

**NOTES FOR THE 27th MEETING OF THE
HIGH SPEED CRAFT CONSULTATIVE COMMITTEE (HSCCC)**

Date: 25 October 2024

Time: 03:00 pm

Venue: Conference Room A, 24/F, Marine Department Headquarters, Harbour Building, 38 Pier Road, Central, Hong Kong

Present

Mr. TANG Hing-kong, Jerry	Assistant Director / Shipping, Marine Department (Chairman)
Mr. LUI Kam-leung	General Manager / Ship Safety Branch
Mr. WONG Ching-hang	Senior Surveyor / Passenger Ships Safety
Mr. YANG Kai-qiang	Hong Kong Seamen's Union
Capt. CHUNG Tung-tong	Merchant Navy Officers' Guild
Miss TONG Ka-lee	Amalgamated Union of Seafarers, Hong Kong
Mr. HUNG Kwok-hung	HK-Macau High Speed Craft Sector
Capt. TSE Yiu-wing, Tommy	HK-Macau High Speed Craft Sector
Miss AU Kwan-yau, Queenie	HK-Macau High Speed Craft Sector
Capt. GUO Zhi-qing	HK-Mainland High Speed Craft Sector
Miss HA Wing-ka	Lay Member
Mr. WONG Wang-chin	Secretary

In Attendance

Mr. NG Ngai-wing, Jammy	General Manager / Seafarers and Examination
Mr. KUANG Zhi-jian	Senior Surveyor / Seafarers and Examination (1)
Mr. KOWK Chi-kwan, Byron	Senior Surveyor / Marine Accident Investigation
Mr. CHEUNG Cheong-lung	Assistant Surveyor / Passenger Ships Safety (4)

Absent with Apology

Ms. WONG Ka-ming, Grace	Assistant Secretary for Transport & Logistics 10B
Capt. ZHENG Zi-xian	HK-Mainland High Speed Craft Sector
Miss SIT TSZ-yan	Lay Member

Agenda Item 1: Confirmation of Last HSCCC Meeting Notes

1. Since no comment was received from the members, the **Chairman** thus endorsed the notes of last meeting that held on 24 March 2023.

Agenda Item 2: Casualty and Personal Accident Statistics by Marine Accident Investigation Section

2. **Mr. KOWK Chi-kwan, Byron, from MD** reported the casualty and personal accident statistics on board Hong Kong HSC for the period from 24 March 2023 to 30 September 2024. A total of 36 accidents within and outside Hong Kong waters were reported during that period. Among them, 16 cases were related to shipping casualties and 20 cases were related to shipboard personnel safety. The ship companies were reminded to conduct a detailed risk assessment for the evacuation demonstration drill, identify possible hazards, implement appropriate control measures, and provide an effective safety briefing and demonstration to the participants before commencing the drill.

3. **Capt. CHUNG Tung-tong from Merchant Navy Officers' Guild** inquired about the medical fitness requirements for the evacuation drill. **Mr. KOWK Chi-kwan, Byron, from MD** advised that a health declaration form may be signed by all participants before joining the drill. The **Chairman** emphasised that the drill was crucial for the safety of the ship and was essential for the crew members on board. A thorough risk assessment with appropriate control measures can prevent the recurrence of accidents.

4. **Mr. KOWK Chi-kwan, Byron, from MD** further shared the fire incident aboard a HSC. The ship companies were reminded to enhance the safety awareness of crew members and to improve the communication during the incidents.

Agenda Item 3: Circulated HSCCC papers from 2023-2024

5. The **Chairman** concluded that there were six (6) HSCCC papers circulated to the members from 2023 to 2024. The comments from members were well received and reverted to related parties timely.

6. **Capt. CHUNG Tung-tong from Merchant Navy Officers' Guild** enquired whether the latest version of the determination for river trade seafarers would waive the requirement of refresher course. **Mr. NG Ngai-wing from MD** replied that for the upcoming update of the determination, valid sea service and onboard training would be acceptable as replacements for the refresher

course.

7. **Capt. CHUNG Tung-tong from Merchant Navy Officers' Guild** asked whether the requirement for a Restricted Operator's Certificate (ROC) refresher could also be waived under the new determination. **Mr. NG Ngai-wing from MD** replied that if the applicant renewed the Certificate of Competence (CoC), the renewal of ROC could be endorsed by the Office of the Communications Authority (OFCA).

[Post-meeting note: paragraph 2.1(d) of the [Guidelines for the issue of STCW GMDSS Radio Certificate of Competency with Endorsement and Certificate Endorsement Revalidation](#) states a valid CoC or licence as Deck Officer or Marine Engineer Officer issued by the Hong Kong administration can be accepted as evidence of having received such training or instruction.]

8. **Capt. TSE Yiu-wing, Tommy, from HK-Macau High Speed Craft Sector** appreciated the hard work of MD during the briefing session for the Marine Safety (Alcohol and Drugs) Ordinance.

Agenda Item 4: Reminder on the Anti-fouling system declaration

9. **Mr. WONG Ching-hang from MD** briefed that new control measures related to a ship's anti-fouling system containing "Cybutryne" apply to all vessels. For vessels of 24 meters or more in length engaged in non-international voyages, the documentation record such as the paint certificate of the hull, usage records of paint in the shipyard, or a declaration regarding the hull's anti-fouling system should be kept onboard for inspection. **Mr. HUNG Kowk-hung from HK-Macau High Speed Craft Sector** supplemented that their company had already placed the required documentation onboard.

