



Welcome Safety Seminar February 2024

Hong Kong Marine Department

We are One in Promoting Excellence in Marine Services



Opening

LUI Kam-leung
General Manager/Ship Safety

We are One in Promoting Excellence in Marine Services

What's On Today

1. **HK Fleet Performance Review**
2. **Ship Registration Procedure, HKSR Promotion**
3. **Topics related to MLC**
4. **Detention Case Study**
5. **Latest International / HK requirements**
6. **Q&A Session**





HK Performance Review

LAM Siu-Chan, Teddy
Senior Surveyor/Quality Assurance

We are One in Promoting Excellence in Marine Services

PSC MoUs+USCG HK Registered Ships



2022

2023

Deficiencies per Inspection

1.17

1.37



17.1%

Detention Rate

1.40%

0.81%



42.1%

No. of Detentions

58

35



39.7%

No. of Inspections

4142

4328

Detention by MOUs+USCG



	2022	2023	Australia (Tokyo MoU)	
Tokyo	31	21	2022 12 (21%)*	2023 13 (37%)*
Paris	18	7		
USCG	5	4	2022 5 (10%)*	2023 4 (11%)*
Other MOUs	4	3		
Total	58	35		

()* indicate the percentages from the total number of detention for the year

Geographical Distribution of Detention (Top 6)



