



年刊 YEAR BOOK 2021-2022



VALLES STEAMSHIP CO., LTD.

www.vallesgroup.com

HONG KONG

Valles Steamship Co., Ltd.
Room 6810-11, 68th Floor, The Center,
99 Queen's Road Central,
Hong Kong, China.
Telephone: (852) 2877 9189
Facsimile: (852) 2868 4014
E-Mail: hongkong@vallesfleet.com

VANCOUVER

Valles Steamship (Canada) Ltd.
#1160 Guinness Tower,
1055 West Hastings Street,
Vancouver, B.C. V6E 2E9, Canada.
Telephone: (604) 687 3288
Facsimile: (604) 687 0833
E-Mail: vancouver@vallesfleet.com

MUMBAI

Valles India Tech- Services Pvt. Ltd.
304-305 Oberoi Chamber II,
645/646, New Link Road,
Andheri West, Mumbai 400053, India.
Telephone: (91-22) 6864 2189
E-Mail: mumbai@vallesfleet.com

SHANGHAI

Valles Steamship Co., Ltd.
Shanghai Representative Office
Room 1603, 16th Floor,
Shanghai Times Square Office Building,
93 Huai Hai Zhong Road, Shanghai 200021, China.
Telephone: (86-21) 6445 9993 / 6472 1849
E-Mail: shanghai@vallesfleet.com



1	Contents 目錄	97	Activity Statistics 2021 - 2022 活動統計 2021 - 2022
2	Appreciation 鳴謝	98	Association Sub-committees 香港船東會各分委會
3	Welcome Message 歡迎詞	101	Asian Shipowners' Association 亞洲船東協會
5	The Hong Kong Shipowners Association 香港船東會	103	ASA Ship Insurance & Liability Committee 亞洲船東協會 - 船舶保險和責任 委員會
7	Chairman's Annual Report 2021 2021 主席年度報告	105	HKSOA Representation on External Committees, Statutory Boards and Advisory Bodies 香港船東會出任外界組織的代表
15	Association Annual Review 2021 2021 協會年度回顧	106	New Members Corner 新會員天地
43	Greater Bay Maritime Forum 大灣區國際航運論壇	107	HKSOA 30 Year Club 入會三十年會員名單
49	The Shipping Industry Market Review 航運界市場回顧	108	Membership List 會員錄
51	Honours and Awards 授勳及嘉獎	112	Fleet Statistics 會員船隊資料
54	Previous Chairmen and Secretaries / Managing Directors 歷任主席及秘書長 / 董事總經理	114	Seafarers Employed by Owners and Managers 船東和管理公司僱用的船員情況
56	Executive Committee 執行委員會	116	Membership Requirements and Secretariat Contact Details 入會資格及秘書處聯繫方式
59	Hong Kong Maritime Museum 香港海事博物館	117	Membership Application Form 入會申請表
71	International Chamber of Shipping (China) Liaison Office 國際航運公會中國辦事處		
79	Association Events 年度活動		
81	Association Activities 活動剪影		

We would like to thank the following member companies who kindly supplied us with photographs
協會對以下為本刊提供相片的會員公司表示謝意

Anglo-Eastern Univan Group 中英聯運集團	KC Maritime Hong Kong Limited	Pacific Basin Shipping (HK) Limited 太平洋航運 (香港) 有限公司
Brookes Bell Hong Kong Limited	LISCR (Far East) Limited 利比里亞國際船舶及公司註冊有限公司	Tai Chong Cheang Steamship Co (H.K.) Ltd 泰昌祥輪船 (香港) 有限公司
China Merchants Energy Shipping Co., Ltd. 招商局能源運輸股份有限公司	MAN Energy Solutions Hong Kong Limited	Valles Steamship Co., Ltd 萬利輪船有限公司
Chellaram Shipping (Hong Kong) Ltd	Norsepower Asia Pacific Limited	Wallem Group Ltd 華林集團有限公司
Fleet Management Limited	Orient Overseas Container Line Ltd 東方海外貨櫃航運有限公司	

We would also like to record our appreciation to the following companies and organisations
who kindly placed advertisements in this Year Book
本會對下列在本刊登載廣告的公司及機構表示謝意

American Bureau of Shipping 美國船級社	Hill Dickinson Hong Kong 希德律師行	Pricewaterhouse Coopers 羅兵咸永道有限公司
Anglo-Eastern Univan Group 中英聯運集團	Holman Fenwick Willan 夏禮文律師行	Reed Smith Richards Butler 禮德齊伯禮律師行
Arrow Asia Shipbrokers Ltd 箭亞船舶經紀有限公司	Hong Kong Maritime and Port Board 香港海運港口局	Richards Hogg Lindley 國際理霍海損理算事務所
ATPI Travel (Hong Kong) Limited	Hong Kong Maritime Museum 香港海事博物館	Seaspan Corporation
Baltic Exchange 波羅的海交易所	International Maritime Carriers Ltd 萬邦航運有限公司	StormGeo Limited 啟濤國際科技有限公司
BG Shipping Co., Limited 北港航運有限公司	International Chamber of Shipping 國際航運公會	Swire Bulk
Bureau Veritas 法國國際驗檢局	Invest Hong Kong 投資推廣署	Swire Shipping Pte Ltd 太古輪船有限公司
Chellaram Shipping (Hong Kong) Ltd	Irwin Group 伊榮集團	Tai Chong Cheang Steamship Co (H.K.) Ltd 泰昌祥輪船 (香港) 有限公司
China Merchants Energy Shipping Company Limited 招商局能源運輸股份有限公司	Island Navigation Corporation International Ltd 金山輪船國際有限公司	Tamar Ship Management Ltd
Chinese Maritime Transport (Hong Kong) Ltd 香港中國航運有限公司	KC Maritime Hong Kong Limited	Taylor Maritime (HK) Ltd
Chugoku Marine Paints (HK) Ltd 中國塗料 (香港) 有限公司	Keesal, Young & Logan 奇術揚洛根律師行	Teh-Hu Cargocean Management Co., Ltd 德和海運管理有限公司
Clarksons Platou Asia Limited	LG Marine Services (Hong Kong) Co Ltd 魯顧船務 (香港) 有限公司	The Caravel Group Limited 拓維集團
CLP Holdings Limited 中電控股有限公司	LISCR (Far East) Limited 利比里亞國際船舶及公司註冊有限公司	The London P&I Club
COSCO Shipping (Hong Kong) Co., Limited 中遠海運 (香港) 有限公司	Maersk Shipping Hong Kong Ltd 馬士基香港船舶管理有限公司	Thomas Miller (Hong Kong) Limited 托馬斯米勒 (香港) 有限公司
Credit Agricole Asia Shipfinance Limited 東方匯理亞洲船務融資有限公司	Marine Department HKSAR 香港海事處	Tindall Riley (Britannia) Hong Kong Limited
CTX Special Risks Ltd 誠品保險顧問有限公司	Marlink	TotalEnergies Lubmarine Hong Kong Limited 道達爾能源船舶潤滑油香港有限公司
Department of Logistics & Maritime Studies, The Hong Kong Polytechnic University 香港理工大學物流及航運學系	Max Glory Enterprise Limited 百輝企劃有限公司	Valles Steamship Co., Ltd 萬利輪船有限公司
Fairmont Shipping (H.K.) Ltd 東昌航運 (香港) 有限公司	Neptune Robotics	Wah Kwong Maritime Transport Holdings Limited 華光海運控股有限公司
Fleet Management Limited	Orient Overseas Container Line Ltd 東方海外貨櫃航運有限公司	Wallem Group Ltd 華林集團有限公司
Gulf Oil Marine Ltd 海灣船舶石油有限公司	Pacific Basin Shipping (HK) Limited 太平洋航運 (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
		Zim Integrated Shipping 以星航運代理有限公司



Wellington Koo
顧之灝
Chairman

Welcome to the Hong Kong Shipowners Association Yearbook. Like the previous editions, this year book serves as a reference for members about the major work and achievements of the Association in the past year, and a guide to newcomers to the Hong Kong shipping industry about the broad range of services that our vibrant maritime community provides.

No doubt, we are still struggling in a world of Covid, a new world in which all business sectors, including the shipping sector, need to adapt and adjust. We are pleased to start seeing some hope, with many countries and ports opening up again and the clouds of the crew change crisis gradually dissipating. But we are concerned about the stringent travel, quarantine and social distancing restrictions in Hong Kong and some other parts of the world. While we are always ready to support government efforts to fight the virus, there must be an appropriate balance, in the longer-term, sustainable interests of all.

