

# **Risk Assessment on “Fast Speed” Locally-Licensed Passenger- Carrying Vessels**

## **Final Report**

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Confidential



# **Risk Assessment on “Fast Speed” Locally-Licensed Passenger-Carrying Vessels**

## **Final Report**

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## 11 Summary

### 11.1 Definition of "fast speed"

A definition for the term "Fast Speed", be the maximum speed a craft be capable of; was proposed as "20 knots or above" on the basis that:

- Numbers of injuries resulting from incidents involving LLPCVs are much greater when involving vessels that can exceed 20 knots,
- From the stakeholder responses (from LLPCV coxswains), we considered that navigation in Hong Kong waters starts to become more stressful when vessel speed is at or above 20 knots.
- Other leading maritime authorities that have defined "fast speed" have adopted values of 20, 25 and 30 knots; among which the lower threshold of 20 knots may be most applicable to Hong Kong - given the high density of vessel traffic.

It is recommended a "fast speed" vessel exceeding a defined passenger capacity, with a consequence of higher risk should have additional safety measures.

### 11.2 Control Measures to Enhance the Safety of "fast speed" LLPCVs

Responding to safety issues revealed by local incident statistics, and concerns raised by industry stakeholders, the Study Team has reviewed and recommended a number of measures to enhance the safety of "fast speed" LLPCVs, reflecting both international best practice and local conditions.

The recommended measures apply to three aspects of vessel operations:

- Equipment provision
- Operational standards
- Seafarer standards

The measures are proposed for application to "Fast Speed" ( $\geq 20$  knots) LLPCVs and according to their passenger capacity. Related measures have been grouped into packages, each of which includes measures of strategic importance. The following packages of measures are proposed:

**Table 11-1 Safety Measure Focus Area Application**

Package	Measures of Strategic Importance
OPERATIONAL STANDARDS	<p><b>Develop a user guide</b> aimed at LLPCVs in general, with specific information (or chapter) devoted to "fast speed" LLPCV coxswains/crew/ operating companies.</p>
	<p><b>Implementation of a simplified Safety Management System.</b> The system should suit the needs of the LLPCVs and the local operating environment, and be implemented for HSC-built vessels initially and then progressively moved to cover larger vessels (&gt;100 pax) and others. It is noted that the contents of simplified Safety Management System shall be developed under separate exercise.</p>
SEAFARER STANDARDS	<p><b>Training on recognising and responding to potential collision situations.</b> The training applies to Grade 1 coxswains operating a "fast speed" Class 1 vessel with LOA greater than 26.4 metres and Grade 1 PV operators operating a "fast speed" PV let for hire or reward with LOA 15 metres or greater.</p>
	<p><b>Practical assessment for operating "fast speed" LLPCVs,</b> including dealing with hazardous situations, emergency drills, etc, applying initially to coxswains of larger sized "fast speed" LLPCVs (&gt;100 pax).</p>
	<p><b>Require crews of 'fast speed' vessels to hold type rating certificates</b> for the vessels they operate. It will help ensure coxswains fully understand the capability and behaviour and how to control their vessel. Most coxswains probably already have this level of awareness, but this measure will eliminate any cases where they do not. Recommended for coxswains of all &gt;100 pax "fast speed" LLPCVs.</p> <p><b>One day Refresher courses for coxswains of "fast speed" LLPCVs,</b> which coxswains would have to attend periodically.</p>
EQUIPMENT PROVISION	<p><b>Radar reflector</b> to be fitted if there is a possibility the vessel may not be picked up by other vessel's radar systems.</p>
	<p><b>Provision of AIS that supplement radar</b> for all "fast speed" LLPCVs.</p>