

HSC Code, 2000

(International Code of Safety for High Speed Craft, 2000)

2000 HSC Code/ Amendments	Effective date	Amendments to the Code	Exemptions
HSC Code	01.07.2002		Refer to attached Exemptible Clauses
2004 Amendments	01.07.2006	Ch.2 – 2.2.1, Annex 1 – HSC Safety Certificate	-
2006 Amendments	01.07.2008	Ch.1 - 1.2.2(new) - New installation of materials containing asbestos 1.3 – operational speed 1.4.32(new) – definition of IMDG Code 1.8 – certificates shall be posted up 1.9 – operational limitations of HSC 1.15 – Review of the Code every 6 years Ch.2 – 2.1, 2.2, 2.3, 2.4, 2.6, 2.6.8(new), 2.7, 2.7.2(new), 2.10.1.7 to 2.10.1.10 (new), 2.12.3(new) – Intact & damage stability calculations Ch.4 – 4.3, 4.4, 4.6, 4.7, 4.7.14(new), 4.8, 4.8.10(new) – Accommodation & escape measures Ch.6 – 6.1.4(new) – anchor cable Ch.7 – 7.3, 7.3.2(new), 7.3.4 to 7.3.6(new), 7.4, 7.4.1.4(new), 7.4.3.5(new), 7.4.4.2(new), 7.5, 7.6, 7.7, 7.8, 7.8.1.2(new), 7.8.6.2(new), 7.10, 7.11, 7.13, 7.17, 7.17.3.1.5(new), 7.17.3.1.6(new) – Detailed fire fighting requirements Ch.8 – 8.7, 8.9 – Requirements related to marine evacuation systems (MES) Ch.10 – 10.2 – bunkering pipes Ch.11 – 11.3, 11.4 – Minor changes to alarm system Ch.13 – 13.8.2 – ECDIS Ch.14 – 14.15 – Annual test for EPIRB Ch.18 – 18.1 – Operational requirements Annex 1 – Record of Equipment (section 3 item 16(new), section 4 item 7(new)) Annex 6, Annex 7, Annex 8 – Detailed stability requirements Annex 9 – maximum operational speed Annex 10 – test of seats Annex 12(new) – criteria for operating limitations	-
2008 Amendments	01.01.2010	Ch. 8 – 8.2.1.2 & Ch. 14 – 14.7.13 – search and rescue locating device	-
	01.01.2011	Ch.7 – 7.17.1, note 1 to table 7.17.1, table 7.17.3 – Requirements for cargo spaces intended for the carriage of packaged dangerous goods	No DG cargo spaces will be allowed.
2012 Amendments	01.01.2014	Ch. 14 – 14.15.10 – Radiocommunications	-
2013 Amendments	01.01.2015	Ch. 18 – 18.5.4(new), 18.5.8, 18.5.12(new) – Operational requirements	-
2017 Amendments	01.01.2020	Ch.8 - 8.10	
2018 Amendments	01.01.2020	Ch.14 - 14.2, 14.7, 14.8, 14.9, 14.10, 14.12, 14.13, Annex 1	
2022 Amendments	01.01.2024	Ch.8 - 8.2, Ch.14(Fully revised), Annex 1(Fully revised)	

**Exemptible Clauses in accordance with the International Code of
Safety for High Speed Craft, 2000 for Hong Kong registered
high speed craft engaged in cross-boundary voyages**

The exemptible provisions for Hong Kong registered HSC constructed on or after 1 July 2016 are listed in detail. For the exemptible provisions marked with (*) apply only to Hong Kong registered HSC constructed on or after 1 March 2025.