Notwithstanding the pandemic and the initial disruptions it caused for Association's usual operations, we have become more used to the new working patterns that have emerged. We have converted some in-person seminars and meetings into virtual ones; we have organized smaller, more focused delegation visits to the Mainland; and we have hosted networking events and social functions on a "manageable" scale. We are grateful for members' understanding and their continued support and loyalty to the Association.

Having been elected Chairman last November, I am committed to maintaining the core functions of the Association and pursuing its core objective – to promote and protect the interests of the industry on all fronts, adding value to members' operations. Therefore, we remain active, and indeed, pro-active in the local, national and global arenas. We remain dedicated to being the "Voice of Asia" in the various regulatory, policy and operational issues the industry is facing. We remain co-operative yet vocal in working with the authorities and regulators, and we remain efficient in addressing individual members' enquiries and concerns.

It is a great honour to lead and to serve the Association. I would like to thank all my peers who have devoted their valuable time, energy and resources to make things happen, despite the many challenges and difficulties. Very soon, the Association will be celebrating its 65th anniversary, with a number of special events and projects to enhance members networking, community engagement and international partnership. As always, we look forward to seeing many of you at the celebrations. This is a big family, and together, we can dream and do more.

歡迎您！一如既往，今年的香港船東會年刊為會員載錄了去年協會的工作和成就，同時讓香港航運業界的新晉，認識這個充滿活力的航運社群所提供的廣泛服務。

無疑我們仍在全球新冠肺炎疫情下掙扎。所有行業包括航運業，都要在新世界中適應和調整。可喜的是已漸見曙光，很多國家和港口重新開放；船員換班危機的陰霾亦逐漸消散。然而，我們對香港和其他一些地區實施的嚴格旅遊、檢疫隔離和社交距離等限制措施感到憂慮。協會向來支持香港特區政府為抗疫所付出的努力，但任何措施必須取得適當平衡，確保各方的長遠、可持續利益。

儘管疫情初期，協會的日常運作受到影響，但是對因而出現的新工作模式已慢慢習慣下來。協會把部份過往親身出席的研討會和會議轉為以虛擬形式進行；組織較小型但更聚焦的代表團到內地訪問；舉辦規模可控的聯誼和社交活動。協會十分感謝會員的理解和持續的支持。

自去年 11 月當選主席以來，我承諾會堅守協會的主要職能，實現願景 — 全方位為業界爭取和保障利益，為會員的營運增值。因此，協會於本地、國家和國際舞台上貫徹積極主動的作風，在業界面對監管、政策和營運方面的種種問題時，繼續努力擔當「亞洲聲音」。我們與當局和監管機構保持合作，勇於表達意見，並有效應對個別會員的查詢和疑慮。

我十分榮幸能夠領導協會，服務大家。感謝所有同儕，即使充滿挑戰和困難，也願意為實現協會願景而付出寶貴的時間、精力和資源。協會即將為慶祝成立 65 周年，將舉辦特別活動和項目，以達到聯繫會員、加強與國際夥伴合作、與社會同行等目的。我們期待在不同慶典中與大家見面，在香港船東會的大家庭，一起做更多事情，成就夢想。

in BALANCE
with change

in HARMONY
with integrity

A world of EXCELLENCE

in PARTNERSHIP
with trust

in MOMENTUM
with opportunity

The Caravel Group continuously pushes
the boundaries of what is possible, and is
committed to excellence in everything we do.

CARAVEL MARITIME · CARAVEL RESOURCES · CARAVEL ASSET MANAGEMENT



The Caravel Group Limited

21st Floor, Central Plaza, 18 Harbour Road, Wanchai, Hong Kong
+852 2100 2000 info@caravel-group.com www.caravel-group.com

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 65 years, the Association has grown into one of the world's largest shipowner associations, its members owning, managing and/or operating a fleet with a combined carrying capacity of over 244 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.

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 at different platforms. The Association is a member of the International Chamber of Shipping (ICS) and Asian Shipowners' Association (ASA), and works closely with various maritime organisations.

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.

Our Vision

To be a responsive trade association by adding value to our members' operations, supporting Hong Kong as a leading maritime centre and serving as a respected voice for the shipping sector.

Our Mission

We seek to promote and protect our members' interests, augment Hong Kong as an international maritime centre and as China's super-connector, actively participate in the global regulatory arena, and encourage engagement between the local shipping community and the general public.

榮譽贊助人：董建華先生，大紫荊勳賢

香港船東會於 1957 年，由 11 家本地船東倡議成立，為香港的船東提供一個平台。過去 65 年，協會已發展成為世界最大的船東協會之一。會員成員所控制並 / 或管理的船隊，混合噸位達 2.44 億載重噸。

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

協會舉辦各類活動，為會員提供平台，討論共同關心的議題。通過培訓研討會和會員通訊等，使會員瞭解航運環境的重要變化。協會亦在國內外的許多平台，代表會員的利益。協會是國際航運公會 (ICS) 及亞洲船東協會 (ASA) 的成員。同時，協會與多個本地、國家和國際層面的海事機構保持緊密合作關係。

協會的主要宗旨是促進和維護香港本地船東與船舶管理者、及其業務運作所依賴的大量本地專業和服務機構的利益。

我們的願景

積極有為的航運同業商會 —— 協助會員業務增值，支持香港作為一個主要的航運中心，代表業界強力發聲、贏取尊重。

我們的使命

致力促進及維護會員權益，提升香港作為國際航運中心及國家「超級聯繫人」的地位，積極參與全球規管工作的制訂，並鼓勵本地航運業界與市民大眾更多互動交流。



Setting the standard



www.angloeastern.com

SHIP MANAGEMENT | CREW MANAGEMENT | TECHNICAL SERVICES | EDUCATION & TRAINING

Chairman's Annual Report 2021

(Presented to Members at the 2021 Annual General Meeting)

2021 主席年度報告

(於 2021 年會員大會提交)



Bjorn Hojgaard
Chairman 2020/2021

In my second and last year as Chairman, I am both delighted and privileged to deliver this year-end message. The continued impact of Covid-19 means that operationally, shipping is still challenged by crew change difficulties and more broadly, supply chain issues are today a recurring mainstream media focus, with shipping attracting the headlines for reasons around persistently rising consumer price inflation, shortage of goods, and bottlenecks around the world.

Looking back at my tenure as Chairman of the Association, it has been two years very different from what I expected upon being bestowed with the honour of leading the Hong Kong Shipowners Association in November 2019. To think that at that time, the China-US trade war was all the rage internationally and, closer to home, the social unrests of that year were the talk of the town. What a difference 24 months make!

我很高興也深感榮幸在擔任香港船東會主席的第二個年頭也是任期的最後一年，為大家送上本年度的主席報告。受新冠肺炎疫情的持續影響，航運界仍然面臨船員換班困難的挑戰，更廣泛的，是現今主流媒體重點關注的供應鏈問題。航運失衡導致物價持續上升、貨品短缺和全球供應鏈出現樽頸等問題，更成為了頭條新聞。

回顧兩年任期，與我 2019 年 11 月獲選香港船東會主席時所預期的，可謂相距甚遠。回想當時，在全球注目的中美貿易戰之際，香港的社會動盪是城中熱話。過去 24 個月的變化何其多呢！





To Explore, Create Infinite Value

COSCO SHIPPING (Hong Kong) Co., Ltd. is a regional management company and economic entity which wholly-owned by China COSCO SHIPPING Corporation Limited. Its business includes terminal investment, shipping services, industrial manufacturing, infrastructure investment and property management.

Currently, COSCO SHIPPING International (Hong Kong) Limited (stock code: 00517.HK) manage the daily business operations on behalf of COSCO SHIPPING (Hong Kong) Limited. The main business of the listed company is to provide comprehensive shipping services, including ship trading agency services, marine insurance brokerage services, supply of marine equipment and spare parts, production and sales of coatings, as well as trading and supply of marine fuel and related products.