Agenda Item 5: Reminder on Update on the cap. 413O Arrangement

10. **Mr. WONG Ching-hang from MD** briefed that amendments to MARPOL Annex V have come into operation on 1 May 2024. The amendments change the tonnage requirement for ships that has to keep a Garbage Record Book (GRB) and make entries for certain discharges of shipboard garbage from 400 gross tonnage (GT) to 100 GT. Each discharge of shipboard garbage must be recorded. The Garbage Record Book must be in the form specified in MARPOL Annex V.

Agenda Item 6: Enhancement on the FFA inspection by HSC operator (fire detector / CO2 hose)

11. **Mr. WONG Ching-hang from MD** introduced the new requirement on the inspection interval of fire detectors and CO2 flexible hoses by HSC operators to enhance shipboard safety. The implementation has been consulted with HSC operators. For higher risk area, e.g. engine room, the fire detectors testing should be conducted in every 3 months. For lower risk area, e.g. passenger space, the fire detectors testing should be conducted in every 6 months. HSC operators are reminded to conduct regular testing and maintenance.

12. **Mr. WONG Ching-hang from MD** reminded that the flexible hoses of the fixed CO2 fire extinguishing system should be replaced within a period not exceeding ten years as recommended in the MSC.1/Circ.1432. Though, it is only the minimum requirement. Some manufacturer may recommend the replacement interval to be shorter than 10 years as the conditions may vary depend on the storage conditions. The hose shall be replaced if the hoses are found ageing, hardening or cracking.

13. **Mr. HUNG Kowk-hung from HK-Macau High Speed Craft Sector** suggested that any enhancements should consider the operation of the HSC.

14. The **Chairman** emphasised that the enhancement was based on international practice and MD would maintain close communication with HSC operators.

Agenda Item 7: Determinations for River Trade Certificate – Seagoing Examination and Mercantile Marine Office (Paper no. 4/2024)

15. **Mr. KUANG Zhi-jian from MD** provided an overview of the changes in the River Trade Determination. The aim is to update the determination by removing obsolete seagoing certification aspects and slightly revising them for river trade certification. The latest edition of river trade determination was created based on the valid parts of the 2012 determination. Changes include waiving the 5-yearly refresher training course for CoC revalidation if sufficient sea service has been obtained in the past 5 years, allowing early participation in the River Trade CoC examination when 2/3 of the required sea service is

completed for CoC issuance, and reducing the pass mark from 90% to 70% for the light signal examination. **Mr. KUANG Zhi-jian from MD** further reported that upon the comment and suggestion of Merchant Navy Officers' Guild and HK-Macau High Speed Craft during the consultation period, clarification on the fee standard for RTCoC issued under exemption is under Cap.478AB, and service testimonials have been given, a further fine-tune will be made to the new determinations by inserting the definition of “rating” and TRC revalidation arrangement of by sea service and TRC revalidation training. Members had no further comment on the proposal of changes and endorsed the paper.

Agenda Item 8: Six (6) years Rotational Deployment of MES

16. **Mr. WONG Ching-hang from MD** reminded that both Paragraphs 8.9.7.2 of HSC Code 1994 and 8.9.8 of HSC Code 2000 stipulate the requirements that each marine evacuation system (MES) should be deployed from the HSC on a rotational basis at intervals to be agreed by the Administration provided that each system is to be deployed at least once every six years. Details of implementation would be further discussed with HSC operators.

A.O.B.

17. **Miss TONG Ka-lee from Amalgamated Union of Seafarers, Hong Kong** mentioned that the renewed seafarer certificate had become an e-certificate. She enquired about the possibility of seafarers retaining the hard copy of the existing certificates after renewal. **Mr. NG Ngai-wing from MD** stated that seafarers could retain their certificates and he would convey the arrangement to the front-line staff.

18. **Mr. HUNG Kowk-hung from HK-Macau High Speed Craft Sector** enquired the strategies to attract graduates to join HSC companies, such as subsidies provided by the Maritime and Aviation Training Fund (MATF). The **Chairman** noted that MATF subsidies are currently aimed at the ocean-going seafarers, some of whom may join river trade companies in course of their career. **Mr. NG Ngai-wing from MD** suggested that HSC operators may propose the cadet training program to MATF. He also invited the HSC operators to join MD's career talks at various schools for promoting the river trade industry. **Capt. TSE Yiu-wing, Tommy, from HK-Macau High Speed Craft Sector** supported the suggestion. He also emphasised the needs on promotion for both officers and

crew.

19. **Capt. TSE Yiu-wing, Tommy, from HK-Macau High Speed Craft Sector** enquired whether MD can suspend the certificate of competency of a seafarer who has breached regulations. **Mr. NG Ngai-wing from MD** clarified that the suspension of the certificate may be subjected to court's judgment. The **Chairman** suggested to explore the current mechanism for recording offenses and MD will explain the mechanism to the members after the meeting.

[Post meeting note: under section 112 of the Merchant Shipping (Seafarers) Ordinance, where it appears to the Authority that an officer is unfit to discharge his duties, whether by reason of incompetence or misconduct or for any other reason; has been seriously negligent in the discharge of his duties; or has failed to comply with the provisions of section 78 of Cap.369, the Authority may cause an inquiry to be held and may, if he thinks fit, suspend, pending the outcome of the inquiry, any certificate or licence issued to the officer and require the officer to deliver it to him. The validity of a competency certificate may be suspended by the Authority in electronic form.]

Date of Next Meeting

20. The meeting was adjourned at 04:00 pm. Date of the next meeting would be announced in due course.

Secretariat

**High Speed Craft Consultative Committee Marine Department
October 2024**