2022	
Australia	12 (21%)
USA	5 (10%)
Indonesia	4 (7%)
Russia	4 (7%)
Germany	3 (5%)
Canada	3 (5%)

2023	
Australia	13 (37%)
USA	4* (11%)
Germany	3 (9%)
Canada	2 (6%)
Japan	2 (6%)

***One detention related to ISPS**

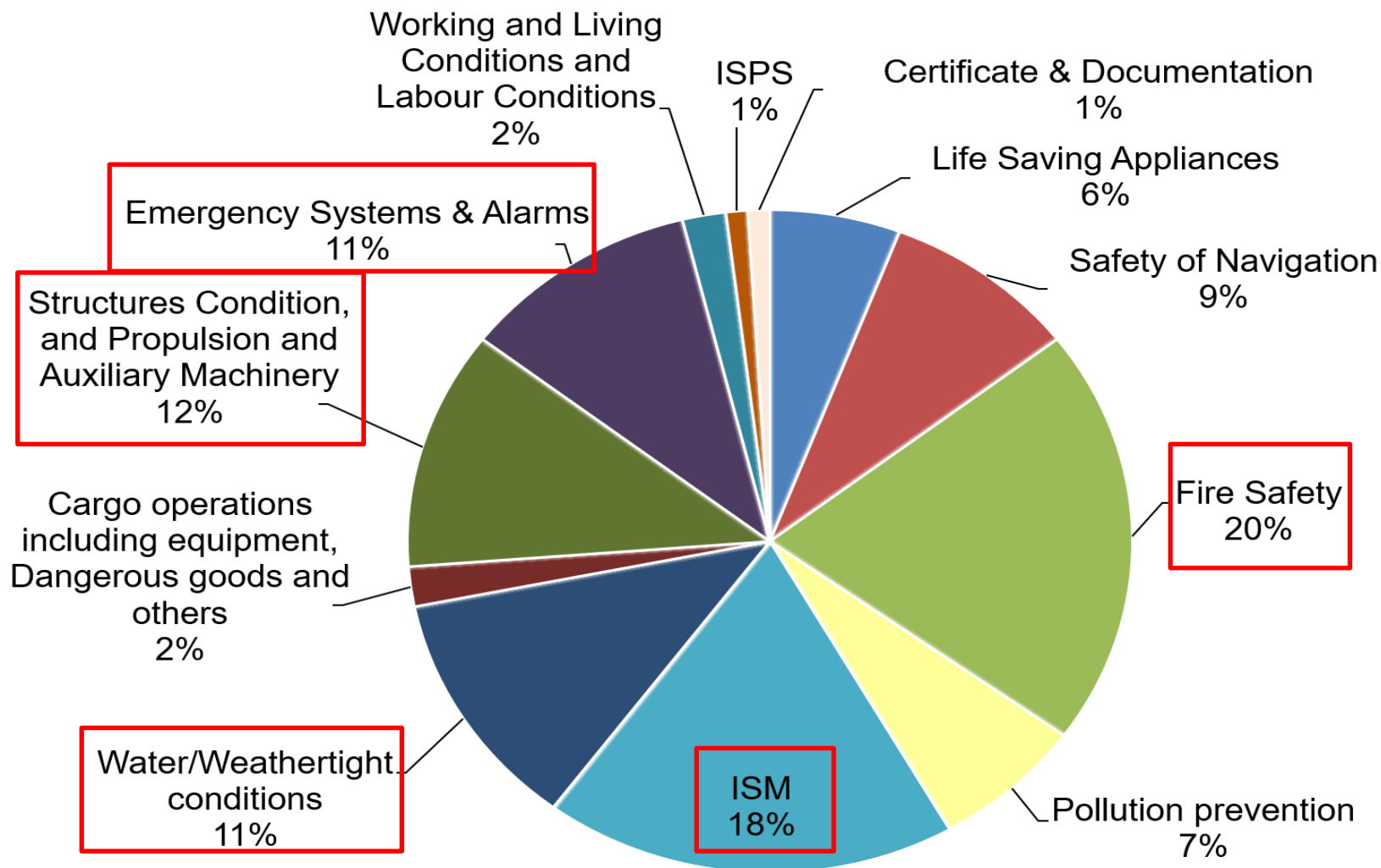
Detention Rate at USA



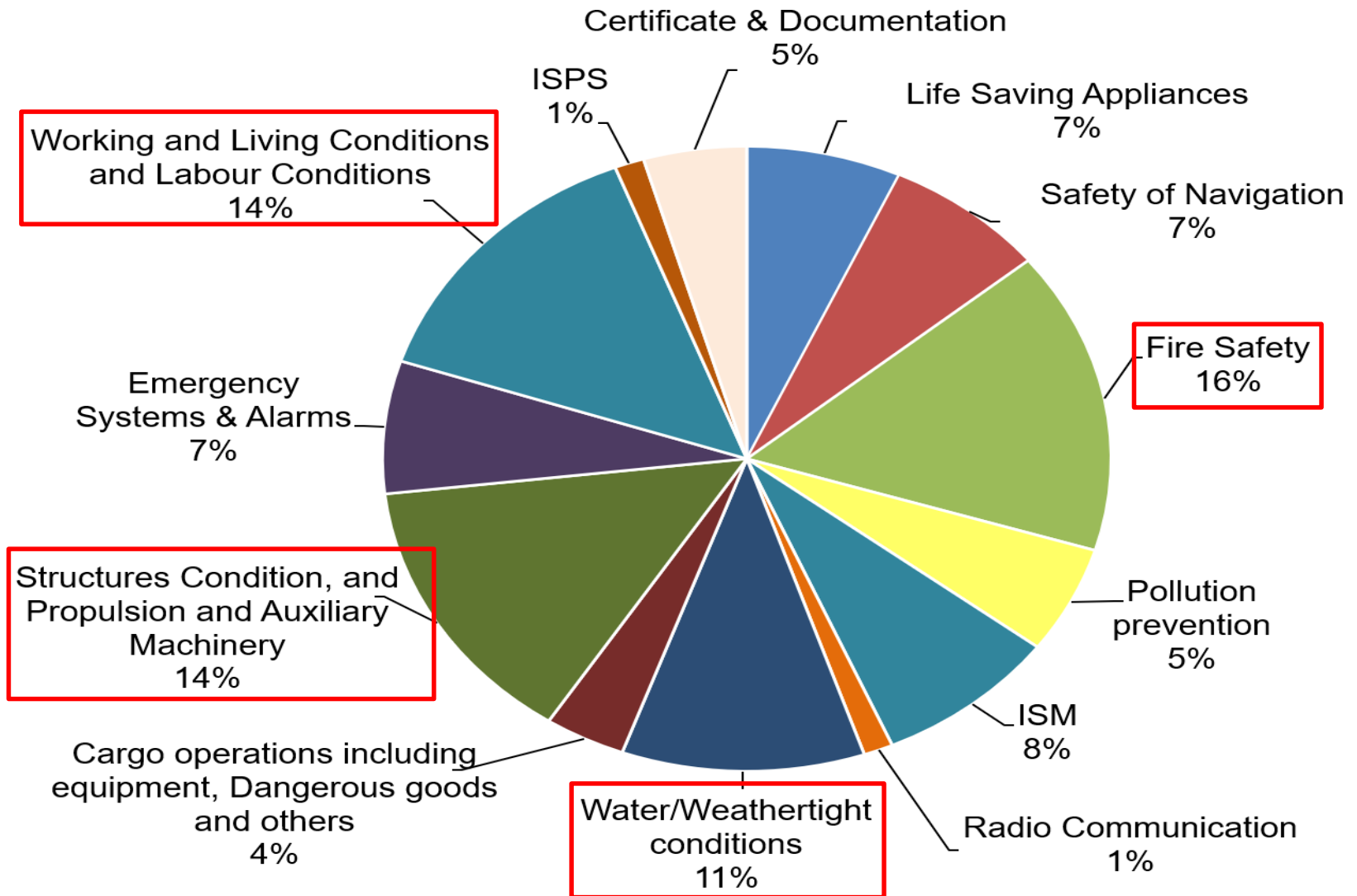
- 3 years rolling detention % **<1%**
- Hong Kong Ship 3 years rolling (2021-2023) is **0.87%**
- "QUALSHIP 21 Programme" as a qualified flag since 2011



Detainable Deficiencies of Hong Kong Registered Ships



Defects of Hong Kong Registered Ships





Detainable Deficiencies frequently found on Hong Kong Registered Ships

2023

1. Fire Safety (20%)
2. ISM (18%)
3. Structures and Propulsion and Auxiliary Machinery (12%)
4. Load Line (11%)
5. Emergency & Alarm (11%)



Detainable Deficiencies frequently found on Hong Kong Registered Ships



- Excessive oil accumulated in engine room

***The photos attached are for illustration only**

Detainable Deficiencies frequently found on Hong Kong Registered Ships



- Auxiliary generator exhaust system in way of turbocharger found with exposed surfaces above 220 degrees C

Detainable Deficiencies frequently found on Hong Kong Registered Ships



- Booby hatch - unable to close weathertight

***The photos attached are for illustration only**

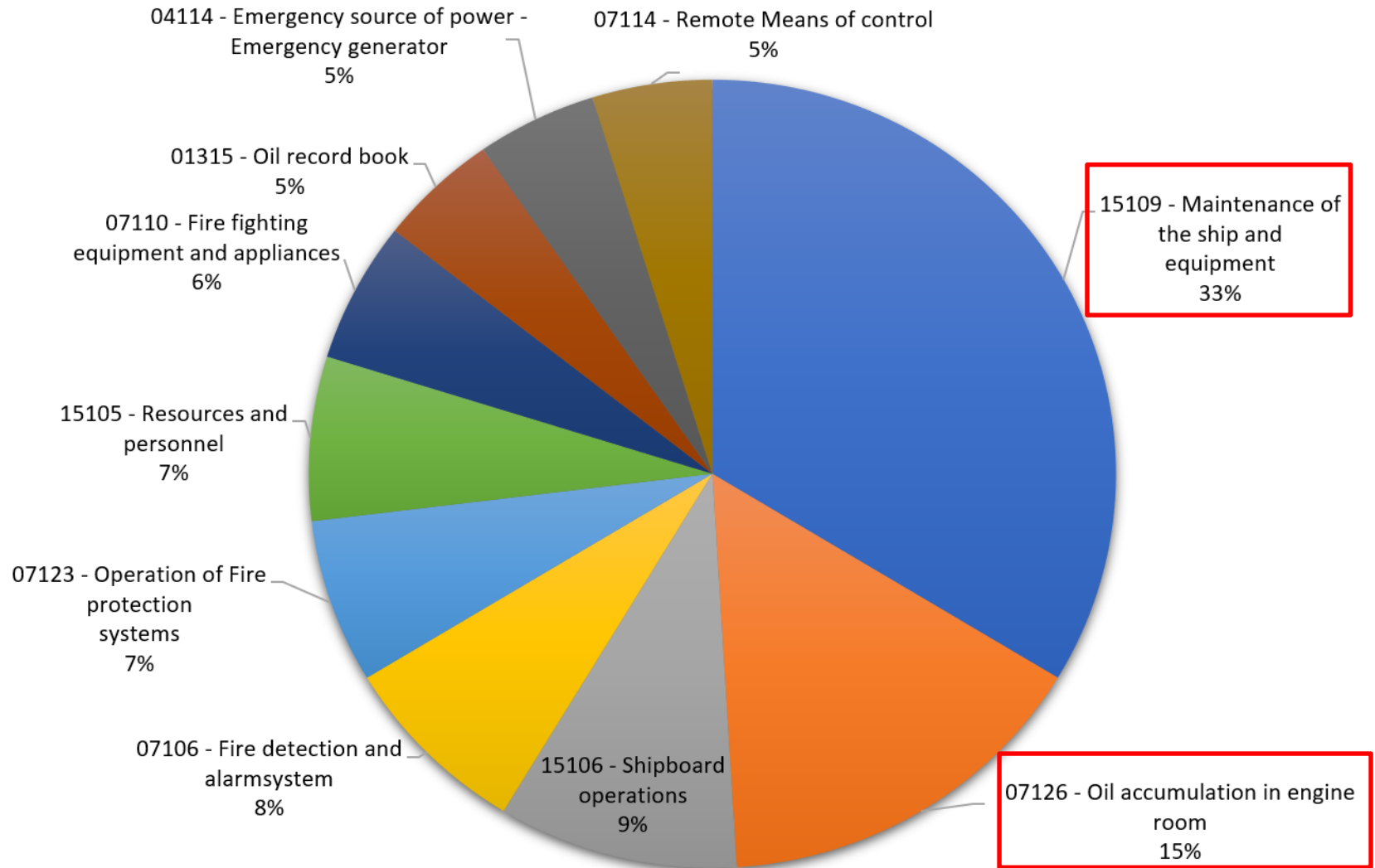
Detainable Deficiencies frequently found on Hong Kong Registered Ships



- Emergency Fire Pump Defective - Unable to demonstrate operation during inspection