COSCO SHIPPING (HONG KONG) CO.,LIMITED
COSCO SHIPPING INTERNATIONAL (HONG KONG) CO.,LTD

The pandemic as mentioned has been the overarching theme during this time, with associated developments in crew change difficulties, vaccination uptake at sea and ashore, and uneven economic developments around the world adding to supply chain choke points that have disrupted trade patterns, and taken capacity out of circulation, in particular in container and dry bulk shipping. The silver lining, of course, has been exceptionally strong markets in these two sectors – but we should not forget that they come after a decade of unsustainable freight rates and so we are simply making up for lost time. I am hopeful that with an economic recovery beginning to fire on all cylinders in the year ahead, the tanker segment, too, will see an upswing in rates that will sustain well into this decade. Shipping's persistently poor returns was always more of a supply- than a demand-side issue, and with newbuilding order books relatively thin, at least in an historic context, there are reasons to hope for a number of decent years ahead.

Travel and social gathering restrictions have impacted the work of the Association in the past two years, and the Secretariat has been exceptionally busy with helping members deal with a multitude of operational challenges in this “new normal”. Not all interventions have had a successful outcome, but I am pleased to say that overall, the Association has really added value to these members' attempt to deal with pandemic-induced challenges, and it is my sense that this has fostered a closer rapport between the Secretariat and the broader membership, despite the difficulties in hosting certain normal Association activities during the year.

如前提到，新冠肺炎疫情是目前的首要挑戰，船員換班困難、海上和岸上員工疫苗接種安排，以及全球經濟發展不平衡等，都加劇供應鏈的緊張。疫情不但擾亂貿易模式，還削弱物流運轉能力，尤其影響到集裝箱和乾散貨運的表現。無疑，聊以慰藉的是，當下這兩個界別的市場需求異常強勁，但不要忘記，經歷了十多年運費低迷的情況，現時只不過是彌補一下過去所失去的。我希望來年隨著經濟開始全面復甦，油輪運費也會節節上升，並可在未來十年保持良好的增長勢頭。航運業持續低回報往往是由於供過於求，而近年新造船訂單相對較少，在這歷史性的環境下，有理由相信未來數年航運業會有不錯的回報。

過去兩年，旅遊和社交聚會限制阻礙了協會的工作。秘書處尤其忙於協助會員應對這“新常態”帶來營運的諸多挑戰。雖然不是所有舉措都取得成功，但是總體來說，即使今年在主辦往常的協會活動時遇上困難，協會也確實為會員嘗試應對疫情威脅時增值，同時促進了秘書處和廣大會員之間的密切關係。



建設世界一流航運企業

BUILDING A WORLD-CLASS SHIPPING ENTERPRISE



油品運輸 OIL SHIPPING

建設世界一流的VLCC船隊。
Developing a world-class VLCC fleet.



乾散貨運輸 DRY BULK SHIPPING

建設世界一流的VLOC船隊及世界領先的乾散貨船隊。
Developing world-class VLOC and dry-bulk fleets.



氣體運輸 GAS SHIPPING

建設國內領先的LNG運輸船隊。
Developing a leading LNG fleet of China.



特種運輸 SPECIALIZED SHIPPING

建立區域領先的集裝箱運輸、滾裝運輸船隊。
Developing the region's leading container and RORO fleets.



電話: (852) 2517 2126

傳真: (852) 2547 3482

地址: 香港干諾道中信德中心招商局大廈32樓

Tel.: (852) 2517 2126

Fax: (852) 2547 3482

Add: 32/F, China Merchants Tower, Shun Tak Centre, Connaught Road Central, Hong Kong



In general the Association has been your voice in pointing out and seeking solutions to many of the challenges we are faced with. I have been disappointed with the lack of concrete and positive outcomes yet on issues ranging from the closure of ports to crew change, offering vaccination to our seafarers, resolving the US tax issue, and a number of other topics, but I take solace in a continued good relationship with local and national authorities, and our strong voice internationally. There is reason to believe that the ship leasing and insurance tax concessions of last year will be extended to ship managers, agents and brokers in 2022, and I am particularly excited by the recent promise of a split of the Transport and Housing Bureau in the next term of government in Hong Kong, and hope that the details yet to be revealed will meet with the endorsement of our industry. It's been on our wish-list for many years and it's gratifying to see some movement in this area.



The overarching themes for Hong Kong's shipping community has been the global decarbonisation developments in response to growing concern over climate change, as well as the plans for a closer economic and political integration of the Greater Bay Area; consisting of nine municipalities around the Pearl River Delta in Guangdong Province, together with the Special Administrative Regions of Hong Kong and Macau. Both these themes are looking to define the decade ahead and as always when we go through great change, opportunities and threats are amplified for our industry. Our Association has got a firm handle of both issues, and it is ready and able to play an important role to the benefit of members in the years ahead.

協會一直為業界發聲，指出面臨的各種挑戰並尋求解決方案，當中包括港口關閉、船員換班、船員疫苗接種安排和美國稅務問題等議題，對於尚未取得具體和正面的成果，我是感到失望的，但慶幸協會與香港和中央政府部門保持良好關係，繼續在國際舞台上發聲。有理由相信，去年的船舶租賃和保險稅務寬減安排，可在2022年延伸到船舶管理公司、代理公司和經紀公司。最近香港特區政府承諾下屆政府將分拆運輸及房屋局，我為此感到十分期待，並希望尚未披露的細節能夠取得業界的認同。很欣慰，我們多年來的願望終於有了進展。

香港航運業的主要議題是全球脫碳發展，以應對日益受到關注的氣候變化問題；以及粵港澳大灣區，包括廣東省珠江三角洲的九個城市和香港、澳門兩個特別行政區的經濟和政治方面更緊密的合作計畫。這兩大議題為未來十年作好構建，而我們業界每當經歷大變動的時候，機遇和挑戰總會接踵而至。協會已有足夠把握，並準備好來年為會員爭取利益發揮重要作用。



A complete player in Maritime Financing



Our marine finance specialists offer tailor-made solutions
with an in-depth understanding of the market.

We have been supporting the development of the real economy
by financing a modern and diversified international commercial fleet for over 40 years.



CRÉDIT AGRICOLE
CORPORATE & INVESTMENT BANK

www.ca-cib.com

Overall I am very confident that Hong Kong is well positioned to continue to augment its role as a home for some of the biggest and most dynamic shipping companies in the world. The one important caveat to this, I have to say, is that we must overcome the restrictions imposed in Hong Kong in response to the pandemic. For the past 18 months, travellers entering Hong Kong from overseas have faced the same strict quarantine regime. This includes two or three weeks in a designated quarantine hotel, which can be extended to four weeks or longer in certain circumstances. That is an unsustainable situation. A city such as Hong Kong cannot stay isolated forever. Our home is supposed to be Asia's world city not Asia's isolated city, and as the rest of the world is now tentatively reopening under a 'living with the virus' philosophy, Hong Kong has so far chosen a zero-Covid approach that in my view may not be realistic, posing a real challenge to Hong Kong's long-term status as an international business centre. It can go on for a while, but it is incongruent with the moniker 'International Maritime Centre'. Yes, Hong Kong's primary advantage lies in being the gateway to the Mainland, but that gateway is only relevant if it is a two-way valve. To be a hub for anything, you have to be able to travel in and out. The pandemic is still evolving, of course, and I believe Hong Kong can come back stronger, but time is running out and it remains the one thing that has been keeping me up at night, as I as your Chairman have been considering what is needed for Hong Kong shipping's community.

In conclusion, my tenure as Chairman has been an absolute honour. It is indeed a rare and precious privilege to be able to help steward the HKSOA. Albeit not what I expected going into it, it has been a deeply gratifying and educational journey and I would like to put on record my thank you for your trust and gracious cooperation. I would like in particular to mention the Executive Committee and not least of course Deputy Chairman Wellington Koo. You have all been a great sounding board throughout the two years and I have been humbled by the friendship and support afforded me.

My deepest gratitude also goes to Sandy Chan, Managing Director, and her team for the amazing work they do on behalf of all of us, in being able to accomplish so much for the Association with only very limited resources! It is my hope and wish for the coming year that we shall overcome our challenges together, and not least of course the travel restrictions that we have all had to contend with.

