Annex 1

HSC Code, 1994

(International Code of Safety for High Speed Craft, 1994)

1994 HSC Code/ Amendments	Effective date	Amendments to the Code	Exemptions
HSC Code	01.01.1996		Refer to attached Exemptible Clauses
2001 Amendments	01.01.2003	Ch. 1/1.3.3.1 & 1.3.3.5, Ch. 13 & Record of equipment of HSC Cert.	-
2004 Amendments	01.07.2006	Annex I – HSC Safety Certificate	-
2006 Amendments	01.07.2008	Ch.1 - 1.2.2(new) - New installation of materials containing asbestos Ch.8 - 8.9.7.2(new) - servicing intervals of marine evacuation systems (MES) 8.9.1.2(new) & 8.9.1.3(new) – Approval procedures for LSA l8.9.10(new) - Periodic servicing of launching appliances 8.9.11(new) - Novel life-saving appliances or arrangements 8.9.12(new) - extension of liferaft service intervals Ch. 13 – 13.14.2(new) – ECDIS Ch. 14 – 14.1 – Radiocommunications facilities Annex 1 – 14(new) – Form of HSC Cert. Annex 7 – 1.4.1 – renumbering	-
2008 Amendments	01.01.2010	Ch. 8 – 8.2.1.2 & Ch. 14 – 14.6.1.3 – search and rescue locating device	-
2013 Amendments	01.01.2015	Ch. 18 – 18.5.4(new), 18.5.8, 18.5.12(new) – Operational requirements	-

Exemptible Clauses in accordance with the International Code of Safety for High Speed Craft 1994 for Hong Kong registered high speed craft for cross-boundary voyages

There are three types of Hong Kong registered high speed craft engaged in cross-boundary voyages, viz catamaran, jetfoil and foilcat. Some of these high speed passenger craft were constructed before the International Code of Safety for High Speed Craft 1994 came into force. Due to the fact that their construction periods and location are different and that they are constructed in compliance with different codes. Therefore, the list of exemptible provisions in the International Code of Safety for High Speed Craft 1994 need to be separated into two groups.

The first group list is applicable to the high speed passenger craft constructed before 1st March 1999. The second group list is applicable to the high speed passenger craft constructed on or after 1st March 1999, but before 1st July 2016. The exemptible provisions for these two groups of vessels are listed in detail as follow:-

First group list : Applicable to high speed craft constructed before 1st March 1999		
General exemptible Clauses		
Clauses	**Provisions**	**Reasons for exemption**
2.9	Marking and recording of the design water1ine. The design waterline should clearly be marked amidships on the craft's outer sides and should be recorded in the High Speed Craft Safety Certificate. This waterline should be distinguished by the notation H.	The existing high speed craft have already been in compliance with the International Convention on Load Lines and the passenger vessel subdivision load line marks are marked at the outer sides amidships. Therefore, there is no need to mark the design waterline and the notation H on the craft's outside amidships.
2.14.1	At periodical intervals not exceeding 5 years, a lightweight survey should be carried out on all passenger craft to verify any changes in lightweight displacement and longitudinal centre of gravity. The passenger craft should be re-inclined whenever in comparison with the approved stability information, a deviation from the light weight displacement exceeding 2% or a deviation of the longitudinal centre of gravity exceeding 1% of L is found or anticipated.	As this type of craft has already been under appropriate control by the Administration, there will be little variation in weight and stability. The 5 yearly lightweight survey may be relaxed.
4.4.1	The public spaces and crew accommodation of high speed craft should be located and designed to protect passengers and crew under the collision design condition. In this respect these spaces should not be located within a distance of $V^2/(20g_{coll})$ m. of the extreme forward end of the top of the effective hull girder of the craft where the terms V and g_{coll} are as defined in 4.3.3. For this purpose g_{coll} need not be taken as less than 3, and should not be taken as greater than 12.	As the formula in 4.3 for calculating g_{coll} has some problems, it is not appropriate at the present to consider applying this formula for calculating the distance of the extreme forward end of the top of the effective hull girder of the craft.

