



香港船東會
Hong Kong
Shipowners
Association



Year Book 年
2013 - 2014 刊



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The Hong Kong Shipowners Association

香港船東會



Patron: Mr. Tung Chee Hwa, GBM

The Hong Kong Shipowners Association was incorporated in 1957 by 11 local shipowners with the purpose of creating a forum for shipowners resident in Hong Kong. Over the past 57 years, the Association has grown into one of the world's largest Shipowner Associations, its members owning, managing and operating a fleet with a combined carrying capacity of over 138 million deadweight tonnes.

The Association welcomes into Associate membership Hong Kong resident companies supplying services to the shipping industry. The composition of membership has enhanced the credibility of the Association within the local community and has given breadth and experience to its international status and relationships.

Hong Kong is a vibrant city, where the entrepreneurial nature and individual initiative of its residents are allowed to blossom in an exciting business environment, encouraged by the Government's business friendly policies. Hong Kong has always been a thoroughly international city, its geographically central location in Asia, its world class communications, legal system and support services being some of the reasons why an increasing number of organisations have chosen the city as the location of their head office in the Asian region. Its status as a Special Administrative Region of the People's Republic of China allows the international nature of Hong Kong to develop due to the autonomy given to the Region by Beijing, while allowing Hong Kong enviable and unparalleled close links with the mainland and its business sectors.

The Association arranges forums in which members are able to meet and discuss issues of concern, informs the membership of important changes in the shipping environment through educational seminars and circulars, and represents the interests of members in national and international committees. The Association is a member of the Asian Shipowners Forum (ASF), the International Chamber of Shipping (ICS), the International Shipping Federation (ISF) and INTERTANKO, and cooperates closely with, amongst others, the International Maritime Organisation (IMO) through the Hong Kong Marine Department and the ICS, the International Labour Organisation (ILO), BIMCO, INTERCARGO, the International Maritime Industries Forum (IMIF), and the International Chamber of Commerce (ICC) through the International Maritime Bureau (IMB).

The Association's chief purpose is to promote and protect the interests of the Hong Kong domiciled shipowners and ship managers as well as the large number of local professions and services upon whom they rely in the performance of their business.

榮譽贊助人：董建華先生

香港船東協會成立於 1957 年，當時由 11 家本地船東倡議成立，旨在為香港的船東提供一個論壇。過去 57 年中，協會已發展成為世界最大的船東協會之一，其成員控制並管理的船隊混合噸位達 1.38 億載重噸。

協會歡迎為航運業提供服務的本地公司成為非正式會員。協會會員的組合提高了協會在本地信譽，同時也為其拓展國際地位及關係提供空間及經驗。

香港是一個充滿活力的城市，政府的自由經濟政策提供了令人振奮的經商環境，居民的企業家精神及個人的創造性可以完全得到發揮。香港一直是完全國際化的都市，其亞洲中心的地理位置、世界一流的通信設施、法律體系及支援服務都是許多機構將其亞洲區總部設於香港的理由。作為中華人民共和國的特別行政區，中央政府給與香港高度自治的權力，進一步加強了香港的國際地位，同時亦加強了內地與香港在商業方面的密切聯繫。

協會舉辦各類活動，為會員提供討論大家關心問題的平台，通過教育性的研討會和會員通訊的方式，使會員瞭解航運環境的重大變化。協會亦在國內外的委員會中代表會員的利益。協會是以下機構的成員：亞洲船東論壇 (ASF)、國際航運商會 (ICS)、國際航運聯盟 (ISF)、以及國際獨立油輪船東組織 (INTERTANKO)，同時與國際海事組織 (IMO) (通過香港海事處和 ICS)、國際勞工組織 (ILO)、波羅地國際海事理事會 (BIMCO)、國際散貨船東組織 (INTERCARGO)、國際航運業協會 (IMIF) 以及國際商會 (ICC) (透過國際航運局 IMB) 等國際組織有著密切的合作關係。

協會的主要宗旨是提高及維護香港本地船東和船舶管理者以及他們業務運作所依賴的大量本地專業和服務機構的利益。



Appreciations 鳴謝

We would like to thank the following member companies and individuals who kindly supplied us with photographs

Anglo-Eastern Ship Management Ltd
Chellaram Shipping (Hong Kong) Ltd
Island Navigation Corporation International Limited
KC Maritime Ltd
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Tai Chong Cheang Steamship Co (H.K.) Ltd
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We would also like to record our deep appreciation to the following member companies who kindly placed advertisements in this Year Book

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香港理工大學物流及航運學系
DNV GL AS
東昌航運(香港)有限公司
Griffin Travel (HK) Ltd
香港千和船務(集團)有限公司
香港聯合船塢集團有限公司
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萬邦航運有限公司
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Chairman's Report 2013

(Presented to the Members at the 57th Annual General Meeting)

2013 年主席年度報告

(提交於第 57 屆會員大會)

The Markets

The markets saw great volatility this year, especially in the dry bulk and tanker sectors. The dry bulk market saw challenging conditions in the first half when capesizes traded below operating costs while panamaxs and supra/handymaxes traded a few thousand dollars more. The market rallied late in the summer, and the rates ended the year at a reasonable level. The crude market was equally dramatic with VLCC dropping below ten thousand dollars per day in the first half, recovering in the summer and increasing dramatically in the fourth quarter. Aframaxs and suezmaxs stayed correspondingly volatile through the third quarter with disappointing performance at the time of this report. Conversely, product tanker earnings stayed high through the first half but dropped through the summer and in the third quarter. The market seemed to have found some support going into the fourth quarter. The liner sector experienced a difficult first half with low demand and over supply. There was some increase in both rates and volume in the third quarter but performance still lagged behind that of third quarter 2012.

The asset market saw corresponding volatility during this year. Newbuilding activities, which slowed dramatically in 2012, gained momentum in the first quarter. In particular, owners took note of the low prices and committed to product tankers and Handy to Ultramax bulk carriers, followed shortly by capesize and containership orders. Newbuilding prices recovered quickly and firmed up during the summer. Likewise, second hand prices found support due both to the anticipated freight recovery and the widely available liquidity in the market.

Liquidity stayed high during the year. Equity funding from non traditional sources continue to find interest in shipping assets. On the debt side, funding became more available than that of 2012, albeit with widening funding costs between respective investors and owners. The role of this liquidity in the 2013 rally of newbuilding and second hand prices cannot be under estimated.

The industry continues to face the threat of over capacity against uncertain demand. The crude sector will need to adjust to flat or declining seaborne import to Europe and North America due both to limited demand growth and competitive US domestic oil and gas production. Product tankers saw relative stability in the past few years after the global financial crisis but seem to be driven by the now familiar story of "refinery shutdown" and "long haul" activities with no new drivers on the horizon. The liner industry anticipates a fundamental re rating of container demand multiplier. Together with anticipated low global GDP growth over the next few years,

市場

今年航運市場波動幅度很大，特別是乾散貨和油輪市場。乾散貨市場上半年遇到很大挑戰，好望角型船型跌破營運成本，巴拿馬運河型和超 / 靈便型的運價上升幅度僅為幾千美元。市場在夏季末反彈，運費率回復合理水平。原油市場情況也很糟糕，上半年大型油輪運費跌至每天低於一萬美元，夏季有所回升並在第四季度大幅上升。阿芙拉型及蘇伊士運河型至第三季度的業績令人失望。相反，成品油輪市場上半年盈利情況不錯，但是至夏季和第三季度有所下降。進入第四季度，市場似乎找到了支持點。班輪市場上半年由於供過於求而十分困難，雖然第三季度運費和運量均有所上升，但是市場表現還是不如 2012 年第三季度。

今年的資本市場也波動幅度很大。2012 年新造船數量大幅下降，但是今年第一季度呈上漲勢頭。特別是船東利用低廉的船價，訂購產品油輪和靈便及超靈便型船，不久又再訂購好望角型和集裝箱船。新造船價格迅速攀升並在夏季趨穩。同樣，二手船價格也由於預期運費回升和市場流動資金的增加而獲得支持。

今年的市場流動資金高企。非傳統渠道的股權資金繼續流入船舶資產市場。債務方面，融資情況比 2012 年有所改善，但是船東和投資人之間的融資成本增加了。流動資金對 2013 年二手船市場上漲的影響不可低估。

航運業繼續面臨產能過剩和需求不確定的威脅。原油方面需要進行調整以適應因為有限的需求增長和美國國內石油和天然氣生產的競爭而引起的歐洲和北美海運進口量需求的減緩。成品油輪市場在全球金融危機後，過去幾年相對穩定，但是市場的動力似乎來自大家熟悉的“煉油廠停工”故事和“長途原油”活動而缺乏新的動力。班輪運輸在經歷了集裝箱需求倍增後，加上預期的未來幾年全球 GDP 的低增長，2015 年供大於求的局面似乎無法



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over supply seems imminent through 2015. The dry cargo sector, while experiencing continued positive demand growth, still has a relatively sizable order book. Any downward adjustment of dry cargo demand would immediately put the sector back for years to come. The large shipbuilding capacity will undoubtedly remain a challenge for owners. Many in the industry had high hopes for shipyard capacity rationalization during the immediate aftermath of the Global Financial Crisis. While shipyards have seen their share of difficulties during 2011 and 2012, commercial consolidation, without actual removal of dock availability, is unlikely to help the industry tackle over supply.

In addition to dealing with uncertain demand and over supply, the industry faces two new factors developed over the past half decade. One, the cost of money remains at an artificially low level. Two, the availability of both debt and equity funding from non traditional sources has become prevalent and is likely here to stay. As with all things, there are always two sides to the coin. The low interest environment has created a relief that is perhaps the buffer between a contagious shipping collapse as witnessed in the 1980s and the relatively isolated incidence of corporate failures in the past five years. The trade-off is, needless to say, that the QE efforts have also created a wave investment into the industry that is perhaps prolonging the industry downturn, and thus is detrimental to the interest of traditional owners. It can be also argued, however, that this new wave of liquidity has also provided a form of support for asset prices which has also benefited owners indirectly as well. Looking forward, it is inevitable that the artificially low interest rates around the world will end. The question is how the end of QE will impact our business going forward. Will it mean increased interest rates and decreased liquidity thereby removing the final buffer from an already over supplied fleet against flat demand, or would it mean an inflationary environment with recovering economic demand giving a premium to physical assets?

Neither owners/investors nor creditors can predict how the industry will evolve with the realities of “new normal” demand, “open ended” shipbuilding capacity and greatly enhanced liquidity. Assuming that these conditions together results in lower rates, thinner margins, more

avoid. 乾散貨方面，經歷持續需求增長後，新船訂單量相對可觀。任何乾散貨運輸需求的下滑將立即喪失現在的好局面。造船能力的高企無疑將繼續是船東的挑戰。全球金融危機後，許多業內人士都對造船產能的合理化寄予厚望。而 2011 和 2012 年共度困難的造船廠進行商業了整合，但是這種不減少現有造船場前提的整合似乎不太可能幫助業界解決供過於求的局面。

除了應付不確定的供過於求的局面，航運界還面臨過去二十年來形成的新的因素。其一，資金成本水準被人為的壓低。其二，非傳統來源的債務和股權融資的普遍存在並可能長期存在。事物總是都有其兩面性。低息環境也許會刺激類似 20 世紀 80 年代的傳染性航運崩潰以及過去五年的公司破產個案。量化寬鬆政策造成了對航運的投資熱潮，這也許會延長航運業的衰退期，從而損害傳統船東的利益。但是，這一輪新的流動資金熱潮同時提供了對資產價格的支持，從而使船東間接受益。展望未來，全球人為壓低的低利率局面不可避免會結束。問題是量化寬鬆政策的結束將如何影響我們未來的業務。這是否意味著利率的上升和流動資金的下降，從而失去已經供過於求的船隊對抗需求持平的最後緩衝區，或意味著通脹環境下經濟需求的復蘇，從而為有形資產提供紅利？

無論船東 / 投資者還是債權人都無法預測航運業將如何在“新常態”需求、“開放”的造船能力以及流動資金迅猛增長的現實情況下的發展。假設在這些條件的共同作用下，出現低利率的情況，以及更小的利潤空間、更大的波動性和更長的谷底期以及更短的市場高峰期，那麼



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volatility and longer troughs with shorter peaks, the industry will need to adjust accordingly. Owners will need to deleverage, further tighten its belt, and practice greater investment discipline. There is no doubt that the industry will successfully adjust to new realities. It has done so time and again. It is equally important, however, that other stakeholders also adapt and adjust. Creditors should take a longer view and find the middle ground between problem solving and relentless loan book growth. Charterers should recognize that the singular focus on rates would ultimately conflict with their demand for quality, and the industrial need for safety standards. At the end of the day, over commoditization of the shipping industry may not be in the interest of creditors, charterers and end users.

The Association

The Association continues to be active in its role as social platform that provides interaction within the maritime cluster, a knowledge sharing platform for its members, and an advocacy platform in Hong Kong, China and the International arena.

The Association works to protect and promote the interests of our members. This Association is unique compared to other shipowning trade groups in that some three quarters of its 200 strong membership are Associate members that are service providers to shipowners and shipmanagers. The diversity of membership means that the entire maritime cluster here in Hong Kong is well represented by the Association.

Here in Hong Kong, the Association is active in working with the Government and other stakeholders on issues vital to the interest of members. During the year, the Association was involved in topics relating to emission, competition, ship arrests, tax, immigration, education/manpower and union related issues. Particular efforts have been made on projecting the industry's view on the formation of the newly announced Hong Kong Government Maritime and Aviation Training Fund, and the operational details regarding the coming legislation of in-port emission control. The Association is encouraged by the Government for the initiative of setting up the new education fund that focuses on education and manpower. It is important however that the content and distribution of the Fund is reviewed regularly to ensure best possible application. With regards to emission control in Hong Kong waters, the Association and its members were amongst the initial parties driving the voluntary low sulphur fuel switch program. The Association is pleased to see the Government moving towards legislation, and continues to call on the Government to ensure that the regulatory framework should be technically achievable, operationally practical, and in line with international regulation. In addition, the Government should work towards ensuring a common emission control program covering the entire Pearl River Delta area

航運業就需要進行相應的調整。船東需要減少負債，進一步勒緊褲腰帶，實行更嚴的投資規則。這樣，航運業將毫無疑問地能成功適應新的現實環境，航運界也已經一次又一次這樣做了。然而，同樣重要的是其他利益相關方應該適應和調整。債權人應從長計議並且找到解決問題和無情貸款增長之間的中間地帶。租家應認識到，對費率過分的關注最終將與他們對質量以及航運業安全標準的需求相衝突。最終，航運業的過分商品化會使債權人、租家人和用戶失去興趣。

協會

協會繼續其為航運團體提供社交平臺和資訊平臺的角色，同時繼續其香港、中國和國際社會支持平臺的活躍角色。



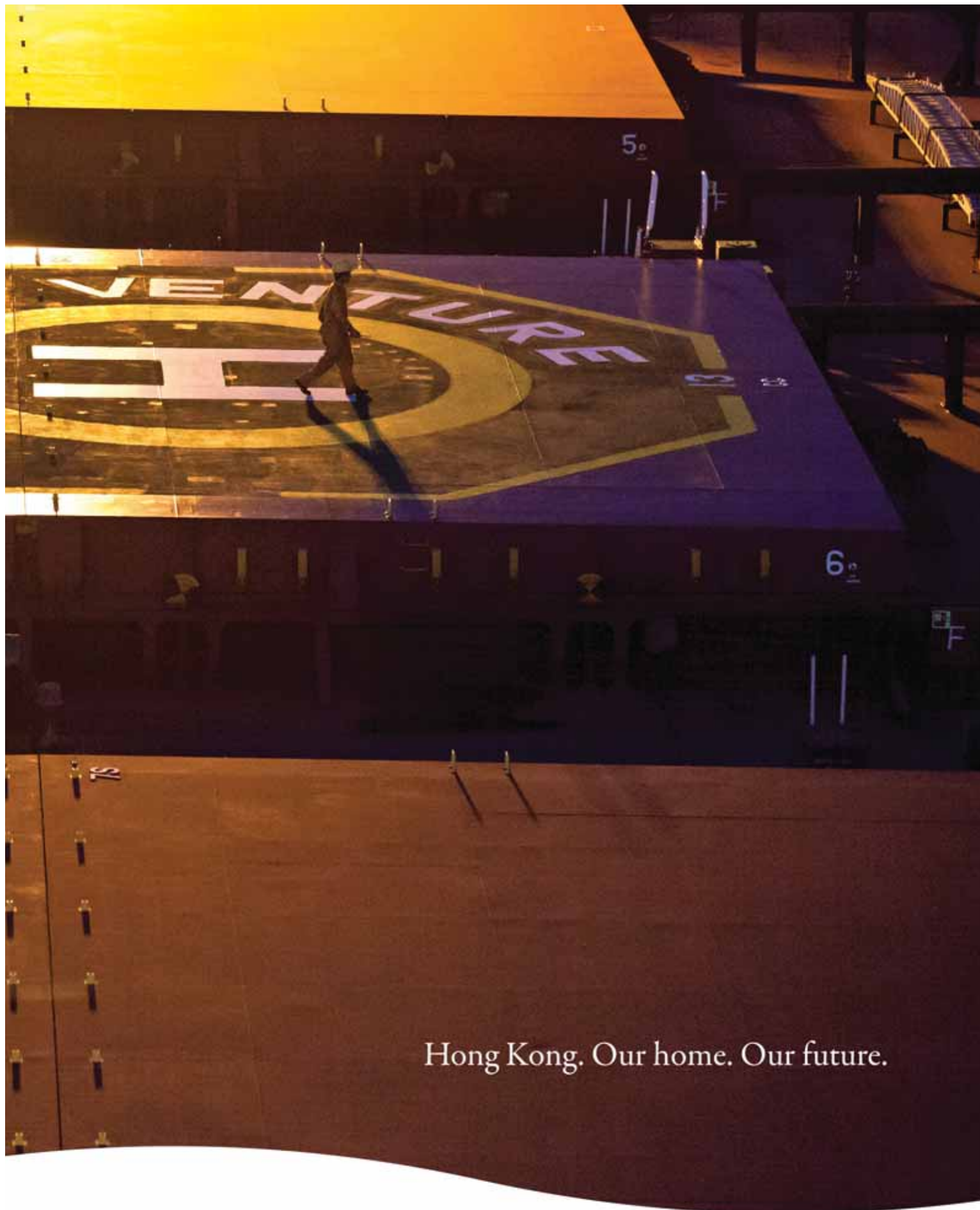
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協會的工作就是為保護和提升會員的利益。

協會的工作就是為保護和提升會員的利益。與其他船東行業團體相比，協會的特點是其 200 個會員公司中，近百分之七十五的附屬會員是船東和管理公司的服務提供者。會員的多樣性意味著協會代表了香港整個航運業界。

在香港，協會與政府和其他利益方積極合作，商討與會員利益休戚相關的重要問題。

今年，協會參與了有關減排、行業競爭、扣船、稅務、移民、教育 / 人力和工會相關問題的討論。特別是有關香港特區政府新宣佈的香港海事和航空培訓基金的行業看法，以及即將生效的有關香港港口減排規則的操作細節。協會對香港特區政府倡議建立新的專注於教育和人力資源的基金表示歡欣鼓舞。我們認為最重要的是基金的內容和分配應該進行定期檢討，以確保盡可能用在實處。關於香港水域的減排控制，協會及其成員是最早倡議自願進行港內低硫燃料轉換的單位之一。協會很高興看到政府即將推出相關的法規，並繼續呼籲政府應確保法規框架在技術上及操作上切實可行，並與國際法規接軌。此外，政府應努力確保一個建立覆蓋整個珠江三角洲地區的



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rather than focusing on Hong Kong alone. Finally, the Association and its members have been working with Government in reviewing Hong Kong's competitiveness as an international maritime center. In particular, the industry is supportive of the initiative for a stand alone statutory body that can help Government focus on maritime and maritime related issues, and can help the industry in reaching across different various Government Bureau and Departments on matters that relates to the industry. The Association, together with its members, are active in various Hong Kong platforms including Maritime Industry Council, Economic Development Council, Hong Kong International Arbitration Centre, Hong Kong Marine Department Consultative Committee, Port Welfare Committee, Port Operations Committee, Pilotage Advisory Committee, Seafarers' Advisory Board, Vocational Training Council Maritime Services Training Board and Transport Logistics Training Board, amongst others.

The Association continues to be a meaningful contributor in international maritime policy dialogs. Regulatory measures, whether local, regional or international, made without due consideration for the practical realities of maritime matters, often have far reaching commercial and operational effects on the Industry. The Industry typically supports initiatives and legislation that are global in nature and recognizes the importance of shared responsibility amongst all stakeholders. Above all, given the technical demands, safety requirements and the capital intensiveness of the underlying business, the industry seeks a regulatory environment where its voice is heard, and its concerns are duly taken into consideration. During the year, the Association was actively engaged in global debates on topics including Convention on Facilitation of International Maritime Traffic (FAL Convention), Ballast Water Convention, Monitoring, Reporting and Verifying (MRV) of Greenhouse Gases (GHG), The International Accounting Standards Board (ISAB) lease treatment, and Canal Toll increase mechanism, and worked proactively with stakeholders and other international associations including International Chamber of Shipping (ICS), Intertanko, BIMCO, Intercargo and Asian Shipowners Forum (ASF), amongst others. The Association will continue its proactive work in advocating member interests to stakeholders around the world.