***The photos attached are for illustration only**

Detainable Deficiencies of USCG 2023



Most Common Detainable Deficiencies in USCG 2023

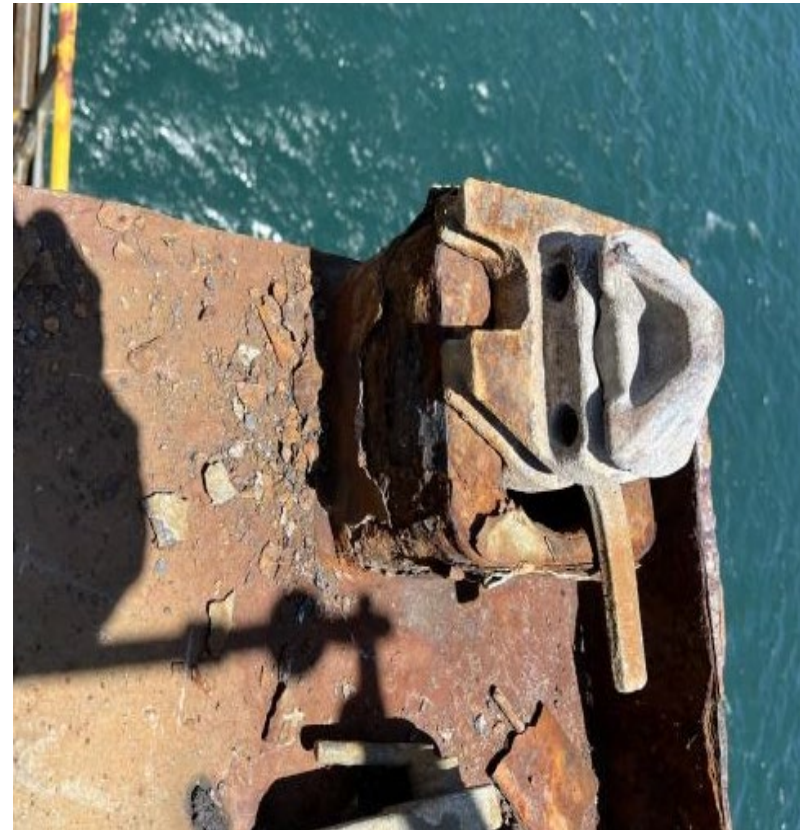


Rank	Detainable Deficiencies
1	ISM - Maintenance of the ship and equipment
2	Oil accumulation in engine room
3	ISM - Shipboard operation 
4	Fire detection and alarm system
5	Operation of Fire Protection Systems 

Most Common Detainable Deficiencies in USCG 2023



Cracks found in door frame
of rescue boat



Severely corroded lashing
socket

***The photos attached are for illustration only**

Most Common Detainable Deficiencies in USCG 2023



Load line – Severe corrosion found at deck vents

***The photos attached are for illustration only**

Most Common Detainable Deficiencies in USCG 2023



- Excessive oil accumulated in engine room

***The photos attached are for illustration only**

Most Common Detainable Deficiencies in USCG 2023



- Dismantled fire detector/
detector was covered

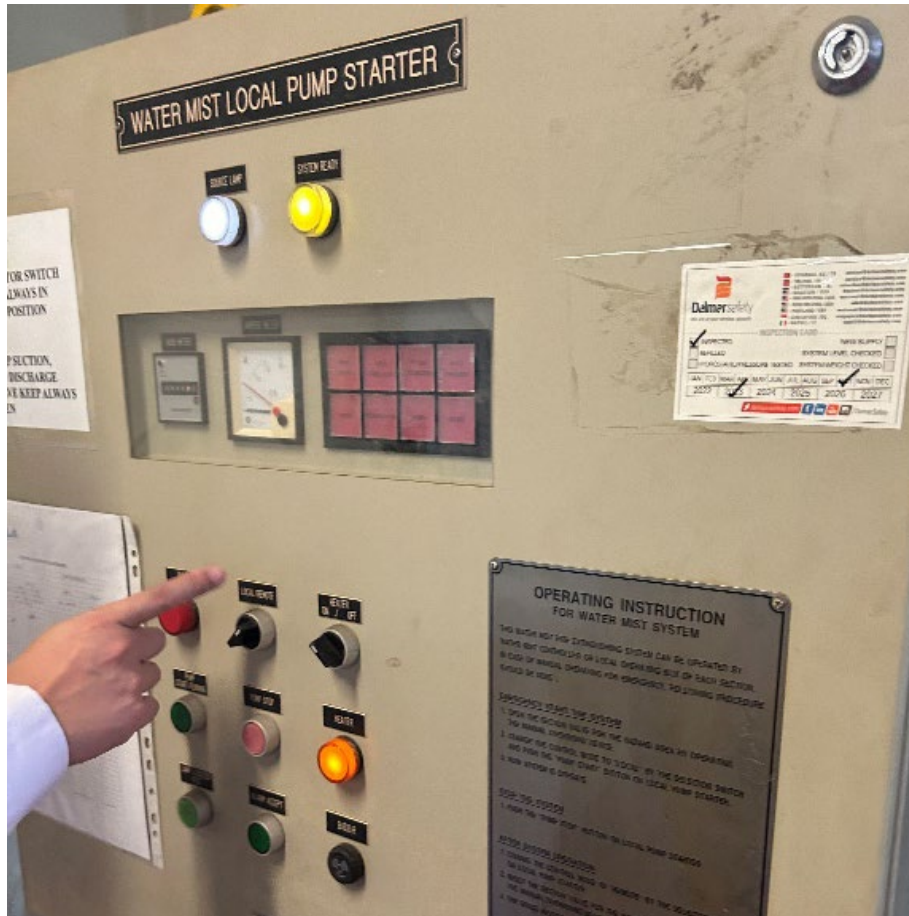
Most Common Detainable Deficiencies in USCG 2023



- Defective fire alarm panel

***The photos attached are for illustration only**

Most Common Detainable Deficiencies in USCG 2023



- Water mist system cannot operate automatically (set to manual mode/ local mode/ valves closed)

***The photos attached are for illustration only**

Most Common Detainable Deficiencies in USCG 2023



- Emergency fire pump is inoperable

***The photos attached are for illustration only**

Most Common Detainable Deficiencies in USCG 2023



- Co2 bottle and piping are not connected

***The photos attached are for illustration only**

Most Common Detainable Deficiencies in USCG 2023



- Multiple fire hoses (5 out of 19) on the ship leaked and failed the operational test

***The photos attached are for illustration only**

Most Common Detainable Deficiencies in USCG 2023



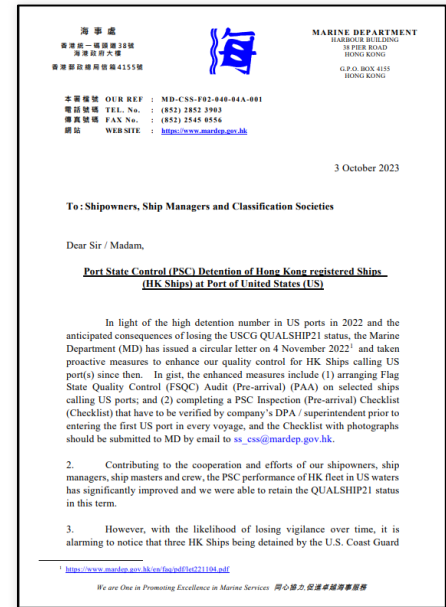
- Fuel leaks in engine room, oil-soaked insulations found