7.4.4.3	In accommodation and service spaces, control stations, corridors and stairways, air spaces enclosed behind ceilings, panelling or linings should be suitably divided by close-fitting draught stops not more than 14 m apart.	Due to the accommodation, service space, control stations, corridors and stairways are simple and open, air spaces enclosed behind ceiling, panelling or lining need not apply the draught stop design.
7.7.5	In all craft where gas is used as the extinguishing medium, the quantity of gas should be sufficient to provide two independent discharges. The second discharge into the space should only be activated (released) manually from a position outside the space being protected. Where the space has a second fixed means of extinguishing installed, then the second discharge should not be required.	For craft operating in the vicinity of Hong Kong, the time for the rescuers to arrive is very short. SOLAS also does not require the second discharge. Therefore, the quantity of gas for the fixed fire extinguishing installation for one discharge is sufficient.
7.9.2	A duplicate set of fire control plans or a booklet containing such plans should be permanently stored in a prominently marked weathertight enclosure outside the deck-house for the assistance of shore-side fire-fighting personnel.	The design and arrangement of the high speed craft engaged in cross-boundary voyages are very simple and open, the time for the rescuers to arrive the scene us within one hour, the shore fire-fighting personnel may not require the duplicate of fire control plan to understand the construction of the vessel.
7.9.3.3	Fire doors bounding areas of major fire hazard and stairway enclosures should satisfy the following requirements : .1 The doors should be self-closing and be capable of closing with an angle of inclination of up to 3.5° opposing closure, and should have an approximately uniform rate of closure of no more than 40 s and no less than 10 s with the craft in the up-right position. .2 Remote-controlled sliding or power-operated doors should be equipped with an alarm that sounds at least 5 s but no more than 10 s before the door begins to move and continues sounding until the door is completely closed. Doors designed to reopen upon contacting an object in their paths should reopen sufficiently to allow a clear passage of at least 0.75 m, but no more than 1 m. .3 All doors should be capable of remote and automatic release from a continuously manned central control station, either simultaneously or in groups, and also individually from a position at both sides of the door. Indication should be provided at the fire control panel in the continuously manned control station whether each of the remote-controlled doors is closed. The release mechanism should be so designed that the door will automatically close in the event of disruption of the control system or central power supply. Release switches should have an on-off function to prevent automatic	As the design and arrangement of the high speed craft engaged in cross-boundary voyages are very simple and open, manually operated fire doors are considered adequate. Therefore, the requirements should be exempted.

	resetting of the system. Hold back hooks not subject to control station release should be prohibited. .4 Local power accumulators for power-operated doors should be provided in the immediate vicinity of the doors to enable the doors to be operated at least ten times (fully opened and closed) using the local controls. .5 Double-leaf doors equipped with a latch necessary to their fire integrity should have a latch that is automatically activated by the operation of the doors when released by the system. .6 Doors giving direct access to special-category spaces which are power-operated and automatically closed need not be equipped with alarms and remote-released mechanisms required in .2 and .3.	
7.13	Fixed sprinkler system	The high speed craft engaged in cross-boundary voyages have used the fire resisting or non-combustible materials, their design and arrangement are very simple and open, they are also fitted with fire detecting system for detecting the source of fire. In addition, the time for rescuers to arrive the scene is within one hour, therefore, it is not required to install the fixed sprinkler system for this type of craft.
8.2.1.2	At least one radar transponder should be carried on each side of every passenger high speed craft and of every cargo high speed craft of 500 tons gross tonnage and upwards. Such radar transponders should conform to performance standards not inferior to those adopted by the Organization. The radar transponders should be stowed in such locations that they can be rapidly place in any one of the liferafts. Alternatively, one radar transponder should be stowed in each survival craft.	As the high speed engaged in cross-boundary voyages are in relatively sheltered waters and the time required for the rescuers to arrive the scene is within one hour, therefore one radar transponder for high speed craft of any tonnage is sufficient.
8.2.3.2	Craft should be provided with not less than 12 rocket parachute flares, complying with the requirements of regulation III/35 of the Convention, stowed in or near the operating compartment.	As the time for the rescuers to arrive the scene is within one hour and that the frequency of sailing in the route is high, there is no need to have too many rocket parachutes flares. Six in number will be quite sufficient.
8.3.8	An immersion suit or anti-exposure suit should be provided for each member of the crew assigned, in the muster list to duties in an MES party for embarking passengers into survival craft. These immersion suits or anti-exposure suits need not be required if the craft is constantly engaged on voyages in warm climates where, in the opinion of the Administration, such suits are unnecessary.	Craft is constantly engaged on voyages in warm climates, the provision of immersion suit or anti-exposure suit may be exempted.

8.6.2	Survival craft should be so stowed as to permit release from their securing arrangements at or near to their stowage position on the craft and from a position at or near to the operating compartment.	The requirement to release survival craft from a position at or near to the operating compartment can be exempted if the arrangement fall into the condition described under 8.6.4, i.e. it is not practicable to provide automatic inflation of liferafts such as the liferafts are associated with an MES, the arrangement shall be such that the craft can be evacuated within the time specified in 4.8.1.
8.7.4	Where davit-launched survival craft are not fitted, MES or equivalent means of evacuation should be provided in order to avoid persons entering the water to board survival craft. Such MES or equivalent means of evacuation should be so designed as to enable persons to board survival craft in all operational conditions and also in all conditions of flooding after receiving damage to the extent prescribed in chapter 2.	As the high speed craft engaged in cross-boundary voyages are provided with metal ladders at the escape exits, avoiding persons entering the water to board the survival craft. In addition, as Hong Kong climate is warm, the time for the rescuers to arrive the scene is within one hour and the frequency of sailing in the route is high, passengers and persons can receive quick assistance. Therefore, fitting of davit-launched survival craft may be exempted.
8.7.5	Subject to survival craft and rescue boat embarkation arrangements being effective within the environmental conditions in which the craft is permitted to operate and in all undamaged and prescribed damage conditions of trim and heel, where the freeboard between the intended embarkation position and the waterline is not more than 1.5 m, the Administration may accept a system where persons board liferafts directly.	As the high speed craft engaged in cross-boundary voyages are provided with metal ladders at the escape exits, sailing of these craft will be suspended when typhoon signal above No. 3 is hoisted. Besides, the evacuation time can meet the 4.8.1 requirement in the actual operation condition. For some exits, it is not possible to meet the requirement freeboard of not more than 1.5 m between the intended embarkation position and the waterline. Therefore, this requirement should be exempted.
8.8	Line-throwing appliance	As the high speed craft engaged in cross-boundary voyages are in relatively sheltered waters and the time required for the rescuers to arrive the scene is within one hour, therefore, the provision of line-throwing appliance may be exempted.
8.10.1.4	At least one rescue boat for retrieving persons from the water, but not less than one such boat on each side when the craft is certified to carry more than 450 passengers.	As the high speed craft engaged in cross-boundary voyages are in relatively sheltered waters and the time required for the rescuers to arrive the scene is within one hour, therefore, the provision of rescue boat may be exempted.
8.10.2	Where the Administration considers it appropriate, in view of the sheltered nature of the voyages and the suitable climatic conditions of the intended area of operations, the Administration may permit the use of open reversible inflatable liferafts complying with annex 10 on category A craft as an alternative to liferafts complying with regulation III/39 or III/40 of the Convention.	In view of the sheltered nature of the voyage and calm seaways in the defined route, the open reversible inflatable liferaft may increase its loading capacity by 20%. Hence, this provision may be relaxed.