General exemptible Clauses		
Clauses	Provisions	Reasons for exemption
2.1.2*	Account shall be taken of the effect of icing in the stability calculations. An example of established practice for ice accretion allowances is given in annex 5 for the guidance of the Administration.	Vessels are constantly engaged on voyages in warm climates, the effect of icing in the stability calculations may be exempted.
2.2.7.3*	The height above the deck of sills to doorways leading to exposed decks shall be as high above the deck as is reasonable and practicable, particularly those located in exposed positions. Such sill heights shall in general not be less than 100 mm for doors to weathertight spaces on decks above the datum, and 250 mm elsewhere. For craft of 30 m in length and under, sill heights may be reduced to the maximum which is consistent with the safe working of the craft.	Considered the sill height of not less than 250 mm may hinder the boarding and evacuation for elderly, child and disabled person. The sill height may be reduced. The sill height for accessing the passenger compartment may be reduced but shall not be less than 150mm. On the other decks, the sill height shall not be less than 100mm; For craft of 30 m in length and under, sill height may be reduced to the maximum which is consistent with the safe working of the craft.
2.2.9.3*	In manned machinery spaces, main and auxiliary sea inlets and discharges in connection with the operation of machinery may be controlled locally. Such controls shall be readily accessible and shall be provided with indicators showing whether the valves are open or closed. In unmanned machinery spaces, main and auxiliary sea inlet and discharge controls in connection with the operation of machinery shall either: .1 be located at least 50% of the significant wave height corresponding to the worst intended conditions above the deepest flooded waterline following damage specified in 2.6.6 to 2.6.10; or	It is not uncommon for high speed craft engaged in cross-boundary voyages to have significant wave height of 2 m. Based on a 2 m significant wave height, the requirement of the main and auxiliary sea inlet and discharge controls in connection with the operation of machinery shall be located at 1.0m above the deepest flooded waterline corresponding to the worst intended conditions.
2.6.9.2	Two different longitudinal extents shall be considered separately; .1 55% of the length L, measured from the most forward point of the underwater buoyant volume of each hull; and .2 a percentage of the length L, applied anywhere in the length of the craft, equal to 35% for craft where L=50 m and over and equal to (L/2 + 10)% for craft where L is less than 50 m.	From our experience obtained from the operation of existing HSC engaged in cross-boundary voyages with relatively short voyages in nature, the two-compartment standard could be accepted as an equivalent.
2.6.9.2*	Extent Two different longitudinal extents shall be considered separately: .1 55% of the length L, measured from the most forward point of the underwater buoyant volume of each hull; and .2 a percentage of the length L, applied anywhere in the length of the craft, equal to 35% for craft where L = 50 m and over and equal to (L/2 + 10)% for craft where L is less than 50 m.	From our experience obtained from the operation of existing HSC engaged in cross-boundary voyages with relatively short voyages in nature, the two-compartment standard could be accepted as an equivalent. Extent: Longitudinal extents shall be $0.75 \nabla^{1/3}$ or $3\text{m} + 0.225 \nabla^{1/3}$ or 11m, whichever is

		less. The damage extent shall be assumed to be anywhere along the length of the craft.
2.6.12.1	For all craft other than amphibious air-cushion vehicles, after flooding has ceased and a state of equilibrium has been reached, the final waterline is below the level of any opening through which further flooding could take place by at least 50% of the significant wave height corresponding to the worst intended conditions.	It is not uncommon for high speed craft engaged in cross-boundary voyages to have significant wave height of 2 m. Based on a 2 m significant wave height, the requirement of the final water line of 1000 mm below the level of any opening is too stringent as compared with the 1994 HSC Code of 300 mm. Therefore, the requirement may be relaxed to minimum of 300 mm.
2.6.12.2	For amphibious air-cushion vehicles, after flooding has ceased and a state of equilibrium has been reached, the final waterline is below the level of any opening through which further flooding could take place by at least 25% of the significant wave height corresponding to the worst intended conditions.	It is not uncommon for high speed craft engaged in cross-boundary voyages to have significant wave height of 2 m. Based on a 2 m significant wave height, the requirement of the final water line of 500 mm below the level of any opening is too stringent as compared with the 1994 HSC Code of 300 mm. Therefore, the requirement may be relaxed to minimum of 300 mm.
4.4.2*	Table 4.4.2 Design Level 2 1.3 No sofas allowed as seat	From the experience of the PRC HSCs have shown that crafts equipped with sofas does not affect the safety of the high-speed craft provided that the sofas are equipped with safety belt arrangement. The mounting of the sofas shall be proved by calculation to withstand, without fracturing, the design acceleration given in table 4.3.3.
7.4.4.4	In public spaces, crew accommodation, services spaces, control stations, corridors and stairways, air spaces enclosed behind ceilings, paneling or linings shall be suitably divided by close-fitting draught stops not more than 14 m apart.	Category A craft with single public spaces are not required to provide draught stops in such public spaces. Therefore, craft certified to carry more than 450 passengers engaged in cross-boundary voyages with single public space may also be exempted from fitting draught stops in the public space.
7.7.3.2*	Additional fixed fire-extinguishing systems not required by the Code but fitted to the craft are to meet the design requirements of this Code, except for the second discharge required for fixed gas fire-extinguishing systems	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.
7.7.3.3.1	In all craft where gas is used as the extinguishing medium, the quantity of gas shall be sufficient to provide two independent discharges. The second discharge into the space shall only be activated manually from a position outside the space being protected.	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.