China remains one of the most important factors in the shipping industry. Aside from the fact that it is the world's largest manufacturer, finished goods exporter and raw materials importer, it is also home to the world's largest shipbuilding industry and some of the world's largest shipping companies. Shipfinance appetite by state owned banks have

排放控制計劃，而非僅集中在香港水域。最後，協會及其會員已經與政府合作，檢討香港作為國際航運中心的競爭力。我們支持建立一個獨立的法定機構的建議，這樣可以幫助政府集中精力處理海事及海事相關的問題，有助於幫助有關政府部門處理涉及跨政府決策部門的航運問題。協會及其會員活躍於各種交流平台，包括香港航運發展局、經濟發展局、香港國際仲裁中心、香港海事處諮詢委員會、港口福利事務委員會、港口行動事務委員會、領港事務

諮詢委員會、海員諮詢委員會、職業訓練局海事服務業訓練委員會和物流運輸業訓練委員會等等。

協會繼續在國際海運政策對話方面作出貢獻。不考慮實際操作的本地、區域和國際海事法規措施，往往會對航運業造成深遠的商業和業務影響。航運業支持充分考慮航運業各利益方共同責任的國際

性法規。考慮到技術需求、安全要求以及和相關業務的資本密集特性，航運業尋求能夠聆聽其聲音、關心其疾苦的立法環境。今年，協會積極參與了包括《國際便利海上運輸公約》(FAL 公約)、《壓艙水公約》、《監測、報告和核查 (MRV) 的溫室氣體體系》(GHG)、國際會計准則委員會 (ISAB) 租賃條約、運河增加收費機制等議題的全球性討論。並與包括國際航運商會 (ICS)、挪威、BIMCO、INTERCARGO 和亞洲船東論壇 (ASF) 等國際組織與利益方團體的密切合作。協會將繼續與全球的利益方積極工作提升會員的利益。

中國仍然是航運業一個最重要的因素。除了它是世界上最大的生產商、產品出口國和原材料的進口國外，中國也是世界上最大的造船業和某些世界最大航運公司的家園。國有銀行對船舶融資的興趣最近幾年也急劇上升。此外，



“The Association continues to be a meaningful contributor in international maritime policy dialogs.”

協會繼續在國際海運政策對話方面作出貢獻。

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also increased dramatically in recent years. In addition, the Central Government has the ability to effect policy initiatives that influence numerous matters relating to the maritime sector. We continue to place value on increasing our interaction with relevant Mainland bodies. During the year, the Association has hosted and visited various Mainland Government organizations and private sector representatives both to better understand China's maritime related policy initiatives and promote the interest of the industry including pollution regulation, cleanup contracts, and P&I representation issues. In particular, the Association has maintained a dialog with Mainland bodies including Ministry of Transport, Maritime Safety Administration, and Chinese Shipowners Association. This regular communication is important to ensure that Association views are duly projected.

Conclusion

I give a special thanks to Deputy Chairman Kingsley Koo, the Officers, Sham Chellaram, Zhang Liang, Alastair MacAulay, and Rose Lee, our Ex Chairmen, and all Executive Committee members for volunteering their time, knowledge and expertise.

Finally, on behalf of the Officers and Executive Committee Members, I extend my thanks to Managing Director Arthur Bowring, Assistant Director Gilbert Feng and the team at the Secretariat. Their unyielding dedication and quietly efficiency remains a critical backbone of the Association.

Alan Tung
Chairman 2012 / 2013

中央政府制定影響各行各業的政策和措施包括海事行業。我們將繼續重視與內地有關部門的互動關係。今年，協會接待並拜訪了內地政府組織和私人團體，在加深對內地海事政策的理解的同時，還與內地有關部門就涉及航運業利益的話題，包括污染法規、清污合同以及保賠協會代表性等交換了意見。特別值得一提的是，協會一直與內地機構包括交通部、海事局、中國船東協會保持對話。這種定期的溝通確保了協會的意見能及時反映給有關部門。

總結

我要向顧建新副主席、Sham Chellaram 先生、張良先生、麥求理先生以及李慧敏女士，還有我們的前任主席們、執行委員全體成員表示衷心的感謝。感謝他們付出的時間和精力以及提供的專業意見。

最後，我謹代表執行委員會全體成員，向包榮執行董事、馮佳培助理執行董事及其秘書處團隊致以謝意。他們的不屈不撓的奉獻和從容不迫的工作是協會的重要支柱。

2012 / 2013 年度主席
董立新

Association Annual Review 2013

2013 協會年度回顧



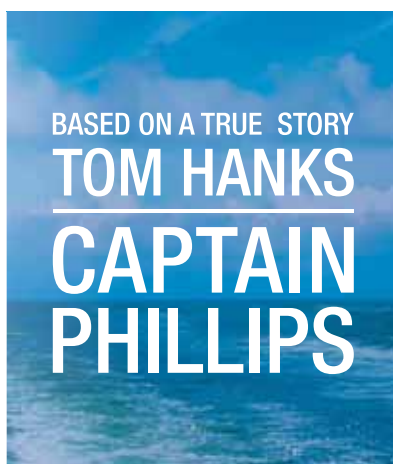
We have all been to conferences during which the ‘image’ of shipping is discussed. Do we have the right image, or do we have any image at all? Do we need an image, or can we just operate in the shadows? Panelists speak about the negative image that is promoted when oil is spilt, and the same picture of an unfortunate oiled seabird is once again shown in the media. Panelists also speak about the difficulty in placing good news stories in the media, which only seems interested in bad and negative news.

We have had presentations from media consultants, who suggest promotional advertisement campaigns, and, until recently, very transient interest from Hollywood film producers to make a film or a television series using ships and shipping as the main story. The film ‘Captain Phillips’ with actor Tom Hanks might not be a true reflection of the industry or of the actual events, but it has made good cinema, and apparently has attracted potential recruits to see a maritime career in a favourable light. (As an aside, it is interesting that ‘safe and normal’ would not appear to be as attractive to youngsters considering a seafaring career as ‘dangerous and exciting’. We are not sure that we can, or even want to, promise such an experience!)

The essential issue, however, is to decide what we would like the ‘image’ we create, if we so wish, to do for our industry. We will all agree that we do need to project a favourable image to our students and potential seafarers, and many Associations, including this, holds student awareness sessions, either at the schools and universities or during Maritime Awareness Weeks. The Association, together with

我們參加過各類討論航運“形象”的學術會議。航運的形象是否正面？或者說我們航運有沒有形象？我們需要形象嗎？還是我們只能在陰影下生活？在各類會議上，演講人常常會談到

發生油污後的航運負面形象，以及媒體經常引用的沾滿油污的海鳥照片。演講人還談到媒體對壞消息更有興趣，登載航運的好消息難度很大等等。



有些媒體顧問建議航運界舉辦推廣運動，直到最近才有好萊塢製片人使用船舶和航運的題材拍攝電影和電視系列。電影《菲利普斯船長》以及其主演湯姆漢斯的角色也許不完全真實反映了航運及其事件本身的情況，但是這是一部好電影，對吸收新人加入海事生涯的影響是非常正面的。（旁白：有趣的是“危險

和刺激”似乎比“安全和平常”更能吸引年輕人加入海員生涯。我們還真不能更不想向年輕人承諾這樣一種工作經歷！）

然而，更重要的是我們需要為我們航運界創造怎樣的“形象”才能為航運界造福。我們認為應該為學生和未來的海員展現一個好的形象。包括我們協會在內的許多協會都在學校和大學裡舉辦了各類提高認識的活動，包括舉辦航運

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the Maritime Museum, held such a week in early November, which attracted several schools to send buses of students during the week as well as encouraged students to visit on their own initiative over the following weekend. It is clear that such initiatives do more than just attract students to consider a career in maritime, because families then find out about the industry, which leads into better awareness within the general community, which is likely to feed back into our Legislative Council and Government.

People have spoken about the benefit of a positive image to support our work with regulators and legislators. It is true that when discussing Greenhouse Gases, or Ballast Water, there is very little recognition of the benefit and environmentally friendly nature of shipping. It is almost seems as if shipping is seen to be the ‘bad guy’ that needs to be controlled, preferably locked up, with no apparent loss to the world economy or supermarket shelves.

It is important, therefore, to preface presentations to Governments, legislators and regulators with a reminder of the benefits of shipping to the world economy. The fact that the efficiencies of shipping have encouraged world trade, and that the environmental impact of shipping, even without onerous legislation, is far lower on all scales than other forms of transport. The fact that close to 100,000 ships circle the world, carrying essential goods, with an incredibly good accident record that puts the dangers inherent in road transport to shame.

意識周等等。我們協會與香港海事博物館 11 月初舉辦了類似的活動，吸引了很多學校派車送整車的學生來參觀並參與各類活動。顯然這類活動不僅僅是吸引學生加入海事業這麼簡單，因為他們的家長在對航運業加深瞭解的同時，引導了整個公眾團體進一步瞭解航運業，也會對立法會和政府施加影響。

人們談及航運界正面形象有助於我們與法規制定機構的工作。事實上也是這樣，在討論溫室氣體排放或壓載水等議題時，人們很少會承認航運的環保本質。幾乎大家都認為航運是個需要約束的“壞孩子”，最好是關禁閉，顯然沒有人會意識到這樣做對世界經濟或超級市場供應的影響。

所以，向政府和立法機構及規則制定人展示航運對世界經濟的貢獻就顯得尤為重要。事實上，高效的航運促進了世界貿易的發展，即使沒有繁重的立法，航運對環境的影響仍然比任何其他的運輸方式都要低的多。世界上有近 10 萬艘貨船滿載貨物環繞地球航行，但是事故記錄卻出奇地好，令天生危險的公路運輸相形見绌。



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But the other important area is to promote our industry through participation. Some time ago, your Committee debated the issue of promotion at length, and decided that ‘international indirect’ would be the most cost effective and beneficial way to promote Hong Kong’s maritime sector. This involves active participation in industry meetings, inter-Governmental forums, and other selected events; participation that demonstrates a good understanding of the issues and well thought out and reasoned technical competence. It was recognized that participation is an obligation; if we did not participate, then we had no right to subsequently complain. Demanding a seat at the table is not enough, we realized that you have to sit in and participate from that seat. While it is the members who should be encouraged to participate we recognized that this was not always possible, and the Association secretariat should be prepared to participate if need be on behalf of and representing the membership.

Such participation has brought benefits to the Association, benefits that might not always immediately be apparent. The Association is now well recognized in international forums to be willing to participate, willing to step up to the mark and willing to put forward technically competent and strong views that might initially be seen as being controversial, but always remaining willing to listen to others, and find compromise and consensus to suit all sectors of the industry. This Association is deeply involved in the decisions made in the International Chamber of Shipping on Safety, Environmental and other issues, and the Managing Director is presently Chairman of the ICS Labour Affairs Committee, which handles seafarer welfare and union issues, and is Spokesperson for the Maritime Employers at the ILO. Which is perhaps interesting, in that Hong Kong is not a member of the ILO, so his work there is in close cooperation with the Chinese government.

Other benefits include the opportunity to comment on and be a part of the consultative process that develops regulation, to ensure that it suits the aspirations and limitations of global shipping. It is apparently all too easy to develop and put in place regulation that has no recognition or appreciation of the potentially adverse effects of the regulation on the efficiency and economics of the industry. Increasingly, it is clear that through our active participation, we are asked to participate and our opinion is taken seriously by those who would decide our future.

While we have been involved in many issues during the year, there are some major issues that can be singled out to be the subject of comment in this review.

另一個重要的領域是通過參與來推廣我們的行業。不久前，協會執行委員會就推廣行業一事進行了冗長的討論，認為推廣香港海事業性價比最高和最佳的方法就是“國際參與”。這包括積極選擇性地參與業界會議、政府論壇以及其他的活動。積極的參與展示了我們對航運議題的深度瞭解以及深思熟慮的技能。參與是一種義務，如果我們不參與，就沒有資格事後抱怨。爭取會議的一個席位是遠遠不夠的，我們認為必須積極參與會議的討論。雖然應該鼓勵會員積極參與這類國際活動，但這不是特別現實，協會秘書處可以隨時代表會員出席這類會議。



這類參與給協會帶來了好處，雖然不是馬上顯現出來。協會現已在國際論壇被公認為樂意參與、樂意積極解決問題、樂意提出權威和令人爭議的觀點。協會同時也樂意聆聽別人的觀點，找到適合業內所有環節的折中方法和共同點。協會積極參與了國際航運商會 (ICS) 關於安全、環境及其他議題的討論，協會執行董事目前是 ICS 勞工事務委員會的

主席，該委員會負責處理海員福利和工會事務，他還是國際勞工組織 (ILO) 海事雇主發言人。有趣的是，香港不是 ILO 的成員，所以他的工作必須與中國政府密切合作。

另一個好處是有機會參與法規制定的過程並提出自己的見解，保證這類法規的出台符合全球航運的願望和極限，因為出台對業界效率和經濟有潛在反作用的法規顯然太容易了。隨著積極的參與，我們現在已經被邀請參與各類國際活動，我們的意見也已獲那些主宰我們未來的機構的重視。

下面簡單介紹一下協會討論的一些重要議題。

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The Shipping Industry

The international shipping industry is the servant of world trade, and our fortunes therefore rise and fall in line with the growth or contraction in world trade. But our fortunes are also hugely dependent on our readiness to order new ships, a readiness that sometimes seems to be determined more by the current market and perhaps a 'herd' mentality than any well thought-out long-term prognosis.

The world fleet of all ships over 300 gross tons (gt) at 1 January 2014 consisted of **49,576 ships** of **1.604 billion deadweight**, **1,065 million gt** or **19.6 million TEU**, an increase of **834 ships**, **65 million deadweight** or **941 thousand TEU** on the year before. **1,713 newbuildings** of **105.6 million deadweight** were delivered in 2013, and **1,036 ships** of **44.7 million deadweight** were reportedly sent to the breakers. Interestingly, bulk carriers made up **56%** of newbuildings by deadweight as well as **48%** of ships reportedly sent for recycling. Over the past 3 years, the world fleet has increased by **3.7%** in number of ships, but **19.1%** in deadweight.

It is also interesting to note that on a very simplistic calculation, total deadweight divided by total number of ships, the average deadweight per ship has increased from **28,186 tonnes** to **32,362 tonnes** over the past 3 years, evidence that ship sizes continue to get much larger.

World seaborne trade increased year-on-year by **3.9% in 2013**, to **9,932 million tonnes**. Over the last three years, world seaborne trade in tonnes has increased by **13.22%**, but, when making this comparison, we have to recall that world trade dropped dramatically in 2009.

By country of control, the Hong Kong fleet of ships over 1,000 gt as of 1 January 2014 was **689 ships** of **33.6 million deadweight** with an average age of **10.7 years**, which puts it in the position of being the world's **12th** largest country of control (2013, 12th). Out of the top 20 countries of control, Hong Kong has by far the highest percentage of its fleet under the local Register. The average age of the world fleet of ships over 1,000 gt as of 1 January 2014 was **14 years**.

In terms of the Gross Tonnage and Deadweight of vessels of over 300gt at 1 January 2014, Hong Kong was again the **4th** largest ship register, coming after Panama, Liberia, and the Marshall Islands and followed by Singapore and Greece. The deadweight of ships flying the Hong Kong flag represented **8.6%** of the world total.

(All statistics taken from Shipping Statistics and Market Review, Volume 58, No 1/2 - 2014, Institute of Shipping Economics and Logistics.)

航運界

國際航運業是世界貿易的僕人，我們的命運與世界貿易的起落休戚相關。但我們的命運也非常依賴於待購的新船計劃，這種計劃有時似乎更為當前的市場及所謂的“隨大流”心態所左右，而非根據深思熟慮的長期預期計劃。

截止 2014 年 1 月 1 日，全球 300 總噸以上的商船載重噸位為 **49,576 艘**，約 **16.04 億載重噸**，**10.65 億總噸**或 **1960 萬標箱**，比去年增加了 **834 艘**，**6500 萬載重噸**或 **94.1 萬標箱**。2013 年下水的新船約 **1713 艘**，約 **1.056 億載重噸**，**1036 艘**約 **4470 萬載重噸**被拆船。有趣的是，散貨船佔新船總載重噸位的 **56%**，佔拆船總載重噸位的 **48%**。過去 3 年，世界船隊的船舶數量增加了 **3.7%**，但載重噸位增加了 **19.1%**。

通過簡單的將總載重噸位除以船舶總數的計算得到的有趣數據是，過去三年，單船載重噸位已從 **2.8186 萬噸**增加到 **3.2362 萬噸**，說明船舶規模越來越大。

2013 年世界海運貿易量同比增加了 **3.9%**，達 **99.32 億噸**。過去三年，世界海運貿易量增加了 **13.22%**。但是，必須牢記 2009 年世界貿易量急劇下降。

按照船籍國統計，截止 2014 年 1 月 1 日香港船隊超過 1000 總噸船舶數量為 **689 艘**和 **3360 萬載重噸**，平均船齡為 **10.7 年**，位居世界 **第 12 位**（2013 年位居第十二）。世界前 20 位的船籍國（地區）中，香港擁有目前最高比例的本地註冊船隊。截止 2014 年 1 月 1 日，超過 1000 總噸的世界船隊平均年齡為 **14 年**。

截止 2014 年 1 月 1 日，超過 300 總噸的船舶總噸和載重噸世界船舶註冊排位，香港位居 **第四**，僅次於巴拿馬、利比里亞和馬歇爾群島。緊隨其後的是新加坡和希臘。香港註冊船舶載重噸位置佔世界總量的 **8.6%**。

（統計數據來源：航運經濟與物流研究所出版的《航運統計和市場回顧》2014 年第 1/2 期第 58 欄。）



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Maritime Labour Convention, 2006

As all members will be aware, MLC, 2006 entered into force on 20 August 2013. The negotiation and entry into force of this Convention has been closely watched by the International Labour Organisation and others because it marks a very different and ambitious route for labour legislation. This is the first all encompassing ILO Convention, and the first ILO Convention without a number. This is deliberate, because the Convention itself may be amended; the Code by tacit acceptance (similar to IMO Conventions), and the Regulations and Articles by the General Conference of the ILO. ILO Conventions are usually not amended, but are replaced by a new numbered Convention. The unanimous adoption of the Convention and the meeting within a relatively short time of the very high ratification required for entry into force, compared to other ILO Conventions, has demonstrated to the ILO the potential of a new direction for other sectors. Maritime has always been an important part of ILO work, and this new direction has cemented maritime's leadership of the changing ILO process.

And it is clear, only a few months after MLC, 2006 entry into force, that the Convention is biting. Deficiencies are being identified and ships are being detained by port State control, both on ships that fly the flags of States that have ratified the Convention, as well as those that have not ratified. Common deficiencies would appear to include missing or incomplete Seafarer Employment Agreements, seafarers not being paid, hygiene issues in the accommodation and engine room, and bad quality and insufficient food, etc. The attention such detentions bring is not only good news for seafarers, but also for shipowners, in that unfair competition by ships not meeting basic minimum standards will surely be reduced over time.

The Convention contains an unusual provision for ILO Conventions, in that a Special Tripartite Committee is set up to monitor the working of the Convention, amongst other obligations. Two preparatory meetings were held, which debated and formulated the Standing Orders for the Committee, so that work could begin immediately on entry into force of the Convention. The first Committee meeting was held in April 2014, at which amendments to the Convention's Code were adopted to include the work of the joint IMO/ILO working group into Crew Claims and Abandonment. This Association is deeply involved in the work of the Committee, and led and acted as spokesperson for the maritime employers' group and as vice-chairman of the Committee.

《2006 海事勞工公約》

2013 年 8 月 20 日,《2006 海事勞工公約》正式生效。公約的談判和生效本身都受到了國際勞工組織及其他組織的密切關注,因為這是勞工法律迥然不同和雄心勃勃的新發展方向的標誌。這個公約是國際勞工組織第一個包容萬象的公約,也是第一個沒有編號的國際勞工組織公約。這是故意這樣安排的,可以修訂的公約、默契接受(與 IMO 公約類似)的守則,規則和條款由 ILO 大會批准等都是這個公約的特色。以往的 ILO 公約通常不會修訂,而是被新編號的公約取代。與其他 ILO 公約相比,這次公約的一致批准,批准生效期的相對較短及要求批准國家數較高等等,都向 ILO 並為其他環節展示了嶄新的方向。海事一向是 ILO 工作的重要部分,這次新方向也鞏固了海事業改變 ILO 進程的領導地位。



公約生效後幾個月就顯示了作用。無論是公約批准國的船舶還是未批准過的船舶都由於港口國監控發現各種缺陷而被扣船。最普遍的缺陷是海員僱傭合同的缺失或不全、未支付海員工資、住宿區和輪機室的衛生問題以及食物品質

差和不足等問題。扣船引起的各方注意不僅給海員帶來了好消息,同時對船東也是好消息。因為隨著時間的推移,未達最低標準的不公平競爭船舶將肯定會減少。

公約有一項特別的規定,即成立特別三方委員會來監督公約的工作及其他的職責。已經舉行了兩次預備會議,討論和制定了委員會的各項指令。以保證委員會工作可以在公約生效後立即開始。委員會第一次會議於 2014 年 4 月舉行,通過了修訂公約守則的草案,將 IMO/ILO 工作小組的工作歸入船員索賠和遺棄。協會深度參與了委員會的工作,擔任該委員會的副主席以及海事僱主小組的發言人。



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MLC, 2006 is frequently referred to as the fourth pillar of maritime legislation, the other three being SOLAS, MARPOL and STCW. But this is very different legislation, in that the ILO process is so very different to the IMO process. While there might be some very different determinations of the flexible provisions given by States in the initial stages of the Convention, which are causing a certain amount of confusion especially amongst ship managers managing ships of different flags, these will be brought into line over time through the processes set up under the ILO Constitution to ensure that any such determinations are made within the spirit of the Convention. This Association will continue to be involved with this work, to ensure that our Members' interests and the interests of global shipping are properly protected and promoted.

