

**NOTES OF THE 18th MEETING OF THE
HIGH SPEED CRAFT CONSULTATIVE COMMITTEE (HSCCC)**

DATE : 15 December 2014 (Monday)
TIME : 10:00 a.m. – 12:30 p.m.
VENUE : Conference Room A, 24/F Marine Department Headquarters

PRESENT

Mr. CHENG Yeung-ming	Assistant Director / Shipping
Mr. JIN Dong	Chu Kong High Speed Ferry Co. Ltd
Mr. WEN Chi-kwang	Chu Kong High Speed Ferry Co. Ltd
Capt. ZHANG Shi	Chu Kong Passenger Transport Co. Ltd.
Mr. Chris WONG	Discovery Bay Transportation Services Limited
Mr. IP Chi-sing	Expert Fortune Ltd
Capt. CHOI Leung-pei	Hong Kong Seamen's Union
Capt. YU Chi-ming	Merchant Navy Officers' Guild – Hong Kong
Capt. WU Kwok-hau	Merchant Navy Officers' Guild – Hong Kong
Mr. NG Kin-man	Shun Tak – China Travel Ship Management Ltd.
Capt. Ben WONG	Shun Tak-China Travel Macau Ferries Ltd
Mr. James LAM	Transport & Housing Bureau
Mr. YEUNG Po-kwong	General Manager / Ship Safety (Acting)
Mr. LI Yiu-kwong Stephen	General Manager / Shipping Registry and Seafarers (Acting)
Mr. WONG Wing-hung	General Manager / Vessel Traffic Services (Acting)
Mr. LIU Chiu-fai	Senior Surveyor / Passenger Ships Safety
Mr. NG Ngai-wing Jammy	Senior Surveyor / Seafarers' Certification (Acting)
Mr. YE Guorong	Surveyor / Marine Accident Investigation (1)
Miss Angel LEUNG (Secretary)	Executive Officer / Shipping and Multi-lateral Policy Divisions (1) (Acting)

IN ATTENDANCE

Mr. LONG Tao	Guangdong Maritime Safety Administration
Mr. HUANG Guotan	Marine and Water Bureau of the Macao SAR
Mr. LAO Wai-chun	Marine and Water Bureau of the Macao SAR

ABSENT WITH APOLOGIES

Capt. HUNG Yuet-ming	China Merchants Shipping & Enterprise Co. Ltd.
Mr. LEE Po-man Alfred	New World First Ferry Services Ltd
Ms. NG Kam-han	Transport Department

The **Chairman** welcomed the representative from Guangdong Maritime Safety Administration, representative from Marine and Water Bureau of the Macao SAR and representatives from the industry to the meeting.

Agenda Item 1: Confirmation of Notes of the 17th HSCCC Meeting held on 11.12.2012

2. Without further comment, the notes of meeting were confirmed.

Agenda Item 2: HSCCC Paper No. 5/2014: ECDIS training for River Trade HSC operators

3. **Mr. NG Ngai-wing Jammy of MD** briefed the members about details of this paper. He supplemented that MD was considering letting Ship Company to conduct the ECDIS training course for their staff as an alternative. Interested company should submit a proposal on course details for MD's consideration. He also reminded the industry that Master and Chief Officers who did not complete the said training would not be eligible to operate HSC equipped with ECDIS after 1 January 2017.

4. Due to limited courses provided by MSTI and stringent manpower situation in the industry, it would be difficult for all Masters and Chief Officers to complete the 3-day training course by 1 January 2017. **Mr. NG Kin-man of Shun Tak – China Travel Ship Management Ltd.** was delighted to know that MD would consider letting Ship Company to conduct the training course, so that they could have more flexibility in arranging staff to attend the training. In order to have all staff completed the training by 1 January 2017, they were planning to send their staff to attend training courses conducted by MSTI and seek MD's approval for the conduction of training course at the same time. He enquired whether MD could provide guidelines and related training material for their preparation of the course proposal to ensure the course would meet the standard requirement.