12.7.3.1	Following space should be provided with a period of 5 h emergency lighting : .1 at the stowage positions of life-saving appliances; .2 at all escape routes such as alleyways; stairways, exits from accommodation and service spaces, embarkation points, etc; .3 in the public spaces; .4 in the machinery spaces and main emergency generating spaces, including their control positions; .5 in control stations; .6 at the stowage positions for fireman's outfits; and .7 at the steering gear.	As the time for the rescuers to arrive the scene is within one hour and the frequency of sailing in the route is high, therefore, this provision should be exempted. Power supply for emergency lighting may be reduced from 5 hours to 2 hours which is sufficient for use.
12.7.3.2	5 h emergency power supply should be provided to the following service : .1 main navigation lights, except for "not under command" lights; .2 electrical internal communication equipment for announcements for passengers and crew required during evacuation; .3 fire-detection and general alarm system and manual fire alarms; and .4 remote control devices of fire-extinguishing systems, if electrical.	As the time for the rescuers to arrive the scene is within one hour and the frequency of sailing in the route is high, therefore, this provision should be exempted. Power supply for the main navigation lights, electrical communication equipment for evacuation, fire detection and genera1 alarm system and manual fire a1arms, electrical remote control device of fire-extinguishing system may be reduced from 5 hours to 2 hours which is sufficient for use.
12.7.3.3	4 h emergency power supply should be provided to the following intermittent operation : .1 the daylight signalling lamps, if they have no independent supply from their own accumulator battery; and .2 the craft' s whistle, if electrically driven.	As the time for the rescuers to arrive the scene is within one hour and the frequency of sailing in the route is high, therefore, this provision should be exempted. Power supply for the daylight signalling lamps which have no independent supply from their own accumulator battery and the craft's electrically driven whistle may be reduced from 4 hours to 2 hours which is sufficient for use.
12.7.3.4	5 h emergency power supply should be provided to the following services : .1 craft radio facilities and other loads as set out in 14.12.2; and .2 essential electrically powered instruments and controls for propulsion machinery, if alternate source of power are not available for such services.	As the time for the rescuers to arrive the scene is within one hour and the frequency of sailing in the route is high, therefore, this provision should be exempted. Emergency power supply for the craft radio facilities and electrically powered instruments and controls which alternate source of power are not available may be reduced from 5 hours to 2 hours which is sufficient for use.
12.7.3.5	12 h emergency power supply for the "not under command" lights.	As the time for the rescuers to arrive the scene is within one hour and the frequency of sailing in the route is high, therefore, this provision should be exempted. Emergency power supply for "not under command" lights may be reduced from 12 hours to 3 hours which is sufficient for use.

13.5.2	Craft of 500 tons gross tonnage and upwards or craft certified to carry more than 450 passengers should be provided with at least two radar installations. A second radar may also be provided in craft of less than 500 tons gross tonnage or certified to carry 450 passengers or less where environmental conditions so require.	High speed craft carrying more than 450 passengers are not required two radar installations as the number of radars required depends on the risk that the craft and passengers will face after the failure of the radar. Therefore, this provision should be suitably exempted. High speed craft carrying less than 450 passengers, one radar installation should be sufficient. One radar installation with one addition display should be sufficient to handle such short route for cross-boundary voyages.
13.9.1	Craft should be equipped with at least one adequate searchlight, which should be controllable from the operating station.	As most of the high speed craft engaged in cross-boundary voyages only serve the day operation, therefore, fitting of search light for day operation high speed craft should be exempted.
13.10.1	When operational conditions justify the provision of night vision enhancement equipment, such equipment should be fitted.	This requirement can be exempted for high speed craft which does not operate night service. The period of night service is defined as from half an hour before sunset to half an hour after sunrise.
13.12.1	Craft should, where possible, be equipped with automatic pilot equipment.	The arrangement of routes in the Pearl River estuary is complicated and the traffic is congested. Automatic pilot equipment provides little assistance to high speed craft operating short cross-boundary voyages in the area. The automatic pilot equipment can be exempted as it does not affect the safety of the high speed craft.
14.6.1.4	The craft should be provided with a receiver capable of receiving International NAVTEX service broadcasts if the craft is engaged on voyages in any area in which an International NAVTEX service is provided.	As the route for cross-boundary voyages is very short, weather forecast can be obtained in the pier. Therefore, NAVTEX Receiver may be exempted.
14.6.1.5	The craft should be provided with a radio facility for reception of maritime safety information by the Inmarsat enhanced group calling system if the craft is engaged on voyages in any area of Inmarsat coverage but in which an International NAVTEX service is not provided. However craft engaged exclusively on voyages in areas where a HF direct-printing telegraph maritime safety information service is provided and fitted with equipment capable of receiving such service may be exempt from this requirement.	Reasons same as above.