***The photos attached are for illustration only**

Enhanced measures prior entering US port



- Circular Letter on “Port State Control (PSC) Detention of Hong Kong registered Ships(HK Ships) at Port of United States (US)” (3 October 2023)
- Complete PSC Inspection (Pre-arrival) Checklist
- Provide Photo/Video records showing the general conditions of ship
- Provide ship schedule for ships calling US ports
- FSQC audit may be arranged



<https://www.mardep.gov.hk/filemanager/en/share/faq/pdf/let231003.pdf>



Ship Registration Procedure, HKSR Promotion

Jorgen CHOW

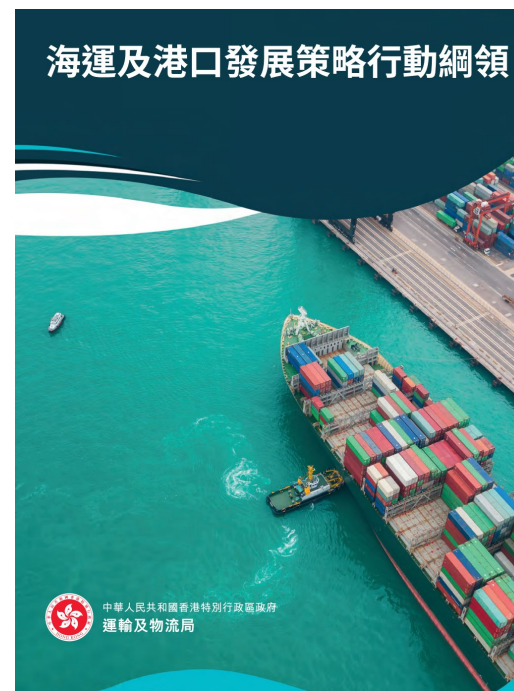
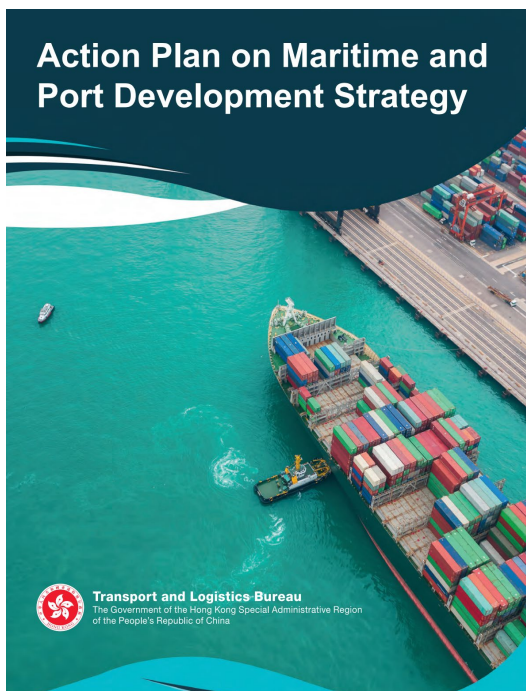
Senior Surveyor/Ship Registration Services

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Action Plan on Maritime and Port Development Strategy



- The Government promulgated the Action Plan on Maritime and Port Development Strategy on 20 December 2023.
- 政府於2023年12月20日公布《海運及港口發展策略行動綱領》



Strategy (5): Enhancing Hong Kong Shipping Registry to Consolidate the High-quality Brand



Strategy (5): Enhancing Hong Kong Shipping Registry to Consolidate the High-quality Brand

Hong Kong's ship registration is widely recognised internationally. It ranks fourth in the world in terms of gross tonnage. The port state detention rate of Hong Kong-registered ships is very low, with a rate of 0.8% in the first three quarters of 2023, which is much lower than the global average (3.42%). Hong Kong's high-quality fleet sails worldwide and contributes to the navigation safety of various ports. In parallel, the high-quality brand of ship registration and large fleet of Hong Kong strengthen the local maritime industry. We have been dedicated to enhancing the services and coverage of the Hong Kong Shipping Registry (HKSR), and currently providing shipowners with more direct and faster support through the services of seven regional desks in London, Shanghai, Singapore, Sydney, San Francisco, Tokyo, and Toronto. We will take the following recommended specific actions:

- The Marine Department (MD) will strengthen ties with existing shipowners via more frequent business meetings, marine safety seminars and visits. It will also reach out to markets with growth potential (such as the Middle East and Southeast Asia) and strengthen the promotion of HKSR service through extensive corporate visits and exhibitions in target regions;
- To further accelerate growth, the MD will continue to optimise ship registration services and suitably employ digitalisation to streamline the process to facilitate ship registration;
- The HKSR will formulate competitive financial incentives to increase the attractiveness of the HKSR, including the consideration of providing block registration incentives for shipowners from 2024/2025 and green incentives for Hong Kong registered ships that meet international carbon reduction standards;
- We will also enhance the promotion of the HKSR. From 2024, the scale of the annual prize presentation ceremony co-hosted by the HKSR and the Hong Kong Shipowners Association (HKSOA) will be expanded. We will also explore introducing green ship awards to shipping companies with excellent performance; and
- The HKSR will make use of the existing network and work with InvestHK to encourage shipowners and ship management companies of Hong Kong registered ships to use more local maritime services to increase the demand for these services.



Action:

Streamline the Ship Registration Process

Action:

Introduce Green Incentive & Block Registration Incentive

Latest Development



Streamline the Ship Registration Process

- HKSR will widen the accepted format for Applications, Declarations and Supporting Document to application that have no legislative requirements or constraints
 - Applications submit through One-stop E-service (OSS) without the need to print and sign on the webform
 - Declarations submit through OSS or designated email is acceptable
 - Supporting Document to application can be submitted in scanned copy or photocopy

Latest Development



Streamline the Ship Registration Process

- Update on Application Forms
 - MD 638 (Application for Registration of a ship) to split into application and declaration
 - Introduce MD 739 and MD 740 (Application for change of Company Name/ Company Address and Particular for Owner, Demise Charterer and Representative Person)

Latest Development



Streamline the Ship Registration Process

- To provide flowchart and specimen in HKSR's website for registration purpose

Latest Development



Streamline the Ship Registration Process

- HKSR will accept documents at overseas as certified by:
 - Reputable organization, e.g. China Council for the Promotion of International Trade (中國國際貿易促進委員會)
 - Registrar at Regional Desk
- Update HKSR's Guidelines
- Roll out in **Q1 of 2024**

Useful Links



- Action Plan on Maritime and Port Development Strategy
https://www.tlb.gov.hk/eng/publications/transport/publications/Action_Plan_on_Maritime_and_Port_Development_Strategy_web.pdf
- 海運及港口發展策略行動綱領
https://www.tlb.gov.hk/tc/publications/transport/publications/%E6%B5%B7%E9%81%8B%E5%8F%8A%E6%B8%AF%E5%8F%A3%E7%99%BC%E5%B1%95%E7%AD%96%E7%95%A5%E8%A1%8C%E5%8B%95%E7%B6%B1%E9%A0%98_web.pdf
- HKSR Website
 - <https://www.mardep.gov.hk/en/hksr/index.html>
- OSS Platform
 - https://ebs.mardep.gov.hk/en/services_ship_registration_ships_services.php
- HKSR Guidelines
 - https://www.mardep.gov.hk/filemanager/en/share/pub-services/pdf/sr_guide.pdf