7.7.4*	Control stations, public spaces, crew accommodation, corridors and service spaces shall be provided with portable fire extinguishers of approved type and design. At least five portable extinguishers shall be provided and so positioned as to be readily available for immediate use. In addition, at least one extinguisher suitable for machinery space fires shall be positioned outside each machinery space entrance.	<p>Area of different fire risk required different allocation of portable fire extinguisher. The allocation requirement on PRC HSCs are more operable.</p> <p>The craft shall be provided with portable fire extinguishers of approved type and design.</p> <p>The number of portable fire extinguishers shall be provided as follow:</p> <ol style="list-style-type: none"> 1) at least two in every machinery space and one of them shall be positioned near the entrance; 2) at least one in the navigation bridge; 3) at least two in every public space. At least four for those public space connecting different decks. At least one in every crew accommodation. 4) Public space and crew accommodation shall not use the fire extinguisher of carbon dioxide type. 5) One in every refreshment kiosk.
7.9.2	A duplicate set of fire control plans for a booklet containing such plans shall be permanently stored in a prominently marked weathertight enclosure outside the deckhouse 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 half an 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	<p>Fire doors bounding areas of major fire hazard and stairway enclosures should satisfy the following requirements :</p> <ol style="list-style-type: none"> .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 40s and no less than 10 s with the craft in the up-right position. .2 Remote-released sliding or power-operated doors shall be equipped with an alarm that sounds at least 5s but no more than 10s after the door is released from the continuously manned control station and 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 shall re-open upon contacting an object in their paths shall re-open no more than 1 m from the point of contact. .3 All doors shall be capable of remote release from a continuously manned central control station, either simultaneously or in groups, and shall be capable of release also individually from a position at both sides of the door. Indication shall be provided at the fire door indicator panel in the continuously manned control station whether each of the remotely released doors is closed. The release mechanism shall be so designed that the door will automatically close in the event 	As the design and arrangement of high speed craft engaged in cross-boundary voyages are very simple and open, manually operated fire doors are considered adequate. Therefore, the requirements may be exempted.

	<p>of disruption of the control system or main source of electrical power. Release switches shall have an on-off function to prevent automatic resetting of the system. Hold-back hooks not subject to continuously manned control station release shall be prohibited.</p> <p>.4 A door closed remotely from the continuously manned control station shall be capable of being re-opened at both sides of the door by local control. After such local opening, the door shall automatically close again.</p> <p>.5 Local power accumulators for power-operated door shall be provided in the immediate vicinity of the doors to enable the doors to be operated after disruption of the control system or main source of electric power at least ten times (fully opened and closed) using the local controls.</p> <p>.6 Disruption at one door of the control system or main source of electric power shall not impair the safe functioning of the other doors.</p> <p>.7 Double-leaf doors equipped with a latch necessary for their fire integrity shall have a latch that is automatically activated by the operation of the doors when released by the system.</p> <p>.8 Doors giving direct access to special category spaces which are power-operated and automatically closed need not be equipped with alarms and remote-release mechanisms required in .2 and .3.</p> <p>.9 The components of the local control system shall be accessible for maintenance and adjusting.</p> <p>.10 Power-operated doors shall be provided with a control system of an approved type which shall be able to operate in case of fire, this being determined in accordance with the Fire Test Procedures Code. This system shall satisfy the following requirements:</p> <p>.1 the control system shall be able to operate at a temperature of at least 2008C for at least 60 minutes, served by the power supply;</p> <p>.2 the power supply for all other doors not subject to fire shall not be impaired; and</p> <p>.3 at temperatures exceeding 2008C the control system shall be automatically isolated from the power supply and shall be capable of keeping the door closed up to at least 9458C.</p>	
--	---	--