14.6.1.6	Subject to the provision of 14.7.3, a satellite emergency position-indicating radio beacon (satellite EPIRB) which should be : .1 capable of transmitting a distress alert either through the polar orbiting satellite service operating in the 406 MHz band or, if the craft is engaged only on voyages within Inmarsat coverage, through the Inmarsat geostationary satellite service operating in the 1.6 GHz bands; .2 installed in an easily accessible position; .3 ready to be manually released and capable of being carried by one person into a survival craft; .4 capable of floating free if the craft sinks and of being automatically activated when afloat; and .5 capable of being activated manually.	As the route for cross-boundary voyages is very short, and the high speed craft plying in the above route have already been equipped with DSC and GPS installations. These can meet the function of satellite EPIRB to transmit a distress alert and the craft position signal. Therefore, satellite EPIRB should be exempted.
14.7.3	Craft engaged on voyages exclusively in sea area A1 may carry, in lieu of the satellite EPIRB required by 14.6.1.6, an EPIRB which should be : .1 capable of transmitting a distress alert using DSC on VHF channel 70 and providing for locating by means of a radar transponder operating in the 9 GHz band; .2 installed in an easily accessible position; .3 ready to be manually released and capable of being carried by one person into a survival craft; .4 capable of floating free if the craft sinks and of being automatically activated when afloat; and .5 capable of being activated manually.	Reasons same as above.
Annex 10 2.10.1	The greatest whole number obtained by dividing by 0.096 the volume, measured in cubic metres, of the main buoyancy tubes (which for this purpose should not include the thwarts, if fitted) when inflated.	The proposal that the required buoyancy for each person may be reduced from 0.096 m^3 to 0.075 m^3 was originally spelt out in the Working Group Report DE37/5 of DE36. However, in considering that manufacturing of liferaft should not differ the standard as set out in SOLAS and the proposal was not accepted. As the route for cross-boundary voyages is very short, the time required for the rescuers to arrive the scene is within one hour, frequency of sailing in the route is high, in view of sheltered nature of the voyage, the calm seaway of the defined route and can safely accommodate the total number of persons as calculated after the reduction of required buoyancy for each person under the actual operational condition, therefore the open reversible liferaft manufactured ill accordance with Annex 10, 0.075 m^3 may be used for calculating the total number of persons that the liferaft can accommodate.

Annex 10 2.10.2	The greatest whole number obtained by dividing by 0.372 the inner horizontal cross-sectional area of the open reversible liferaft measured in square metres (which for this purpose may include the thwart or thwarts, if fitted) measured to the innermost edge of the buoyancy tubes.	The proposal that the required buoyancy for each person may be reduced from 0.372 m^3 to 0.304 m^3 was originally spelt out in the DE37/5 Working Group Report of DE36. However, in considering that manufacturing of liferaft should not differ the standard as set out in SOLAS and the proposal was not accepted. As the route for cross-boundary voyages is very short the time required for the rescuers to arrive the scene is within one hour, frequency of sailing in the route is high, in view of sheltered nature of the sailing area, the calm water of the defined route and can safely accommodate the total number of persons as calculated after the reduction of required buoyancy for each person under the actual operational condition Therefore the open reversible liferaft manufactured in accordance with Annex 10, 0.304 m^3 may be used for calculating the total number of persons that the liferaft can accommodate.

Special exemptible clauses		
Catamaran		
Nil		
Jetfoil		
2.6.7.2	The transverse extent of damage should be the full breath of the bottom of the craft or 7 m, whichever is the less.	The present jetfoils were built before 1996. Therefore, it cannot comply with the requirement of HSC Code. This Clause should be exempted.
7.7.1	Area of major and of moderate fire hazard and other enclosed spaces in the accommodation not regularly occupied, such as toilets, stairway enclosures and corridors, should be provided with an approved automatic smoke-detection system and manually operated call points to indicate at the control station the location of outbreak of a fire in al1 normal operating conditions of the installations. Main propulsion machinery room(s) should in addition have detectors sensing other than smoke and be supervised by TV cameras monitored from the operating compartment.	The present jetfoils were built before 1996. Therefore, it cannot comply with the requirement of HSC Code. There is only fixed fire detection system in the port and starboard machinery compartment and its indicators are located in the wheelhouse. Hence, this provision should be exempted.
7.7.2.1.1	Any required fixed fire-detection and fire alarm system with manually operated call points should be capable of immediate operation at all times.	Reasons same as above.
7.7.2.2.1	Manually operated call points should be installed throughout the accommodation spaces, service spaces and control stations. One manually operated call point should be located at each exit. Manually operated call point should be readily accessible in the corridors of each deck such that no part of the corridor is more than 20 m from a manually operated call point.	Reasons same as above.

