

**High Speed Craft Consultative Committee**

**Rotational Deployment of Marine Evacuation Systems for Hong Kong registered  
High-speed craft engaged in the cross-boundary voyages**

**Purpose**

This paper seeks Members' endorsement on the proposed framework for the rotational deployment ("Deployment") of the Marine Evacuation Systems (MESs) onboard the Hong Kong registered high-speed craft (HSC) to ensure safety equivalence while enhancing operational practicality.

**Background**

2. Under Chapter 8.9.7.2 of the International Code of Safety for High-Speed Craft, 1994 ("1994 HSC Code") and Chapter 8.9.8 of the International Code of Safety for High-Speed Craft, 2000 ("2000 HSC Code") at **Annex**, the deployment interval should be agreed by the Administration.
3. The deployment was interrupted during the COVID-19 pandemic. In response to the concerns raised by HSC operators ("Operators") after the lapse of pandemic, Marine Department (MD) and Operators have reviewed on the deployment requirements for HSC engaged in the cross-boundary voyages, prioritizing operational practicality and maintaining the safety equivalence.

**Factors of Consideration**

4. The review confirms safety equivalence can be maintained base on the following factors:
  - 4.1. HSC engaged in cross-boundary voyages are operated in sheltered and calm water conditions;
  - 4.2. The route for cross-boundary voyages is very short;
  - 4.3. Rescue assistance is readily available within one hour;
  - 4.4. The deployment arrangements are properly maintained by MD certified servicing stations; and
  - 4.5. Operators undertakes to conduct risk assessments from time to time and ensure that the crews are adequately trained and familiar with the deployment

arrangements.

### **Proposed Deployment framework**

5. In view of the review, MD considers that the proposed deployment is determined by HSC type, such as Austal, Tricat and Foilcat rather than individual HSC. The proposed deployment interval is shown below.

Number of crafts per HSC type	Deployment interval for either port side or starboard side of each HSC type
≤5 crafts	every 6 years
>5 crafts	every 2 years

6. The proposed deployment framework will be implemented in collaboration with HSC operators and MD will monitor and review the deployment framework from time to time to ensure safety equivalence while enhancing operational practicality.

### **Advice Sought**

7. Members' endorsement is sought on the proposed deployment framework.

Passenger Ships Safety Section  
Marine Department

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*Encl.: Annex - Chapter 8.9.7.2 of 1994 HSC Code and Chapter 8.9.8 of 2000 HSC Code*