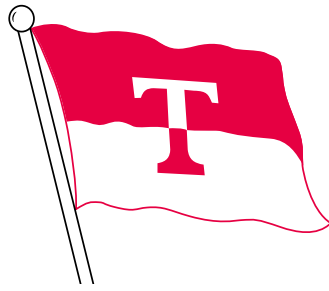
Bjorn Hojgaard
Chairman 2020/2021

總的來說，我非常有信心，香港有能力繼續成為全球最大和最活躍航運公司的家園。重要的是，業界必須克服香港為抗疫實行的各種限制。過去 18 個月，從海外入境香港的旅客面對嚴厲的檢疫措施，包括需在指定酒店隔離兩至三週，或在某些情況需延長至四週或更長的時間。這種情況不能持續下去，像香港這樣的國際大都會，不能永遠只顧獨善其身，香港是亞洲的國際都會，不是亞洲的孤立城市。世界許多地區都接受了「與病毒共存」，並正試行重新開放，而香港迄今仍堅持新冠「清零」目標，在我看來可能是不切實際，同時會影響香港長久作為國際商務中心的地位。現時的局面將持續一段時間，但有違香港被譽為「國際航運中心」的本質。香港的主要優勢是通往中國內地的門戶，但必須是雙向才有意義，任何樞紐理應可進出自如，即使疫情仍在肆虐，我相信香港終能強勢再現。我的任期快將完結，作為協會主席，我一直為香港航運業到底需要什麼而晝夜思量。

最後，我想說，擔任協會主席絕對是我的榮幸，能夠帶領香港船東會更是難能可貴的機會，雖然過程不如預期，但對我來說是一次饒有意義的愉快歷程。在此感謝大家的信任和精誠合作。我想特別感謝執行委員會，當然還有常務副主席顧之灝先生。過去兩年，你們都是很出色的伙伴，十分感恩大家對我的情誼和支持。

我還要衷心感謝董事總經理陳佩珊女士和她的團隊，以非常有限的資源，為協會完成很多工作！祝願來年我們迎難而上，共同克服包括旅遊限制在內的種種挑戰。

2020/2021 年度主席
Bjorn Hojgaard



TCC GROUP



TAI CHONG CHEANG STEAMSHIP CO (H.K.) LTD.

SUITES 3002-04, 30/F, SOUTH ISLAND PLACE,
8 WANG CHUK HANG ROAD, WONG CHUK HANG, HONG KONG

TEL: (852) 2522 5171

FAX: (852) 2845 9307

WEBSITE: WWW.TCCFLEET.COM

Association Annual Review 2021

(Presented to Members at the 2021 Annual General Meeting)

2021 協會年度回顧

(於 2021 年度會員大會提交)



2021 continued to be a most challenging and frustrating year for international shipping, including the Hong Kong maritime community. The coronavirus pandemic has had such a huge impact that our operating environment and our daily lives have greatly changed. Although some parts of the shipping sector, including some of our members, have seen good business performance, the clouds of the current crisis have yet to dissipate, and the global community has yet to return to normal.

This is both a time for action and a time for review. As a leading industry organisation, we will continue to strive hard to face the challenges, while making every effort to make positive “breakthroughs” in the interests of all.

This Annual Review explores several key matters that have occupied the Association during the year and reports its usual operations.

2021 年對包括香港航運界在內的國際航運業來說，仍是最具挑戰且令人沮喪的一年。新冠肺炎疫情的影響巨大，經營環境和日常生活都因此產生了很多變化。儘管部分航運業務，包括協會的一些會員公司今年業績好轉，但當前危機的陰霾未散，全球社會尚未恢復正常。

這既是採取行動也是進行總結回顧的時候。作為行業的主要組織，我們將繼續迎接挑戰，努力為大家的利益積極尋求“突破”。

本年度報告探討協會處理的主要議題和過去一年的日常工作。





WAH KWONG

CONNECTING ASIA WITH THE WORLD FOR OVER HALF A CENTURY



Wah Kwong is a third generation, family-owned shipping company based in Hong Kong. For seven decades, Wah Kwong has been involved in global shipping. As one of Hong Kong's leading privately owned shipowners, we own and operate a diversified fleet of ships in addition to offering a full range of technical and commercial management services to our customers and partners.



BUILT ON TRUST



STEERED BY INNOVATION



DRIVEN BY PASSION

Hong Kong • London • Shenzhen
info@wahkwong.com.hk www.wahkwong.com.hk

Environment and Technology Issues

The Association continued to monitor and be involved in the debate on many environment and technology issues in different forums and platforms.

Low sulphur - operational experience

It has been almost two years since the shipping industry switched from 3.5% sulphur fuel to 0.5% fuel in January 2020. While the new low-sulphur fuel requirements are challenging, most of the problems experienced by Association members last year have become more manageable now. However, the new ISO fuel standard promised in 2022 has slipped back to 2023.

Reduction of greenhouse gas (GHG) emissions

Ship nitrous oxide emissions must be reduced by every possible means. A new Emission Control Area (ECA) came into force in January 2021, requiring Tier 3 ships to have a selective catalytic reduction system when in the North Sea/English Channel and Baltic ECA.

環境與技術議題

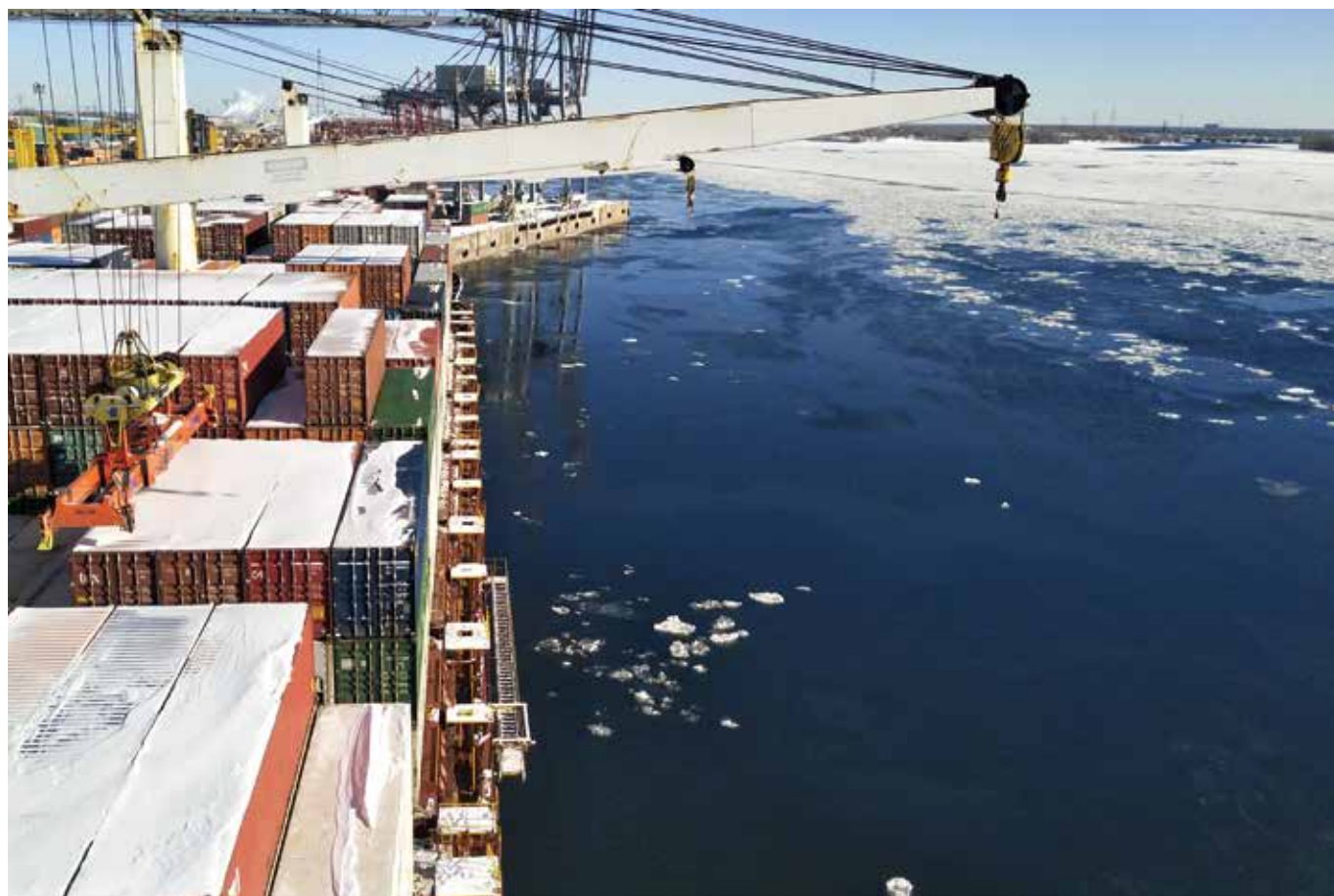
協會繼續密切關注並參與在不同論壇和平台上有關環境和技術議題的討論。

限硫令 — 營運經驗

航運業自 2020 年 1 月起按規定轉用含硫量從 3.5% 降至 0.5% 的燃油，至今已接近兩年。雖然新的低硫燃油要求極具挑戰，但去年會員遇到的大部分難題，現已能應付下來。然而，承諾 2022 年推出的新 ISO 燃料標準已延至 2023 年。

減少溫室氣體排放 (GHG)

業界須通過一切可行的方式減少船舶氧化亞氮的排放。新的硫排放控制區 (ECA) 於 2021 年 1 月生效，要求位處北海 / 英倫海峽和波羅的海 ECA 的 Tier 3 類船舶，必須配備選擇性催化還原系統。



QUALITY, RELIABILITY, INTEGRITY



Ships & Relationships



KC
MARITIME
Hong Kong Ltd.