Seafarer Shore Leave and Transit

It should be well understood and recognized that seafarers need regular bouts of shore leave for their health and well-being. Long periods on ships that rarely call at much more than a jetty in the middle of nowhere cannot be good for seafarers' sanity. Regulation 4.4 of the Maritime Labour Convention, 2006, refers to this essential issue by requiring those States that ratify the Convention to ensure that shore-based welfare facilities, where they exist, are easily accessible. In addition, seafarers must be given the possibility to join or leave ships wherever those ships are trading. Home leave or replacement might need to take place anywhere, and restrictions on seafarer transit, especially in urgent cases, not only puts the seafarer under great stress but also could result in the ship sailing shorthanded, providing the flag State permits.

It is also clear that the continuing financial crisis is encouraging greater control of borders, which is impacting the ability for seafarers to take shore leave or join or leave their ship. But understanding why seafarers are finding it more and more difficult to take shore leave does not resolve the issue. Why are seafarers treated differently to visitors in many countries? Are seafarers seen to be more 'dangerous' than other visitors? Why do airports have special lines and fast track clearance for airline crews, but make ship's crews wait and then go through intensive checks? Why are crew members granted different visas to visitors to the United States? And why cannot seafarers who are nationals of countries under the US Visa Waiver program, unable to apply for an ESTA? What is different about a seafarer that requires such onerous and unfair treatment?

And it is not just the United States that imposes these restrictions, seafarers have similar issues in Europe and other places around the world.

The ILO has recognized that seafarers are a special class of worker that needs protection. While we now have the Maritime Labour Convention in effect, with the full support of ILO Governments, it is probably time to explore seafarer shore leave and transit issues, in a way that goes well beyond the rather unfortunate ILO Convention 185 for seafarers' Identification Cards.

《2006 海事勞工公約》常被指為海事法律的第四支柱，其他支柱分別是 SOLAS、MARPOL 和 STCW 公約。但是這是非常不同的法律文件，其制定過程與 IMO 完全不同。也許公約生效之初的靈活規定會造成不同國家的不同決定而引起一定的混淆。特別是船舶管理公司管理不同船籍的船舶而引起的混淆。這些問題都會根據 ILO 憲章設定的程序過程，假以時日而得到解決，以確保這類規定符合公約的精神。協會將繼續參與這項工作，確保會員及全球航運的利益得到保護和發揚。

海員登岸休假和過境

基於健康和福利原因，海員需要定期的登岸休假。海員長期在海上航行，靠上離岸遙遠的碼頭的機會也很少，這些對他們的身心健康十分不利。《2006 海事勞工公約》規則 4.4 要求批准國保證岸上福利設施的存在和易於海員使用。此外，應保證海員可以在船舶停靠地回船和離船的可能性。船員回家和輪換會在任何地方進行，任何對海員過境的限制，特別是緊急情況下，不但給海員造成巨大的精神壓力而且會造成船上人手的短缺。



經濟危機會造成更嚴格的邊境控制，同時影響海員上岸休假和離返船。但是，僅瞭解為甚麼海員上岸休假越來越困難並不能解決問題。為甚麼許多國家將旅客和海員區別對待？是不是海員比旅客更“危險”？為甚麼

機場設有空勤人員快速通道，而卻讓船員漫長等待通關並接受嚴格的檢查？為甚麼海員去美國的簽證與普通遊客不同？為甚麼根據美國免簽計劃免簽的國家海員不能申請 ESTA？海員究竟有甚麼不同要受到這種繁雜和不公平的待遇？

不僅美國對海員施行這些限制，歐洲和其他國家都有類似的問題。

國際勞工組織承認，海員是需要得到保護的特種工人。隨著《海事勞工公約》的生效以及國際勞工組織成員國政府的全力支持，也許現在是重新討論海員登岸休假和過境的問題了，當然應該採取與不幸的 ILO185 公約不同的方式。



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Ballast Water

We cannot disagree that the environment must be protected, and that we must do all we can to reduce or eliminate the adverse effects that our industry might have on the environment, but the lesson we have to learn from the Ballast Water Convention is that it is not sensible or appropriate to regulate without full cost/benefit being done, or to introduce application dates that are intended to encourage the development of suitable technology within a very limited time frame. We can understand the concerns of environmentalists, and the pressure that is put on politicians, but environmental legislation must not be determined without due regard as to how the industry might be able to comply with that legislation.



A good example of such separation from reality is that of the Ballast Water legislation in California, where the interim ballast water performance standards have been delayed for two years because there is no equipment available in the market that would meet California's exacting standards. As Denis Bryant so admirably put it, "*California seems to recognize impossibility, but (at least to date) not futility*".

The industry initially supported the Ballast Water Convention because at that time we were facing a myriad of different standards being introduced around the world, and we felt that having an IMO Convention in place would encourage States to regulate to the IMO standards, and not develop their own. But what is taking place is the very unfortunate development of the differing standards we were concerned about. The United States, for example, has decided to implement its own equipment testing protocols. But those protocols are not yet in place, so the United States will accept some, but not all, ballast water treatment equipment that has been accepted by other States but only for 5 years, as *Alternate Management Systems*.

壓載水

我們完全同意必須保護環境，竭盡全力減少和消除我們行業對環境的不利影響。但是我們應該吸取壓載水公約的教訓，不考慮成本效益的立法以及將生效日期寄望於鼓勵在短期內生產出合適技術的做法都是十分不合適和明智的。我們理解環保分子的擔憂以及對政客的壓力，但是環保法律的出台應該充分考慮業界是否能夠遵循該法。

與現實脫節的最好立法例子是加利福尼亞的壓載水公約，因為市場上沒有符合加利福尼亞生效標準的設備，有關的壓載水性能標準推遲了兩年生效。正如 Denis Bryant 所說的那樣“加利福尼亞視乎已經承認不可能性，但是（至少目前）還不承認是做無用功”。

業界最初支持壓載水公約，因為我們面臨各種各樣的全球不同標準的亂局，以為 IMO 公約的出台也許會鼓勵各國按照 IMO 標準調整而不再形成各自的標準。但是事實上，我們擔心的事還是發生了，各國還是制定了各自的標準。例如，美國決定執行自己的《設備檢測議定書》。但是由於該議定書還沒有到位，美國將暫時接受部分（不是全部）其他國家接受的

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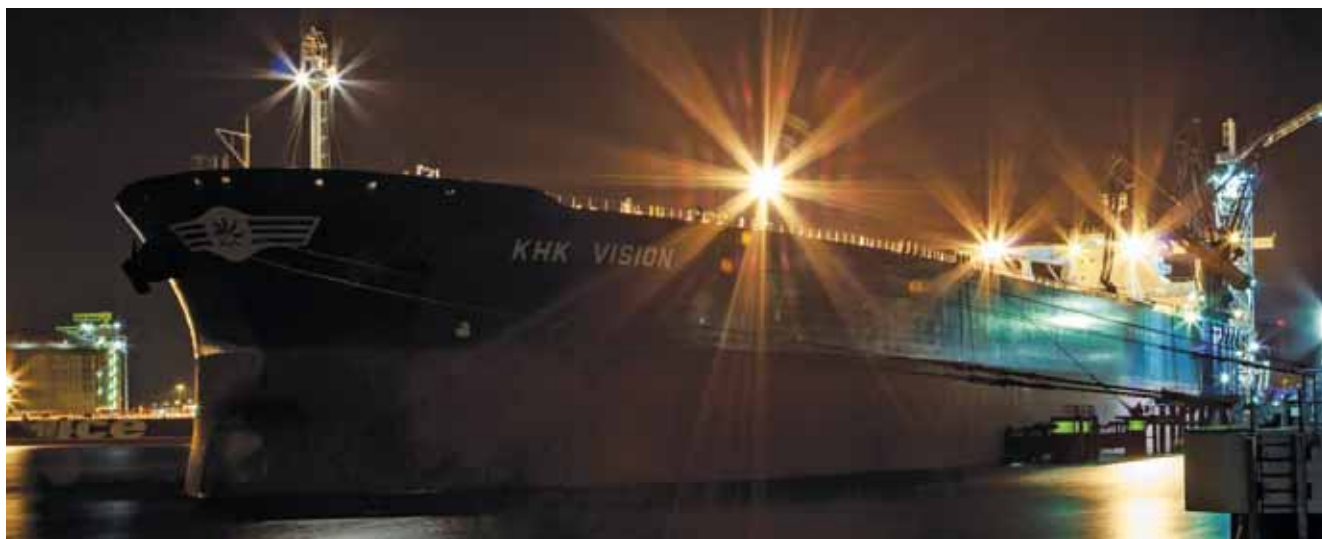
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After 5 years, if the equipment then does not meet the new United States testing protocols, it will have to be replaced, at vast expense. If the United States felt that the IMO testing protocols were deficient, why was the issue not taken back to the IMO? As members will know, a group of testing organisations has now been formally set up, as *GloBal TestNet* to facilitate increased standardization and harmonization of test procedures and information exchange. With the right leadership and expressions of concern, this could have taken place much earlier. And in addition, the two national agencies regulating ballast water have different provisions, so that a ship might be in compliance with the requirements of one agency while not being in compliance with the other.

Ballast Water treatment equipment is expensive, and even more expensive to retrofit to existing ships. Compliance is not achieved by fitting approved equipment and ensuring that it is used and maintained, but by biological testing by Port State Control. Were these onerous, and in some places impossible to meet, requirements on the industry properly subjected to full and detailed cost/benefit analysis before adoption?

Energy Efficiency

The twists and turns of the discussion into the reduction of greenhouse gas emissions from shipping has been interesting, to say the least. The initial debate was hamstrung by the insistence of developing countries that the Common but Differentiated Responsibility (CBDR) provisions of the UNFCCC Kyoto Protocol should be adopted, while the developed countries insisted that the IMO produce global regulation for global shipping. Solutions were found in naming the debate 'Energy Efficiency', not 'reduction of greenhouse gas emissions', and then working on and adopting amendments to MARPOL Annex VI (Prevention of Air Pollution from Ships) for the Energy Efficiency Design Index (EEDI) to apply to the construction of new ships. The new regulations, which came into force earlier in 2013, also included requirements for a Ship Energy Efficiency Management Plan (SEEMP). Theorists might argue that provisions for the reduction of greenhouse gas emissions should not be put into a regulation that deals with the reduction of air pollution, but finding a political compromise and early adoption were felt to be more important than semantics.

壓載水處理設備作為“替代管理系統”，但是有效期僅為五年。五年後，如果屆時設備無法滿足美國《議定書》的要求，船東將化費巨額費用更換相關的設備。如果美國覺得 IMO 測試議定書有缺陷，為甚麼不向 IMO 反映？最近部分測試協會成立了 *GloBal TestNet*，以協助日益增長的標準化的需求並協調檢測程序和交換信息。如果不是因為領導人及業界擔憂的原因，這類協會可能早就成立了。此外，目前有兩家國家機構管理壓載水但是規定不盡相同，船舶有可能面臨符合一家機構的要求卻不符合另一家機構要求的窘境。

壓載水處理設備十分昂貴，在現有船舶上改造安裝的費用更大。安裝核准的設備並確保正常使用和維護並不能符合相關的規定，必須經過港口國監控的生物測試。這些對業界的要求十分繁重，有些要求根本無法滿足。這類規定是不是應該在出台前經過成本效益的分析呢？

能效

有關航運界降低溫室氣體排放的討論可以說是曲折而有趣的。最初的討論因為發展中國家堅持加入《京都議定書》的“共同但有區別 (CBDR)”規定而擱淺，而發達國家堅持 IMO 為全球航運推出全球規則。最後找到的解決方法是將討論題目由“降低溫室氣體排放”改為“能效”，然後著手準備修訂 MARPOL 附件 VI 的批准工作，並將“能效設計指數 (EEDI)”適用於新造船。新規則於 2013 年早些時候生效並包括“船舶能效管理計劃 (SEEMP)”等要求。理論家也許會爭論降低溫室氣體排放的規定不應該放入有關降低空氣排放的規則中，但是找到政治妥協和盡快批准新規則顯然比文字遊戲更為重要。



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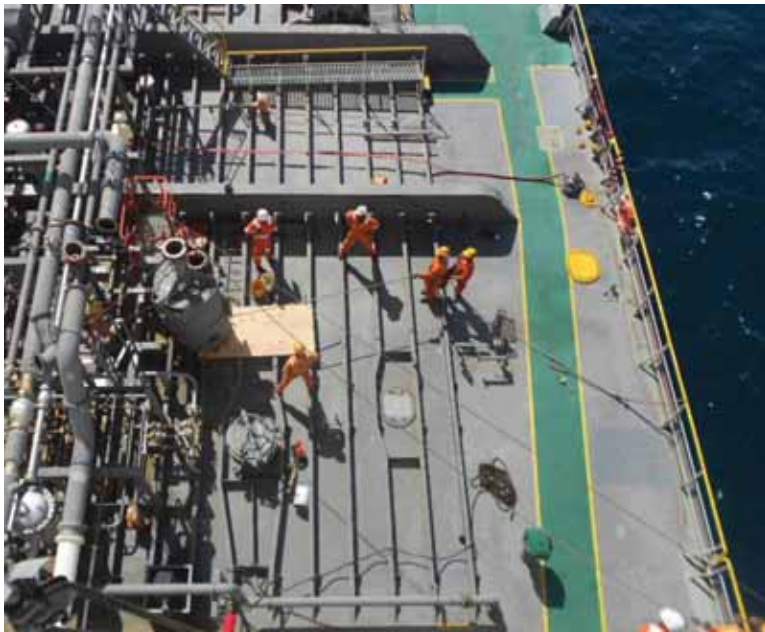
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In the background, the discussion into reducing operational emissions continued to rumble on. IMO put off the debate into Market Based Mechanisms (MBMs), for the stated reason that there were other more important issues to discuss, and States began to develop ideas that could lead to, or start the process towards, mandatory reduction of operational emissions without upsetting the CBDR debate. The United States proposed to IMO a Monitoring Reporting Verification process (MRV) that consisted of three phases: Data Collection and Analysis; Pilot Phase; and Full Implementation. Phase I was to collect data, report it to a central body and verify it from documents on board. Phases II and III were then to use that data to develop energy efficiency standards and make it mandatory for ships to meet those standards.

The United States proposal was supported in the IMO by a group of interested States, and the European Commission then took up the idea by proposing a Regulation of the European Parliament and Council on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport in European Waters as a first phase, the second two phases to be developed in similar fashion to the United States proposal. This was, of course, a proposal for regional regulation, to affect all ships over 5,000gt sailing within European waters, or to or from European ports.

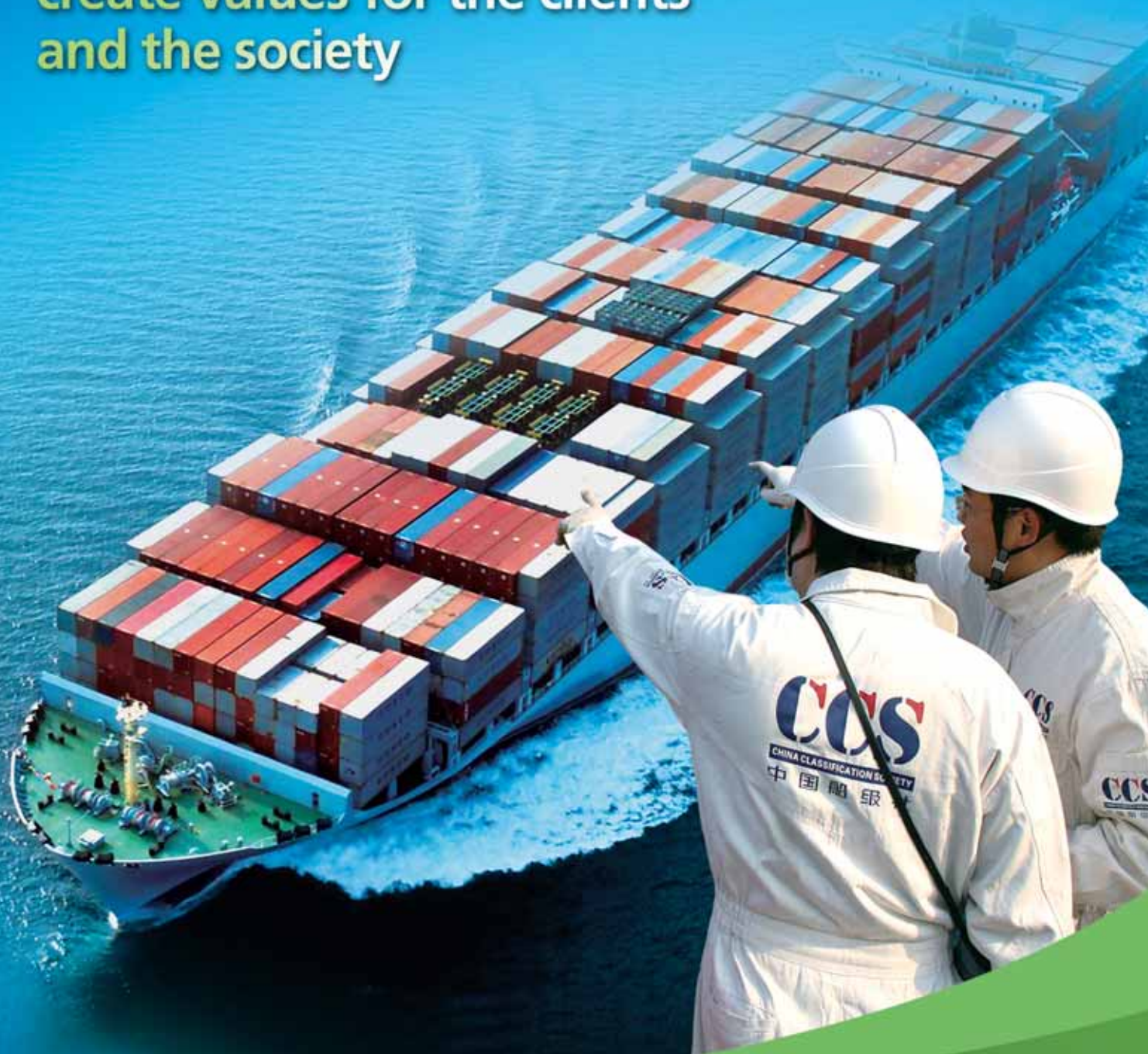
The Association's Technical Sub-committee met to discuss the proposals, and developed an Association position that was subsequently endorsed by the Committee. In effect, the Association recommended that the IMO be requested to adopt mandatory regulations for the Monitoring and Reporting of fuel consumption, leaving the door open for further discussion of the meaning of 'transport work' (against which fuel consumption would be measured to produce an indicator of efficiency) and, without supporting the proposed end result, also leaving the door open for further work on reducing operational emissions. Firstly, many members had informed the Association that fuel consumption figures were already being collected, and secondly, it is essential, in the Association's view, that global regulation be developed, not regional regulation. A copy of the Association position paper can be forwarded on request.

有關降低營運排放的討論在幕後繼續進行。IMO 推遲了關於“市場機制 (MBMs)”的討論，公開的理由是還有更重要的問題需要討論。有些國家已經開始制定不破壞 CBDR 討論前提的強制性降低營運排放措施。美國向 IMO 倡議建立“監測、報告和核查系統 (MRV)”，分為三個階段：數據收集和分析、試驗期和全面實施。第一階段收集數據，向一個中心部門報告，根據船上的文件核實。第二階段和第三階段使用這些數據來制定能效標準並強制要求所有船舶符合這些標準。

美國向 IMO 的倡議得到了許多有意的國家的支持，歐盟更倡議歐洲議會和歐洲委員會制定規則，檢測、報告和核查在歐洲水域的海運二氧化碳排放作為第一階段，後面兩個階段與美國的倡議相似。當然，這只是地區規則的倡議，針對航行在歐洲水域或進出歐洲港口超過 5000 總噸的船舶。

協會的技術委員會討論了這些倡議，形成協會對此問題的立場並獲執行委員會的支持。協會要求 IMO 批准強制性的“檢測、報告和核查能效”規則，為進一步討論“運輸工作”的涵義留下空間（以反對丈量燃油製造效能指示器的倡議），同時在不支持最後結果的前提下，給降低營運排放的工作留下空間。首先，許多會員向協會反映，已經提交了能效數據。其次，協會認為更重要的是制定全球規則而非地區規則。協會對有關問題的立場文件可以根據要求提供。

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Association Annual Review 2013

2013 協會年度回顧

The Association's position was taken to the ICS Board, where the concept was endorsed, and then the ICS Marine Committee for final development. The ICS paper, which recommends mandatory collection of fuel used and distance steamed, was submitted to the IMO.