7.7.2.2.2	Smoke detectors should be installed in all stairways, corridors and escape routes within accommodation spaces. Consideration should be given to the installation of special-purpose smoke detectors within ventilation ducting.	Reasons same as above.
7.7.2.2.3	Where a fixed fire-detection and fire alarm system is required for the protection of spaces other than those specified in .2, at least one detector complying with 7.7.2.1.11 should be installed in each such spaces.	Reasons same as above.
7.7.6.1.1	The use of a fire-extinguishing medium which, in the opinion of the Administration, either by itself or under expected conditions of use will adversely affect the earth's ozone layer and/or gives off toxic gases in such quantities as to endanger persons should not be permitted.	Hong Kong do not permit the use of a fire extinguishing media which wi1l adversely affect the earth's ozone layer and/or gives off toxic gases in such quantities as to endanger persons But this provision is not applicable to craft built before November 1998. As by the year 2000, all ships are prohibited to use this type of fire-extinguishing media.
10.3.6	The diameter (d) of the bilge main should be calculated according to the following formula, except that the actual internal diameter of the bilge main may be rounded off to the nearest size of a recognized standard : $d = 25 + 1.68(L(B+D))^{0.5}$ where: d is the internal diameter of the bilge main (mm); L is the length of the craft (m) as defined in chapter 1; B is, for monohull craft the breadth of the craft (m) as defined in chapter 1 and, for multihull craft. the breadth of a hull at or below the design waterline (m); and D is the moulded depth of the craft to the datum (m)	Demi-hull breadth of jetfoil is narrow, low displacement and the size of bilge main fitted is restricted. However, it can satisfy on board functional test and meet the actual requirement Therefore, this Clause should be exempted.
Foilcat		
12.3.2	The emergency source of electrical power, associated transforming equipment, if any, transitional source of emergency electrical power, emergency switchboard and emergency lighting switchboard should be located above the waterline in the final condition of damage as referred to in chapter 2, operable in that condition and readily accessible.	One set of independent generator is fitted in each hull of the foilcat. Ingress of water into one hull will not prevent the generator set in another hull to supply emergency power. Therefore, installation for emergency power, associated transforming equipment, if any, transitional source of emergency electrical power, emergency switchboard and emergency lighting switchboard is not required to be located above the waterline in the final condition of damage as required in chapter 2. Therefore, this provision may be exempted.

Second group list :	**Applicable to high speed craft constructed on or after 1st March 1999, but before 1st July 2016**	
General exemptible Clauses		
Clauses	**Provisions**	**Reasons for exemption**
2.9	Marking and recording of the design waterline. The design waterline should clearly be marked amidships on the craft's outer sides and should be recorded in the High Speed Craft Safety Certificate. This waterline should be distinguished by the notation H.	The existing high speed craft have already been in compliance with the International Convention on Load Lines and the passenger vessel subdivision load line marks are marked at the outer sides amidships. Therefore, there is no need to mark the design waterline and the notation H on the craft' s outside amidships.
2.14.1	At periodical intervals not exceeding 5 years, a lightweight survey should be carried out on al1 passenger craft to verify any changes in lightweight displacement and longitudinal centre of gravity. The passenger craft should be re-inclined whenever, in comparison with the approved stability information, a deviation from the light weight displacement exceeding 2% or a deviation of the longitudinal centre of gravity exceeding 1% of L is found or anticipated.	As this type of craft has already been under appropriate control by the Administration, there will be little variation in weight and stability. The 5 yearly lightweight survey may be relaxed.
4.4.1	The public spaces and crew accommodation of high speed craft should be located and designed to protect passengers and crew under the collision design condition. In this respect these spaces should not be located within a distance of $V^2/(20g_{coll})$ m. of the extreme forward end of the top of the effective hull girder of the craft where the terms V and g_{coll} are as defined in 4.3.3. For this purpose g_{coll} need not be taken as less than 3, and should not be taken as greater than 12.	As the formula in 4.3 for calculating g_{coll} has some problems, it is not appropriate at the present to consider to apply this formula for calculating the distance of the extreme forward end of the top of the effective hull girder of the craft.
7.4.4.3	In accommodation and service spaces, control stations, corridors and stairways, air spaces enclosed behind ceilings, panelling or linings should be suitably divided by close-fitting draught stops not more than 14 m apart.	Due to the accommodation, service space, control stations, corridors and stairways are simple and open, air spaces enclosed behind cei1ing, panelling or lining need not apply the draught stop design.
7.7.5	In all craft where gas is used as the extinguishing medium, the quantity of gas should be sufficient to provide two independent discharges. The second discharge into the space should only be activated (released) manually from a position outside the space being protected. Where the space has a second fixed means of extinguishing installed, then the second discharge should not be required.	For craft operating in the vicinity of Hong Kong, the time for the rescuers to arrive is very short. SOLAS also does not require the second discharge. Therefore, the quantity of gas for the fixed fire extinguishing installation for one discharge is sufficient.
7.9.2	A duplicate set of fire control plans or a booklet containing such plans should be permanently stored in a prominently marked weathertight enclosure outside the deck-house for the assistance of shore-side fire-fighting personnel.	The design and arrangement of the high speed craft engaged in cross-boundary voyages are very simple and open, the time for the rescuers to arrive the scene is within one hour, the shore fire-fighting personnel may not require the duplicate of fire control plan to understand the construction of the vessel.