At the 76th session of the International Maritime Organization's (IMO) Marine Environment Protection Committee (MEPC 76) held from 10 to 17 June 2021, a set of technical and operational short-term measures were adopted as part of MARPOL Annex VI to reduce the carbon intensity of international shipping, which will take effect in 2023:

- The Energy Efficiency Existing Ship Index (EEXI) will be applicable from the first annual, intermediate or renewal International Air Pollution Prevention survey after 1 January 2023. If an engine power limitation is installed, the engine power in the EEXI calculation will be 83% of the maximum limited power or 75% of the maximum continuous rating, whichever is lower. Consideration of energy efficiency technologies to lower the EEXI, such as wind propulsion systems, were deferred to MEPC 77 or MEPC 78.
- The operational Carbon Intensity Indicator (CII) rating scheme will commence in January 2023 with ratings from "A" to "E". Ships rated "A" will have the lowest carbon output per ton/mile. Ships rated "D" will have three years to get to "C", and ships rated "E" have one year to get to "D". A key decision was the establishment of reduction factors for the CII. With 2019 as the base year as a reference line, the reduction factor defines the mid-point of the C-rating band for each year. The CII reduction rates were set to increase by 1% per year from 2020 to 2022, followed by 2% per year from 2023 to 2026. This requires an 11% reduction between 2020 and 2026. The rates for 2027-2030 will be decided as a part of a review concluded by 1 January 2026 to meet the 40% reduction in carbon intensity by 2030 relative to 2008. The annual percentage increase from 2026 to 2030 is expected to be significantly higher.
- The enhanced **Ship Energy Efficiency Management Plan (SEEMP)** requiring all ships to have an approved SEEMP onboard from January 2023 onwards was discussed at MEPC 76. However, the draft SEEMP guidelines were not finalized due to time constraints and were sent to a Correspondence Group for further work and adoption by MEPC 78 in 2022.

The discussion about the IMO's medium-term measures, including market-based measures, was expected to start in 2023 after the introduction of the short-term measures. However, MEPC 76 recognized the urgent need to progress with the establishment of mid- and long-term measures and agreed on a working plan to this end. The IMO work will include consideration of market-based mechanisms, as well as further discussion on measures to encourage rapid low and zero emission fuel transitions for shipping, including a potential GHG footprint requirement for fuels. The intent is to have agreed measures for further development by spring 2023, in time for the review of the IMO GHG Strategy. The IMO is moving at unprecedented speed due to the climate urgency. Meanwhile, the European Union has continued to create unilateral rules to lower shipping emissions.

2021 年 6 月 10 日至 17 日舉行的國際海事組織 (IMO) 海洋環境保護委員會第 76 屆會議 (MEPC 76)，就國際航運降低碳濃度，通過了將一系列技術與操作的短期措施納入 MARPOL 附件 VI，並將於 2023 年生效，內容如下：

- EEXI 能效的技術，則推遲到 MEPC 77 或 MEPC 78 會議討論。
- 現有船舶能效指數 (EEXI) 將適用於 2023 年 1 月 1 日起的首個年度、中期或後續國際防止空氣污染檢測。如果設置了限制功率的主機，其 EEXI 計算功率將為最大限制功率的 83% 或最高連續功率的 75%，以較低者為準。而有關例如是風力推進系統等降低 EEXI 的技術，則推遲到 MEPC 77 或 MEPC 78 會議討論。
- 碳強度指數 (CII) 評級系統將於 2023 年 1 月開始實施，分為 A 到 E 級。A 級船舶每噸海哩的碳排放量最低，D 級船舶需在三年內達到 C 級，而 E 級船舶則需在一年內達到 D 級。重點在於釐定 CII 系統的減排係數，先以 2019 年的作為參考基準，減排係數定為每年 C 級組別的中位數。從 2020 年到 2022 年，CII 減排率設定為每年增加 1%；2023 年至 2026 年則每年增加 2%，即是 2020 年到 2026 年共需減排 11%。而決定 2027 年至 2030 年的減排率將會是 2026 年 1 月 1 日進行檢討的一部分，以實現現在 2030 年碳強度比 2008 年減少 40% 的目標。預計 2026 年至 2030 年之間的年增長率將顯著提高。
- 加強的 **船舶能效管理計劃 (SEEMP)** 在 MEPC 76 進行了討論，要求所有船舶自 2023 年 1 月起必須按照 SEEMP 規則指引，然而，由於時間緊迫，SEEMP 指引草案尚未落實，並已交工作組進一步研究，待 2022 年的 MEPC 78 討論通過。

預期 IMO 將於 2023 年在短期措施出台後開始討論包括以市場為本的中期措施，然而，MEPC 76 意識到當務之急是制定中、長期措施，並達成相關工作計劃。IMO 的工作將包括考慮以市場為本的機制，進而商討鼓勵航運業加快達到燃料低排放和零排放的過渡措施，亦討論對燃料溫室氣體排放足跡的潛在要求等，旨在 2023 年春季前各項措施能有進一步發展，並趕及 IMO 審核溫室氣體策略。鑒於氣候問題的迫切性，IMO 正以前所未有的速度前進。與此同時，歐盟繼續制定單邊規則來降低航運排放。

Full Supply Chain Provider



European Union Emissions Trading System (EU ETS)

The European Parliament's Environment Committee promulgated the proposed EU ETS Scheme and the Fuel EU Maritime Initiative.

The proposed ETS scheme, known as the "Fit for 55" green deal package, was published at the same time as the Fuel EU Maritime Initiative. The scheme will affect all ships above 5,000 gt calling at EU ports and will cover 50% of the emissions from international voyages to and from EU ports, starting on 1 January 2023. Ship owners will have to buy carbon offsets through the European Energy Exchange for carbon emitted on voyages to and from the EU. Failure to do so will result in a fine. Offsets can be returned if not used. The scheme will have a slow start in 2023, charging for only 20% to 50% of emissions, but will quickly build up to 100% by 2026.

The ETS proposals need to be negotiated and approved by a majority of EU countries and the European Parliament before they can enter into force. This might delay their introduction to 2024 or 2025.

Regarding the FuelEU, the basic requirement is for a GHG levy to be applied to all ships above 5,000 gt that call at EU ports from January 2025 so as to encourage ships to adopt low- and eventually zero-emissions fuels. Taking the reference year of 2020, the GHG reduction required up to 2025 is only 2% but it will rise to 6% by 2030, 13% by 2035, 26% by 2040 and 75% by 2050. The penalty may persuade ships in the near term to use less VLSFO and switch to a biofuel mix or to LNG or methanol to reduce GHG emissions. However, these low emissions fuels will need to be chosen with caution to avoid the unintended consequence of generating more GHG to produce them than is saved when burning them.