5. **Mr. NG Ngai-wing Jammy of MD** remarked that aside from courses provided by MSTI, MD also accepted courses provided by recognised training establishment outside Hong Kong. He reminded the meeting that if Ship Company was interested to conduct the training course, it should comply with the requirements set out in IMO model course 1.27. They should also provide sufficient equipment for training purpose in accordance with IMO model course.

6. **Mr. Ben WONG of Shun Tak-China Travel Macau Ferries Ltd** commented that most of their senior staff has been using ECDIS for a while and had good knowledge of the system. They also possessed a type certificate issued by ECDIS manufacturer or authorized trainers. In this regard, he suggested further trim down the 3-day course to 2 days.

7. **Mr. NG Ngai-wing Jammy of MD** told the meeting that the ECDIS training course consisted of two parts. The first part was a generic training for all ECDIS users to ensure they have basic knowledge on how the system worked and what they should pay attention to. The second part was training for the specific model being used by individual ship. Since the 3-day training course would focus on generic issues of ECDIS, it could not be further trim down. However, Ship Company could further discuss with MD to explore feasibility to adjust the training programme to be provided by them if some of the topics have been included in Ship Company's internal training.

Agenda Item 3: HSCCC Paper No. 6/2014: Proposed Rearrangement of Principal Fairways and Anchorages in the Western Harbour

8. **Mr. WONG Wing-hung of MD** briefed the members about details of this paper. Due to dense traffic of principal fairways, it was proposed to widen the Northern Fairway, North Green Island Fairways and Southern Fairway. In view of the new arrangement, anchorages and mooring area in Kellett Bank would be shrunk to release water space.

9. Due to increasing communication between Hong Kong, Macau and China, vessel traffic was getting dense which resulted in higher safety concerns. The **Members** welcomed the new arrangement and wished it would be implemented as soon as possible. Knowing that the new arrangement was required to undergo certain legislative process, they enquired the expected implementation schedule.

10. In respond to the widening of different fairways, **Mr. Ben WONG of Shun Tak-China Travel Macau Ferries Ltd** proposed to add buoys at the intersection points between Southern Fairway, Eastern Fairway and Western Fairway as navigation aids.

11. The **Meeting** was told that MD would prepare the draft drafting instructions after consulting LVAC and POC in the beginning of 2015. The amend schedule of sub-legislation was expected to be submitted to THB in mid-2015. Affected buoys would be relocated or removed accordingly following the enforcement of the amendment. **Mr. WONG Wing-hung of MD** noted Mr. Ben WONG's proposal.

He would further study the feasibility of addition of buoys at the said location.

Agenda Item 4: Any Other Business

a) HSCCC Paper No. 2/2014, 3/2014 and 4/2014

12. The **Secretary** reported that HSCCC Paper No. 2/2014 “*Proposal for Hong Kong Ships plying within River Trade Limits to carry First Aid Kit*”, Paper No. 3/2014 “*Proposal to Revoke the Recognition of Expired Foreign Certificate of Competency*” and Paper No. 4/2014 “*Proposed Changes of Navigation Aids for Marking Adamasta Rock*” have been circulated to all members in January, May and July 2014 respectively. The papers were endorsed with no adverse comments received.

13. **Mr. WONG Wing-hung of MD** added that the concerned buoys mentioned in HSCCC Paper No. 4/2014 were replaced in November 2014. The light character of beacon would be changed in December 2014. MDN regarding the changes has been issued.

b) First Working Group Meeting on Safety Belt on Hong Kong Registered HSC

14. **Mr. LIU Chiu-fai of MD** reported that the first Working Group meeting on Safety Belt on Hong Kong Registered HSC was held on 18 June 2014. Representative from Marine and Water Bureau of the Macao SAR and representatives from Ship Companies with HSC voyaging between Hong Kong and Macau attended the meeting. Ship Companies generally agreed to install safety belt for their HSC in principle. However, concerning the liability issue related to accident, some of the members suggested holding another meeting with representatives from P&I club to further clarify the liability. The next meeting was expected to be held by end of February 2015. Members would invite representatives from their P&I clubs to join the meeting.

(Post-meeting note: The second meeting was held on 13 February 2015.)

c) Casualty and Personal accident statistics on board HK HSC in the period from 1 December 2013 to 30 November 2014

15. **Mr. YE Guorong of MD** reported the casualty and personal accident statistics on board HK HSC in 2014. Details of statistics report are attached at [Annex 1](#).