協會的有關立場已經提交給國際航運商會董事會，我們的觀點已獲支持並將提交國際航運商會海運委員會定稿。商會建議強制收集耗油和續航數據的文件已經提交給 IMO。



The Association, however, finds it extremely difficult to see how mandatory reduction and 'increased stringency over time' can be applied to operational emissions. This is a bit like mandating a car driver to report fuel consumption and km driven, to reduce fuel consumption per km to below a certain level, and then to continue to reduce that fuel consumption per km by a fixed percentage each year. The initial savings might be impressive, as the heavy right foot is taken off the accelerator, but increased stringency over time can only be achieved by buying a new car, which at the end of the day would be worse for the environment.

Air Pollution

As the Chairman has reported, the Association continues to be heavily engaged in the debate towards the reduction of air pollution from shipping in Hong Kong waters. Along with our colleagues at the Liner Shipping Association, we have been working closely with the Environmental Protection Department to develop the legislation that will mandate the use of low sulphur diesel (less than 0.5%) by ships when alongside or at anchor in Hong Kong. As this review is being written, the legislation is being drafted and will be put in front of the Legislative Council in 2014, for entry into force on 1 Jan 2015.

We are also told that Shenzhen and the Guangdong Government are keen to move ahead with the reduction of air pollution from shipping in PRD waters, and would appear to want to emulate the Hong Kong legislation, before moving on towards the application to the IMO for an Emission Control Area in the PRD.

但是協會認為強制性的“隨時間增加”的降低營運排放措施很難實行。這就像強制要求汽車駕駛員報告每公里的耗油量，將每公里的耗油量降低到一定的水平，然後每年繼續將每公里的耗油量按照一定的比例降低。最初節省的耗油量可能是可觀的，因為人們會減輕踩油門的力度。但是“隨時間增加”的做法只能通過購買一輛新車來實現，最終反而對環境有害。

空氣污染

協會主席在他的報告中指出，協會將繼續深度參與降低香港水域海運空氣污染的討論。我們與班輪協會一起與香港環保部門商討制定船舶在香港靠岸或錨地停留期間強制使用低硫柴油的法規（硫含量低於 0.5%）。本回顧完稿時，相關的法規已經起草完畢並將提交 2014 年的立法會議通過，於 2015 年 1 月 1 日正式生效。

我們獲悉深圳市和廣東省政府也將在降低珠江三角洲水域的船舶空氣污染方面採取行動，並試圖在向 IMO 申請成立珠江三角洲排放控制區前，制定比香港法規更嚴格的規定。



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We are proud of our involvement in the Fair Winds Charter, the voluntary industry agreement to cut emissions, which has been well received by the top levels of Hong Kong Government and by Beijing. It is this demonstration of industry responsibility and commitment that has resulted in this clear benefit to the air we breathe in Hong Kong. As well as the clear benefit to the positive image of our industry.

Maritime Arbitration

For some time, the Association has been promoting Hong Kong's Maritime Arbitration and Legal Services. The Association acts as convener for the Hong Kong Maritime Arbitration Group (HKMAG), which is a voluntary list of Hong Kong residents who are willing to sit as maritime arbitrators and sub-group of the Hong Kong International Arbitration Centre (HKIAC), and works closely with HKIAC in the promotion of maritime arbitration and development of procedures.

It is now becoming clear that our Government is keen to promote maritime arbitration in Hong Kong, and would like to see HKMAG review its promotional materials, and organize events to both inform and educate sitting and potential maritime arbitrators in Hong Kong. We will be working with HKIAC and our Government in this respect.

Arthur Bowring
Managing Director

我們為參與“乘風約章”而感到驕傲，該約章是業界為降低排放而發起的自願性協議，並獲香港特區政府和中央政府高層的支持。這展示了業界對保護香港空氣質量的責任和承諾，同時也對業界的正面形象十分有益。

海事仲裁

協會長期以來推廣香港的海事仲裁和法律服務。協會是香港海事仲裁小組的召集人，該小組是由香港本地志願擔任海事仲裁員和參與香港國際仲裁中心分組工作的人員組成。小組與國際仲裁中心密切合作，致力推廣海事仲裁並制定相關的程序。

政府已經清楚表明將在香港推廣海事仲裁，希望海事仲裁小組重新制定有關的推廣材料，舉辦活動鼓勵和教育現有和潛在的海事仲裁員。我們將與香港國際仲裁中心和政府在這方面開展合作。

執行董事
包榮



Previous Chairmen and Secretary/Director

歷任主席及秘書／執行董事

Year	Chairman	Secretary / Director
1957 – 61	Jebshun Shipping Co Ltd Mr. Andrew Lam	Mr. P.C. Chen
1962 – 63	Great Southern Steamship Co Ltd Mr. James C.H. Lu	Mr. P.C. Chen
1964 – 65	Shun Cheong S.N. Co Ltd Mr. C.K. Hui	Mr. P.C. Chen
1966 – 67	World-Wide Shipping Agency Ltd Mr. Y.S. Zee	Mr. P.C. Chen
1968 – 69	Island Navigation Corporation Ltd Mr. Y.S. Kung	Mr. P.C. Chen
1970 – 71	Wallem & Co Ltd Mr. Anthony J. Hardy Mr. P.R. Walton (Nov 70 ~)	Mr. Sam Chang (Jan-Jun 70) Mr. Garfield Chao (Jul-Oct 70)
1972 – 73	Wallem & Co Ltd Capt. C.A.J. Vanderperre (Acting Chairman)	Mr. P.R. Walton
1974 – 75	Wah Kwong & Co (HK) Ltd Dr. Frank S.B. Chao, JP	Mr. P.R. Walton
1976 – 77	Island Navigation Corporation Ltd Mr. C.H. Tung	Mr. P.R. Walton
1978 – 79	Wheelock Marden & Co Ltd Mr. John L. Marden	Mr. P.R. Walton
1980 – 81	Valles Steamship Co Ltd Mr. K.M. Koo	Mr. P.R. Walton
1982 – 83	Jardine Shipping Co Ltd Mr. D.D.B. McLeod	Mr. P.R. Walton
1984* – 85	Mr. M.H. Liang Island Navigation Corporation Ltd	Mr. P.R. Walton Mr. Michael Farlie, MBE (Dec 84 ~)
1986 – 87	Mr. Kenneth K.W. Lo Teh-Hu Cargocean Management Co Ltd	Mr. Michael Farlie, MBE
1988 – 89	Dr. Helmut Sohmen World-Wide Shipping Agency Ltd	Mr. Michael Farlie, MBE
1990 – 91	Mr. David C.C. Koo Valles Steamship Co Ltd	Mr. Michael Farlie, MBE

(Due to Mr. McLeod's retirement, Mr. J.M. Collins of Jardine Shipping was appointed Chairman effective September 1983 for the remaining term of Chairmanship.)

(由於 McLeod 先生榮休，怡和航運的 J.M. Collins 先生從 1983 年 9 月起被委任為協會主席，完成該任主席的任期。)



Year	Chairman	Secretary / Director
1992 – 93	Mr. Peter J. Cowling Wallem Group Ltd	Mr. Michael Farlie, MBE
1994 – 95	Mr. C.C. Tung Island Navigation Corporation International Ltd	Mr. Michael Farlie, MBE
1996 – 97	Mr. George S.K. Chao, JP Wah Kwong Shipping Holdings Ltd	Mr. Michael Farlie, MBE Mr. Arthur Bowring (Jul 97 ~)
1998 – 99	Mr. James Hughes-Hallett John Swire & Sons (HK) Ltd	Mr. Arthur Bowring
2000 – 01	Mr. Andrew Y. Chen Grand Seatrade Shipping Agency Ltd	Mr. Arthur Bowring
2002 – 03	Mr. K.H. Koo Tai Chong Cheang Steamship Co (HK) Ltd	Mr. Arthur Bowring
2004 – 05	Mr. Frank Tsao International Maritime Carriers Ltd	Mr. Arthur Bowring
2006 – 07	Mr. David C.C. Koo Valles Steamship Co Ltd	Mr. Arthur Bowring
2008 – 09	Mr. Peter Cremers Anglo-Eastern Ship Management Ltd	Mr. Arthur Bowring
2010 – 11	Mr. Kenneth Koo, JP Tai Chong Cheang Steamship Co (HK) Ltd	Mr. Arthur Bowring
2012 – 13	Mr. Alan Tung Island Navigation Corporation International Ltd	Mr. Arthur Bowring

Note : *With the adoption of the New Articles of Association in 1984, the appointment of corporate bodies (members) as officers of the Association was discontinued in favour of the election of individual persons.

註：* 根據協會 1984 年通過的新章程，協會高層人員將不再以公司名義出任而代之以個人名義選舉產生。

Executive Committee 2013/2014

2013 至 2014 年度執行委員會



Chairman 主席

Mr. Kingsley Koo

Valles Steamship Co Ltd

顧建新先生

萬利輪船有限公司



Deputy Chairman 常務副主席

Ms. Sabrina Chao

Wah Kwong Shipping Holdings Ltd

趙式明小姐

華光航業控股有限公司



Member 委員

Mr. Mats Berglund

Pacific Basin Shipping
(HK) Ltd

貝律銘先生

太平洋航運(香港)
有限公司



Member 委員

Mr. Peter Cremers

Anglo-Eastern Ship
Management Ltd

中英船舶管理公司

中英船舶管理公司



Member 委員

Mr. Tim Eyre

Noble Group Ltd

諾伯集團有限公司

諾伯集團有限公司



Member 委員

Mr. Michael Goh

MOL Liner Limited

吳伯炎先生

吳伯炎先生



Member 委員

Mr. Bjorn Hojgaard

Univan Ship
Management Ltd

聯運船務管理有限公司

聯運船務管理有限公司



Member 委員

Mr. Edward Lee

Steamship Mutual
Management

(Hong Kong) Ltd

李國樑先生

李國樑先生



Member 委員

Mr. Li Hua

Sinotrans Shipping Ltd

李樺先生

中外運航運有限公司

中外運航運有限公司



Member 委員

Mr. William Peng

Chinese Maritime
Transport

(Hong Kong) Ltd

彭士孝先生

香港中國航運有限公司



Member 委員

Mr. J.B. Rae-Smith

The China Navigation
Company Ltd

太古輪船有限公司

太古輪船有限公司

Executive Committee 2013/2014
2013 至 2014 年度執行委員會



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Mr. Sham Chellaram
KC Maritime Ltd



Vice Chairman 副主席
Mr. Zhang Liang
COSCO (H.K.)
Shipping Co Ltd
張良先生
中遠(香港)集團有限公司



Vice Chairman 副主席
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Chellaram Shipping
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Tai Chong Cheang
Steamship Co (HK) Ltd
顧建綱先生
泰昌祥輪船(香港)
有限公司



Member 委員
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Ocean Line
Holdings Limited
桂四海先生
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Maritime Dispute Resolution in Hong Kong

香港海事爭議解決



Hong Kong is uniquely situated in Asia, being within easy reach of more than 50% of the world's population, and being an essential region of the People's Republic of China. Hong Kong's location and its business friendly policies give the maritime sector in Hong Kong an advantage that is hard to replicate. The breadth of international maritime expertise in Hong Kong provides the maritime industry with a multilingual dispute resolution center that easily fits between East and West. Its empathy with the Asian traditions of mediation and its skill at blending the best of East and West have created the prime center in Asia for the resolution of disputes.

There are several techniques that may be used to resolve maritime disputes:

Litigation

Litigation is the act or process of bringing or contesting a legal action in court. For the purposes of maritime dispute resolution, the relevant courts of justice in Hong Kong are the Court of Final Appeal and the High Court (which comprises the Court of Appeal and the Court of First Instance).

Arbitration

Arbitration is the referral of a dispute to one or more impartial persons for final and binding determination. It is private and informal, designed for quick, practical and inexpensive resolution of disputes. However, arbitration is at the same time an orderly proceeding, whether supervised by an arbitral institution in accordance with its rules or formed as an 'ad hoc' arbitration, in which there is no supervising institution and the parties are free to initiate and agree their own governing procedures. In any case, the conduct of the arbitration will be governed by standards prescribed by law.

香港地理位置特殊，與佔世界人口總量 50% 的地區相鄰，而且還是中華人民共和國的重要地區之一。香港獨特的地理位置及其良好的營商政策使香港在海事方面的優勢無可匹敵。香港的國際海事專業人才為海事業提供了一個多語種的、東西方世界均可接受的爭議解決中心。對亞洲調解傳統的共鳴加上東西方燦然文化的融合，使香港成為首屈一指的爭議解決中心。

海事爭議解決有以下幾種方式：

訴訟

訴訟就是訴諸法庭的法律行動或程序。在香港，處理海事爭議解決的法庭是終審法院和高等法院（包括上訴法庭及原訟法庭）。

仲裁

仲裁是把爭議提交予一名或多名中立人士，作最後及具約束力的裁決。這種解決爭議的方式，屬於非公開和不拘形式的，在於能迅速、實際及以低費用來解決爭議。但仲裁仍然是一個有條理的訴訟程序，不論該程序是由仲裁機構根據其本身的規則負責監管，或是由無涉及任何監管機構，而讓各方自行議定規則程序的“隨意協定”仲裁來進行。無論如何，進行仲裁時必須遵守法律所訂明的規範。



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Maritime Dispute Resolution in Hong Kong

香港海事爭議解決



Mediation

Mediation is a voluntary, non-binding, private dispute resolution process in which a neutral person, the mediator, helps the parties to reach their own negotiated settlement agreement. In commercial disputes, an impasse most often arises from either a lack of trust in the integrity of the other party, or a genuine good faith difference of opinion or understanding on the facts underlying the dispute. The mediator may act as a shuttle diplomat and a channel for communication, by filtering out the emotional elements and allowing the parties to concentrate on the underlying commercial objectives. The mediator has no power to impose a settlement. His/her function is to overcome any impasse and encourage the parties to reach an sensible amicable settlement.

The Rule of Law

The principal meaning of the “rule of law” is that the power of the government and all of its servants shall be derived from law as expressed in legislation and the judicial decisions made by independent courts. At the heart of Hong Kong’s system of government lies the principle that no one, including the Chief Executive, can do an act that would otherwise constitute a legal wrong or affect a person’s liberty unless he can point to a legal justification for that action.

It is thus fundamental that all persons, regardless of race, rank, politics or religion, are subject to the laws of the land. Further, the rule of law requires that the courts are independent of the executive. This independence is crucial if impartial rulings are to be given when the legality of acts of government falls to be decided.

To restrict discretionary power, the courts have developed a set of guidelines aimed at ensuring that statutory powers are not used in ways that the legislature did not intend. These guidelines relate to both the substance and the procedures relating to the exercise of executive power.

調解

調解是一個自願、非約束性私下的解決爭議的程序，其中由一位中立人士——調解員協助雙方達成協商的協議。商事爭議中，僵局的產生往往不是因對方的誠信缺乏信任，就是因對爭議的事實的看法真誠地各執一詞。調解員就像穿梭外交家那樣為當事人聯絡溝通，清除情緒化的成份，使當事人將焦點集中在潛在的目標上。調解員無權強行要求解決爭議，他／她的商業作用是打破僵局，鼓勵當事各方友好和解。

法制

“法制”主要涵義是政府和所有公務人員的權力均來自表述於法例條文和獨立法院的判決中的法律。香港政府系統的核心原則就是，任何人（包括行政長官）除非有法律根據，否則不可以作出構成法律過失或影響他人人身自由的行為。

因此，在香港，任何人不論種族、階級、政見或宗教信仰，都須遵守當地法律。此外，根據法治原則，法院必須獨立於政府行政機關。法院若要大公無私地裁定政府的行為是否合法，司法獨立實屬必要。

為了限制自行決定權，法院制定了一套的準則確保其法定權利必須嚴格局限於立法機構賦予的範圍。這些準則包括有關行使行政權方面的實質和程序。



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Maritime Dispute Resolution in Hong Kong

香港海事爭議解決

Sources of Law in Hong Kong

National Law

Several national laws of the People's Republic of China apply in Hong Kong by virtue of Article 18 of the Basic Law. Under Article 158 of the Basic Law, an interpretation of a provision of the Basic Law by the Standing Committee of the National People's Congress is to be followed by the courts of Hong Kong in applying the relevant provision.

The Basic Law

Nature of the Basic Law

The Basic Law of the HKSAR was enacted by the National People's Congress in accordance with the Constitution of the People's Republic of China. It is akin to a mini-constitution for the HKSAR. It was promulgated on 4 April 1990 and took effect on 1 July 1997 on the establishment of the HKSAR. All the systems and policies practised in the HKSAR must be based on the provisions of the Basic Law. These include the social and economic systems; the system for safeguarding the fundamental rights and freedoms of its residents; the executive, legislative and judicial systems; and the relevant policies. Furthermore, no law enacted by the legislature of the HKSAR may contravene the Basic Law.

The most prominent feature of the Basic Law is the underlying principle of "one country, two systems" whereby the socialist system and policies shall not be practised in the HKSAR, and the previous capitalist system and way of life is to remain unchanged for 50 years.

Under the Basic Law, all the laws previously in force in Hong Kong (that is, the common law, rules of equity, ordinances, subordinate legislation and customary law) shall be maintained, except for any that contravene the Basic Law and subject to any amendment by the HKSAR legislature. National laws of the People's Republic of China shall not be applied in the HKSAR except for a number of such laws relating to defence and foreign affairs, which are listed in Annex III to the Basic Law.

香港的法律淵源

全國性法律

根據《基本法》第 18 條的規定，中華人民共和國的某些全國性法律也適用於香港。根據《基本法》第 158 條的規定，香港法院適用有關法規前，需要請求全國人民代表大會常務委員會解釋有關《基本法》的規定。

《基本法》

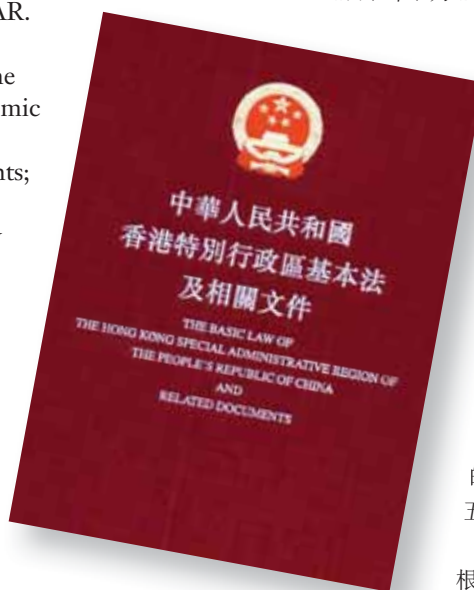
《基本法》的性質

香港特別行政區《基本法》是全國人大根據中華人民共和國憲法制定的。相當於香港特別行政區的小憲法。它於 1990 年 4 月 4 日頒布並於 1997 年 7 月 1 日香港特別行政區成立之日生效。

香港特別行政區的所有制度和政策，包括社會和經濟制度，有關保障居民的基本權利和自由的制度，行政管理、立法和司法方面的制度，以及有關政策，必須以《基本法》的規定為依據。此外，香港特別行政區立法機關制定的任何法律，均不得同《基本法》相抵觸。

《基本法》最突出的特點是“一國兩制”的基本方針。不在香港施行社會主義制度和政策，保持原有的資本主義制度和生活方式，五十年不變。

根據《基本法》，香港原有法律（即：普通法、衡平法、條例、附屬立法和習慣法），除同《基本法》相抵觸或經香港特別行政區的立法機關作出修改者外，予以保留。全國性的法律除涉及國防、外交的有關法律（列於《基本法》附件三）外，不在香港特別行政區實施。





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Maritime Dispute Resolution in Hong Kong

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Relationship between the Central Authorities and the HKSAR

The National People's Congress through the Basic Law authorises the HKSAR to exercise a high degree of autonomy directly under the Central People's Government. The HKSAR enjoys executive, legislative and independent judicial power, including that of final adjudication, in accordance with provisions of the Basic Law. Although foreign affairs relating to the HKSAR are the responsibility of the Central People's Government, the HKSAR is authorised to conduct relevant external affairs on its own in accordance with the Basic Law. The Central People's Government is also responsible for the defence of the HKSAR, but the responsibility of maintaining public order in the HKSAR is a matter for its government.

Fundamental rights protected by the Basic Law

The Basic Law details the fundamental rights, freedoms and duties of the residents of the HKSAR. These rights include the right to equality before the law; freedom of speech, of the press and of publication; freedom of association, of assembly, of procession and of demonstration; and the right and freedom to form and join trade unions, and to strike; freedom of movement; freedom of conscience; and freedom of religious belief. The

Basic Law also guarantees that the provisions of the International Covenant on Civil and Political Rights; of the International Covenant on Economic, Social and Cultural Rights; and of the International Labour Conventions as applied to Hong Kong will remain in force.

The common law and the rules of equity

Common law and the rules of equity are to be found primarily in the judgments of the superior courts in Hong Kong and other common law jurisdictions. The common law's most distinguishing hallmark is reliance on a system of case precedent, not restricted to judicial decisions generated within any single jurisdiction, but case law from all jurisdictions throughout the common law world. Article 84 of the Basic Law provides that the courts of the HKSAR may refer to the precedents of other common law jurisdictions. In addition, the Court of Final Appeal and the Judiciary of the HKSAR are given power to invite judges from other common law jurisdictions to participate in the judicial processes.

International law

Over 200 international treaties and agreements have been applied to Hong Kong. A treaty does not constitute part of Hong Kong's domestic law until given effect by legislation. Nonetheless, it may affect the development of the common law. It may, for example, be resorted to by a court as an aid to interpretation. The rapidly developing rules of customary international law can also become absorbed into the common law.