歐盟排放交易系統 (EU ETS)

歐洲議會環境委員會頒布歐盟排放交易系統 (EU ETS) 計劃和歐盟海運燃料 (FuelEU) 倡議方案。

排放交易系統 (ETS) 又名 "Fit for 55" 的一籃子綠色減排方案，與 FuelEU 倡議同時頒布。自 2023 年 1 月 1 日起，將影響所有超過 5,000 總噸停靠在歐盟港口的船舶，並將佔進出歐盟港口國際航線排放量的 50%。船東必須通過歐洲能源交易所購買碳額度，來抵消往返歐盟航程中的碳排放，否則將被罰款，未用完的碳額度可以退回。預期計劃在 2023 年緩慢啟動，徵收僅 20% 至 50% 的排放量，但到 2026 年將迅速增加到 100%。

EU ETS 方案需要大多數歐盟國家和歐洲議會共同磋商及通過方能生效，可能會因此延遲到 2024 年或 2025 年才推出。

關於 FuelEU 計劃，基本要求是從 2025 年 1 月起，對所有 5,000 總噸以上停靠在歐盟港口的船舶徵收溫室氣體稅，以鼓勵船舶採用低排放乃至最終零排放的燃料。以 2020 年為基準，要求直至 2025 年的溫室氣體減排量只是 2%，但到了 2030 年將增至 6%、2035 年至 13%、2040 年至 26% 及 2050 年至 75%。徵收稅項或有助在短期內鼓勵船舶減少使用低硫燃油，改用混合生物燃料或液化天然氣或甲醇來減少溫室氣體排放。然而，要謹慎選用這等低排燃料，避免出現燃料在生產過程中所排放的溫室氣體反而超過使用其時可減少的排量。





THE HONG KONG
POLYTECHNIC UNIVERSITY
香港理工大學

Making a Difference in Logistics and Maritime Education

With major areas of specialization in "global supply chain" and "international shipping and transport logistics", the Department offers comprehensive and internationally recognized academic programmes ranging from high diploma to postgraduate levels. The primary aims are to nurture highly effective logistics managers and leaders through the development of contemporary educational materials and the use of innovative and teaching methods.

Postgraduate Programmes

MSc/ PgD in Global Supply Chain Management*

MSc/ PgD in International Shipping and Transport Logistics*

MSc in Management (Operations Management)*

MSc in Quality Management (offered on the Chinese mainland)

Undergraduate Programmes

BBA (Hons) in Global Supply Chain Management

BBA (Hons) in International Shipping and Transport Logistics

BBA (Hons) in Aviation Management and Logistics

(2-year Full-time Government-funded Top-up Degree Programme)

HD in International Transport Logistics



*This programme has been included in the list of reimbursable courses for CEF purposes



www.lms.polyu.edu.hk



lms.enquiry@polyu.edu.hk



(852) 2766 4607



Faculty of
Business
工商管理學院

Department of
**LOGISTICS
& MARITIME
STUDIES**
物流及航運學系

Discover • Design • Deliver

"Net Zero Emissions Target for 2050"

The United States recently called for international shipping to adopt a Net Zero Emissions Target for 2050. The UK, as the host for COP26, agreed to this target. The International Chamber of Shipping (ICS) also agreed to adopt this new target and drop the IMO's target of a 50% reduction in CO2 emissions by 2050 relative to 2008. This will be discussed at MEPC 77, and there is expected to be strong lobbying to change the current policy for the "Net Zero Emissions Target for 2050".

To support global efforts, the HKSOA adopted the following vision and mission statement for its **Green Policy** -

Our Vision

To be a responsive and responsible trade association in the advocacy of reduction of Green House Gas emissions from shipping, and the national goal of "Ecological Civilisation" in the longer run.

Our Mission

- a) We seek to promote members' efforts to reduce green house gas emissions at all levels.
- b) At the international level, we will follow the global rules-based adoptions of the International Maritime Organization and actively work with global and regional shipping and related organisations.
- c) At the national level, we will maintain liaison with stakeholders and take initiatives to support the national green house gas emissions reduction goals.
- d) At the local level, we will encourage engagement between the shipping community and other community sectors in the pursuit of a sustainable environment for Hong Kong.

Ballast Water

The Ballast Water Management (BWM) Convention took effect on 8 September 2017, but the introduction was deferred for two years, so compliance commenced only on 8 September 2019. The convention requires all international ships over 400 gt, to be fitted with a ballast water management system (BWMS) before 8 September 2024. There are still 34 months to go until September 2024. This may seem like a long time, but tens of thousands of vessels have still not installed a ballast water treatment system (BWTS). This means that to meet the deadline, shipyards around the world will have a busy schedule in carrying out many BWTS installations every month.

"2050 年淨零排放目標"

美國最近呼籲國際航運業採用 2050 年淨零排放目標。英國作為第 26 屆聯合國氣候高峰會議的主辦國，表示贊同。國際航運公會也同意採用這新目標，放棄 IMO 原要求到 2050 年二氧化碳排放量相比 2008 年減少 50% 的目標。這議題將在 MEPC 77 進行討論，預計為了這 2050 年新目標，需要積極游說去改變現行政策。

香港船東會支持全球的努力，確立了**綠色政策**的願景和使命如下：

我們的願景

積極盡責的航運同業商會，竭力倡導業界減少溫室氣體排放，實現國家“生態文明”的長遠目標。

我們的使命

- a) 致力促進會員在各個層面減少溫室氣體排放。
- b) 在國際層面，遵循國際海事組織的全球法規，積極與全球和區域航運及相關組織合作。
- c) 在國家層面，與持分者保持聯繫，提出倡議方案支持國家溫室氣體減排目標。
- d) 在本地層面，鼓勵航運業界與其他界別共同參與，為香港社會營造可持續發展的環境。

壓載水

《壓載水管理公約》(BWM) 於 2017 年 9 月 8 日生效，但推遲了兩年，於 2019 年 9 月 8 日才正式實施。《公約》要求所有超過 400 總噸的國際船舶在 2024 年 9 月 8 日之前安裝壓載水管理系統 (BWMS)。距離 2024 年 9 月還有 34 個月，看似很遙遠，但仍有數以萬計的船舶尚未安裝壓載水處理系統 (BWTS)。這意味著為了趕上期限，世界各地的船廠未來每個月都會忙於這項安裝工作。



Staying Ahead of the Curve

With an enviable credential in environmental compliance, Chellaram Shipping has embarked on an ambitious plan to cut emissions beyond regulatory requirements leading to a greener maritime world

KAMSARMAX

	Built	DWT
TBN Darya Rashmi	2023 - China	82,000
TBN Darya Lachmi	2023 - China	82,000
Darya Ruchi	2022 - Japan	82,557
Darya Preeti	2019 - China	81,981
Darya Neeti	2018 - China	82,013
Darya Shanti	2016 - China	82,028
Darya Kirthi	2012 - S. Korea	80,505
Darya Moti	2010 - S. Korea	80,502
Darya Jyoti	2010 - S. Korea	80,505

ULTRAMAX

	Built	DWT
TBN Darya Satya	2024 - China	63,200
TBN Darya Nitya	2024 - China	63,200
Darya Vidya	2021 - Japan	64,723
Darya Mira	2021 - China	61,087
Darya Heera	2021 - China	61,083
Darya Sita	2019 - Japan	61,152
Darya Rama	2018 - Japan	61,212
Darya Padma	2015 - Japan	60,935

HANDYSIZE

	Built	DWT
TBN Darya Koshi	2024 - Japan	40,000
TBN Darya Mahi	2024 - Japan	40,000
Darya Rapti	2022 - Japan	40,058
Darya Gomti	2022 - Japan	40,037
Darya Sindhu	2020 - Japan	34,790
Darya Kavri	2017 - Japan	37,981
Darya Krishna	2016 - Japan	34,874
Darya Tapti	2015 - Japan	35,947
Darya Jamuna	2012 - S.Korea	36,845
Darya Ganga	2012 - S.Korea	36,845

Chellaram Shipping can trace its roots to India where the Chellaram Group was founded over a 100 years ago in 1916.

Our heritage has been successfully built on the principles of Quality, Reliability, Integrity and Compassion.

Our Fleet comprises modern and versatile Handysize, Ultramax and Kamsarmax ships.

Chellaram Shipping (Hong Kong) Ltd.

1408, Dina House, 11 Duddell Street, Central, Hong Kong

Telephone: (852) 2973 6111 Facsimile: (852) 3747 8030

Email: mail@chellship.com

www.chellship.com

Ships are required to install one of the two approved systems. If they trade internationally (most Association ships are in this category), they must have a BWMS that meets both the United States Coastguard rules and the IMO G8 rules. Although the Covid-19 pandemic has hindered dockings and prevented service engineers from getting to ships to install the new BWMS, so far the IMO has not offered any waivers. This is not helpful. The matter will be discussed at MEPC 77 along with recommendations for testing the output of BWMS, which is proving to be much more complex than envisaged. Owners will need a simple test kit that can be used by ship staff to check whether the output ballast water meets a simple standard. But this still appears to be some way off, as biochemists continue to argue about the need for higher measuring standards. The delay in settling this is preventing a universal test from being accepted. Currently, if the output ballast water needs to be tested by port state control, the sample needs to be sent to an approved laboratory, but it can take two to three weeks for the test results to be available.