Latest Development



Green Incentive

- Hong Kong, China fully supports IMO's green shipping policy on Carbon Intensity reduction.
- Green Incentive criteria:
 - All Hong Kong registered ships of 5 000 GT and above are eligible if they attain **Carbon Intensity Indicator (CII) rating A or B**
 - Yearly application between 2024 and 2026
- Incentive Amount: **HK\$20,000** per eligible ship per year, for a maximum of 3 years from 2024-2026
- Tentative roll out in **Q2 of 2024** (application details will be announced in due course)

Latest Development



Block Registration Incentive

- Though HKSR registration fee is very competitive among other major flags, we will further introduce the Block Registration Incentives to our shipowners.
- Block Registration Incentive criteria:
 - **Two or more ships** are registered by a shipowner/ ship management company/ ship agent with an accumulated gross tonnage at least 50,000 GT
 - The age of each ship should be 10 years or less at time of registration
 - The registration of the relevant ships should be completed **within 24 months** from the first ship registered date
- Incentive Amount: To waive ship registration fee and annual tonnage charge for the first year of ship registration
- Tentative roll out in **Q4 of 2024**, subject to amendment of Merchant Shipping (Registration) (Fees and Charges) Regulations, Cap.415A (application details will be announced in due course)



Topics related to MLC

Kuang Zhi Jian

**Senior Surveyor/Seagoing Examination
and Mercantile Marine Office**

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Monthly Account of Wages



- **Kind of document found having mis-used for Monthly Account of Wages**
 - register / Ledger which recorded only monetary transaction of net payment of wages to crew (payroll)
 - bank transection slip
- **Deficiencies of this kind of documents**
 - unable to be provided to a crew member individually
 - details of the payment not known



MONTHLY PAYROLL OF CREW WAGES

ACCOUNT OF WAGES FOR THE MONTH OF: JUL

YEAR: 2022

VESSEL NAME:

NO.	NAME	RANKE	VSL NAME	FROM	TO	NO. OF DAYS	TOTAL MONTH DAYS	BASIC WAGE	FIXED OT	LEAVE PAY	SUB	TOTAL WAGE	BENEFICIARY	BANK A/C NO.	BANK
1		CAPT		2022/7/1	2022/7/31	31	31	2897.00	2152.00	676.00	326.00	6051.00			中国银行江苏省苏州市分行
2		CO		2022/7/1	2022/7/31	31	31	1871.00	1389.00	437.00	326.00	4023.00			中国银行四川省成都市分行
3		2O		2022/7/1	2022/7/31	31	31	1498.00	1112.00	350.00	276.00	3236.00			招商银行上海市分行
4		3O		2022/7/1	2022/7/31	31	31	1444.00	1072.00	337.00	276.00	3129.00			中国银行上海市分行
5		TR.3/O		2022/7/1	2022/7/31	31	31	280.00	189.00	65.00	150.00	684.00			农业银行上海市分行
6		TR.3/O		2022/7/1	2022/7/31	31	31	280.00	189.00	65.00	150.00	684.00			建设银行湖南省娄底市分行
7		CE		2022/7/1	2022/7/31	31	31	2633.00	1956.00	614.00	326.00	5529.00			中国银行河南省洛阳市分行
8		2E		2022/7/1	2022/7/31	31	31	1871.00	1389.00	437.00	326.00	4023.00			中国银行山东省烟台市分行
9		3E		2022/7/1	2022/7/31	31	31	1498.00	1112.00	350.00	276.00	3236.00			中国银行山东省济南市分行
10		ETO		2022/7/1	2022/7/31	31	31	1498.00	1112.00	350.00	276.00	3236.00			中国银行上海市分行
11		BSN		2022/7/1	2022/7/31	31	31	961.00	714.00	224.00	276.00	2175.00			农业银行江苏省如皋市分行
12		AB		2022/7/1	2022/7/31	31	31	860.00	639.00	201.00	276.00	1976.00			中国银行河南省郑州市分行
13		AB		2022/7/1	2022/7/31	31	31	860.00	639.00	201.00	276.00	1976.00			中国银行河北省石家庄市分行
14		AB		2022/7/1	2022/7/31	31	31	860.00	639.00	201.00	276.00	1976.00			中国银行福建省泉州市分行
15		OS		2022/7/1	2022/7/31	31	31	640.00	476.00	149.00	276.00	1541.00			农业银行河南省洛阳市分行
16		FTR		2022/7/1	2022/7/31	31	31	961.00	714.00	224.00	276.00	2175.00			农业银行江苏省扬州市分行
17		OLR		2022/7/1	2022/7/31	31	31	860.00	639.00	201.00	276.00	1976.00			中国银行福建省泉州市分行
18		OLR		2022/7/3	2022/7/31	29	31	804.52	597.77	188.03	258.19	1848.51			工商银行福建省泉州市分行
19		CCK		2022/7/1	2022/7/31	31	31	961.00	714.00	224.00	276.00	2175.00			中国银行河南省南阳市分行

TOTAL: 51649.51

制表人:

审核人:

审核人:

Monthly Account of Wages



Hong Kong legislative requirements

Merchant Shipping (Seafarers) (Working and Living Conditions) Regulation (Cap.478AF)

Section 56 :

The employer of a seafarer working on board a ship must provide the seafarer with a written account each month setting out—

- the amount of wages and any additional payments payable and paid to the seafarer during the month;
- details of all deductions from the amount payable; and
- if the seafarer is paid in a currency or at a rate of exchange other than that agreed to in the employment agreement concerned, the currency or rate of exchange for the payment.

Monthly Account of Wages



MLC conventional requirements

Maritime Labour Convention, 2006, as amended

Standard A2.2 – Wages

- Seafarers shall be given a monthly account of the payments due and the amounts paid, including wages, additional payments and the rate of exchange used where payment has been made in a currency or at a rate different from the one agreed to.