7.9.3.3	Fire doors bounding areas of major fire hazard and stairway enclosures should satisfy the following requirements : .1 The doors should be self-closing and be capable of closing with an angle of inclination of up to 3.5° opposing closure, and should have an approximately uniform rate of closure of no more than 40 s and no less than 10 s with the craft in the up-right position. .2 Remote-controlled sliding or power-operated doors should be equipped with an alarm that sounds at least 5 s but no more than 10 s before the door begins to move and continues sounding until the door is completely closed. Doors designed to reopen upon contacting an object in their paths should reopen sufficiently to allow a clear passage of at least 0.75 m, but no more than 1 m. .3 All doors should be capable of remote and automatic release from a continuously manned central control station, either simultaneously or in groups, and also individually from a position at both sides of the door. Indication should be provided at the fire control panel in the continuously manned control station whether each of the remote-controlled doors is closed. The release mechanism should be so designed that the door will automatically close in the event of disruption of the control system or central power supply. Release switches should have an on-off function to prevent automatic resetting of the system. Hold-back hooks not subject to control station release should be prohibited. .4 Local power accumulators for power-operated Door should be provided in the immediate vicinity of the doors to enable the doors to be operated at least ten times (fully opened and closed) using the local controls. .5 Double leaf doors equipped with a latch necessary to their fire integrity should have a latch that is automatically activated by the operation of the doors when released by the system. .6 Doors giving direct access to special-category spaces which are power-operated and automatically closed need not be equipped with alarms and remote-released mechanisms required in .2 and .3.	As the design and arrangement of the high speed craft engaged in cross-boundary voyages are very simple and open, manually operated fire doors are considered adequate. Therefore, the requirements should be exempted.
7.13	Fixed sprinkler system	The high speed craft engaged in cross-boundary voyages have used the fire resisting or non-combustible materials, their design and arrangement are very simple and open, they are also fitted with fire detecting system for detecting the source of fire. 1n addition, the time for rescuers to arrive the scene is within one hour, therefore, it is not required to install the fixed sprinkler system for this type of craft.

8.2.1.2	At least one radar transponder should be carried on each side of every passenger high speed craft and of every cargo high speed craft of 500 tons gross tonnage and upwards. Such radar transponders should conform to performance standards not inferior to those adopted by the Organization. The radar transponders should be stowed in such locations that they can be rapidly place in any one of the liferafts. Alternatively, one radar transponder should be stowed in each survival craft.	As the high speed craft engaged in cross-boundary voyages are in relatively sheltered waters and the time required for the rescuers to arrive the scene is within one hour, therefore one radar transponder for high speed craft of any tonnage is sufficient.
8.2.3.2	Craft should be provided with not less than 12 rockets parachute flares, complying with the requirements of regulation III/35 of the Convention, stowed in or near the operating compartment.	As the time for the rescuers to arrive the scene is within one hour and that the sailing within the route has high frequency, there is no need to have too many rocket parachutes flares. Six in number will be quite sufficient.
8.3.8	An immersion suit or anti-exposure suit should be provided for each member of the crew assigned, in the muster list, to duties in an MES party for embarking passengers into survival craft. These immersion suits or anti-exposure suits need not be required if the craft is constantly engaged on voyages in warm climates where, in the opinion of the Administration, such suits are unnecessary.	Vessel is constantly engaged on voyages in warm climates, the provision of immersion suit or anti-exposure suit may be exempted.
8.6.2	Survival craft should be so stowed as to permit release from their securing arrangements at or near to their stowage position on the craft and from a position at or near to the operating compartment.	The requirement to release survival craft from a position at or near to the operating compartment can be exempted if the arrangement fall into the condition described under 8.6.4, i.e. it is not practicable to provide automatic inflation of liferafts such as the liferafts are associated with an MES, the arrangement shall be such that the craft can be evacuated within the time specified in 4.8.1.
8.7.4	Where davit-launched survival craft are not fitted, MES or equivalent means of evacuation should be provided in order to avoid persons entering the water to board survival craft. Such MES or equivalent means of evacuation should be so designed as to enable persons to board survival craft in all operational conditions and also in all conditions of flooding after receiving damage to the extent prescribed in chapter 2.	As the high speed craft engaged in cross-boundary voyages are provided with metal ladders at the escape exits, avoiding persons entering the water to board the survival craft. In addition, as Hong Kong climate is warm, the time for the rescuers to arrive the scene is within one hour and the frequency of sailing in the route is high, passengers and persons can receive quick assistance. Therefore, fitting of davit-launched survival craft may be exempted.
8.7.5	Subject to survival craft and rescue boat embarkation arrangements being effective within the environmental conditions in which the craft is permitted to operate and in al1 undamaged and prescribed damage conditions of trim and heel, where the freeboard between the intended embarkation position and the waterline is not more than 1.5 m, the Administration may accept a system where persons board liferafts directly.	As the high speed craft engaged in cross-boundary voyages are provided with metal ladders at the escape exits, sailing of these craft will be suspended when typhoon signal above No. 3 is hoisted. Besides, the evacuation time can meet the 4.8.1 requirement in the actual operation condition. For some exits, it is not possible to meet the requirement of freeboard not more than 1.5 m. between the intended embarkation position and the water1ine. Therefore, this requirement should be exempted.

