-rating certificates would impose significant difficulties on the trade.

### Advice Sought

6. Members’ views are sought on the recommended safety and control measures summarised in paragraph 4 above. Members’ observations on the consultant’s definition of FSVs are also welcome. Subject to Members’ views, MD will further assess the feasibility of taking forward the recommended measures.