***The photos attached are for illustration only**

Monthly Account of Wages



Port state control practical perspective

Guidelines for port State control officers carrying out inspections under the Maritime Labour Convention, 2006, as amended

Part 4 - Basic requirements

Regulation 2.2 – Wages (Appendix A5-III – Payment of wages)

- Seafarers are entitled to an account each month indicating their monthly wage and any authorized deductions such as allotments (Standard A2.2, paragraphs 2, 3 and 4)
- The SEA and documentation, such as the payroll records to confirm that wages are being paid at intervals no greater than one month as specified in their SEA or relevant collective agreements
- Relevant documents to confirm the payment of wages including the requirement that a monthly account (such as a wage slip) is provided to the seafarers. Copies of individual accounts should be available to PSCOs at their request



Monthly Payslip

Name of Ship: _____

Crew Ref. No.	14
Name:	
Capacity:	AB
Seaman Book:	

Year:	2023
Month:	December
Date sign on:	2023 09 30
Date sign off:	

AMOUNT (USD)			
EARNINGS		DEDUCTIONS	
Basic Pay	690.00	Home Allotment	800.00
Guaranteed Overtime	466.00		
Subsistence Allowance			
Additional Overtime ____ hours @ _____ per hour			
TOTAL EARNINGS	1,156.00	TOTAL DEDUCTIONS	800.00

31 DEC 2023
DATE

SIGNATURE
Name:
AB

SIGNATURE
Name:
MASTER

Monthly Account of Wages



Main features to contain in Monthly Account of Wages

- particulars of ship; seafarer, and employment
- the amount of wages and any additional payments (overtime, leave pay, subsistence, etc.) payable and paid to the seafarer during the month
- details of all deductions (allotment, authorized deductions, etc.) from the amount payable
- the currency or rate of exchange if the payment / deduction is made in a currency or at a rate of exchange other than that agreed to in the Seafarers' Employment Agreement



海員姓名	船員協議參考編號	職位	海員備用登記簿或等同文件編號
船舶名稱、正式編號	家屬種		
	金額	第一次付款日期	付款相隔期間

A 部				
格1. 總數: 受聘時期 由:- 日期 至:- 日期	月數	日數	非整日	
格2. 減去: 上述時期內未有賺取工資的 日數或非整日為	日期			
格3. (將格1的總數扣除格2的總數) 應支付工資的時期共計為	格2總數			

B 部 - 收入		C 部 - 扣除數項	
欄 1	欄 2	欄 3	欄 4
<p>根據船員協議所訂工資支付 A 部所示整段時期的工資</p> <p>..... 個月, 每月工資</p> <p>..... 日, 每日工資</p> <p>工資的增加額(如升職等)</p> <p>..... 個月, 每月工資</p> <p>..... 日, 每日工資</p> <p>超時工作</p> <p>..... 小時, 每小時工資</p> <p>..... 小時, 每小時工資</p> <p>假期工資及生活費</p> <p>承前結餘 日</p> <p>航程休假 日</p> <p>在海上的星期日 日</p> <p>共 日</p> <p>減去已放取的休假 日</p> <p>應得結餘 = 日</p> <p>每日 日</p> <p>生活津貼 = 日</p> <p>每日 日</p> <p>結轉下次航程的日數或按此帳目 支付的總額。如已支付, 請同時 列於收入一欄。</p> <p>在受僱期的任何其他入息 (請詳加列明)。</p> <p>收入總額</p> <p>減去扣除總額</p> <p>淨收入總額</p> <p>減去: 遞交此帳目或離船時所支付的金額</p> <p>待支結餘</p>			<p>現金預支</p> <p>家屬種</p> <p>根據商船(海員)條例第108條 所訂須扣除的罰款</p> <p>食堂帳單</p> <p>獲供應的貨品</p> <p>無線電通訊或電話通訊</p> <p>郵資開支</p> <p>其他扣除款項 (必須詳加列明)</p> <p>扣除總額</p>
			簽署
			(船長 / 僱主)

如欄 2、欄 4 所示的金額為約數, 屬於收入者, 則須在欄 1 以 (*) 號為記; 屬於扣除款項者, 則須在欄 3 以 (*) 號為記。倘上述帳目須待日後調整, 則須使用表格 HKASW2。

收集個人資料聲明

根據《個人資料(私隱)條例》(第486章), 資料當事人有權要求查閱及改正在此中請表提供的個人資料。如須查閱或改正此中請表的個人資料, 請與海事處商船海員管理處聯絡。



Break

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Detention Case Study and Lesson Learnt

LIU Ren

Senior Surveyor/Cargo Ships Safety

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Case 1



Ship detained twice within 3 months

Type of ship	Bulk Carrier
Ship age	< 15 years
Authorities	United States Coast Guard (USCG), Gibraltar Maritime Administration (GMA)
Detainable deficiencies	5 (USCG), 4 (GMA)
Period of detention	8 Days (U.S.), 4 Days (Gibraltar)



Gibraltar Maritime Administration

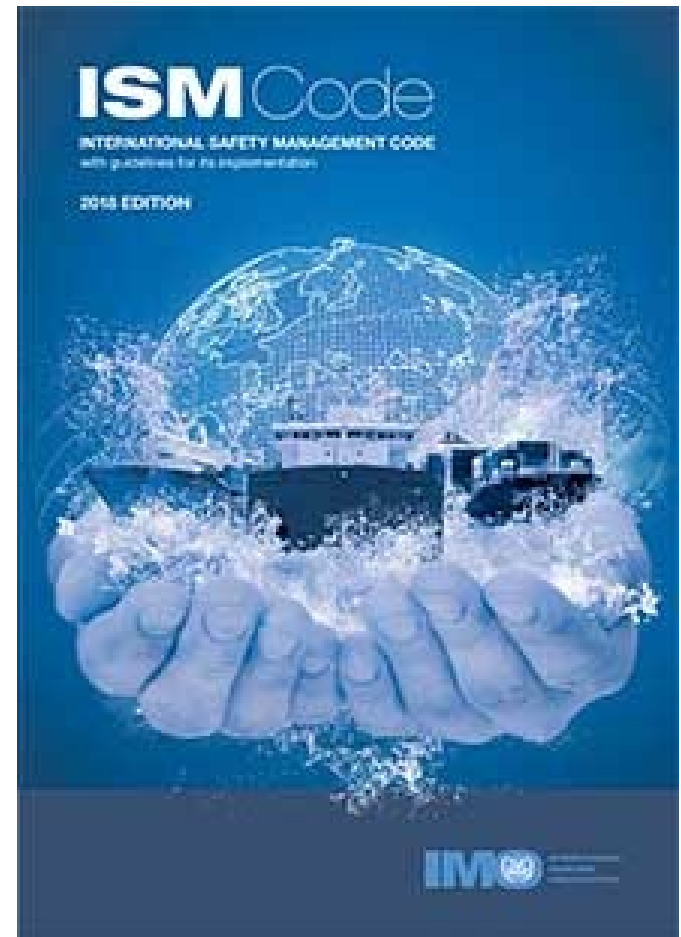


***The photos attached are for illustration only**

Case 1



- The USCG concluded that the ship's **Safety Management System was not effectively implemented**
- The GMA viewed that multiple ISM related deficiencies indicating a **serious failure, or lack of effectiveness, of implementation of the ISM code**



The Facts



- The ship **did not duly complete and submit** PSC inspection (Pre-arrival) Checklist (Checklist) and the required photos to MD, **prior to** entering the U.S. Port.
- After ship was detained by the USCG, a follow-up survey for PSC rectification and an **extended Inspection (EI)** were conducted by the ship's RO to the scope of **Safety Equipment (SE)** and **SMC audit**.
- The management company was asked to investigate the non-submission of the Checklist and the presence of numerous defective equipment onboard, including developing **corrective and preventative action plans**. However, MD did not receive any investigation reports before the ship was detained in Gibraltar.