8.8	Line-throwing appliance	As the high speed craft engaged in cross-boundary voyages are in relatively sheltered waters and the time required for the rescuers to arrive the scene is within one hour, therefore, the provision of line-throwing appliance may be exempted.
8.10.1.4	At least one rescue boat for retrieving persons from the water, but not less than one such boat on each side when the craft is certified to carry more than 450 passengers.	As the high speed craft engaged in cross-boundary voyages are in relatively sheltered waters and the time required for the rescuers to arrive the scene is within one hour, therefore, the provision of rescue boat may be exempted.
8.10.2	Where the Administration considers it appropriate, in view of the sheltered nature of the voyages and the suitable climatic conditions of the intended area of operations, the Administration may permit the use of open reversible inflatable liferafts complying with annex 10 on category A craft as an alternative to liferafts complying with regulation III/39 or III/40 of the Convention.	In view of the sheltered nature of the voyage and calm seaways in the defined route, the open reversible inflatable liferaft may increase its loading capacity by 20%. Hence, this provision may be relaxed.
12.7.3.1	Following space should be provided with a period of 5 h emergency lighting : .1 at the stowage positions of life-saving appliances; .2 at all escape routes such as alleyways; stairways, exits from accommodation and service spaces, embarkation points, etc; .3 in the public spaces; .4 in the machinery spaces and main emergency generating spaces, including their control position; .5 in control stations; .6 at the stowage positions for fireman's outfits; and .7 at the steering gear.	As the time for the rescuers to arrive the scene is within one hour and the frequency of sailing in the route is high, therefore, this provision should be exempted. Power supply for emergency lighting may be reduced from 5 hours to 2 hours which is sufficient for use.
12.7.3.2	5 h emergency power supply should be provided to the following services : .1 main navigation lights, except for "not under command" lights; .2 electrical internal communication equipment for announcements for passengers and crew required during evacuation; .3 fire-detection and general alarm system and manual fire alarms; and .4 remote control devices of fire-extinguishing systems, if electrical.	As the time for the rescuers to arrive the scene is within one hour and the frequency of sailing in the route is high, therefore, this provision should be exempted. Power supply for the main navigation lights, electrical communication equipment for evacuation, fire detection and general alarm system and manual fire alarms, electrical remote control device of fire-extinguishing system may be reduced from 5 hours to 2 hours which is sufficient for use.
12.7.3.3	4 h emergency power supply should be provided to the following intermittent operation : .1 the daylight signalling lamps, if they have no independent supply from their own accumulator battery; and .2 the craft' s whistle, if electrically driven.	As the time for the rescuers to arrive the scene is within one hour and the frequency of sailing in the route is high, therefore, this provision should be exempted. Emergency power supply for the daylight signalling lamps which have no independent supply from their own accumulator battery and the craft's electrically driven whistle may be reduced from 4 hours to 2 hours which is sufficient for use.

12.7.3.4	5 h emergency power supply should be provided to the following services : .1 craft radio facilities and other loads as set out in 14.12.2; and .2 essential electrically powered instruments and controls for propulsion machinery, if alternate source of power are not available for such services;	As the time for the rescuers to arrive the scene is within one hour and the frequency of sailing in the route is high, therefore, this provision should be exempted. Emergency power supply for the craft radio facilities and electrically powered instruments and controls which alternate source of power are not available may be reduced from 5 hours to 2 hours which is sufficient for use.
12.7.3.5	12 h emergency power supply for the "not under command" lights.	As the time for the rescuers to arrive the scene is within one hour and the frequency of sailing in the route is high, therefore, this provision should be exempted. Emergency power supply for "not under command" lights may be reduced from 12 hour to 3 hour which is sufficient for use.
13.5.2	Craft of 500 tons gross tonnage and upwards or craft certified to carry more than 450 passengers should be provided with at least two radar installations. A second radar may also be provided in craft of less than 500 tons gross tonnage or certified to carry 450 passengers or less where environmental conditions so require.	High speed craft carrying more than 450 passengers are not required two radar installations as the number of radars required depends on the risk that the craft and passengers will face after the failure of the radar. Therefore, this provision should be suitably exempted. High speed craft carrying less than 450 passengers, one radar installation should be sufficient. One radar installation with one addition display should be sufficient to handle such short route for cross-boundary voyages.
13.9.1	Craft should be equipped with at least one adequate searchlight, which should be controllable from the operating station.	As most of the high speed craft engaged in cross-boundary voyages only serve the day operation, therefore fitting of search light for day operation high speed craft should be exempted.
13.10.1	When operational conditions justify the provision of night vision enhancement equipment, such equipment should be fitted.	This requirement can be exempted for high speed craft which does not operate night service. The period of night service is defined as from half an hour before sunset to half an hour after sunrise.
13.12.1	Craft should, where possible, be equipped with automatic pilot equipment.	The arrangement of routes in the Pearl River estuary is complicated and the traffic is congested. Automatic pilot equipment provides little assistance to high speed craft operating short cross-boundary voyages in the area. The automatic pilot equipment can be exempted as it does not affect the safety of the high speed craft.
14.6.1.4	The craft should be provided with a receiver capable of receiving International NAVTEX service broadcasts if the craft is engaged on voyages in any area in which an International NAVTEX service is provided.	As the route for cross-boundary voyages is very short, weather forecast can be obtained in the pier. Therefore, NAVTEX Receiver may be exempted.

