

(FINALIZED)

**NOTES OF THE 14th MEETING OF THE
HIGH SPEED CRAFT CONSULTATIVE COMMITTEE (HSCCC)**

DATE : 4 May 2011 (Wednesday)
TIME : 2:30 p.m. – 4:05 p.m.
VENUE : Conference Room A, 24/F Marine Department Headquarters

PRESENT

Mr. H. M. TUNG (Chairman)	Assistant Director of Marine/Shipping
Mr. NG Kin-man	Shun Tak – China Travel Ship Management Ltd.
Mr. LUO Tai-ming	Chu Kong Passenger Transport Co. Ltd.
Capt. CHEN Huan-you	Cotai Chu Kong Shipping Management Services Co. Ltd.
Capt. HUNG Yuet-ming	China Merchants Shipping & Enterprise Co. Ltd.
Capt. CHAK Kwok-leung	New World First Ferry Services Ltd.
Capt. Ben WONG	New World First Ferry Services (Macau) Ltd.
Mr. Peter CHAN	Discovery Bay Transportation Services Limited
Mr. IP Chi-shing	Expert Fortune Ltd.
Capt. YEUNG Wai-tin	Wintex Shipping Limited
Mr. HUANG Bin	Yuet Hing Marine Supplies Co. Ltd.
Mr. LIU Zhu	Yuet Hing Marine Supplies Co. Ltd.
Mr. L. K. SZETO	Marco Dragon Company Limited
Mr. CHUNG Tung-tong	Merchant Navy Officers' Guild – Hong Kong
Capt. LI Chi-wai	Hong Kong Seamen's Union
Mr. M. Y. CHAN	General Manager/Ship Safety
Mr. Y. K. LAI	General Manager/Shipping Registry & Seafarers (Ag.)
Mr. W. H. HO	Senior Surveyor/ Marine Accident Investigation
Mr. F. K. MOK	Senior Surveyor/Passenger Ships Safety
Mr. C. F. LIU	Senior Surveyor/International Safety Management
Miss Venus CHANG (Secretary)	Executive Officer/Shipping and Multi-lateral Policy Divisions (1) (Ag.)

IN ATTENDANCE

Mr. TONG Vun-leong	Maritime Administration of the Macau SAR
Mr. CHAN Wa-kin	Maritime Administration of the Macau SAR
Mr. LAO Wai-chun	Maritime Administration of the Macau SAR
Mr. IP Va-hung	Maritime Administration of the Macau SAR

ABSENT WITH APOLOGIES

Mr. MOK Ying-kit	Ferry & Para-transit Division, Transport Department
Mr. Edward CHENG	Transport & Housing Bureau

Opening remarks

The Chairman welcomed all to the meeting.

Agenda Item 1: Confirmation of Notes of the 13th HSCCC Meeting held on 7.5.2010

2. **The Chairman** proposed and **Members** agreed to the agenda distributed earlier for the meeting. It was noted that the representative from Maritime Administration of the Macau SAR should read Mr. LAO Wai-chun in the last notes of meeting. With no further comment received, the notes of meeting was confirmed with the above said amendment.

Agenda Item 2: Declaration of Interest

3. **The Chairman** told Members that they should declare their interest whenever they perceived a potential conflict of interest in a matter placed before the Committee. **Members** noted that it was the responsibility of individual member to judge and to decide if the situations warrant a declaration, and to see a ruling from the Chairman in case of doubt.

Agenda Item 3: Carriage requirement of ECDIS to existing registered HSC

4. **The Chairman** recapped members about the installation of the ECDIS to all existing registered HSC by the annual survey after 1 January 2011 as agreed in the last meeting. **Mr. F. K. MOK of Marine Department (MD)** told the meeting that the installation was well-progress and about 25% of the total number of existing HSCs had been installed with the ECDIS during their annual survey. All were tested with satisfactory results. The Chairman thanked members for their co-operation on this issue and expected that ECDIS would be fixed on the rest of the existing HSC on schedule.

Agenda Item 4: Report on the project of the HK-Zhuhai-Macau Bridge (HZMB)

5. **Members** noted that a meeting was held for the construction works of HZMB on 21 April 2011 and Mr. Y. C. SHIU of MD had attended the meeting. **Mr. Y. C. SHIU** briefed the members about the information of the artificial islands as well as the construction progress of the bridge, which was gathered in the

meeting as tabled in **Annex E(1)**. **The Meeting** noted about the temporary construction works zones would be established in between the east and west artificial islands of the open waters of Lantau Island west, where would be separated by buoys. In addition, the members were provided with other supplementary information about the affected routes, including the new one operated in March 2011, on **Annex E(1a) and (1b)**. **Mr. F. K. MOK** said that as the zones of construction works and the two artificial islands were very close to the exiting routes of HSC, HSC operators might consider to adjust the routes and should submit the new route proposals to MD, if any.

6. **The Chairman** supplemented that due to the safety concerns, all HSC operators should seriously think about new routing as to avoid any accidents. It was advised to refer to the new routes which was in operation in March 2011. If there was any new routing proposal, members should submit them to Mr. F. K. MOK by 18 May 2011.