中央和香港特別行政區的關係

香港特別行政區是全國人民代表大會通過《基本法》授權的享有高度自治權的地方行政區域，直轄於中央人民政府。根據《基本法》的規定，香港特別行政區享有行政管理權、立法權和獨立的司法權，包括終審權。雖然中央人民政府負責香港特別行政區的有關外交事物，但是《基本法》也規定，中央人民政府可授權香港特別行政區自行處理有關的對外事物。中央人民政府負責香港特別行政區的防務，但是維持社會治安是特區政府的職責。

《基本法》保護的基本權利

《基本法》詳細列明了香港特別行政區居民的基本權利、自由和義務。這些權利包括在法律面前一律平等、言論自由、新聞和出版自由、結社、集會、遊行、示威的自由；以及組織和參加工會、罷工的權利和自由；有遷徙自由、信仰自由

和宗教自由。《基本法》還保證《公民權利和政治權利國際公約》、《經濟、社會與文化權利的國際公約》和國際勞工公約適用於香港的有關規定繼續有效。

普通法和衡平法

普通法和衡平法是香港高等法院即其他普通法司法判決的首要依據。普通法最顯著的特點是依賴案例制度，包括所有普通法適用地區的案例，並非僅限於個別司法的司法判決。

《基本法》第八十四條規定香港特別行政區法院可參考其他普通法適用地區的司法判例。此外，香港特別行政區終審法院和司法機關可邀請其他普通法適用地區的法官參加審判。

國際法

超過 200 項國際條約和協議適用於香港。在立法機關公佈生效前，有關國際條約並不是香港本地法的組成部分。然而，這些條約可能會影響普通法的發展。例如，法院可能會引用相關的條例協助釋法。普通法也會吸收迅猛發展的國際習慣法。





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香港海事爭議解決

Shipping and the Basic Law

The Basic Law contains some specific provisions dealing with shipping in Hong Kong. As a result of cooperation between the Governments of PRC and the UK, the autonomous register was set up in 1990, just after the enactment of the Basic Law and well before reunification. Articles 124 to 127 of the Basic Law give authority to Hong Kong to maintain the shipping register, issue related certificates under its legislation and regulate the conditions of seamen, guarantee access to the port for all merchant ships, and guarantee that private interests in shipping fields may continue to operate freely.

Litigation

The judicial system in Hong Kong is adversarial. The parties should present their case to the court for its determination. The judge will act as an umpire and make decisions after considering the evidence and hearing the arguments from the parties. The losing party will normally be ordered to pay the costs to the winning party. The costs are the expenses that the winning party has to spend on the preparation and hearing of the matter, including the expenses for the solicitors and barristers representing them. The amount of the costs can be substantial, depending on factors including the complexity of the case, the work required for preparation of hearing and the length of the hearing.

Court of Final Appeal

The Joint Declaration and the Basic Law specifically guarantee the establishment on 1 July 1997 of a Hong Kong based Court of Final Appeal, and this replaced the Judicial Committee of the Privy Council in London as the final appellate court for Hong Kong. It has jurisdiction conferred on it by the Hong Kong Court of Final Appeal Ordinance (Cap 484).

Under the provisions in the Basic Law and the Hong Kong Court of Final Appeal Ordinance (Cap 484), the judges of the Court of Final Appeal are appointed by the Chief Executive, in accordance with the recommendations of an independent commission, and those appointments must be endorsed by the legislature.

The Hong Kong Court of Final Appeal Ordinance provides that an appeal shall be heard and determined by the Court constituting the Chief Justice, three permanent judges and one non-permanent Hong Kong judge or one judge from another common law jurisdiction.

High Court

The High Court comprises the Court of Appeal and the Court of First Instance. The Court of Appeal hears appeals on all matters, civil and criminal from the Court of First Instance. It also makes rulings on questions of law referred to it by the lower courts. The jurisdiction of the Court of First Instance is unlimited in both criminal and civil matters.

《基本法》和航運

《基本法》對香港航運作了特別的規定。在英國和中華人民共和國的密切合作下，1990年成立了香港自主的船舶登記。時間正好在《基本法》頒布後和香港回歸前。《基本法》第一百二十四條至一百二十七條授權香港繼續進行船舶登記，並根據香港特別行政區法律頒發有關證件並繼續管理海員，所有商船可進出港口，保證私營航運可繼續自由經營。

訴訟

香港的司法系統是對抗性的。有關各方需向法院提交案件作判決。法官充當裁判員的角色，考慮有關的證詞，審理各方的論據。敗訴方通常會被要求支付勝訴方的有關費用。這些費用通常是勝訴方為了準備訴訟和聽證的費用，包括事務律師和大律師的費用。這些費用通常數額巨大，根據案子的複雜程度、聽證準備的工作量以及聽證時間的長短而變化。

終審法院



聯合聲明和《基本法》特別保證在1997年7月1日後在香港成立終審法院以取代倫敦的樞密院司法委員會作為香港最高上訴法院的地位。並由《香港終審法院條例》(第484章)授予司法權。

根據《基本法》和《香港終審法院條例》(第484章)的規定，

終審法院的法官由行政長官根據獨立委員會的推薦而任命並徵得香港立法會同意。

《香港終審法院條例》規定，終審法院的審判需要由首席法官、三名常任法官及一名非常任法官或其他普通法適用地區法官組成。

高等法院

高等法院包括上訴法庭和原訟法庭。上訴法庭審理的刑事和民事上訴案件源自原訟法院、區域法院、土地審裁處及有關條例所指的審裁處和法定團體。原訟法庭則負責審理源自裁判法院的刑事上訴案件，在刑事和民事司法管轄權方面沒有限制。



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Maritime Dispute Resolution in Hong Kong

香港海事爭議解決

<i>Advantages of Litigation</i>	訴訟的優勢
<ul style="list-style-type: none">• Courts have the power to make orders affecting non-parties to the dispute, and to compel witnesses to testify or produce documents.	<ul style="list-style-type: none">• 法庭有權發出影響非爭議方的命令，強制證人出庭作證或提供文件。
<ul style="list-style-type: none">• Courts have the power to give declaratory relief.	<ul style="list-style-type: none">• 法庭有權審判支持賠償請求。
<ul style="list-style-type: none">• Court proceedings are not confidential, and the outcome of the dispute is published. This may be ideal where a party hopes to set a precedent in one case that it can use against other parties in the future.	<ul style="list-style-type: none">• 審判程序不保密，爭議結果會公佈於眾。這利於今後有關方擬將審判結果作為判決先例對抗另一方。

Arbitration

There is a long tradition of using arbitration to resolve shipping disputes. It is well recognized that the informal and less litigious nature of arbitration has the result that contract partners are more likely to keep their business relationship during and after the dispute resolution process.

The Agreement to Arbitrate

For an arbitration to take place, the disputing parties must agree to take their dispute to arbitration. In practice, this agreement is often made before the dispute arises and is included as a clause in their commercial contract. But it may also be made after the contract is negotiated or after the dispute has arisen. In agreeing to arbitration, the parties are agreeing that their dispute will not be heard by a court but by a private individual or a panel or tribunal of several private individuals. If the parties have agreed to arbitration, the courts will generally refuse to hear their case by staying the court proceedings in order to force the reluctant party to honour its agreement to arbitrate.

There are essentially two laws that govern the conduct of arbitrations; the Procedural Law, which determines the rules of procedure and is generally set by the choice of place or “seat” of the arbitration, and the Substantive Law, which determines which statute law governs the legal relationship between the parties.

The Procedural Law in Hong Kong is set out under the Arbitration Ordinance, Cap.609, which mirrors the UNCITRAL Model Law on International Commercial Arbitration. The legislation incorporates detailed provisions drawn from the 2006 additions to the Model Law regarding interim measures and preliminary orders. In addition, the Ordinance also provides for opt-in provisions on appeals on points of law, consolidation of arbitrations and challenging an arbitral award.

仲裁

長期以來，海運上的爭議是通過仲裁來解決的。由於仲裁的不拒形式及較少像在法院般訴訟氣氛，可使訂約各方在解決爭議的過程中或以後，仍有較大機會繼續維持友好業務關係。

仲裁協議

進行仲裁，各方面必須首先議定把爭議提交仲裁。事實上，在爭議發生之前，有關仲裁協議通常是各方所

簽訂的商業合同中的一項條款。但該等協議亦可再合同簽訂後或當爭議發生後才議定。爭議各方同意仲裁，即是同意不把爭議提交法院，而交予一名個別人士或由多名個別人士組成的少組或仲裁庭來聆訊。若各方已同意仲裁，法院通常會拒絕審理而擱置有關案件，從而迫使不情願的一方履行

仲裁的協議。

仲裁行為受兩種法律約束：程序法，確定仲裁程序規則，通常是通過仲裁地點或“場所”的選擇而確立的；以及實體法，確定當事方的法律關係所適用的法律條文。

香港的程序法根據《仲裁條例》第 609 章的規定制定，是《聯合國國際貿易法委員會國際商事仲裁示範法》的真實寫照。該法納入了《示範法》2006 年徵訂的有關臨時措施和預令等內容。此外，《條例》還提供了對上訴法律條文、合併仲裁以及挑戰仲裁裁決等選擇性的規定。



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香港海事爭議解決

While it is common that Hong Kong Substantive Law is chosen by parties who have agreed to arbitrate in Hong Kong, parties may instead choose the Substantive Law of another jurisdiction, such as the laws of England.

Arbitration Rules

The arbitration may be supervised by an Arbitral Institution in accordance with its rules, or formed as ‘ad hoc’ arbitration.

Institutional Arbitration

Institutional arbitration proceedings are administered by an arbitration institute, such as the Hong Kong International Arbitration Centre (HKIAC), the International Chamber of Commerce (ICC), the China International Economic and Trade Arbitration Commission (CIETAC) or the London Court of International Arbitration (LCA).

Institutional arbitration has the benefit of ensuring that the proceedings are administered in an orderly and regular manner. Arbitration institutes may also exercise a degree of ‘quality control’ over arbitrators and the awards. Adopting an established set of arbitration rules has the benefit of avoiding arbitrators constantly having to ‘reinvent the wheel’ in applying appropriate procedures.

HKIAC Arbitration Rules and Guidelines may be downloaded from:
<http://www.hkiac.org/index.php/arbitration-rules-and-guidelines>

Ad Hoc Arbitration

Ad hoc arbitrations, the most common method of resolving maritime disputes, are arranged solely between the arbitrators and the parties. The parties may adopt a ready-made set of arbitration rules or the arbitration may be conducted under rules drawn up by the parties. Ad hoc arbitrations may be cheaper than institutional arbitrations insofar as no fees are payable to the arbitration institute. It may also provide the parties with flexibility to devise rules and procedures appropriate to their disputes.

Enforcement of Arbitral Awards

An arbitral award made in Hong Kong may be enforced in Hong Kong in the same manner as a court judgment, once the court has given leave to enforce the award. The applications for leave to enforce is made on paper without notice to the party against whom the enforcement is being made.

Awards made in Hong Kong may be enforced internationally under the United Nations Convention on the Recognition and Enforcement of Foreign Arbitral Awards, 1958 (the New York Convention). There are over 140 parties to the Convention, each of whom undertakes to recognize and enforce in their local courts arbitral awards made in other member States.



若在香港進行仲裁，當事方普遍會選擇香港的實體法，然而也會選用例如英國法等其他司法地區的實體法。

仲裁規則

仲裁還需要由仲裁機構根據有關規則進行監督，或者成立臨時仲裁來監督。

機構仲裁

機構仲裁由仲裁機構管理，例如：香港國際仲裁中心 (HKIAC)、國際商會 (ICC)、中國國際貿易經濟仲裁委員會 (CIETAC) 或者倫敦法院國際仲裁 (LCA)。

機構仲裁的好處是可以保證仲裁活動以有序和常態的方式管理。仲裁機構也會進行對仲裁員和仲裁裁決的一定程度的“質量控制”。採用現存的仲裁規則可以避免仲裁員在適用有關程序時做無用功。

有關 香港國際仲裁中心的規則和指引可在以下網站下載：

<http://www.hkiac.org/index.php/arbitration-rules-and-guidelines>

臨時仲裁

臨時仲裁是非常常見的僅限於仲裁員和當事方的解決海事爭端的方式。當事方可選擇現有的仲裁規則或者可以自定規則進行仲裁。臨時仲裁一般比普通仲裁便宜，因為不需要向仲裁機構繳納費用。當事方也可以靈活制定適應自己爭端的規則和程序。

仲裁裁決的執行

香港仲裁裁決的執行類似法庭裁決。如果法庭允許執行裁決，執行裁決的請求只以書面方式處理，而無須通知被執行方。

根據聯合國《1958 年承認及執行外國仲裁裁決公約》（《紐約公約》），在香港的仲裁裁決可以在全球執行。該公約的履約國超過 140 個，每個履約國都有義務承認並在當地法庭執行其他成員國的仲裁裁決。

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Maritime Dispute Resolution in Hong Kong

香港海事爭議解決

China is a party to the New York Convention, but as the Convention only applies to the enforcement of awards made in a different State, this requirement was no longer satisfied on Hong Kong's return to Chinese sovereignty. In 1999, the central and Hong Kong's governments enacted laws to permit reciprocal enforcement of arbitral awards on conditions similar to those provided in the New York Convention.

中國也是《紐約公約》的履約國之一，但是由於公約僅適用於執行其他國家的仲裁裁決，因此香港回歸後，這個要求無法適應香港的現實情況。為此，1999 年中央政府和香港特別行政區政府制定法律，允許內地和香港互相承認和執行對方的仲裁裁決，條件和《紐約公約》類似。

Advantages of Arbitration	仲裁的優勢
Arbitration has a number of inherent advantages:	仲裁具有以下先天優勢：
<ul style="list-style-type: none">Parties from different countries can choose to appoint a panel of neutral arbitrators, who may be experts in the relevant area, and hold the arbitration in a neutral place.	<ul style="list-style-type: none">不同國家的當事各方可以選擇指定由中立仲裁員組成的小組，他們可以是不同領域的專家，也可以在中立地點進行仲裁。
<ul style="list-style-type: none">Arbitration is conducted in private and is generally confidential, unless the parties agree otherwise.	<ul style="list-style-type: none">仲裁通常以私人和保密的方式進行，除非當事方另有約定。
<ul style="list-style-type: none">The arbitration procedure is flexible and less formal, which can lead to disputes being resolved more quickly and cheaply than in courts, and there are no restrictions on who may represent the parties.	<ul style="list-style-type: none">仲裁的程序靈活和非正式，可以促使爭議比在法庭更快和更便宜的方式解決，而且對當事方的代表人沒有限制。
<ul style="list-style-type: none">Arbitration awards are easily enforceable in foreign courts through the provisions of the New York Convention.	<ul style="list-style-type: none">根據《紐約公約》，仲裁裁決很容易在外國法庭執行。

Mediation

Mediation is a voluntary process in which a trained and impartial third person, the mediator, helps the parties in dispute to reach an amicable settlement that is responsive to their needs and acceptable to all sides.

During the process, each party to the dispute has a chance to explain his/her point of view and to hear what the other side has to say. The mediator's job is not to make a decision for the parties. Instead, the mediator will assist the parties in exploring the strengths and weaknesses of their positions and will help identify possible solutions, so as to facilitate them reaching a settlement agreement. The mediator will express no view as to who is right or wrong and has no authority to impose a settlement on the parties. The decision-making power rests in the hands of the parties alone. The mediator is skilled in unlocking negotiations that have become deadlocked and in keeping everyone focused on finding a solution.



調解

調解是一個自願參與的程序，由一名訓練有素並且中立的第三方人員，即調解人，幫助當事各方達成能令各方接受和滿足各自需求的圓滿解決方案。

在此過程中，爭端的當事方有機會陳述他們的意見

並聽取對方的意見。調解人的工作不是為當事各方做決定，而是幫助他們發掘各自立場的強處和弱點並幫助找到可能的解決方案，最終幫助他們達成和解協議。調解人不會表達孰是孰非也沒有權利為各方判決和解。決定權在爭端各當事方的手裡。調解人擁有解開已陷入僵局的談判死結的技能並能使各方集中精力尋求解決方法。



The Mediation process

The mediator is appointed when all parties (including the Mediator) sign an Agreement to Mediate. The parties will usually provide the mediator with copies of the documents which they feel are important. The mediator will often conduct a pre-mediation individual interview with each party outside a court setting, usually in a private office. Then the mediator starts the mediation with a joint session to explain the mediation process and ground rules. In the joint session the parties will make opening presentations to share their views on the disputes and clearly define the issues that need to be discussed. These issues do not necessarily need to be restricted to matters that have been raised in the formal court or arbitration documentation.

Private meetings/caucusing: if agreement is unable to be reached at the joint session, the mediator will usually suggest that the parties retire to separate rooms and he/she will pass between parties assisting them to assess the feasibility of their negotiation terms. All matters discussed with the mediator at private meetings are confidential, and will not be disclosed by the mediator to the other party without explicit consent.

調解過程

委託調解人的確立是在當事各方(包括調解人)簽訂調解協議後。他們通常會向調解人提供自認為很重要的文件。調解人也經常會安排調解前的庭外個別會面，通常在私人辦公室。然後，調解人開始聯合環節，向當事各方解釋調解過程和基本程序。在聯合環節，當事各方將舉行公開陳述，交換對爭端的各自看法並闡明需要討論的問題。這些問題並不局限於已向法院提交審理和已進行仲裁的問題。

私人／秘密會議：如果在聯合環節各方無法達成協議，調解人通常會建議各方休會，在分開的房間幫助各方評估談判條件的可行性。所有在私人會議與調解人討論的內容都屬機密，調解人未經當事人明確同意不得外洩。



Maritime Dispute Resolution in Hong Kong

香港海事爭議解決

Throughout the process the mediator helps the parties evaluate the case, identify their fundamental interests, explore and consider possible consequences if the dispute is not settled, develop alternatives to deal with various issues in the dispute, and formulate proposals that would help move the process towards mutual agreement.

The parties may terminate the mediation sessions anytime during the process. If agreement is reached, the parties will sign the agreement which will be binding on the parties and which (if appropriate) may later be embodied in a court order. When an agreement cannot be reached, but the outlook is positive, the mediator may suggest that parties take some time to think over the outcome of the meeting. After that the mediator may contact them regarding unresolved matters. Even if an agreement is not reached by the parties at the end of the meeting, the mediation process is usually still considered to be helpful as each party will have acquired a better understanding of the point of view of the other parties.

Lawyers may accompany the parties, but it is essential that each party at the mediation has a representative with full knowledge of the dispute who has decision-making authority to agree a settlement without having to seek authority from others not present at the meeting.

Mediation in Hong Kong

The Courts in Hong Kong have the duty, as part of active case management, to facilitate the settlement of disputes. A new Practice Direction (PD31) came into effect on 1 January 2010 to assist the courts in discharging that duty by encouraging the parties to use mediation as an alternative dispute resolution procedure. It is not compulsory in Hong Kong to engage in mediation. The courts will not make any adverse costs orders against a party on the ground of unreasonable failure to engage in mediation where the party has engaged in mediation, at least to the minimum extent as agreed by the parties or determined by the court, or a party has a reasonable explanation for not engaging in mediation.

Various organizations in Hong Kong maintain their own list of mediators covering many areas and professional disciplines appropriate to the dispute in question. Parties can select from the lists and agree on a suitable mediator. In case of difficulty, they can consider contacting a mediation provider/organization for assistance.

在調解過程中，調解人幫助當事各方評估案件，指出他們的基本利益，發掘並考量如果爭端不能和解的可能後果，制定爭端中處理各種問題的替代方案，提出幫助各方走向和解的建議方案。

當事方可隨時中斷調解環節。如果達成和解協議，當事方將簽署協議並受此協議約束，如合適的話，也可以在稍後以法庭判決的方式體現。如果無法達成和解，但是前景還算樂觀的話，調解人會向各方建議花時間仔細考慮會議的結果。之後，調解人會就未解決的問題聯絡當事人。如果會後各方仍不能達成和解，調解過程仍被視為有助於幫助各方更好地瞭解對方的想法。

律師可能會全程陪同當事方，但是對當事方來說，更重要的是必須有一個充分瞭解爭端詳情並可當機立斷作和解決定的代表出席，而無須向未出席會議的人士請示。

香港的調解情況

作為積極案件管理的一部分，香港法庭有責任幫助爭端達成和解。香港 2010 年 1 月 1 日生效的新的《實務指示》(PD31) 有助於法庭履行鼓勵當事方使用調解程序作為爭端替代解決方法的責任。調解程序在香港不是強制性的，假如當事人已至少達到各方之前所協定或法庭決定的最低參與程度，或可以合理地解釋為何不參與調解的原因，那麼即使當事人不合理地未參與調解，法庭都不會作出不利的訟費令。

許多協會都設立自己的調解人名單，涉及與爭端相關的許多領域或專業科目。當事人可以從名單選擇並同意選擇合適的調解人。如有困難，可以諮詢有關的調解團體或協會尋求幫助。



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Maritime Dispute Resolution in Hong Kong

香港海事爭議解決

The Hong Kong International Arbitration Centre (HKIAC) maintains a list of accredited mediators (www.hkiac.org). The Hong Kong Maritime Arbitration Group (HK MAG) also maintains a list of accredited mediators with maritime experience (www.hksoa.org). Accreditation of mediators in Hong Kong is now carried out by the Hong Kong Mediation Accreditation Association Ltd (HKMAAL).



