

(FINAL)

**NOTES OF THE 16th MEETING OF THE
HIGH SPEED CRAFT CONSULTATIVE COMMITTEE (HSCCC)**

DATE : 11 December 2012 (Tuesday)
TIME : 10:00 a.m. – 11:00 a.m.
VENUE : Conference Room A, 24/F Marine Department Headquarters

PRESENT

Mr. NG Kin-man	Shun Tak – China Travel Ship Management Ltd.
Capt. Ben WONG	Shun Tak-China Travel Macau Ferries Ltd
Capt. LAM Kwai-wah Terry	-ditto- (stand in for Capt. CHAK Kwok-leung)
Mr. LUO Tai-ming	Chu Kong Passenger Transport Co. Ltd.
Mr. JIN Dong	Chu Kong High Speed Ferry Co. Ltd
Mr. Chris WONG	Discovery Bay Transportation Services Limited
Capt. YU Chi-ming	Merchant Navy Officers' Guild – Hong Kong
Mr. Desmond WONG	Transport & Housing Bureau
Mr. M. Y. CHAN	General Manager/Ship Safety
Mr. S. F. WONG	General Manager/Shipping Registry & Seafarers
Mr. Y. K. LAI	Senior Surveyor / Seafarers' Certification
Mr. W. H. HO	Senior Surveyor/ Marine Accident Investigation
Mr. C. F. LIU	Senior Surveyor / Passenger Ships Safety
Mr. F. P. LEUNG	Surveyor / International Safety Management
Miss Venus CHANG (Secretary)	Executive Officer/Shipping and Multi-lateral Policy Divisions (1)

IN ATTENDANCE

Mr. IP Va-hung	Maritime Administration of the Macau SAR
Mr. LAO Wai-chun	Maritime Administration of the Macau SAR

ABSENT WITH APOLOGIES

Mr. P. C. SO (Chairman)	Assistant Director of Marine/Shipping
Capt. CHAK Kwok-leung	Shun Tak – China Travel Macau Ferries Ltd.
Mr. LEE Po-man Alfred	New World First Ferry Services Ltd
Mr. IP Chi-sing	Expert Fortune Ltd
Capt. CHEUNG Sai-teng	Hong Kong Seamen's Union
Capt. HUNG Yuet-ming	China Merchants Shipping & Enterprise Co. Ltd.

Mr. M. Y. CHAN of MD welcomed all to the meeting. Since Mr. P. C. SO, the Chairman of HSCCC, could not attend due to urgent official engagement, Mr. CHAN would lead the discussion in this meeting.

Agenda Item 1: Confirmation of Notes of the 15th HSCCC Meeting held on 1.6.2011

2. With no further comment received, the notes of meeting were confirmed without amendment.

Agenda Item 2: Requirement of ECDIS for the existing HK registered HSC

3. **Mr. S. F. WONG of MD** informed the meeting that MD was still in communications with Guangdong Maritime Safety Administration (GDMSA) and Shenzhen Maritime Safety Administration (SZMSA) about officer's qualification requirements for the ECDIS.

4. **Mr. Y. K. LAI of MD** supplemented that Maritime Services Training Institute (MSTI) was preparing for the ECDIS course. Yet, more information had been being awaiting from MSTI. The **Meeting** noted that there was no approved local ECDIS course in Hong Kong at the moment. Since the ECDIS requirement would be in force globally on 1.1.2017, there should be sufficient time for Hong Kong seafarers to obtain the necessary qualification.

5. Concerning the matters about type specific training and general training of ECDIS, the **Meeting** was informed that the type specific training should be offered by the manufacturer of the ECDIS while IMO model course training was one of the criteria for issuing the CoC with effective from 1.1.2017. In response to the question raised by **Mr. K. M. NG of Shun Tak China Travel Ship Management Ltd**, MD recognized the type specific ECDIS qualification of a seafarer if he/she had accomplished the course provided by the manufacturer.

6. **Capt. YU Chi-ming of Merchant Navy Officers' Guild – HK** expressed the wish of having the ECDIS course locally as soon as possible for local seafarers working on board a high speed craft with sea-going CoC. He took the opportunity to express the same wish for arranging the security awareness course. **Mr. S. F. WONG** advised the Meeting that the security awareness course had been approved in

June 2012. It was restated that MD would follow up closely with MSTI for the progress of the ECDIS course. **Mr. M. Y. CHAN** suggested preparing estimation on the number of potential students for the class and confirming the details as soon as possible.

7. The **Meeting** noted that by 2017, when the ECDIS requirement would be in force, completion of ECDIS training was a requirement for seafarers to be issued with a CoC as this was to meet the IMO requirement. Nonetheless, the seafarers, irrespective of time, should have undergone the type specific training as long as the ship had been equipped with ECDIS.