7.13.1	Fixed sprinkler system	Category A craft are not required to provide fixed sprinkler system. Therefore, craft certified to carry more than 450 passengers engaged in cross-boundary voyages fitted with fire resisting or non-combustible materials in single public space and 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.
8.2.1.2 Superseded by 14.7.2.1	At least one radar transponder shall be carried on each side of every passenger highspeed craft. Such radar transponders shall conform to performance standards not inferior to those adopted by the Organization.	As the highspeed craft engaged in cross-boundary voyages are in relatively sheltered and busy waters and the time required for the rescuers to arrive the scene is within one hour, therefore one radar transponder for highspeed craft of any tonnage is sufficient.
8.2.3.2	Craft shall be provided with not less than 12 rocket parachute flares, complying with the requirements of paragraph 3.1 of the LSA Code, stowed in or near the operating compartment.	As the time for 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.
8.3.1	Where passengers or crew have access to exposed decks under normal operating conditions, at least one lifebuoy on each side of the craft, capable of quick release from the control compartment and from a position at or near where it is stowed, shall be provided with a self-igniting light and a self-activating smoke signal. The positioning and securing arrangements of the self-activating smoke signal shall be such that it cannot be released or activated solely by the accelerations produced by collisions or groundings.	As the time for rescuers to arrive the scene is within one hour and that the sailing within the route has high frequency, there is no need for lifebuoy to be provided with self-activating smoke signal.
8.3.5.3*	a sufficient number of lifejackets shall be carried for persons on watch and for use at remotely located survival craft and rescue boat stations	For craft exempted with the provision of rescue boat, a sufficient number of lifejackets shall be carried for persons on watch only.
8.3.7*	An immersion suit, of an appropriate size, complying with the requirements of paragraph 2.3 of the LSA Code shall be provided for every person assigned to crew the rescue boat.	For craft exempted with the provision of rescue boat, the provision of immersion suit may be exempted.

8.3.8	An immersion suit or anti-exposure suit shall 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.	Vessels are constantly engaged on voyages in warm climates, the provision of immersion suit or anti-exposure suit may be exempted. Outside help is readily available within one hour because the operating area is of relatively sheltered & busy waters.
8.6.2	Survival craft shall 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 shall be provided in order to avoid persons entering the water to board survival craft. Such MES or equivalent means of evacuation shall 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 extent prescribed in chapter 2.	As the high speed craft engaged in cross-boundary voyages are provided with 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 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 waterline. Therefore, this requirement may be exempted.
8.8	Line-throwing appliance	As the high speed craft engaged in cross-boundary voyages are in relatively sheltered and busy 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 and busy waters and the time required for the rescuers to arrive the scene is within one hour. The provision of rescue boat may be exempted provided arrangements are available to retrieve person in water back on to the vessel.
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 11 on Category A craft as an alternative to liferafts complying with paragraph 4.2 or 4.3 of the LSA Code.	In view of the sheltered nature of the voyage and clam seaways in the defined route, the open reversible inflatable liferaft may increase its loading capability by 20%. Hence, this provision may be relaxed.
12.2.8	The main switchboard shall be so placed relative to one main generating station that, as far as practicable, the integrity of the normal electrical supply may be affected only by a fire or other casualty in one space. An environmental enclosure for the main switchboard, such as may be provided by the machinery control room situated within the main boundaries of the space, shall not be considered as separating the switchboards from the generators.	Consider the arrangement may not be practical for multihull craft. This provision may be exempted for multihull craft where such provision is unreasonable or impracticable.
12.2.9	When craft is certified to carry more than 450 passengers, each part of the main busbars with its associated generators shall be arranged in separate compartments.	As the high speed craft engaged in cross-boundary voyages are in relatively sheltered waters within sufficient emergency power supply to essential services and the time required for the rescuers to arrive the scene is within one hour, therefore, separate compartments for each generator and busbar may not be required.
12.7.3	<p>For Category A high speed craft-</p> <ul style="list-style-type: none"> ● 5 hours emergency source of power shall be provided to the following services: all emergency lighting, navigation lights, public address, craft radio facilities, essential electrically power instruments/controls for propulsion machinery and fire alarm and detection system ● 4 hours emergency power supply shall be provided to the following intermittent operation: daylight signaling lamps and craft's whistle. ● 12 hours 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 may be relaxed. Emergency power supply to all services and "not under command" light may be reduced to 2 hours and 3 hours respectively.