香港國際仲裁中心 (HKIAC) 也有合格調解員的名單 (www.hkiac.org)，香港海事仲裁組 (HK MAG) 也由類似的具有海事經驗的調解員名單 (www.hksoa.org)。香港調解員的鑒定工作目前由香港調解資歷評審協會 (HKMAAL) 負責。

Advantages of Mediation	調解的優點
<ul style="list-style-type: none">• Cost efficient - If parties can resolve their dispute through mediation, they will save the substantial legal fees involved in litigation.	<ul style="list-style-type: none">• 成本效益高 – 如果當事人可以通過調解解決爭端，他們可以節省大筆的訴訟費用。
<ul style="list-style-type: none">• Time efficient - Mediation can be organised and conducted promptly with some flexibility compared with the constraints of the court system. This allows the parties to settle disputes in a timely manner.	<ul style="list-style-type: none">• 效率高 – 與法庭體系的限制相比，調解可以用迅速和靈活的方式安排。允許當事人用高效的方式解決爭端。
<ul style="list-style-type: none">• Maintains decision-making authority - parties can make important decisions.	<ul style="list-style-type: none">• 維持做決定的權利 – 當事各方可以做重要的決定。
<ul style="list-style-type: none">• Appropriate solutions - Agreements are made on a case-by-case basis to meet the needs of the parties and are not limited by the options that would be available to the court or arbitration tribunal. Third parties can participate and also sign a settlement agreement.	<ul style="list-style-type: none">• 合適的解決方法 – 調解協議的達成是按照就事論事的基礎來滿足當事方的需求，而不像法庭和仲裁委員會那樣選擇權非常有限。第三方也可參與並簽署和解協議。
<ul style="list-style-type: none">• Cooperation and avoidance of emotional diversion - Mediation improves communication and gives the parties more effective ways of resolving future differences.	<ul style="list-style-type: none">• 合作和避免意氣用事 – 調解改善溝通，讓當事方有更多的有效方式解決未來的分歧。
<ul style="list-style-type: none">• Relaxed atmosphere - unlike in the court, mediation is conducted in a less formal manner.	<ul style="list-style-type: none">• 輕鬆的氣氛 – 與法庭的嚴肅氣氛不同，調解以相對非正式的方式舉行。
<ul style="list-style-type: none">• Privacy - mediation proceedings are confidential and the parties are not usually able to reveal matters discussed and agreed on the mediation.	<ul style="list-style-type: none">• 私密性 – 調解過程是保密的，當事方通常不能披露討論和達成的協議內容。

Information in this article has been compiled by the Association from information taken from the websites of the Department of Justice, HKSAR Government, and the Hong Kong International Arbitration Centre.

本文由香港船東會根據香港特別行政區律政司以及香港國際仲裁中心網站提供的信息撰寫。

Luncheons and Other Events in 2013

2013 年度午餐會及其他活動

18 Jan

Association Luncheon for Mr. Anthony Hardy, Chairman of the Hong Kong Maritime Museum Ltd

11 Mar

Association Spring Golf Tournament at Fanling (Eden Course)

25 Mar

Joint HKSOA/Marine Department Luncheon and Awards Ceremony (Guest of Honour: Professor Anthony Cheung Bing-leung, GPS, JP Secretary for Transport and Housing Bureau, HKSAR)

29 Apr

Association Informal Networking Luncheon (Guest Speaker : Mr. Stephen Vines, Journalist, Writer and Broadcaster)

22 May

Association Coffee Morning with The Honourable Mr. G.K. Vasan, Minister of Shipping, Government of India

8 Jul

Association Panel Discussion and Luncheon
“Ship Finance – is China the answer?”

26 Jul

Association Annual Summer Buffet Luncheon

4 Sep

AMVER Awards Presentation and Luncheon
(Guest of Honour: Capt. Michael H. Sim, USCG Liaison Officer to China, US Embassy in Beijing)

23 Sep

Association Luncheon for Alderman Roger Gifford, The Right Honourable the Lord Mayor of the City of London

25 Sep

National day Joint Cocktail Party

7 Oct

Association Autumn Golf Tournament at Fanling (New Course)

28 Nov

Association 57th AGM and Annual Cocktail Party



◀ Mr. Alan Tung, Chairman 2012/2013 (right) presented a souvenir to Mr. Anthony Hardy, Chairman of the Hong Kong Maritime Museum Ltd at an Association Luncheon on 18 January 2013.

2013 年 1 月 18 日，協會邀請香港海事博物館主席 Anthony Hardy 先生為演講嘉賓。圖為協會 2012/13 度主席董立新先生（右）代表協會向嘉賓贈送紀念品。

Luncheons and Other Events in 2013

2013 年度午餐會及其他活動



- ◀ Joint HKSOA/Marine Department Luncheon and Awards Ceremony on 25 March 2013. Guest of Honour: Professor Anthony Cheung, GBS, JP, Secretary for Transport and Housing.

2013 年 3 月 25 日，協會與海事處聯合舉辦年度頒獎典禮暨協會午餐會，並邀請運輸及房屋局局長張炳良教授於席上發表嘉賓演講。

Mr. Alan Tung and Mr. Kingsley Koo ▶ presented a memento to Mr. Chen Aiping (middle), Deputy Director of China Maritime Safety Administration during their visit to Beijing on 10 April 2013.

2013 年 4 月 10 日，董立新主席偕同顧建新常務副主席赴北京拜訪了中國海事局常務副局長陳愛平先生（圖中）並向他贈送紀念品。

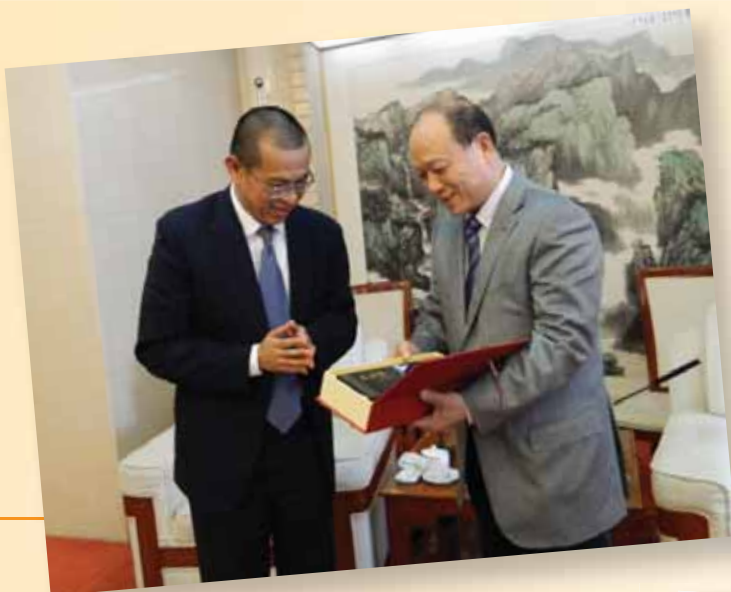


- ◀ Mr. Alan Tung, Chairman 2012/13 and Mr. Kingsley Koo, Deputy Chairman paid a visit to Mr. Zhang Shouguo (third left), Executive Deputy Chairman and Mr. Ning Dewei (first left), Deputy Secretary General, China Shipowners Association in Beijing on 11 April 2013.

2013 年 4 月 11 日，董立新主席和顧建新常務副主席赴北京拜訪了中國船東協會常務副會長張守國先生（圖左 3）和寧德偉副秘書長（圖左 1）。

Luncheons and Other Events in 2013

2013 年度午餐會及其他活動

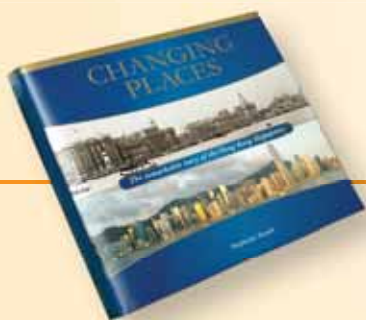


- ◀ Mr. Alan Tung presented a memento to Mr. Xu Zuyuan (right), Deputy Minister of Ministry of Transport during his visit to Beijing on 11 April 2013.

2013 年 4 月 11 日，董立新主席赴北京拜訪了交通部副部長徐祖遠先生（圖右）並向他贈送紀念品。

An Informal Networking Luncheon held on 29 April 2013 with Guest Speaker Mr. Stephen Vines, a Journalist, Writer and Broadcaster. ▶

2013 年 4 月 29 日，協會舉辦會員聚餐並邀請 Stephen Vines 先生與在場會員分享他在從事記者、作家及播音員生涯的樂事。



- ◀ Mr. Alan Tung received a visiting delegation from Putao District government of Zhoushan Municipal government in his office led by Mr. Cai Hong, Secretary of Party Committee on 3 June 2013.

2013 年 6 月 3 日，董立新主席在辦公室會見了來訪的以區委書記蔡洪為團長的舟山市普陀區政府代表團。



Luncheons and Other Events in 2013

2013 年度午餐會及其他活動

Photo taken at the Association Panel Discussion and Luncheon held on 8 July 2013 with the topic "Ship Finance – is China the answer?" (left to right) The Moderator, Mr. Alastair MacAulay of Clifford Chance together with panelists, namely Mr. Chen Bin of Export-Import Bank of China and Mr. Paul Chang of ICBC Financial Leasing Co Ltd.

2013 年 7 月 8 日，協會舉辦題為“船舶融資 – 中國是否是答案？”的午餐討論會。討論會由高偉紳律師行麥求理先生（左 1）主持，參加討論會的嘉賓（左至右）：香港進出口銀行陳斌先生，中國工業銀行金融租賃有限公司張澄波先生。



◀ Association Luncheon and Amver Awards Ceremony held on 4 September 2013. Guest of Honour: Capt. Michael Sim, USCG Liaison Officer to China, Beijing.

2013 年 9 月 4 日，協會與美國駐港總領事館聯合舉辦「2013 船舶互助援助計畫」頒獎典禮暨午餐會。美國海岸防衛隊駐北京領事館專員 Michael Sim 船長應本會邀請出席午餐會並發表講話。

Mr. Kingsley Koo, 2012/2013 Deputy Chairman (right) presented a souvenir to Alderman Roger Gifford, The Right Honourable the Lord Mayor of the City of London at an Association Luncheon on 23 September 2013.

2013 年 9 月 23 日，倫敦市市長 Roger Gifford 先生應本會邀請作午餐會的演講嘉賓。圖為協會 2012/2013 副主席顧建新先生（右）代表協會向嘉賓致送紀念品。



Luncheons and Other Events in 2013

2013 年度午餐會及其他活動



- ▶ Mr. Alan Tung, Association's Chairman speaking at a joint National Day Cocktail Party being jointly hosted with other local shipping associations on 25 September 2013 to celebrate China's 64th Founding Anniversary.

2013 年 9 月 25 日，協會主席董立新先生在協會與其他航運協會聯合舉辦的慶祝中華人民共和國成立 64 周年酒會上致祝賀辭。

At the 57th Annual General Meeting held on 28 November 2013. Mr. Kingsley Koo, newly elected Chairman presented a souvenir to the outgoing Chairman Mr. Alan Tung to appreciate his chairmanship during his term of service.

協會第 57 屆會員大會於 2013 年 11 月 28 日舉行。圖為新任主席顧建新先生代表協會贈送紀念品給離任主席董立新先生，感謝他任內對協會作出的貢獻。



- ▶ Professor Anthony Cheung, Secretary for Transport and Housing and Mr. Joseph Lai, Permanent Secretary for Transport and Housing (Transport) joined our newly elected Chairman Mr. Kingsley Koo and newly elected Deputy Chairman Ms. Sabrina Chao for the toasting ceremony.

運輸及房屋局局長張炳良教授與及運輸及房屋局常任秘書長(運輸)黎以德先生與本會新任主席顧建新先生和新任常務副主席趙式明小姐在酒會上向到場嘉賓祝酒。

Luncheons and Other Events in 2013

2013 年度午餐會及其他活動

4-8 Nov 2013
香港航運週
Maritime
Awareness Week



More than 120 students discovered the wide range of career opportunities in the shipping industries at Hong Kong Maritime Awareness Week.

Groups of secondary school pupils enjoyed a free trip to the new Maritime Museum at Central Ferry pier 8. Together with an introductory tour, they had a talk from serving seamen who explained the opportunities both at sea and ashore.

The students also visited a tug boat moored specially alongside and had a chance to see the reality of life onboard.

超過 120 名中學生參加了香港航運週並瞭解了香港航運業提供的廣闊就業機會。

學生除了免費參觀了位於中環 8 號碼頭的新海事博物館外，現場亦有現役的海員向他們講解了海上和岸上的就業機會。

學生們還登上了靠岸的拖船參觀，體驗船上的真實生活。

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List of Seminars 2013

2013 年度研討會

15 Jan

“Life Cycle Control Approach of Asbestos in Marine Industry to comply with IMO requirements”
by Centre Testing International (CTI), Shanghai

22 Jan

“Hybrid Propulsion System” by Imtech Marine

20 Mar

“Managing Carbon Emissions – What is the impact for Ship Owners and Operators?” by Carbon Positive

21 Mar

Joint HKSOA/Wartsila Seminar “Wartsila Update”
by Wartsila China

22 Apr

“The Electronic Bill of Lading is here!”
by Electronic Shipping Solutions

28 May

“The fundamentals of crew care in crisis response scenarios” by BridgeWing Solutions GmbH

4 Jun

Joint Association/Admiralty Seminar “Implementing Your ECDIS Procedures”

6 Jun

“Eco-ships – poker game or game changer?”
by Norwegian School of Economics

23 Jul

“Reduce fuel costs through effective procurement”
by Inatech Marine Solutions

7 Aug

Joint HKSOA/GL Seminar “Best practice in ship management” – Results of a global study
by GL and Fraunhofer CML

24 Sep

“The Regulations on Prevention and Control of Marine Pollution from Ships and Operations in China”
by ITOPF & CMPPC

26 Sep

“Maximize the Value of Your Data”
by Triple Point Technology

7 Oct

“Simplify Your Fleet Management - How your ship to shore communications can reach peak efficiency”
by Astrium Services & Baybridge

23 Oct

Joint HKSOA/Steamship Mutual P&I Club Event
“Groundings – Shallow Waters, Deep Trouble”

25 Oct

“Recent Sale and Purchase Decisions”
by Ince & Co International Law Firm

31 Oct

“The African Continent: Opportunities and Dangers for Shipowners” by The Budd Group

5 Nov

“Shipping KPI System - A Journey to Promote Safety and Efficiency” by KPI Association

12 Nov

“Maritime Security Briefing”
by Gulf of Aden Group Transits Ltd (GoAGT)

14 Nov

“The Nordic Plan” by Gard

4 Dec

Joint HKSOA/Nordisk/Andrew Liu Seminar
“Topical Charter Party Issues” by Nordisk

Asian Shipowners Forum

亞洲船東論壇

The Association, through its Sub-committees, plays a major part in the work of the Asian Shipowners Forum (ASF).

The members of the ASF are 8 Shipowner Associations in the Asian region, being those from Australia (ASA), China (CSA), Chinese Taipei (NACS), Hong Kong (HKSOA), India (INSA), Japan (JSA), Korea (KSA) and the Federation of ASEAN Shipowner Associations (FASA), which comprises the Shipowner Associations of ASEAN member States, being Brunei Darussalam, Cambodia, Indonesia, Lao PDR, Malaysia, Myanmar, the Philippines, Singapore, Thailand and Vietnam.

The ASF normally meets once a year. The 22nd meeting was hosted by India and held in **Mumbai** from 20 to 22 May 2013, and the 23rd meeting was hosted by Japan and held in Otsu from 19 to 21 May 2014.

The 16th meeting of the Forum agreed to establish a permanent office in Singapore and Mr. Wang Cheng was appointed the first Secretary General of the Asian Shipowners Forum in July 2007. Mr. Wang Cheng retired from the post in 2009, and Mr. Yuichi Sonoda was appointed acting Secretary General in late 2009, his appointment confirmed at the 19th ASF in 2010.

The on-going work of the ASF is carried out by the 5 Standing ('S') Committees; the Seafarer's Committee (SC), the Shipping Economics and Review Committee (SERC), the Ship Insurance and Liability Committee (SILC), the Safe Navigation and Environment Committee (SNEC), and the Ship Recycling Committee (SRC).

The Association is active in the work of the ASF; Mr. Robert A. Ho is Chairman of the Ship Insurance and Liability Committee, and the Association secretariat acts as secretary for this Committee. Members of the Association sit on all 5 Committees.

香港船東會通過其各分委員會在亞洲船東論壇的事務中起了重要的作用。

亞洲船東論壇共有八個成員，他們分別是來自亞洲地區的澳大利亞、中國、中華臺北、香港、印度、日本、韓國、以及東盟船東協會聯盟的成員，包括：汶萊、柬埔寨、印度尼西亞、老撾、馬來西亞、緬甸、菲律賓、新加坡、泰國和越南等國家和地區的船東協會。

亞洲船東論壇通常每年舉行年會。2013 年舉行的第 22 屆亞洲船東論壇由印度船東協會主辦，於 2013 年 5 月 20 日至 22 日在孟買舉行。第 23 屆亞洲船東論壇於 2014 年 5 月 19 日至 21 日由日本船東協會主辦在京都舉行。

第 16 屆論壇決定在新加坡成立亞洲船東論壇常設機構並於 2007 年 7 月任命了王誠先生為亞洲船東論壇的秘書長。王誠先生於 2009 年退休，年底園田裕一先生被任命為新任秘書長，2010 年舉行的第 19 屆亞洲船東論壇將正式批准這項任命。

亞洲船東論壇的日常事務由 5 個以“S”字母開頭的委員會負責，分別是船員委員會、航運經濟觀察委員會、船舶保險和責任委員會、安全航行及環境保護委員會以及船舶再循環委員會。

香港船東會在亞洲船東論壇的事務中非常活躍。何力山先生擔任船舶保險和責任委員會主席，同時本會還負責該委員會的秘書工作。本會的會員也十分積極地參與了所有五個委員會的事務。



The ASF Seafarers Committee (SC) held its 19th Interim meeting in Zhoushan, China from 21 to 23 October 2013. The main objectives of the Committee are to ensure and maintain common standards of training, to promote the stability of employment and competitiveness of Asian seafarers and to monitor, consider and comment on any new international maritime legislation on Seafarer's Welfare, and Manning and Training. Subjects discussed included Piracy and its effect on Seafarers and their families, Seafarers Recruitment and Training, the facilitation of movement of seafarers, the STCW 2010 Convention, the ILO Maritime Labour Convention, 2006 and the Administrative Burden of regulation.

The ASF Shipping Economics and Review Committee (SERC) held its 26th Interim meeting in Bangkok, Thailand on 8 October 2013. The purpose of the Committee is to promote the continuous and healthy development of the Asian shipping industry through a frank exchange of views, which is also designed to foster fair competition, mutual trust and cooperation amongst Asian carriers. Subjects discussed include the World Economy, the Dry Bulk, Tanker and Liner Shipping Markets, Anti-Trust Immunity for Liner Shipping and Security and Environmental concerns.

The ASF Ship Insurance and Liability Committee (SILC) held its 19th Interim meeting in Hong Kong on 24 March 2014 under the Chairmanship of Robert A. Ho. The Committee discussed Places of Refuge, US Water Ballast legislation, the effect on P&I insurance from mega-ship casualties, Wreck Removal, the issue of Garnishment in the Philippines, and the financial security requirements of the Maritime Labour Convention, amongst other issues.

The ASF Safe Navigation and Environment Committee (SNEC) held its 25th and 26th Interim meetings in Singapore on 25 September 2013 and 21 March 2014 respectively. The objective of the Committee is to discuss topics and issues relating to the enhancement of security, safe navigation of ships and protection of the marine environment. Subjects discussed include Piracy and Armed Robbery, Safety of Navigation, Air Pollution, Greenhouse Gas Emissions, and the Ballast Water Convention, amongst other issues.

The ASF Ship Recycling Committee (SRC) held its 17th Interim meeting in Dalian on 19 March 2014. Subjects discussed included the IMO Convention on Ship Recycling and its related Guidelines, and environmental concerns related to the recycling of ships.



船員委員會於 2013 年 10 月 21-23 日在中國舟山舉行了第 19 次中期會議。船員委員會的宗旨是確保和維持海員培訓的基本標準、提高亞洲海員雇傭的穩定性和競爭力、監察和研究新的有關海員福利、配員和培訓的國際海運法規並提出意見。目前委員會討論的題目包括，海盜及其對船員與家人的影響、海員招募和培訓、簡化船員流動程序、2010 STCW 公約以及 2006 國際勞工組織海事勞工公約以及立法的管理壓力等。

航運經濟觀察委員會於 2013 年 10 月 8 日在泰國曼谷舉行了第 26 屆中期會議。該委員會的宗旨是通過坦誠地交換意見，促進亞洲航運業持續健康地發展。同時促進亞洲船東之間的公平競爭、相互信任和合作。委員會所討論的議題包括，世界經濟、幹散貨、油輪和班輪市場、班輪航運業的反壟斷以及安全和環境

保護問題等。

船舶保險和責任委員會於 2014 年 3 月 24 日在香港舉行了第 19 屆中期會議。會議由主席何力山先生主持。委員會討論的議題包括船員收容所、有關壓載的美國憲法、超級大貨船之海上事故對保賠保險的影響、沉船殘骸清除、菲律賓發出的扣押令、海事勞工公約的經濟保護要求等其他議題。

安全航行及環境保護委員會分別於 2013 年 9 月 25 日及 2014 年 3 月 21 日在新加坡舉行了第 25 及第 26 次中期會議。該委員會的宗旨是討論有關加強船舶保安、航行安全以及保護海洋環境的相關事務。會議議程包括防範海盜及海上武裝搶劫、航行安全、空氣污染、溫室氣體排放及壓艙水公約等。

船舶再循環委員會於 2014 年 3 月 19 日在中國大連舉行了第 17 次中期會議。討論的議題將包括國際海事組織的船舶回收公約草案及其相關指引、拆船業對環境的影響等。

Sub-committees

各分委會

The Association's five Sub-committees work through meetings as well as increasingly by debate through correspondence in order to advise the Executive Committee and the Secretariat on the response that the Association should make on current issues of importance to the maritime industry.