14.6.1.5	The craft should be provided with a radio facility for reception of maritime safety information by the Inmarsat enhanced group calling system if the craft is engaged on voyages in any area of Inmarsat coverage but in which an International NAVTEX service is not provided. However, craft engaged exclusively on voyages in areas where a HF direct-printing telegraph maritime safety information service is provided and fitted with equipment capable of receiving such service may be exempt from this requirement.	Reasons same as above.
14.6.1.6	Subject to the provisions of 14.7.3, a satellite emergency position-indicating radio beacon (satellite EPIRB) which should be : .1 capable of transmitting a distress alert either through the polar orbiting satellite service operating in the 406 MHz band or, if the craft is engaged only on voyages within Inmarsat coverage, through the Inmarsat geostationary satellite service operating in the 1.6 GHz bands; .2 installed in an easily accessible position; .3 ready to be manually released and capable of being carried by one person into a survival craft; .4 capable of floating free if the craft sinks and of being automatically activated when afloat; and .5 capable of being activated manually.	As the route for cross-boundary voyages is very short, and the high speed craft plying in the above route have already been equipped with DSC and GPS installations. These can meet the function of satellite EPIRB to transmit a distress alert and the craft position signal. Therefore, satellite EPIRB should be exempted.
14.7.3	Craft engaged on voyages exclusively in sea area A1 may carry, in lieu of the satellite EPIRB required by 14.6.1.6, an EPIRB which should be : .1 capable of transmitting a distress alert using DSC on VHF channel 70 and providing for locating by means of a radar transponder operating in the 9 GHz band; .2 installed in an easily accessible position; .3 ready to be manually released and capable of being carried by one person into a survival craft; .4 capable of floating free if the craft sinks and of being automatically activated when afloat; and .5 capable of being activated manually.	Reasons same as above.

Annex 10 2.10.1	The greatest whole number obtained by dividing by 0.096 the volume, measured in cubic metres, of the main buoyancy tubes (which for this purpose should not include the thwarts, if fitted) when inflated.	The proposal that the required buoyancy for each person may be reduced from 0.096 m^3 to 0.075 m^3 was originally spelt out in the Working Group Report DE37/5 of DE36. However, in considering that manufacturing of liferaft should not differ the standard as set out in SOLAS and the proposal was not accepted. As the route for cross-boundary voyages is very short, the time required for the rescuers to arrive the scene is within one hour, frequency of sailing in the route is high, in view of sheltered nature of the voyage, the calm seaways of the defined route and can safely accommodate the total number of persons as calculated after the reduction of required buoyancy for each person under the actual operational condition, therefore the open reversible liferaft manufactured in accordance with Annex 10, 0.075 m^3 may be used for calculating the total number of persons that the liferaft can accommodate.
Annex 10 2.10.2	The greatest whole number obtained by dividing by 0.372 the inner horizontal cross-sectional area of the open reversible liferaft measured in square metres (which for this purpose may include the thwart or thwarts, if fitted) measured to the innermost edge of the buoyancy tubes.	The proposal that the required buoyancy for each person may be reduced from 0.372 m^3 to 0.304m^3 was originally spelt out in the Working Group Report DE37/5 of DE36. However, in considering that manufacturing of liferaft should not differ the standard as set out in SOLAS and the proposal was not accepted. As the route for cross-boundary voyages is very short, the time required for the rescuers to arrive the scene is within one hour, frequency of sailing in the route is high, in view of sheltered nature of the sailing area, the calm water of the defined route and can safely accommodate the total number of persons as calculated after the reduction of required buoyancy for each person under the actual operational condition, therefore the open reversible liferaft manufactured in accordance with Annex 10, 0.304 m^3 may be used for calculating the total number of persons that the liferaft can accommodate.

Clauses	Provisions	Reasons for exemption
Special exemptible Clauses		
Catamaran		
Nil		
Jetfoil		
Nil		
Foilcat		
12.3.2	The emergency source of electrical power, associated transforming equipment, if any, transitional source of emergency electrical power, emergency switchboard and emergency lighting switchboard should be located above the waterline in the final condition of damage as referred to in chapter 2, operable in that condition and readily accessible.	One set of independent generator is fitted in each hull of the foilcat. Ingress of water into one hull will not prevent the generator set in another hull to supply emergency power. Therefore, installation for emergency power, associated transforming equipment, if any, transitional source of emergency electrical power, emergency switchboard and emergency lighting switchboard is not required to be located above the waterline in the final condition of damage as required in chapter 2. Therefore, this provision may be exempted.

Revised

12 September 2018