12.7.4	<p>For Category B high speed craft-</p> <ul style="list-style-type: none"> ● 12 hours emergency source of power shall be provided to the following services: all emergency lighting, navigation lights, public address, craft radio facilities, essential electrically power instruments/controls for propulsion machinery and fire alarm and detection system ● 4 hours emergency power supply shall be provided to the following intermittent operation: daylight signaling lamps and craft's whistle. 	<p>As the time of the rescuers to arrive the scene is within one hour and the frequency of sailing in the route is high, therefore this provision may be relaxed. Emergency power supply to all services and "not under command" light may be reduced to 2 hours and 3 hours respectively.</p>
13.3.1	<p>Craft shall be provided with a device capable of indicating speed and distance.</p>	<p>Conventional speed logs are not suitable for use on certain non-displacement vessels. A Differential Global Positioning System (DGPS), conforms to standard not inferior to those of IMO Res.A.824(18), to measure speed could be accepted as an equivalent.</p> <p>It is not necessary to require a device solely to measure distance as the route for cross-boundary voyages is relatively short and in proximity to land and navigational marks throughout.</p>
13.9.1	<p>Craft shall be provided with at least one adequate searchlight, which shall be controllable from the operating station.</p>	<p>The fitting of search light may be exempted if the operation is restricted to day time.</p>
13.10.1	<p>When operational conditions justify the provision of night vision equipment, such equipment shall be provided.</p>	<p>This requirement can be exempted for high speed craft which does not operate night service.</p> <p>The period of night service is defined as from half an hour before sunset to half an hour after sunrise.</p>
13.12.1	<p>Craft shall be provided with an automatic steering aid (automatic pilot).</p>	<p>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.</p>
14.7.1.4	<p>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.</p> <p>A receiver or receivers capable of receiving MSI and search and rescue related information throughout the entire voyage in which the craft is engaged.</p>	<p>As the route for cross boundary voyages is very short, weather forecast can be obtained in the pier. Therefore, NAVTEX receiver may be exempted.</p> <p>As the route for cross-boundary voyages is very short, related information can be obtained in the pier, the provision of receiver(s) may be exempted.</p>
14.7.1.5	<p>The craft shall 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.</p> <p>An EPIRB which shall be:</p> <ol style="list-style-type: none"> .1 installed in an easily accessible position; .2 ready to be manually released and capable of being 	<p>Reasons same as above.</p> <p>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 may be</p>