China Sub-committee

The China Sub-committee advises the Executive Committee on issues relating to China and Chinese Taipei and assists the Committee in its relations with Central Government.

Nautical Sub-committee

The Nautical Sub-committee advises on current operational issues, including e-Navigation, ECDIS, Maritime Security and LRIT, ISM Code, Lifeboat release hooks and other On-board Safety issues.

Insurance and Liability Sub-committee

The Insurance and Liability Sub-committee discusses current legal and insurance issues, including international and regional sanctions, the UNCITRAL Convention on Contracts for the International Carriage of Goods Wholly or Partly by Sea, the HNS Convention and its Protocol, and the relevant EU proposed directives.

Manning Sub-committee

The Manning Sub-committee discusses current Manning and Training, Labour Affairs and other issues affecting seafarers and their welfare. Current issues include the Fair Treatment and unfair Criminalisation of seafarers, the ILO Maritime Labour Convention, the IMO/ILO work on Abandonment and Crew Claims and the revision of STCW, as well as the recruitment and retention of seafarers.

Technical Sub-committee

The Technical Sub-committee debates technical issues, including ship construction and design, machinery and engine room layout, and environmental issues. Current issues include Air Pollution, Greenhouse Gas Emissions, Engine Room Oily Waste systems, Ballast Water and various ship construction and design issues.

協會下設五個分委會，通過舉行會議和更多採用通訊討論的方式向執行委員會和秘書處提出協會應如何面對目前航運業重要議題的建議。

中國委員會

中國委員會向執行委員會提出有關中國和中華臺北事務方面的建議，同時協助執行委員會處理與中央政府的關係。

航海委員會

航海委員會向執行委員會提出有關船舶經營方面的建議，包括電子導航、電子海圖顯示與資訊系統、電子海圖、海事安全保障、船舶遠端跟蹤和識別系統、國際安全管理規則、救生艇施放鉤以及其他船上安全等方面的議題。

保險和責任委員會

保險和責任委員會討論最新的法律和保險方面的議題。目前討論的議題包括船員的公平對待及不公平的型事指控、國際及地域性的制裁、聯合國海上貨物運輸公約、海上載運危險與有毒物質損害責任與賠償國際公約及協議以及歐盟的有關指令等。

船員委員會

船員委員會討論有關影響船員及其福利的配員和培訓方面的議題。包括：國際海事勞工公約、國際海事組織和國際勞工組織有關防止遺棄船員和船員索賠的工作、STCW 公約重新修訂以及海員招募和挽留工作等。

技術委員會

技術委員會討論有關船舶技術方面的議題，包括船舶結構和設計、船舶機械和機艙佈局以及環保問題。目前討論的議題包括：空氣污染、溫室氣體排放、機艙廢油處理系統、壓艙水和其他有關船舶建造和設計的眾多議題。





Representation on Government Committees and Statutory Boards

出任政府或法定委員會(局)中代表

Hong Kong Maritime Industry Council (MIC)

Mr. Kingsley Koo, Hong Kong Shipowners Association

香港航運發展局

香港船東會主席 顧建新先生

Hong Kong International Arbitration Centre – HKIAC Arbitrator Appointment Board

Mr. Jack Hsu, Oak Maritime (HK) Inc Ltd

香港國際仲裁中心 – 仲裁員委任諮詢委員會

和合航業報(香港)有限公司 許積阜先生

Marine Department – Consultative Committee Ship Personnel Management (CCSPM)

Mr. Arthur Bowring, Hong Kong Shipowners Association

海事處 – 船員管理協商委員會

香港船東會 包榮先生

Marine Department – Port Welfare Committee (PWC)

Mr. Tim Huxley, Wah Kwong Maritime Transport Holdings Ltd

海事處 – 港口福利事務委員會

華光海運控股有限公司 克士利先生

Marine Department – Port Operations Committee (POC)

Mr. Zhou Wei, Orient Overseas Container Line Ltd

海事處 – 港口行動事務委員會

東方海外貨櫃航運有限公司 周偉先生

Marine Department – Pilotage Advisory Committee (PAC)

Mr. Zhou Wei, Orient Overseas Container Line Ltd

海事處 – 領港事務諮詢委員會

東方海外貨櫃航運有限公司 周偉先生

Marine Department – Seafarers' Advisory Board (SAB)

Capt. William Medcalf, Pacific Basin Shipping (HK) Ltd

海事處 – 海員諮詢委員會

太平洋航運(香港)有限公司 William Medcalf 先生

Marine Department – Shipping Consultative Committee (SCC)

Mr. Arthur Bowring, Hong Kong Shipowners Association

海事處 – 船舶諮詢委員會

香港船東會 包榮先生

Vocational Training Council – Maritime Services Training Board (MSTB)

Mr. Arthur Bowring, Hong Kong Shipowners Association

職業訓練局 – 海事服務業訓練委員會

香港船東會 包榮先生

Mrs. Doris Luk, Swire Pacific Ship Management Ltd

太古船務管理有限公司 陸馮艷桃女士

Vocational Training Council – Transport Logistics Training Board (TLTB)

Mr. Emil Lai, Orient Overseas Container Line Ltd

職業訓練局 – 物流貨運業訓練委員會

東方海外貨櫃航運有限公司 黎祥光先生

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新會員天地



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**The Irish Maritime
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Shipping Development
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American Bureau of Shipping (HK) Ltd
美國驗船協會

Anglo-Eastern Ship Management Ltd
中英船務代理有限公司

Aon Hong Kong Ltd
怡安保險顧問有限公司

BNP Paribas Hong Kong Branch
法國巴黎銀行

Bureau Veritas
法國國際驗檢局

China Navigation Co Ltd, The (Swire Group)
太古輪船有限公司

Credit Agricole Asia Shipfinance Limited
東方匯理亞洲船務融資有限公司

Det Norske Veritas AS
挪威船級社

Fairmont Shipping (H.K.) Ltd
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隆星航業有限公司

Hongkong and Shanghai Banking Corpn Ltd,
The Transport Services and Infrastructure, Corporate Banking
香港上海匯豐銀行

HUD Group
香港聯合船塢集團

International Maritime Carriers Ltd
萬邦航運有限公司

Interocean Shipping Co Ltd
海洋船務有限公司

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金山輪船國際有限公司

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Lloyd's Register Asia
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MAN Diesel & Turbo Hong Kong Ltd

Marsh (Hong Kong) Ltd
達信風險管理及保險服務(香港)有限公司

Mayer Brown JSM
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新亞船務有限公司

Nippon Kaiji Kyokai
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Oak Maritime (HK) Inc Ltd
和合航業(香港)有限公司

PricewaterhouseCoopers
羅兵咸永道有限公司

Richards Hogg Lindley
國際理霍海損理算事務所

RINA Hong Kong Branch Office
意大利船級社

Shun Tak - China Travel Shipping Investments Ltd
信德中旅船務投資有限公司

Tai Chong Cheang Steamship Co (H.K.) Ltd
泰昌祥輪船(香港)有限公司

Taiship Development Ltd
泰山航運有限公司

Teh Hu Cargocean Management Co Ltd
德和海運管理有限公司

Unique Shipping (H.K.) Limited
懋德航運(香港)有限公司

Univan Ship Management Ltd
聯運船務管理有限公司

Valles Steamship Co Ltd
萬利輪船有限公司

Wah Kwong Shipping Holdings Ltd
華光航業控股有限公司

Wallem Group Ltd
華林集團有限公司

Wartsila China Ltd
瓦錫蘭中國有限公司

West of England Insurance Services (Luxembourg) S.A.
西英倫保險服務(盧森堡)有限公司

Membership List

會員錄

Shipowners, Ship Managers, Ship Operators

船東、船舶經營公司及船舶管理公司

Anglo-Eastern Ship Management Ltd
中英船舶管理公司

Asia Maritime Pacific (Hong Kong) Ltd
安貝海運(香港)有限公司

Bernhard Schulte Shipmanagement (Hong Kong) Ltd Partnership
貝仕船舶管理(香港)有限責任合夥公司

Bocimar Hong Kong Limited

Boconti Hong Kong Limited

Chellaram Shipping (Hong Kong) Ltd

China LNG Shipping (International) Co Ltd
中國液化天然氣船務(國際)有限公司

China Merchants Energy Shipping (Hong Kong) Company Limited
招商局能源運輸(香港)有限公司

China Merchants Group Ltd
招商局集團有限公司

China Navigation Co Ltd, The (Swire Group)
太古輪船有限公司

China Shipping (H.K.) Marine Co Ltd
中海(香港)航運有限公司

Chinese Maritime Transport (Hong Kong) Ltd
香港中國航運有限公司

Cido Shipping (H.K.) Co Ltd

COSCO (H.K.) Shipping Co Ltd
中遠(香港)航運有限公司

Delphis HK Limited

Euronav Hong Kong Limited

Exmar Hong Kong Limited

Fairmont Shipping (H.K.) Ltd
東昌航運(香港)有限公司

Fenwick Shipping Services Ltd
鋒偉船務有限公司

Feoso Oil Ltd
東方石油有限公司

Fleet Management Ltd

Flying Leaf Shipping Ltd
飛力船務有限公司

GMT Shipping (HK) Ltd
香港通用航運有限公司

Grand Seatrade Shipping Company Ltd
隆星航業有限公司

Greathorse Shipping Holdings Ltd

HUD Group
香港聯合船塢集團有限公司

International Maritime Carriers Ltd
萬邦航運有限公司

Interocean Shipping Co Ltd
海洋船務有限公司

Island Navigation Corporation International Ltd
金山輪船國際有限公司

Jinhui Shipping and Transportation Limited
(Member of the Jinhui Group)
金輝航運有限公司(金輝集團成員)

KC Maritime Ltd

Max Glory Enterprise Limited
百輝企劃有限公司

Metropolis Cruise Co. Limited
大都會郵輪有限公司

New Asian Shipping Company Limited
新亞船務有限公司

North China Shipping Holdings Co Ltd
北方船務控股有限公司

Oak Maritime (HK) Inc Ltd
和合航業(香港)有限公司

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Ocean Line Holdings Limited
遠航集團有限公司

Orient Overseas Container Line Ltd
東方海外貨櫃航運有限公司

OSM Maritime Services Ltd

Pacific Basin Shipping (HK) Ltd
太平洋航運(香港)有限公司

Parakou Shipping Ltd
巴拉歌船務有限公司

Santana Shipping Services Ltd

Seaspan Corporation

Setaf-Saget

Shun Tak - China Travel Shipping Investments Ltd
信德中旅船務投資有限公司

Sinotrans Shipping Ltd
中外運航運有限公司

Standard Chartered Leasing Group Limited

Star Cruises (HK) Ltd
麗星郵輪香港有限公司

Tai Chong Cheang Steamship Co (H.K.) Ltd
泰昌祥輪船(香港)有限公司

Taiship Development Ltd
泰山航運有限公司

Teh Hu Cargocean Management Co Ltd
德和海運管理有限公司

The Caravel Group Limited

Union Apex Mega Shipping Ltd
聯合佳成船務有限公司

Unique Shipping (H.K.) Limited
懋德航運(香港)有限公司

Univan Ship Management Ltd
聯運船務管理有限公司

V Ships (Hong Kong) Limited
威仕船務(香港)有限公司

Valles Steamship Co Ltd
萬利輪船有限公司

Vision Ship Management Limited
維新船舶管理有限公司

Wah Kwong Shipping Holdings Limited
華光航業控股有限公司

Wallem Group Ltd
華林集團有限公司

Wealth Ocean Services Ltd
裕洋服務有限公司

Classification Societies, Consultants, Surveyors 船級社、顧問公司及驗船行

American Bureau of Shipping
美國船級社

Bureau Veritas
法國國際驗檢局

China Classification Society Hong Kong Branch
中國船級社香港分社

DNV GL AS

Korean Register of Shipping, Hong Kong Office

Lloyd's Register Asia
勞氏船級社 - 亞洲

Nippon Kaiji Kyokai
日本海事協會

Peter Cheng Naval Architect & Marine Consultant Ltd
海洋技術顧問有限公司

RINA Hong Kong Limited
意大利船級社

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Membership List

會員錄

Marine Equipment Suppliers, Shipbuilders, Repairers and Engine Builders

船用設備供應商、船廠、修船公司及航海機器製造商

ABB Turbo Systems (Hong Kong) Ltd

China Rongsheng Heavy Industries Group Holdings Ltd
中國熔盛重工集團控股有限公司

China Shipbuilding & Offshore International (HK) Co Ltd
中國船舶重工國際貿易(香港)有限公司

Chugoku Marine Paints (HK) Ltd
中國塗料(香港)有限公司

D.S. Marine Limited

Hai Cheung Trading Co. (HK) Ltd
香港海翔有限公司

Harding Safety Hong Kong Limited

Hempel (China) Ltd
赫普(中國)有限公司

Imtech Marine China Ltd
茵泰荷中國有限公司

Jotun COSCO Marine Coatings (HK) Ltd
中遠佐敦船舶塗料(香港)有限公司

Kawasaki Heavy Industries (HK) Ltd
川崎重工業(香港)有限公司

KCC Corporation
金剛高麗化學株式會社

MAN Diesel & Turbo Hong Kong Limited

Marinequip China Co Ltd
泛華設備有限公司

Wartsila China Ltd
瓦錫蘭中國有限公司

Wilhelmsen Ships Service Ltd
威爾森船舶服務有限公司

Marine Insurance – Underwriters, P&I Representatives, Average Adjusters and Brokers

海運保障 – 承保公司、保賠協會、理算行及保險顧問公司

A. Bilbrough & Co Ltd

Aon Hong Kong Ltd
怡安保險顧問有限公司

AXA Corporate Solutions Assurance, Hong Kong Branch

Catlin Hong Kong Limited
凱林香港有限公司

China P&I Services (Hong Kong) Ltd
中國保賠服務(香港)有限公司

Cooper Gay (Hong Kong) Ltd
庫柏蓋伊

COSCO (Hong Kong) Insurance Brokers Ltd
中遠(香港)保險顧問有限公司

CTX Special Risks Ltd
誠品保險顧問有限公司

FP Marine Risks Ltd
領航海上保險顧問有限公司

Gard (HK) Ltd

Houlder Insurance Brokers Far East Ltd
海達遠東保險顧問有限公司

Jardine Lloyd Thompson Limited
怡和保險顧問有限公司

Marsh (Hong Kong) Ltd
達信風險管理及保險服務(香港)有限公司

North of England P&I Association Ltd, The

QBE HongKong & Shanghai Insurance Ltd
昆士蘭聯保保險有限公司

Richards Hogg Lindley
國際理霍海損理算事務所

Skuld (Far East) Ltd

Steamship Mutual Management (Hong Kong) Ltd

Swedish Club Hong Kong Ltd, The

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The Britannia Steam Ship Insurance Association
(Hong Kong) Limited

Thomas Miller (Hong Kong) Ltd
托馬斯米勒(香港)有限公司

West of England Insurance Services (Luxembourg) S.A.
西英倫保險服務(盧森堡)有限公司

Willis Hong Kong Ltd
韋萊香港有限公司

Marine Law – Lawyers, Arbitrators and Claims Consultants

海運法規 – 律師行、仲裁行及索賠顧問公司

Brenda Chark & Co

C Solutions (Asia) Limited

Clifford Chance
高偉紳律師行

Clyde & Co
其禮律師行

DLA Piper Hong Kong
歐華律師事務所

Holman Fenwick Willan
夏禮文律師行

Howse Williams Bowers

Ince & Co

Keesal, Young & Logan, LLP
奇術揚洛根律師行

Laracy & Co.
戴偉誠律師行

Mayer Brown JSM
孖士打律師行

Norton Rose Fulbright Hong Kong
諾頓羅氏富布萊特

Philip Yang & Co Ltd

Reed Smith Richards Butler
禮德齊伯禮律師行

Stephenson Harwood
羅夏信律師事務所

Troutman Sanders
長盛國際律師事務所

Watson, Farley & Williams LLP
in association with Lau, Leong & Co.
華盛國際律師事務所與劉梁律師行聯合經營

Ship Finance – Bankers, Financiers

船舶融資 – 銀行、融資公司

ABN AMRO Bank N.V.
荷蘭銀行

Bank of China (Hong Kong) Ltd
中國銀行(香港)有限公司

BNP Paribas Hong Kong Branch
法國巴黎銀行

Credit Agricole Asia Shipfinance Limited
東方匯理亞洲船務融資有限公司

Credit Suisse AG, Hong Kong Branch
瑞士信貸銀行股份有限公司香港分行

DVB Group Merchant Bank (Asia) Ltd

The Hongkong and Shanghai Banking
Corporation Ltd
香港上海匯豐銀行

HSH Nordbank AG, Hong Kong
Representative Office
德國北方銀行香港代表辦事處

Sumitomo Corporation (Hong Kong) Ltd
住友商事香港有限公司

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Membership List

會員錄

Ship Registration, Port Authorities

船舶註冊 / 港口當局

Bahamas Maritime Authority

Director of Marine, Marine Department, HKSARG
香港特別行政區政府海事處處長(名譽會員)

Economic & Commercial Office of
Panama in Hong Kong

International Registries (Far East) Ltd
(The Marshall Islands Registry)
國際船舶註冊(遠東)有限公司
(馬紹爾群島註冊處)

LISCR (Far East) Ltd
利比里亞國際船舶及公司註冊有限公司

Shipbrokers, Sale and Purchase Brokers

船舶經紀 / 船舶買賣經紀

Arrow Asia Shipbrokers Ltd
箭亞船舶經紀有限公司

Bancosta (Oriente) Ltd
奔達東方

Clarkson Asia Ltd
亞洲佳信(香港)船務經紀

Click Maritime Limited

Cosmos Shipbroking (HK) Ltd
環宇船舶經紀(香港)有限公司

CPN International Ltd

Eastern Horizon Shipbrokers Ltd
海拔船業經紀有限公司

Gibson (Asia) Ltd

Larsson Shipping (HK) Limited

Mitsui & Co (H.K.) Ltd
三井物產(香港)有限公司

Rodskog Shipbrokers Ltd

Seamaster Chartering Limited
精英租船有限公司

Simpson Spence & Young Hong Kong Ltd

South Express Ltd
南運有限公司

Other Services to Shipping

其他航運相關服務行業

AlixPartners Ltd

Beibu Gulf Ocean Shipping (Group) Ltd
北部灣遠洋集團有限公司

BMT Asia Pacific Ltd
彼安托亞太顧問有限公司

BP Hong Kong Ltd
碧辟香港有限公司

Brookes Bell Hong Kong Limited

Century Shipping Services Ltd
世紀海運服務有限公司

China United Shipbuilding Co Ltd
華聯船舶有限公司

Department of Logistics & Maritime Studies,
The Hong Kong Polytechnic University
香港理工大學物流及航運學系

Eight Ships Limited

Fratelli Cosulich (HK) Ltd
高素理兄弟(香港)有限公司

Griffin Travel (HK) Ltd

Gulf of Aden Group Transits Limited

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Other Services to Shipping

其他航運相關服務行業

Gulf Oil Marine Ltd
海灣石油船舶有限公司

Hong Kong Qianhe Shipping (Group) Co Ltd
香港千和船務(集團)有限公司

Instone International (Hong Kong) Limited

ITOCHU Hong Kong Ltd
伊藤忠商事(香港)有限公司

Jade Ship Management Ltd
翡翠船舶管理有限公司

K Line (HK) Ltd
川崎(香港)有限公司

KPMG
畢馬威會計師事務所

London Offshore Consultants (Hong Kong) Ltd

LWJ Ship Engineering (Hong Kong) Co Ltd
利萬家船舶工程(香港)有限公司

Maersk Shipping Hong Kong Ltd
馬士基香港船舶管理有限公司

Mitsubishi Corporation (Hong Kong) Ltd
香港三菱商事會社有限公司

MOL Liner Limited

MTI Network (Asia)

MUR Shipping BV, Hong Kong Branch

Noble Group Ltd

NS United Shipping (H.K.) Co., Limited
新和日鐵聯合海運(香港)有限公司

NYK Line (H.K.) Ltd
日本郵船(香港)有限公司

Opielok Reederei GmbH c/o Australian
Offshore Consultancy Ltd. (Hong Kong)