[Post-meeting note: A reminder on the deadline of submitting new routing proposal was sent on 5 May 2011. The first proposal was received on 8.5.2011 and assessment for all types of HSC were completed by 30.6.2011. The revised set of route tables in the annex to Permit to Operate was sent immediately to all concerned HSC operators.]

7. **Mr. L. K. SZETO of Marco Dragon Co. Ltd** asked if the routes to Taipa were involved and he was told that HSC operators were welcome to propose a new route if safety was concerned as an issue. **The Chairman** expressed that HSC operators were welcome to propose the new routes if considered affected.

8. **The Chairman** further briefed members that an email from Hong Kong Seamen's Union dated 4 May 2011 was received illustrating a concern from its members about the safety in the mentioned areas, especially during the weather condition was bad. The above discussion addressed the concern.

9. **Capt. Ben WONG of New World First Ferry (Macau) Services Ltd.** asked if it was allowable for other HSC operators to test the new routes, which came into operation since March 2011, at sea. **Mr. F. K. MOK** responded that HSC operators should conduct the assessment first and the decision to conduct practical test rested with the operators themselves.

10. **Mr. Y. C. SHIU** then presented the **Annex E(2)** of supervision zones to members. **The Meeting** noted that there were three supervision zones managed by different administrations. The website addresses of the administrations were

shown on the **Annex E(2)** and members were encouraged to check regularly for the notices issued by the administrations.

11. **The meeting** was informed that a committee would be set up by the Guangdong Maritime Safety Administration (GDMSA) to serve as a platform for all HSC operators which were affected by the HZMB works, as some suggestion arose in the meeting in April 2011. **The Chairman** positively commented on this initiative as this committee offered an opportunity for the industry players to give feedback directly. **The Chairman** then said that for those HSC operators which had HSCs plying through that area should submit their nomination by 11 May 2011 if they wished to have a representative in the committee.

12. **Mr. F. K. MOK** took this opportunity to remind all HSC operators to keep a close eye on the administration websites as there would be quite a number of notices issued during the construction period, HSC operators should check the websites from time to time as to keep abreast of the HZMB works progress.

Agenda Item 5: Revision of River Trade (Deck Officers) Certificate Examination Syllabuses and Structure (HSCCC Paper No.: 1/2010)

13. **The Chairman** told the meeting that as a follow-up of this agenda item of the last meeting, there was no conclusion reached and another round of consultation was made earlier this year. **Mr. Y. K. LAI of MD** reported that in addition to the comments on the syllabus the industry had great reservation in supporting the proposal. The proposal was therefore withdrawn.

14. **Capt. CHUNG Tung-tong of Merchant Navy Officer's Guild – HK (MNOG)** expressed that cargo handling and stowage were not included in the existing syllabus, he asked if the topic of "cargo handling and stowage" could be added to the river trade syllabus as the RT CoC was not solely for the crew on HSCs and the holders of the existing RT CoC were forbidden to work on cargo ships. Members did not have any objection to this addition in the syllabus.

15. **Mr. Y. K. LAI** explained that the topic of "cargo handling and stowage" might be considered when an exercise was conducted to review the examination syllabus. The revised examination syllabus would be issued on an appropriate date after 30 October 2011 for consultation.

Mr. NG Kin-man of Shun Tak – China Travel Ship Management Ltd. advised if they could be provided with a copy of the STCW amendments for reference

purpose. In response to Mr. Ng's comment **Mr. Y. K. LAI** said that the documents of STCW amendment would be sent to all members later by e-mail for their reference.

[Post-meeting notes: The STCW had been sent to all members on 5.5.2011]

Agenda Item 6: Report on accidents involving HK registered HSC

16. **Annex C** was presented to the meeting which illustrated the numbers of accidents of Hong Kong registered seafarers in year 2010. **Mr. Y. K. LAI** reported that there was an increase of 12.96% in total number of accident compared to year 2009. He also pointed out that there was an upward trend on numbers of accidents on HSCs and operators were reminded to take necessary actions to keep the number as low as possible. The majority of the accidents were minor accidents. However, HSC operators were strongly advised to remind their crew to pay attention to safety.

17. A phenomenon that the younger the seafarers the higher the number of accidents was noticed by **Capt. LI Chi-wai of Hong Kong Seamen's Union**, and most of them were in the age group of 21 – 30, then the second was the group of 31 – 40. **Mr. Y. K. LAI** shared the view and commented that they were rather inexperienced at the sea thus HSC operators should look into the case and try to minimize the numbers of accidents. **Mr. W. H. Ho of MD** mentioned that the Marine Accident Investigation Section (MAIS) had recorded a total of 59 cases of personal injury accidents to crew and passengers on board HKR HSCs in 2010; and up to 31 of March 2011, there were 11 cases. The majority of these accidents was minor in nature and caused by slipping and/or falling during access to vessels and while moving about on board. The shipping companies and operators of HKR HSC are advised to remind all their crew to observe that area of safety for themselves as well as for the passengers.