	<p>carried by one person into a survival craft;</p> <p>.3 capable of floating free if the craft sinks and of being automatically activated when afloat; and</p> <p>.4 capable of being activated manually.</p>	exempted.
14.7.1.6 Superseded by 14.7.1.5	The craft shall be provided with a satellite emergency position indicating radio beacon (satellite EPIRB)	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 may be exempted.
14.7.2.1	Every passenger high-speed craft and every cargo high-speed craft of 500 gross tonnage and upwards shall be provided with at least one radar SART or AIS-SART on each side of the craft.	As the highspeed craft engaged in cross-boundary voyages are in relatively sheltered and busy waters and the time required for the rescuers to arrive the scene is within one hour, it is considered that one radar SART or AIS-SART, which is stowed in such locations that it can be rapidly placed in any one of the liferafts. The provision with at least one radar SART or AIS-SART on each side of the craft may be exempted.
14.7.4	Every passenger craft shall be provided with means for two-way on-scene radiocommunications for search and rescue purposes using the aeronautical frequencies 121.5 MHz and 123.1 MHz from the position from which the craft is normally navigated.	As the route for cross-boundary voyages is very short and close to shore with radiocommunications coverage for search and rescue purposes, the air-band portable transceiver may be exempted.
14.8.3 Superseded by 14.7.1.5	Craft engaged on voyages exclusively in sea area A1 may carry, in lieu of the satellite EPIRB, and EPIRB 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.	As the route for cross boundary voyages is very short, and the high speed craft plying in the above route have already equipped DSC and GPS installations. These can meet the function of satellite EPIRB to transmit a distress alert and the craft position signal. Therefore, the EPIRB may be exempted.
14.8	<p>14.8 Radio equipment: sea area A1</p> <p>14.8.1 In addition to meeting the requirements of 14.7, every craft engaged on voyages in sea area A1 shall be provided with a radio installation capable of initiating the transmission of ship-to-shore distress alerts from the position from which the craft is normally navigated, operating either:</p> <p>1 through the satellite service on 406 MHz; or</p> <p>2 if the craft is on voyages within coverage of MF coast stations equipped with DSC, on MF using DSC; or</p> <p>3 on high frequency (HF) using DSC; or</p> <p>4 through a recognized mobile satellite service ship earth station.</p> <p>14.8.2 The requirement in 14.8.1.1 may be fulfilled by installing:</p> <p>.1 the EPIRB required by 14.7.1.5 close to the position from which the craft is normally navigated, but in a location whereby it can still float free of the craft in an emergency; or</p> <p>.2 the EPIRB required by 14.7.1.5 elsewhere on the craft, provided that this EPIRB has a means of remote activation which is installed near the position from which the craft is normally navigated; or</p>	As the route for cross-boundary voyages is very short, and the high speed craft plying in the above route have already equipped SART, DSC and GPS installations, these can meet the function of satellite EPIRB or MF using DSC or HF using DSC or recognized mobile satellite service ship earth station to transmit a distress alert and the craft position signal. Therefore, the provision of EPIRB or MF using DSC of HF using DSC or recognized mobile satellite service ship earth station may be exempted.

	.3 a second EPIRB near the position from which the craft is normally navigated.	
14.15.4	Adequate tools and spares shall be provided to enable equipment to be maintained.	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. The provision of tools and spares may be exempted.
18.2.5.3	Name and gender of all persons on board shall be recorded for search and rescue purposes.	As the route for cross-boundary voyages is very short (less than 2 hours), under 18.2.5.5, the Administration may exempt from this requirement if craft operation on voyages having a duration of 2 hours or less.
18.5.4	Enclosed space entry and rescue drill, to be held on board the craft, at least once every two months.	Due to the restricted nature of the service of the high speed passenger crafts in which full compliance with the requirements is considered to be inappropriate and impracticable. The requirement of such drill may be exempted.
Annex 6,7&8*	Wind speed V_w corresponding to the worst intended conditions (m/s)	As the highspeed craft engaged in cross-boundary voyages are in relatively sheltered. When considering the stability stipulated in Annexes 6, 7 and 8 of the 2000 HSC Code, the wind speed V_w corresponding to the worst intended conditions (m/s) should not be less than 15.18 m/s.
Annex 11 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 shall 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 0.075m 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 the required buoyancy for each person under the actual operational condition, therefore the open reversible liferaft manufactured in accordance with Annex 11, 0.075m ³ may be used for calculating the total number of persons that the liferaft can accommodate.
Annex 11 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	The proposal that the required buoyancy for each person may be reduced from 0.372m ³ to 0.304m ³ was originally spelt out in the Working Group Report DE37/5

	thwart or thwarts, if fitted) measured to the innermost edge of the buoyancy tubes.	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 the required buoyancy for each person under the actual operational condition, therefore the open reversible liferaft manufactured in accordance with Annex 11, 0.304 m ³ may be used for calculating the total number of persons that the liferaft can accommodate.
--	---	--

Revised

27 May 2025