Agenda Item 3: Proposed Examination for Cargo Endorsement (HSCCC Paper No. 1/2012)

8. **Mr. Y. K. LAI** briefed the members about the progress since the last Meeting. No further views had been received from the members. Comments collected in the last meeting would be incorporated in the determination and MD would take appropriate action to prepare the determination. This item would be removed in the next meeting.

Agenda Item 4: Report on accidents of the HK registered HSC

9. **Annex B** was tabled in the meeting which illustrated the numbers of accidents of Hong Kong registered High Speed Passenger Ferry and Local Fast Passenger Ferry from 2009 to 2011 and as of September 2012. **Mr. W. H. HO of MD** presented the Table A, which was about the accident statistics for Hong Kong Registered HSCs within Hong Kong waters. The **Meeting** noted that there were 7 collision cases and 5 contact cases in the first 9 months of 2012.

10. Referring to the Table B about the statistics for Hong Kong Registered HSCs outside Hong Kong waters, the figures as of September 2012 were smaller than those in 2010 and 2011. **Mr. W. H. HO** spoke further on the Table C of accidents statistics for local fast passenger ferry. The performance of the 2012, as at September, was better than 2011. However it was noted that the figures have not yet included the accident in October.

Agenda Item 5: Any Other Business

11. **Capt. LAM Kwai-wah of Shun Tak China Travel Macau Ferries Ltd** brought up an issue about surveys of the HSC conducted by MD. He raised a request if the survey could be conducted by Recognized Organization instead of MD as to meet with the operational need. In response to this, **Mr. M. Y. CHAN** said this was a long-discussed topic and would consider in other occasion.

12. **Capt. Ben WONG of Shun Tak China Travel Macau Ferries Ltd** spoke of an issue about the personal survival training (PST) course for cabin attendance (CA) at MSTI. Those CA would not be issued with the seafarers' book unless they had completed the said course. Therefore, they were delayed to go working on board an HSC. The **Meeting** discussed about this and said that the requirement for CA was not the same for rating so it might not be necessary to attend a 3-day PST course but a one-day course would suffice to meet the requirement. The **Meeting** noted that Mercantile Marine Office would follow up on this subject

MMO/MD

13. To follow up on the para. 26 of last notes of meeting, **Capt. YU Chi-ming** asked if it was possible to relax the time interval for medical examination and align with the IMO's requirement. In addition to this, he also mentioned that the interval of the medical examination would also be shorted if the doctor considered appropriate.

14. **Mr. S. F. WONG** responded that the requirement of medical examination was stipulated by law and any changes of such involved law amendment. Although MD was working on amending Cap. 478 for Maritime Labour Convention, 2006, these amendments were for sea-going seafarers merely. Further to this, any proposal of amending Cap. 478 might need to consult also the Seafarers' Advisory Board.

MD

15. **Capt. YU Chi-ming** further to the pervious discussion as written in para.27 of the last notes of meeting. He recommended that the revalidation of type-rating examination for the first 2.5-year could be done by sea service and the exam would be conducted at the 5-year revalidation. Meanwhile the requirement now is 2 year by sea service and examination at every 4-year. **Mr. Y. K. LAI** replied that these requirements were stipulated in the HSC Code, hence there will be query for deviation from the HSC Code.

16. **Mr. K. M. NG** proposed a refinement of accepting oral exam for deck officer of HSC instead of practical examination since they operated the HSC regularly. However, **Mr. F. P. LEUNG of MD** considered that practical examination was effective and efficient for testing officers when emergency happened. After

some deliberation, **Mr. Y. K. LAI** told the Meeting that existing arrangement, i.e. examination every 4-year, had already applied discretion in revalidating the CoC taking into account of the reality.

17. The **Meeting** discussed about the completion of refreshment course as stated in STWC 2010 for the transition to 2017, when the said Convention came into force. **Mr. Y. K. LAI** reported to the meeting that the relevant discussion of organizing either a full or intensive course had been going on with MSTI. **Mr. S. F. WONG** supplemented that the Philippines, for example, had made it clear that the refreshment course would be a full course. Factually, however, many countries had not yet determined to go for whether a full or intensive course.

18. **Mr. IP Va-hung of Maritime Administration of Macau SAR** spoke about the dark smoke emission of some HSCs when berthing at Macau Piers. **Mr. M. Y. CHAN** noted the matters and explained that the Hong Kong law could only regulate on the nuisance caused by the dark smoke emission and the relevant laws were now being reviewed to tackle the dark smoke problem. However, he restated that should any members of the public witnessed the continuous emission of dark smoke from a ship, he/she should report for proper follow up action.

Date of next meeting

19. The meeting adjourned at 11:00a.m. Date of the next meeting would be announced in due course.

Secretariat
Shipping Division
Marine Department
February 2013