Lesson Learnt



- Prior to entering the **first** U.S. Port on **each voyage**, the ship crew must conduct a proper inspection and duly complete the Checklist, which should be signed by the ship's master
- **DPA** must **verify** the completed Checklist and reviewing accompanying photos that demonstrate the ship's general condition
- The verified Checklist and supporting photos should then be submitted to MD **timely**



***The photos attached are for illustration only**

Lesson Learnt



- Ship crew and management companies should be able to identify deficiencies and take **proactive** action to rectify the deficiencies
- Management companies are strongly encouraged to establish and promote a **no-blame culture** when reporting deficiencies
- Management companies are required to **fully cooperate** with MD's **quality control measures**
- ROs should demonstrate professionalism in supporting HK ships to uphold high safety standards
- MD will promptly provide the necessary assistance upon request

Case 2



Non-compliance with COLREG requirements

Type of ship	Container Carrier
Ship age	< 15 years
Authority	Maritime Bureau, MLITT, Japan
Detainable deficiencies	1
Period of detention	1 Day



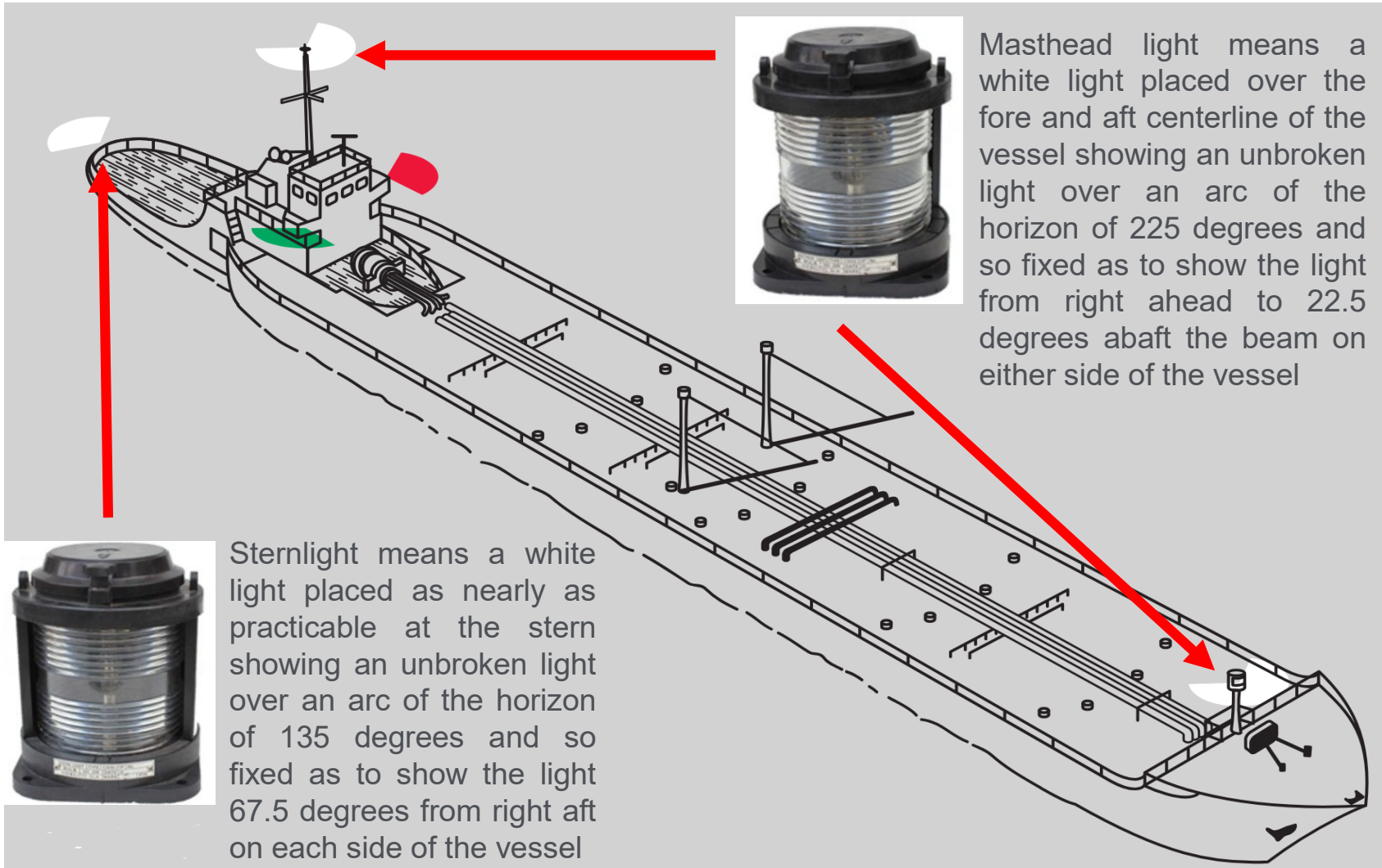
***The photos attached are for illustration only**

The Facts



- In April 2023, a ship managed by the company underwent an inspection by Japan PSC. It was discovered that the ship's stern light did not comply with the COLREG requirement, as it displayed a light over an arc of the horizon of 225° (i.e. a masthead light). The ship was instructed to **rectify** this deficiency **before the ship's departure** (Code 17)
- In June 2023, during a PSC inspection of another ship managed by the same company, the Japan PSCO identified that the ship's masthead light did not comply with the COLREG requirement, showing a light over an arc of the horizon of 135° (i.e. a stern light). As a result, the ship was **detained** (Code 30)
- The two cases indicate a lack of familiarity among the ship's crew regarding the COLREG requirements for navigation lights

Case 2



Masthead light means a white light placed over the fore and aft centerline of the vessel showing an unbroken light over an arc of the horizon of 225 degrees and so fixed as to show the light from right ahead to 22.5 degrees abaft the beam on either side of the vessel

Sternlight means a white light placed as nearly as practicable at the stern showing an unbroken light over an arc of the horizon of 135 degrees and so fixed as to show the light 67.5 degrees from right aft on each side of the vessel

***The photos attached are for illustration only**

Lesson Learnt



- Management companies should ensure that their crew members are well-trained and fully familiarized with the requirements for navigation lights
- Management companies should treat the comments from PSCO seriously and promptly
- Management companies should establish a system for **sharing PSC inspection information** and **lessons learnt across their fleet**, with the aim of **preventing recurrence of detainable deficiencies**
- Management companies are recommended to seek assistance from MD whenever necessary

Case 3

Ship banned from Australian waters



Type of ship	Gas Carrier
Ship age	< 10 years
PSCI	Australian Maritime Safety Authority
Deficiencies	3



Australian Government
Australian Maritime Safety Authority



***The photos attached are for illustration only**

Case 3



- Based on the reported serious main generator engine (MGE) defect(s) that led to a shipboard blackout incident, AMSA believed that the ship was unseaworthy and/or substandard. As a result, the ship was detained under the Australian Navigation Act 2012
- The ship underwent a PSC inspection the following day, during which serious deficiencies were found. Consequently, AMSA detained the ship on the grounds of being unseaworthy and substandard



***The photos attached are for illustration only**

The Facts



- **Four out of five MGEs onboard were “failed to start”**, leaving only one MGE operational and the remaining MGE was insufficient for the ship's electric propulsion
- As the repairs necessitate an extended duration, AMSA amended the detention notice, resulting in the ship being towed to the outer anchorage
- The management company conducted a sea trial that satisfied AMSA's requirements, intending to tow the ship back to China for further repairs. However, due to miscommunication, the ship did not obtain the required documentation confirming its release by AMSA
- Despite the ship and the management company's extensive efforts in this regard, AMSA maintains the view that the ship contravened AMSA detention notice

Lesson Learnt



- Ship, management company, port authority, and flag administration should maintain effective means of **written communication** regarding PSC matters
- Detained ship are **not allowed to leave port without a formal written notice of release** issued by the local authority



***The photos attached are for illustration only**



Latest International / HK requirements, etc.