18. **The Chairman** reminded all members to ensure a low numbers of accidents in HSCs, he also emphasized that special reminders or training should be provided to the young seafarers to enhance their awareness of occupational safety and health on board.

19. **Mr. W. H. HO** then tabled another report on accidents involving HK registered HSC (**Annex B**). He stated that, in the year 2010, there were 13 and 11 cases of collision and contact accidents respectively in Hong Kong waters, most of them happened during berthing and all were classified as minor accidents. Regarding the cases outside waters of Hong Kong, he said that there were 17 contact accidents, 16 of them were contact with the piers in Macau. Table C of

Annex B showed that there was 1 case of collision, 1 case of contact and 1 case of other incident happened to local fast passenger ferries.

20. **Capt. YEUNG Wai-tin of Wintex Shipping Limited** suggested to include the numbers of trips made in the table of accident statistics. **The Chairman** replied that the figures should then be provided by HSC operators. **Mr. NG Kin-man of Shun-tak China Travel Ship Management Ltd**, however, considered that the numbers of trip had minimum effect on understanding of accidents as there were a considerable numbers of trip made among China, Hong Kong and Macau that would dilute the accident rate to minimal. He, therefore, suggested to look into the root causes of the accidents. **Capt. Ben WONG** agreed with his view and said the table might include the causes of accidents for HSC operators to follow up.

21. In response to the comments, **Mr. W. H. HO** said that MAIS would not investigate accidents which were categorized as minor cases. Further information was given from **Mr. C. F. LIU of MD**, stating that HSC operators were responsible to analyse the root causes of accidents in accordance with the requirement of International Safety Management. Discussion went on and **the Chairman** concluded that the existing format of accidents statistics given in Annex B would remain unchanged. This meeting agreed.

22. Further to the para. 24 of the last notes of meeting, MD had taken action to consolidate the existing forms for reporting of accidents into a new form as tabled at **Annex D**. The new form would replace all existing forms starting from August 2011. In the interim period, using both existing or new forms for reporting of accident are acceptable. The maritime industry had already been informed of the use of new report form by means of Marine Department Notice and Merchant Shipping Information Note. The new form was in electronic format and downloadable from MD website. Comments on the new form from the industry are welcomed.

23. Various comments were raised in the meeting. **Capt. LI Chi-wai** suggested to include guidance notes for Masters to complete the form and this would help ensure all necessary and important information was collected. Moreover, **Mr. L. K. SZETO** raised a question of a need to pass a copy of the report to the Harbour Patrol Section (HPS).

24. In response to the above two concerns, the **Meeting** was informed that a guidance note for reporting the details of the incident would be combined with the report form. Besides, the completed report form is not required to pass to HPS, MAIS would be the contact point for receiving the accident reports.

Agenda Item 8: Any Other Business

(a) Typhoon mooring

25. The reply letter had been sent to HKSU from Licensing and Port Formalities Section in regard to the para. 25 and 30 of the last notes of meeting and the letter sent recently by Hong Kong Seamen's Union (HKSU). **Capt. LI Chi-wai** expressed the importance of this matter as well as the concern about the safety of the crew. Despite the matter was related to the crew on HSC, **Mr. F. K. MOK** expressed that this matter was not under the purview of Passenger Ships Safety Section. **The Chairman** echoed this view and stressed that HSCCC had no authority to handle this issue, at the same time the concern of HKSU would be passed to Section concerned, i.e. Private Mooring Sub-unit. Capt. LI Chi-wai was advised to contact the said Sub-unit direct.

[Post-meeting note: HKSU's email was sent on 4 May 2011 to Private Mooring Sub-unit of Licensing and Port Formalities Section for direct settlement.]

(b) Maritime Services Training Board (MSTB) of Vocational Training Council (VTC)

26. **The Chairman** briefed the members about the background of MSTB. A letter was received from VTC for calling nomination for a 2-year term representative from HSCCC in the MSTB in November 2010. After issuing a letter to all HSCCC members, one response of nominating Capt. CHEUNG Sai-teng had been received and which had been forwarded to the VTC. **The Meeting** noted that the MSTB had not yet called for meeting since last December and it was expected Capt. CHEUNG would report the progress of the MSTB in HSCCC.

27. Regarding comments given by **members**, the new operator, Hong Kong North West Shipping Management Limited, which plied between Tuen Mun and Taipa Macau, should consider if it was necessary to adjust their routes around the construction works area of HZMB.

[Post-meeting note: Communications with the operator were made and their confirmation was received and change was not required.]

28. **Mr. LUO Tai-ming of Chu Kong Passenger Transport Co. Ltd** reported that there were vessel speeding problem around Stonecutter Island. Since this problem was fallen out of the obligation of HSCCC, **the Chairman** had suggested to report to HPS immediately once the speeding happened within the waters of Hong Kong.

Date of next meeting

29. The meeting adjourned at 4:05p.m. Date of the next meeting will be announced in due course.

Secretariat

Shipping Division

Marine Department

August 2011