

政府總部
運輸及房屋局
運輸科
香港添馬添美道2號
政府總部東翼



Transport and
Housing Bureau
Government Secretariat

Transport Branch
East Wing, Central Government Offices,
2 Tim Mei Avenue,
Tamar, Hong Kong

本局檔號 Our Ref.: MA70/16 Pt.14

電話 Tel: (852) 3509 8162
傳真 Fax: (852) 2523 0030

23 June 2017

Ms Shirley Chan
Clerk to Panel on Economic Development
Legislative Council Complex
1 Legislative Council Road
Central, Hong Kong

Dear Ms Chan,

**Legislative Council Panel on Economic Development
Meeting on 22 May 2017**

Intact Stability Requirements for Local Vessels

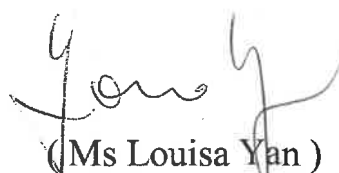
At Panel meeting on 22 May 2017, during discussion of proposed amendments to the subsidiary legislation under the Merchant Shipping (Safety) Ordinance (Cap. 369) to incorporate the latest requirements under the International Convention on Load Lines (“Load Lines Convention”) for ocean-going vessels (“OGVs”), Members requested information on the existing intact stability requirements for local vessels and how they compare with the requirements stipulated in the 2008 International Code on Intact Stability (“2008 IS Code”).

According to the Load Lines Convention, all ocean-going passenger and cargo vessels which are 24 metres and above in length and constructed on or after 1 July 2010 must comply with the intact stability requirements stipulated in Part A of the 2008 IS Code. This part of the Code does not apply to fishing vessels and pleasure vessels.

For local passenger and cargo vessels, intact stability requirements are set out in the Code of Practice for Local Vessels (“CoP”), which is enshrined in the Merchant Shipping (Local Vessels) Ordinance (Cap. 548). In determining the intact stability requirements for local vessels, Marine Department (“MD”) will consider several factors, including navigational conditions of local vessels, potential risks and the 2008 IS Code as appropriate. Generally speaking, the intact stability requirements for local passenger vessels (except high-speed craft) follow Part A of the 2008 IS Code. The intact stability requirements for high-speed craft are set out in the International Code of Safety for High-Speed Craft (“HSC Code”). The latest version of HSC Code was promulgated in 2000. Having regard to the navigational conditions within Hong Kong waters, it is sufficient for high-speed craft plying solely within Hong Kong waters to follow the intact stability requirements of the 1994 HSC Code, which is still in use worldwide and updated from time to time by the International Maritime Organization. A comparison of the differences in the intact stability requirements for OGVs and local vessels is set out at **Annex**.

Should you have any enquiries, please feel free to contact me at 3509 8162. Thank you.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Louisa Yan', written in a cursive style.

(Ms Louisa Yan)

for Secretary for Transport and Housing

Comparison of Intact Stability Requirements between Ocean-going Vessels and Local Vessels

Requirements of Part A of the 2008 Intact Stability Code (“2008 IS Code”) for Ocean-going Vessels	Intact Stability Requirements in the Code of Practice for Local Vessels	
	<i>Passenger Vessels</i>	<i>Cargo Vessels</i>
<p><i>Requirement (1)</i></p> <p><i>Criteria regarding righting lever (GZ) curve properties – this requirement measures the ability of a vessel to sustain external forces (e.g. waves) and return to its upright position.</i></p>	Same as the 2008 IS Code.	Same as the 2008 IS Code.
<p><i>Requirement (2)</i></p> <p><i>Weather Criterion (severe wind and rolling criterion) – this requirement measures the vessels’ ability to withstand the combined effects of beam wind and rolling.</i></p>	Same as the 2008 IS Code.	Not applicable. Local cargo vessels only navigate in sheltered waters (i.e. waters within Hong Kong and inland waterways of river trade region) and will seek shelter during inclement weather or typhoons.
<p><i>Requirement (3)</i></p> <p><i>This requirement stipulates the special intact stability criteria for passenger ships.</i></p>	Same as the 2008 IS Code.	Not applicable.

Requirements of Part A of the 2008 Intact Stability Code ("2008 IS Code") for Ocean-going Vessels	Intact Stability Requirements in the Code of Practice for Local Vessels	
	<i>Passenger Vessels</i>	<i>Cargo Vessels</i>
<p><i>Requirement (4)</i></p> <p><i>This requirement stipulates the special intact stability criteria for oil tankers of 5 000 deadweight and above.</i></p>	Not applicable.	Same as the 2008 IS Code.
<p><i>Requirement (5)</i></p> <p><i>This requirement stipulates the special intact stability criteria for high-speed craft. High-speed craft constructed on or after 1 January 1996 but before 1 July 2002 are required to comply with the stability requirements of the 1994 International Code of Safety for High-Speed Craft ("HSC Code"). High-speed craft constructed on or after 1 July 2002 or have undergone major modification are required to comply with the stability requirements of the 2000 HSC Code.</i></p>	Same as 1994 HSC Code because local high-speed craft only navigate within Hong Kong waters and will seek shelter during inclement weather.	Not applicable.