OSRO China Ltd
行標環保有限公司

Pacific Bulk Logistics Ltd
亞太物流企業有限公司

Pacific Tycoon Limited

Penavico (HK) Ltd
泛遠船務(香港)有限公司

Pole Star Space Applications Ltd

PricewaterhouseCoopers
羅兵咸永道有限公司

Protection Vessels International Ltd

The Seatrade Organisation

Shanghai Fisheries (Group) Hong Kong Co Ltd
上海水產(集團)香港有限公司

Solace Global Maritime Limited

SpeedCast Limited

Total Lubricants Hong Kong Ltd
道達爾潤滑油有限公司

Unigas International Limited

Woodsford Shipping & Trading Co Ltd
五福船務貿易有限公司

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Fleet Statistics

會員船隊資料

Vessels and Tonnage by Register Owned,
Managed and/or Operated by Members
as at 1 December 2013

截至 2013 年 12 月 1 日會員擁有或
管理的船舶註冊分佈情況

Register 註冊地	Number Of Ships 艘數	Deadweight 載重噸	Gross Tonnage 總噸
Antigua & Barbuda 安提瓜和巴布達	1	13,760	9,966
Bahamas 巴哈馬	35	2,274,266	1,415,326
Barbados 巴巴多斯	5	170,948	104,185
Belgium 比利時	18	2,870,858	1,504,416
Belize 伯利茲	2	15,681	10,460
British (Bermuda) 英國(百慕達)	17	875,674	678,529
British (Gibraltar) 英國(直布羅陀)	17	547,362	458,963
British (Isle Of Man) 英國(馬恩島)	8	210,503	162,562
British (UK) 英國	25	2,591,403	1,474,703
Canada 加拿大	1	28,418	20,236
Cayman Islands 開曼群島	3	126,575	133,152
China (PRC) 中國	7	45,195	29,548
Chinese Taipei 中華台北	1	53,390	32,505
Cook Islands 庫克群島	2	541,445	304,042
Curaçao 庫拉索	18	720,801	555,137
Cyprus 塞浦路斯	7	319,512	269,419
Denmark 丹麥	3	144,234	90,381
Germany 德國	1	3,180	3,150
Hong Kong 香港	1,058	75,161,082	44,669,680
India 印度	3	54,052	34,948
Indonesia 印尼	68	532,304	323,161
Italy 意大利	18	1,267,997	975,835
Liberia 利比里亞	95	10,000,180	5,778,460
Malaysia 馬來西亞	4	239,210	144,650
Malta 馬爾他	8	611,823	399,199
Marshall Islands 馬歇爾群島	163	10,041,176	5,802,336
Netherlands 荷蘭	1	117,000	91,784
Norway (NIS) 挪威	33	1,924,940	1,112,241
Panama 巴拿馬	270	15,394,195	11,451,977
Philippines 菲律賓	8	234,261	357,691
Singapore 新加坡	120	11,059,106	6,245,631
St. Vincent 聖文森	1	23,257	18,360
Thailand 泰國	25	11,191	3,373
Grand Total 總數：	2,046	138,224,978	84,666,006



**Vessels and Tonnage by Ship Type Owned,
Managed and/or Operated by Members
as at 1 December 2013**

截至 2013 年 12 月 1 日會員擁有或
管理的船舶種類分佈情況

Ship Type 註冊地	Number of Ships 艘數	Deadweight 載重噸	Gross 總噸
Bulk Carrier 散貨船	1,030	84,825,270	46,332,892
Car Carrier 載車船	68	546,218	3,040,301
Cement Tanker 水泥船	8	126,343	80,720
Chemical Tanker 化學品船	118	3,706,174	2,342,765
Container Ship 貨櫃船	217	10,180,552	9,106,734
Dredger 挖泥船	2	15,681	10,460
Ferry 渡輪	31	556	13,727
Floating Dock 浮塢	7	541,445	331,788
Forest Products 森林產品船	23	1,205,630	1,004,136
Fso 浮動儲油與卸油	1	56,906	43,686
General Cargo 乾貨船	46	836,946	610,064
Heavy Lift 重吊	19	893,926	693,080
Lng Ship 液化天然氣船	6	495,705	587,423
Lpg Ship 液化汽船	59	1,768,110	1,613,875
Multi-Purpose 多用途船	1	13,804	9,998
Obo 油礦石船	1	28,418	20,236
Offshore Support 離岸支援	2	6,400	5,842
Others 其它	3	12,537	19,885
Passenger/Cruise 客輪、遊輪	24	12,546	60,972
Pipe Laying Barge 鋪管船	2	77,164	62,016
Product Tanker 產品油輪	79	4,141,502	2,778,123
Reefer 冷凍船	7	71,683	71,932
Research Ship 調查船	1	3,180	3,150
Ro-Ro 滾裝船	13	185,392	513,828
Tanker 油輪	196	28,222,208	15,171,291
Tug 拖輪	81	241,334	119,131
Yacht Carrier 遊艇運輸船	1	9,348	17,951
Grand Total 總數：	2,046	138,224,978	84,666,006

Seafarers Employed by Owners and Managers

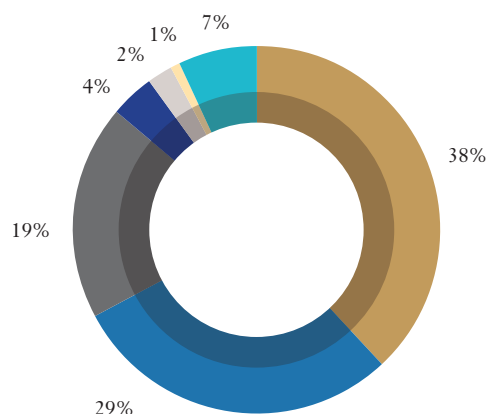
船東和管理公司僱用的船員情況

Nationality of Officers

The Nationality of Officers on Members' ships shows a decrease in Filipino officers, with a significant increase in PRC officers. We do not receive all reports of nationalities of crew from all members, so the changes could well be due to data errors.

December 2013

2013 年 12 月

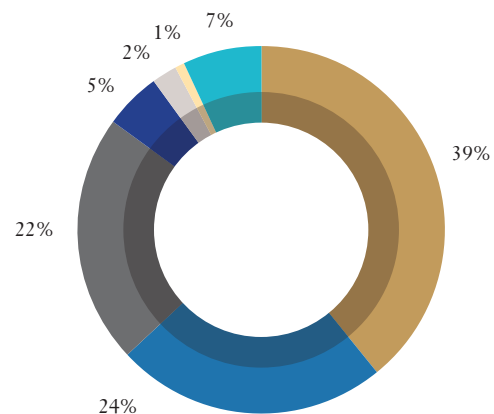


高級船員國籍分配

跟去年相約，印度的高級船員數量下跌，而中國船員數量明顯地上升。今年因未能收集所有會員的報告，所以結論會有所偏差。

December 2012

2012 年 12 月

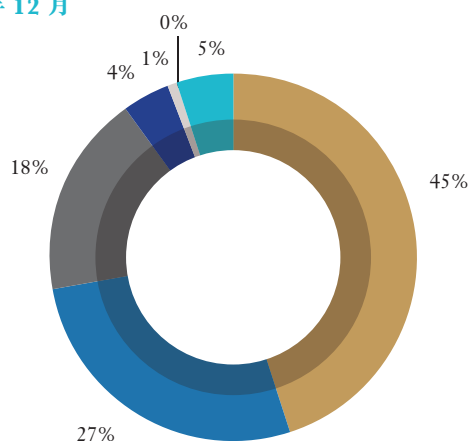


Nationality of Ratings

The Nationality of Ratings shows an increase in Indian and PRC ratings, with a decrease in Filipino ratings. The number of Hong Kong ratings continues to decline, and is now statistically insignificant.

December 2013

2013 年 12 月

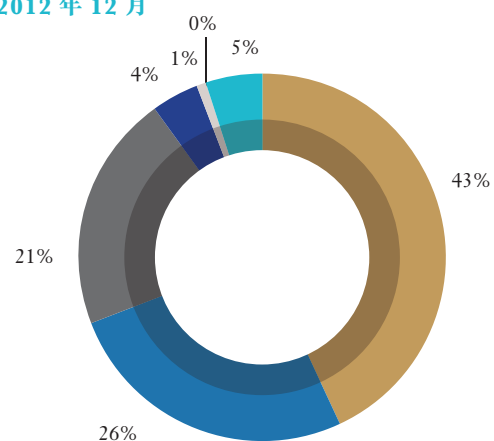


普通船員國籍分配

印度及中國籍的普通船員數量增加，而菲律賓船員數量則下降。香港船員數量仍然繼續向下調，數量接近零。

December 2012

2012 年 12 月





Promotion within the Association

船東會的推廣活動

The opportunity to promote ideas, services or products to the membership within the Association is made available as follows:

Informal Afternoon Seminars

These are arranged for members to attend cost-free and are held at various hotel venues or conference centres, usually twice per month. They last for about one hour and usually start at 4.30pm. A wide variety of topics are covered and presentations by non-members are also welcomed. To arrange such functions about two months lead time is preferable. Our staff welcome all suggestions regarding topics and speakers.

The venue is able to be equipped with a microphone, speaker's lectern, video projection equipment, and slide projector if required. Seating can be varied for groups of 50 to 100 people. Attendance records are kept which will be made available if requested afterwards. The distribution of descriptive handout materials is encouraged. For further information, please contact the Association's Assistant Director.

Association Lunches

These are intended for attendance by as many members as possible. Numbers vary from 100-150 people and a lunch-time address is given by a Guest of Honour, frequently from overseas. The functions are held almost every month and the cost is shared by those who attend. A commitment with the Guest of Honour is usually made many months in advance.

The Association's staff are experienced in making all arrangements for such major functions and these may even be hosted by non-members' organizations for promotional purposes. The press and other media are usually invited to a Press Conference afterwards, and non-member guests are made welcome.

Executive Committee Lunches

These are exclusive and arranged as required for the Committee to receive important overseas visitors or officials who are not seeking full membership contact. A brief informal pre-lunch address from such guests is always welcomed.

Casual Lunches

These can be arranged by our office staff for the benefit of non-members upon request to make introductions in a neutral environment to prospective contacts within the membership with a view to fostering new business.

For further information about any of these functions and activities, you are cordially invited to contact the Association's Staff.

協會通過下列形式為會員提供多元化服務及推廣活動：

學術研討會

該類研討會通常每月在會址鄰近酒店或會議中心舉辦兩次，下午 4 時 30 分開始。共約一小時，此項免費服務，只供會員使用。研討會的討論題目不限，也可安排非協會會員作演講。

本會可免費提供研討會所需設備，包括話筒、演講台、影像放映機及幻燈機。會場可根據需要容納 50-100 人不等，演講人如能提供講稿更佳。如欲舉辦此類研討會，請提前兩個月與本會助理執行董事聯絡。

午餐會

此類午餐會歡迎會員踴躍參加，人數一般在 100 至 150 人不等。通常邀請海外嘉賓在席間作發言。午餐會每月舉行一次，費用由與會者分攤。一般情況下，協會在數月前就擬定邀請嘉賓落實邀請事宜。

協會工作人員在安排午餐方面積累了豐富的經驗。午餐會也可由非會員組織安排，作推廣用途。午餐會通常邀請新聞媒介參加會後舉辦的記者會，非會員也可參加。

執委員午餐會

此類午餐會範圍較小，特為那些海外的要人及政要舉行，會前嘉賓一般會作簡短發言。

隨意午餐

此類活動通常由協會工作人員安排，特為非會員公司欲結識船東會會員以發展生意往來而設。

如需了解有關詳情，請聯絡協會工作人員。

Membership Requirements and Secretariat Contact Details

入會資格及秘書處人員聯絡方式

Membership applications are considered from companies that have a registered business in Hong Kong connected with shipping.

There are two categories of membership. Ordinary membership for shipowners, shipmanagers and ship operators, and Associate membership for all others.

Both categories of membership attend all Association functions and receive all Association notices and material except for those in which it is judged the Associate members may not be interested, although they are welcome to have them upon request.

Associate members are not entitled to vote on resolutions at general meetings – for example, on the election of the Chairman they are invited to express their opinions but not to vote.

Every applicant must be sponsored by two members, of which one must be an Ordinary member. The Executive Manager is glad to assist applicants in completing their sponsorship arrangements.

On acceptance for membership there is an initial Entrance Fee of HK\$1,000, and monthly subscriptions for Ordinary members are HK\$5,375 and for Associate members HK\$2,350.

Membership subscriptions for both Ordinary and Associate members are to be paid either annually in April, or monthly by a bank's 'Standing Instruction' (S.I.).

Pro-rata refund of pre-paid annual payment can be arranged should a member resign during the year (such refund will be based on Article 11 – Resignation Requirement – of the Memorandum and Articles of Association).

A Membership Application Form is printed on page 83-84 for interested parties. Further information is available from the Executive Manager.

本會僅接受在香港註冊的與航運有關的公司為會員。

會員分兩種類別：

(一) 正式會員：船東、船舶管理、經營及代理公司。

(二) 附屬會員：其他與航運有關之行業。
兩種會員均可參加本會舉辦的各種活動，接收本會編發的通告和根據會員類別接收有關航運資訊。

附屬會員不能在全體會員大會上就所有議案進行表決。例如，他們在選舉本會主席時，僅可表達意願，但無選舉權。

申請者需經兩位會員提議，其中一位必須是正式會員，本會執行經理樂意就此提供協助。

入會申請獲批准後，申請者需繳付入會費港幣 1,000 元及該月會費。現正式會員月費為港幣 5,375 元，附屬會員為港幣 2,350 元。

正式會員和附屬會員的會費可以採用每年四月付一年年費或每月自動銀行轉賬的方式支付。會員如果在本年度內退會，所付的一年會費將按比例退回（會費退付須符合船東會章程第 11 款“退會要求”的有關規定）。

入會申請表印製於本年刊第 83-84 頁。其他詳情，可向本會執行經理查詢。

Secretariat Contact Details

The Hong Kong Shipowners Association

Address: 12th Floor, Queen's Centre
58 Queen's Road East
Wanchai, Hong Kong

Telephone: (852) 2520-0206
Facsimile: (852) 2529-8246
E-mail: hksoa@hksoa.org.hk
Web Site: www.hksoa.org.hk

Secretariat:
Arthur Bowring, Managing Director
Gilbert Feng, Assistant Director
Peggy Kan, Executive Manager
Harry Chu, Communications Officer

秘書處人員聯絡方式

香港船東會

地址：香港灣仔
皇后大道東 58 號
帝后商業中心 12 樓

電話：(852) 2520-0206
傳真：(852) 2529-8246
電子郵件：hksoa@hksoa.org.hk
網站：www.hksoa.org.hk

秘書處人員：
包榮先生，執行董事
馮佳培先生，助理執行董事
簡佩薇小姐，執行經理
朱在行先生，電腦系統支援主任

HKSOA is committed to protecting the environment.
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香港船東會肩負起推廣環保用紙的使命。
這份年刊採用FSC™認證紙張及大豆油墨印製。

Membership Application Form

入會申請表

To The Executive Committee
The Hong Kong Shipowners Association
12th Floor, Queen's Centre
58 Queen's Road East, Wanchai
Hong Kong

This may be either mailed or
faxed to : (852) 2529-8246

Dear Sirs,

We desire to become an Ordinary/Associate* Member of the Hong Kong Shipowners Association Limited, and in the event of our being elected to such membership we hereby agree to be bound by the Memorandum and Articles of Association, and to abide by any rules and regulations of the Association for the time being in force.

We are a company registered in _____ (place) in _____ (year)
and our principal business is _____
we own/and or* manage _____ vessels aggregating _____ dwt.

We attach herewith brief introduction of our company, a copy of our Business Registration Certificate and a list of our Directors.

We nominate (1) Mr./Ms.* _____ (2) Mr./Ms*. _____
and/or* (3) Mr./Ms.* _____ (4) Mr./Ms*. _____
to represent us at any meeting called by the Association.
For future co-ordination, please address all your circulars and notices to our chief representative named as (1) above.

Our full name is : _____ (English)
_____ (Chinese)

Address : _____

Telephone** : _____ Fax** : _____

Website : _____ Email** : _____

Signature and company chop : _____

Title : _____ Date: _____

We, the undersigned, are well acquainted with the above named Application Company and consider the same to be in every respect eligible to become an Ordinary/Associate* Member of the Association.

Proposer

Secondor

* Please strike out that which does not apply.

** Please give general line numbers.

Membership Application Form

入會申請表

致：香港船東會執行委員會
香港船東會
香港灣仔皇后大道東 58 號
帝后商業中心 12 樓

請填妥表格後寄回本會或
傳真致 (852) 2529-8246

本公司現申請加入香港船東會，成為正式 / 附屬會員 *。申請一旦獲得批准，本公司同意遵守「香港船東會章程」並受船東會的規章約束。

本公司在 _____ 註冊，公司的主要業務是 _____。

本公司擁有或管理的船舶數為 _____ 艘，共計載重噸為 _____。

本公司簡介、董事會成員名單及商業登記証副本見附件。

本公司現委任 (1) * _____ 先生 / 女士 (2) * _____ 先生 / 女士
(3) * _____ 先生 / 女士 (4) * _____ 先生 / 女士

為本公司之聯絡人，今後船東會的有關通訊資料，請直接送交本公司上述 (1) 之首席代表。

本公司全稱：_____ (英文)
_____ (中文)

地址：_____

電話 **：_____ 傳真 **：_____

網站：_____ 電子郵件 **：_____

簽署加公司蓋章：_____

職務：_____ 日期：_____

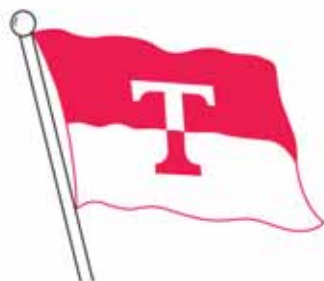
本人 (本署) 認為上述公司完全符合成為船東會正式 / 附屬會員 * 的條件。

推薦人

第二推薦人

* 請刪去不適用處

** 請填寫公司總機號碼



TCC GROUP



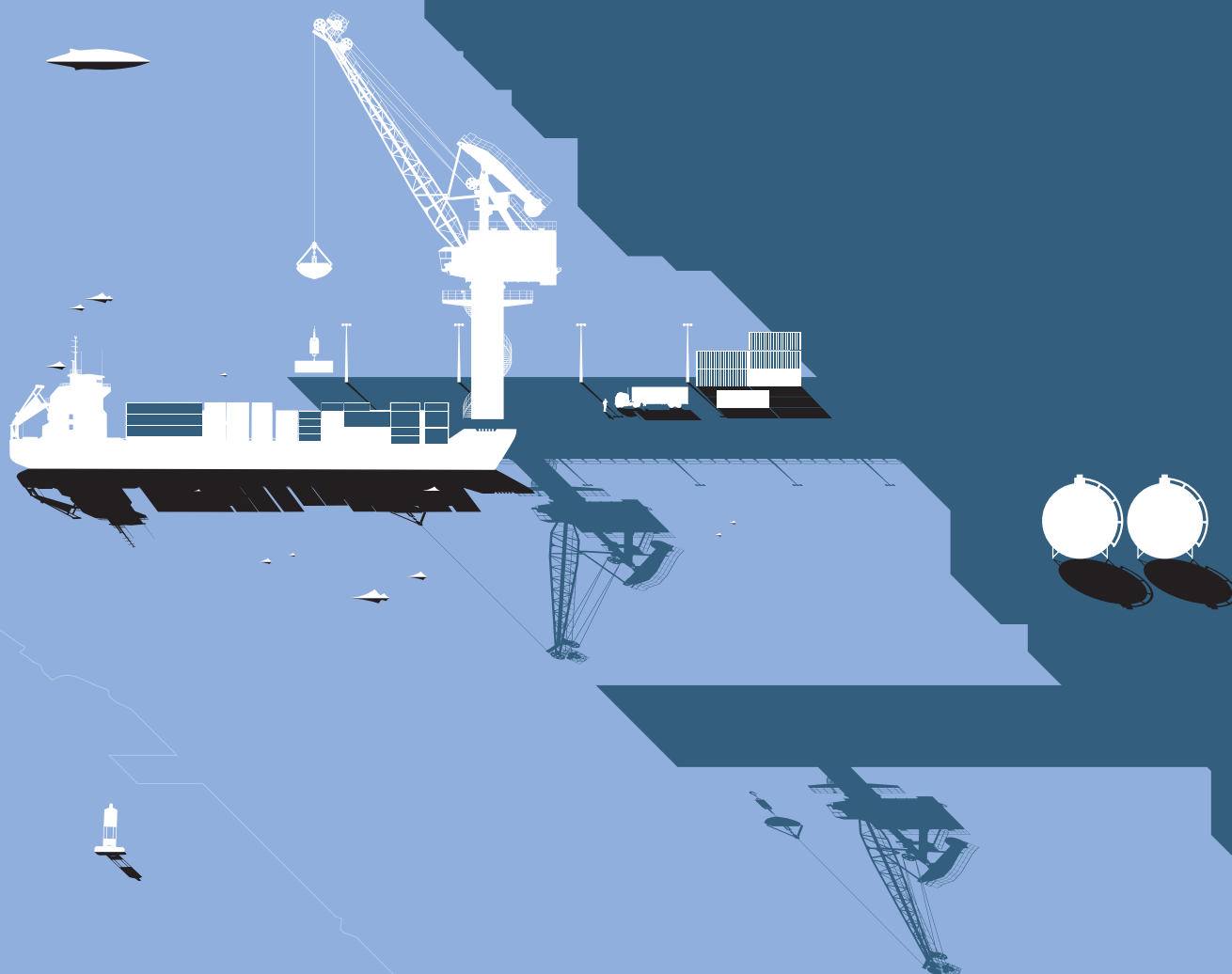
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