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New safe mooring requirements



On 11 November 2020, MSC 102 adopted amendments to SOLAS chapter II-1/3-8, supported by new guidelines on:

- Design of mooring arrangements and the selection of appropriate mooring equipment and fittings (MSC.1/Circ.1619)
- Inspection and maintenance of mooring equipment including lines (MSC.1/Circ.1620)
- Shipboard towing and mooring equipment (MSC.1/Circ.1175/Rev.1)

Application for the new requirements



- The requirements will apply to new cargo and passenger ships constructed **on or after 1 January 2024***
 - Building contract placed on or after 1 January 2024; or
 - Keel laid on or after 1 July 2024; or
 - Delivered on or after 1 January 2027
- Maintenance and inspection requirements **apply retrospectively to all ships**



***The photos attached are for illustration only**

Impacts for existing ships



- Review the existing safety management systems related to mooring lines and mooring equipment onboard and check compliance with MSC.1/Circ.1620.
- Update records of inspection and maintenance of mooring equipment, inspection and replacement of mooring lines, since the last periodical survey, and should be available on board
- Maintain management plans for inspection and maintenance of mooring equipment onboard according to the MSC.1/Circ.1620
- Ships with the keels laid on or after 1 January 2007 must clearly mark each fitting or item of equipment, including bollards, fairleads, rollers, and mooring winches, with any limitations associated with its safe operation

Reporting requirements of a ship having used power reserve



- On 7 July 2023, MEPC 80 adopted the amendments to “the 2021 Guidelines on the shaft/engine power limitation system to comply with the EEXI requirements and use of a power reserve” (resolution MEPC.375(80))
- MSIN No. 13/2024 was issued on 16 January 2024, to advise the concerned parties of the amendments



***The photos attached are for illustration only**

The Amendments



- Provided a format for reporting
- Outlined the responsibility of ships/management companies to **notify** the RO **immediately** of any use of a power reserve
- The RO should then provide an annual report to IMO by **30 June every year** on the uses of a power reserve over a 12-month period from 1 January to 31 December of the preceding calendar year
- **Supporting evidence and records** should be submitted to the RO for verification

Amendment to the 2021 Guidelines



FORMAT FOR REPORTING OF EPL/SHAPOLI OVERRIDE ACTIVATION, USE OF A POWER RESERVE AND REACTIVATION OF EPL/SHAPOLI

Ship type:
 IMO number:
 DWT:
 GT:
 Maximum unlimited shaft/engine power (kW):
 Limited shaft/engine power (kW):

Table 1

Date (dd/mm/yyyy)	Time (UTC)	Position		Override activation/Reactivation	Reason for using the power reserve ¹	Beaufort number ²	Wave height ²	Ice condition ²
		Longitude	Latitude					

¹ Reason for override (select at least one option):

- .1 operating in adverse weather
- .2 operating in ice-infested waters
- .3 participation in search and rescue operations
- .4 avoidance of pirates
- .5 engine maintenance
- .6 description of other reasons consistent with regulation 3.1 of MARPOL Annex VI

² Beaufort number and wave height or ice condition, as applicable, to be entered in case of using the power reserve under adverse weather condition.

Cases on Logging, Reporting and Reactivation



Override activated, power reserve:	used	not used
Record in ER/bridge log books		X
Record in OMM record page	X	
Notify flag/RO	X	
Notify next port	X	
Flag/RO confirm reactivation	X	X

Ship Fuel Oil Consumption Annual Reporting to IMO



- On 10 June 2022, MEPC 78 adopted “2022 Guidelines for Administration verification of ship fuel oil consumption data and operational carbon intensity” (Resolution MEPC.348(78))
- MSIN No. 2/2023 was issued on 3 January 2023, to draw the attention of the parties concerned



***The photos attached are for illustration only**

ISPS issues in Red Sea



Security and Quality Advisory No.76 – Security situation in the Red Sea (20 Dec 2023)

- Risk Assessment
- Try to avoid concerned waters, such as Red Sea
- SSP Review
- Requisite coastal and port clearances
- Acquire regional information
- Information from IMO
- AIS (refer to SAQ64)
- BMP West Africa
- Report security incident to Flag
- Proper colours



***The photos attached are for illustration only**

ISPS issues in Black Sea



Security and Quality Advisory No.74 – Security situation in the Black Sea and Azov Sea (31 Aug 2023)

- Risk Assessment
- Try to avoid concerned waters, such as Black Sea
- SSP Review
- Requisite coastal and port clearances
- Acquire regional information
- Information from IMO
- Report intending movement / security incident to Flag



***The photos attached are for illustration only**

Compliance Deadline for BWMC D2 standard



Complying with the Ballast Water Management Convention

Stopping the spread of invasive aquatic species



D1 standard requiring ships to exchange ballast water in open seas, away from coastal areas. Few organisms survive.

D2 standard specifying the maximum amount of viable organisms allowed to be discharged, including specified indicator microbes harmful to human health. Usually involves installing ballast water management system.

BACKGROUND INFO

- All new ships must conform to the D2 standard.
- Until the date when they have to meet the D2 standard, existing ships should exchange ballast water mid-ocean, to meet the D1 standard.
- Over time, all ships will have to meet the D2 standard.
- 'Renewal survey' refers to the IOPPC renewal survey under MARPOL Annex I

All ships must have:

- ballast water management plan
- ballast water record book
- International Ballast Water Management Certificate

New ships built on or after 8 September 2017 must meet the D2 standard.

Existing ships built prior to 8 September 2017 must meet the D1 standard until their D2 compliance date.

Existing ships with renewal survey between 8 September 2017 and 8 September 2019

Case 1: if previous renewal survey was between 8 September 2014 and 8 September 2017 – must comply with D2 by this renewal survey.

Case 2: if previous renewal survey was before 8 September 2014 – then compliance with D2 must be by the next renewal survey.

Existing ships with renewal survey after 8 September 2019 must meet D2 standard by this renewal survey.

All ships must meet D2 standard by 8 September 2024.

2024 ✓ →

2019 ✓

2017 ✓

D2 STANDARD
D1 STANDARD



Dedicated 24-Hour Hotline Service



- Circular Letter was issued on 23 April 2021 – Dedicated 24-Hour Hotline for Application of Dispensation
- The dedicated 24-hour hotline for exemption/dispensation has been launched since 1 May 2021
- Hotline – (852) 9461 2998
- Email – exemption@mardep.gov.hk
- Contingency – VTC (852) 2233 7808



Dedicated 24-Hour Hotline Service



- A Circular Letter was issued on 7 July 2021 providing supplementary information
- Dispensation/Exemption will be in **e-mail format only**
- **E-Dispensation/Exemption Certificates** will be issued after **the office re-opens**





Q&A Session

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**Thank You for Your Participation
and Cooperation to Uphold the Quality
of HK Registered Ships**

End