Regarding the Ballast Water Management Convention Experience Building Phase (EBP), global shipping organisations made a submission to MEPC 77 recommending a minimum two-year extension to the duration of the EBP until 8 September 2024. The submission highlights the importance of the EBP and the lack of feedback to date noting the effects of Covid-19 on inspections in general and the almost certain impact it has had on inspections and feedback related to the BWM Convention.

Another problem recently published is that many BWMSs are still not as reliable as the makers claim. The IMO has recognized this, as it continues to accept data from ships and port state control about failures. The IMO is expected to publish the findings of its "Experience Building Phase" in 2022. Shipping companies that still need to decide which BWMS to select should take note of the various publicly available reports to select the most reliable system.

The "Hong Kong Convention"

In 2009, following a diplomatic conference in Hong Kong, the IMO adopted the Hong Kong Convention on the Safe and Environmentally Sound Recycling of Ships to improve ship recycling standards to make it safer for workers and reduce the risk of environmental pollution. Although the Convention was implemented, it still has not been put into force because of the need to fulfil the dual requirements of ratification by a percentage of countries and to provide sufficient recycling facilities. Full ratification is now possible with the ratification of either China or Bangladesh. The latter advised that it will ratify the Convention in 2023. Meanwhile, the ICS has been lobbying China to press ahead with ratification. The Convention would greatly assist members of the global shipping community that want to recycle their ships in a responsible manner.

船舶必須安裝兩種核准系統的其中一種。如果船舶從事國際貿易（協會會員的船舶大多屬於這一類），則必須安裝同時符合美國海岸防衛隊和國際海事組織 G8 規則的壓載水管理系統。新冠肺炎疫情迫使船舶無法靠岸，工程師也無法上船安裝新系統，可是國際海事組織迄今沒提供任何豁免，亦於事無補。為此 MEPC 77 會議上將進行討論，包括測試壓載水管理系統輸出的建議，事實證明，該建議比想像中更為複雜。船東需要一個簡單的測試套件，供船員檢查系統輸出的壓載水是否符合基本標準，生物學家卻不斷爭論是否需要更高的測量標準。這項任重而道遠的建議一再延誤，妨礙了採納全球測試的進程。目前，若輸出的壓載水須經由港口國監控進行測試，其樣本需要送到認可的實驗室，需時兩至三星期才能獲得測試結果。

關於《公約》的“經驗積累階段” (EBP)，全球航運組織向 MEPC 77 提交建議，把 EBP 的期限推遲最少兩年至 2024 年 9 月 8 日，當中強調 EBP 的重要性和反饋欠奉的情況，並指出新冠肺炎疫情令一般檢測難以進行，亦對《公約》相關調查和反饋造成一定的影響。

最近出現的另一個問題就是許多壓載水管理系統並不如生產商所聲稱的那樣可靠。國際海事組織不斷收到來自船舶和港口國監控的有關故障數據，因而意識到問題的存在。國際海事組織將在 2022 年公布“經驗積累階段”的調查結果。仍須決定選用何種系統的航運公司，可參考各種公開的報告，再決定採用哪種最可靠的系統。

《香港公約》

2009 年，在香港舉行的一次外交會議上，國際海事組織通過了《香港國際安全與無害環境拆船公約》，通過提高拆船工人的安全和降低環境污染的風險來提升拆船的標準。儘管《公約》已經推行，但由於需要滿足一定比例國家的批准和提供足夠拆船回收設施的雙重要求，因此《公約》至今仍未實施。現時若能獲得中國或孟加拉國的批准，《公約》便可全面獲批。據說後者將於 2023 年批准《公約》。與此同時，協會和國際航運公會一直游說中國加快批准的進程。《公約》可望有助全球航運業成員以負責任方式回收船舶。



Powering Smarter Cities

CLP 中電

120 years 同行望遠
of shared vision

Labour Affairs Issues

The crew change crisis that began early last year has sadly endured for a long time. The industry has risen to the occasion and despite its diversity, has come together to attempt to manage this crisis. But despite calls from the United Nations to act last year, only about 60 countries or regions have designated seafarers as key/essential/frontline workers. Without this designation, our heroes at sea have continued to face many restrictions in travelling to and from their vessels. In particular, the appearance of various new strains and variants of the Covid-19 virus has resulted in seafarers from certain countries that are major sources of crew facing restrictions in countries that they may need to travel in order to join their vessels.

At the time of this report, crew changes were seen to be relatively easier in the United States and most European ports than in ports in Asia and Australia. Many ports in the proximity of international airports in the Middle East have also continued to facilitate crew changes.



The crew change crisis has also had an effect on seafarer vaccinations. It is reported that of the estimated 1.7 million seafarers worldwide, more than half come from countries and regions where the vaccination programmes have not been as successful as those of richer ones.

The Association has remained at the forefront of the industry's efforts to alleviate the difficulties faced by our seafarers. Earlier this year, the Association became a signatory to the Global Maritime Forum's 'Neptune Declaration on Seafarer Wellbeing and Crew Change'. We continue to call upon the world to acknowledge the sacrifices of the seafarers and rightly designate them as "frontline workers" and "key workers". It is indeed tragic that in an industry where seafarers continue to face problems such as unfair criminalisation and abandonment, they also need to cope with this humanitarian crisis.

勞工議題

去年初開始的船員換班危機遺憾地已經曠日持久。儘管情況相當複雜，業界仍迎难而上，協力嘗試化解危機。去年聯合國呼籲把船員指定為關鍵/必要/前線員工，但只有大約 60 個國家或地區響應。沒有這個認同，我們的海上勇士在往返船舶時仍然受到許多限制。尤其是各種新冠肺炎新病毒株和變種病毒的出現，導致來自一些主要船員輸出國的船員受到限制，無法登船工作。

在撰寫本報告時，與亞洲和澳洲的港口相比，美國和大多數歐洲港口的船員換班相對較易。而鄰近多個中東國際機場的許多港口，也繼續為船員換班提供便利。



船員換班危機同樣對船員疫苗接種構成影響。據報導，全球約 170 萬船員中，超過一半是來自疫苗接種計劃不周的國家和地區，遠不如富裕國家那般成功。

協會一直站在業界的最前沿，努力為船員減輕面對的困難。今年早些時候，協會簽署了全球海事論壇的“海員福利和船員換班的海王星宣言”。我們繼續呼籲全世界承認船員的犧牲，正確指定船員為“前線員工”和“關鍵員工”。可悲的是，船員不單要面對不公平定罪和被遺棄等對待，還要應付這場人道主義危機。

A safer tomorrow at sea

Championing best industry practice and investing in innovation, our loss prevention programme offers one of the most comprehensive support packages in the market.



Liability Issues

The Association has always emphasised the importance of upholding the concept of limitation of liability, which is imperative for commercially viable world trade. An owner's right to limit liability is a fundamental component of the IMO liability and compensation conventions regime. The IMO Legal Committee (LEG) 108 agreed to the 'Unified Interpretation of the test for breaking the shipowner's right to limit liability under the IMO conventions' in the form of three draft resolutions for approval at the next session of the IMO Assembly scheduled for December 2021.

The Association has also time and again highlighted the importance of faster and more widespread uptake and ratification of the Hazardous and Noxious Substances by Sea (HNS) Convention and its 2010 Protocol, which aims to ensure adequate, prompt and effective compensation for damage to persons and property, the costs of clean up, and reinstatement measures and economic losses resulting from the maritime transport of hazardous and noxious substances.

The Association, through its Insurance & Liability Sub-committee and through its participation in the Ship Insurance & Liability Committee of the Asian Shipowners' Association, has strived hard to bring to the fore the practice of some charterers that require owners to sign so-called "no crew change clauses" in their charter parties/voyage instructions. These actions have clearly contributed to the humanitarian crisis that has arisen from the restrictions on carrying out crew changes, and their adverse effect on seafarer wellbeing and potential to cause costly incidents and accidents are also issues for grave concern.