16. **Mr. HUANG Guotan of Marine and Water Bureau of the Macao SAR**

also reported that there were 6 accidents related to HSC in Macau water with 4 casualties.

d) Clarification of “Permit to Operate” (PTO)

17. **Mr. LI Yiu-kwong Stephen of MD** briefed the meeting about the on-tabled information paper regarding paragraph 4.1.2.1 of PTO. The paragraph was proposed to be amended as follows: -

4.1.2.1 Work periods shall be based on a cycle of 96 hours, commencing at 0600 hours and comprising two nights on duty followed by two days and nights off duty. Crew may work day/night duty on a voluntary basis during the last 24 hours of the four day duty cycle.

18. **Capt. YU Chi-ming of Merchant Navy Officers’ Guild – Hong Kong** commented that the original paragraph has been implemented for over 30 years without confusion. Further amendment of PTO was not necessary.

19. **Mr. Ben WONG of Shun Tak-China Travel Macau Ferries Ltd.** commented that the industry was given to understand that crew working for 3 consecutive nights did not violate the principle of PTO. In this regard, crew might work on either the first or second off-duty night on a voluntary basis. However, the amended paragraph would restrict crew to work voluntarily on the second off-duty night only. It would greatly affect the flexibility in staff deployment.

20. **Mr. LI Yiu-kwong Stephen of MD** noted members’ concerns on the issue. He would further discuss the arrangement with the industry and circulate a revised version to all members in due course.

(Post meeting note: A revised HSCCC Paper No.: 1/2015 was issued to all members on 6 February 2015 with the following revision:-

4.1.2.1 Work periods shall be based on a cycle of 96 hours, commencing at 0600 hours and comprising two nights on duty followed by two days and nights off duty. Crew may work day or night duty on a voluntary basis during the last 24 hours.

There was no comment received from the members and the paper was made effective on 16 March 2015.)

e) Qualification Procedure for Class 1 Engineer and Exemption of Refresher Course

21. **Mr. Ben WONG of Shun Tak-China Travel Macau Ferries Ltd** enquired the career path for interested G.P. to be qualified as Class 1/Class 2 (River Trade) marine engineer officer as there was a shortage of officers in the industry. In addition, he also mentioned that HSCCC paper No. 1/2013 proposed to exempt the refresher course requirement for crew who possessed valid Type Rating Certificate and had 2-year sea service experience within 5 years for their renewal of CoC. He enquired the progress of this arrangement.

22. **Mr. NG Ngai-wing Jammy of MD** replied that if a G.P. was interested in developing his career as marine engineer officer, he could first obtain an Engine Operator Grade 3 Certificate after 1-year sea service. After another year of sea service with Engine Operator Grade 3 Certificate, he would be able to obtain a Engine Operator 2 Certificate. Upon obtaining necessary relevant training certificates (such as Personal Survival Techniques, Elementary First Aid & Proficiency in Medical First Aid, and Fire Fighting) and having 1-year sea service, he would be able to obtain an Engine Operator Grade 1 Certificate. The whole process would take approximately 3 years. He also highlighted that the arrangement for the exemption of refresher course would be included in the amended determination to be implemented in 2017.

f) Report from Guangdong Maritime Safety Administration (GDMSA)

23. **Mr. LONG Tao of GDMSA** reported the following in the meeting:

- ♦ China Maritime Safety Administration and MD discussed the mutual understanding regarding the standard for HSC plying between Pearl River Region and Hong Kong in the regular meeting held in August 2014.
- ♦ China MSA would implement a new measure in 2015 regarding the HSC inspection at the mouth of Pearl River. Details of the new measure would be provided to MD in due course. A working group would be formed to follow up if necessary.
- ♦ GDMSA would provide accident statistics related to HSC to the meeting if necessary.

Agenda Item 5: Date of next meeting

24. The meeting adjourned at 12:30 p.m. Date of the next meeting would be announced in due course.

**Secretariat
Shipping Division
Marine Department
April 2015**