責任議題

協會一直強調堅持責任限制概念的重要性，這對國際航運的商業可行性至關重要。船東責任限制權利是 IMO 責任和賠償公約制度的基本組成部分。IMO 法律委員會 (LEG) 第 108 會議同意“依據 IMO 公約，對違反船東原有責任限制權利的測試，制定統一的詮釋”，並以三項決議草案的形式提交 2021 年 12 月舉行的 IMO 大會上批准通過。

協會亦屢次強調更快、更廣泛採納和批准《海上有害和有毒物質公約》及其 2010 年議定書的重要性，目的是確保因海運有害和有毒物質而造成的人身和財產損害、清理費用、修復措施和經濟損失等，能得到充分、迅速和有效的賠償。

協會通過保險和責任委員會以及參與亞洲船東協會的船舶保險和責任委員會，致力引起關注租家要求船東在簽訂租船合同或航次指引中加入所謂“不換船員條款”的情況。這種做法明顯助長因船員換班限制而引起的人道主義危機，既不利船員的福祉，也可能造成代價高昂的事故和意外，是非常令人憂慮的問題。

An aerial photograph of a busy port at dusk. The water is dark blue, and the sky is a mix of purple, pink, and orange. Numerous ships, including cargo vessels and offshore supply boats, are visible. Some ships have their lights on, reflecting on the water. In the background, there are offshore structures and a long pier extending into the sea.

WEST.

Commercial Integrity

The West of England is a leading insurance provider to the global maritime industry, combining financial strength with outstanding service to help its Members meet the continually evolving liability environment in which shipowners, operators and charterers operate.

www.westpandi.com

Follow us on  

Global Tax Issues

The OECD/G20 project to reform the international tax system is being conducted under two separate 'pillars' to serve as a basis for global agreement among governments by the end of 2021:

- Pillar 1 seeks to introduce a framework to determine where tax should be paid and on what basis. This includes what portion of profits should be taxed in jurisdictions where customers are located (profit allocation).
- Pillar 2 seeks to develop a system to ensure that companies pay a 'minimum level of tax' by introducing new rules that would allow countries to prevent profit shifting to so-called low or no-tax jurisdictions.

A significant announcement by the OECD in July this year suggested that most shipping companies will not be affected by Pillar 1 unless their global turnover exceeds 20 billion euros and their annual profitability is above 10%. However, the industry, led by the ICS, would prefer an explicit exemption for shipping and is continuing to advocate for this accordingly, alongside other shipping associations.

With respect to Pillar 2, the OECD announced, in July, that most ship operators would have an exemption or 'carve-out' from the new arrangements, subject to further technical work on the scope and design of the exemption. This would represent a significant achievement for global shipping organisations which have engaged closely with the OECD's tax experts on these complex issues, whilst lobbying key governments that have been very reluctant to grant any exemptions at all.

全球稅務議題

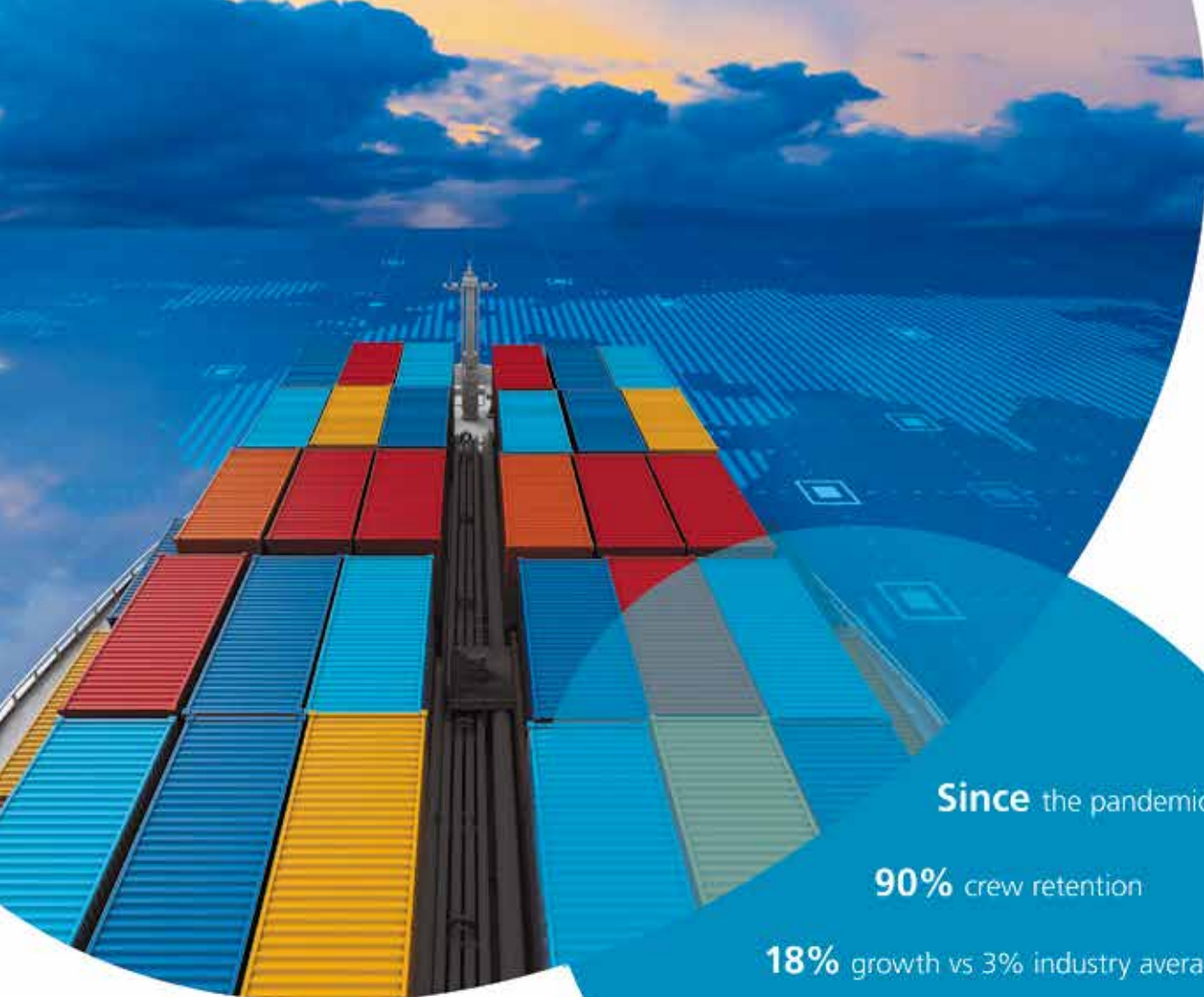
經濟合作與發展組織 / 二十國集團就改革國際稅收制度商定兩大方案，作為到 2021 年底各國政府之間達成全球協議的基礎：

- 方案一旨在引入用作決定應在何地以及在什麼基礎上繳稅的框架，包括應按客戶所在管轄區某部分的利潤徵稅（利潤分配）。
- 方案二旨在開發可確保公司支付“最低稅款”的系統，透過新法規讓各國能防止利潤被轉移到所謂低稅或無稅管轄區。

經合組織 (OECD) 今年 7 月發佈了重要公告，表明大多數航運公司將不受方案一的影響，除非其全球營業額超過 200 億歐元和每年盈利率多於 10%。然而，以國際航運公會 (ICS) 為首的業界認為明確的航運稅項豁免更可取，並會繼續與其他航運協會攜手倡導這個意向。

至於方案二，經合組織在 7 月宣布，大多數航運營運商可從新安排中獲得豁免或“剔除”，但需就豁免範圍和計劃展開進一步技術相關工作。能夠在這個複雜議題上與經合組織稅務專家密切商討，並遊說那些極不願意提供任何豁免的政府作出改變，是全球航運組織的一項重大成就。





Since the pandemic

90% crew retention

18% growth vs 3% industry average

80% nil deficiency in Port State
Control inspection

SAILING WITH RESILIENCE THE FLEET WAY

The waters are turbulent, the times unprecedented.

But our 25,000 strong team knows
only one way, the way ahead.

Know more: www.fleetship.com

Fleet Management Limited

27/F, South Island Place, 8 Wong Chuk Hang Road, Hong Kong
T +852 2298 8300 E fml@fleetship.com W www.fleetship.com

Fleet Management Limited
A Caravel Group Company



Piracy Issues

Red Sea and Gulf of Aden region. While the threat of piracy in the region has fallen over time, the ongoing civil war in Yemen has kept the risk level in the region high for commercial shipping. Very recently, there were missile and drone attacks on the port of Mocha, causing considerable damage.

Southeast Asia. Attacks in the region have followed the historical average. The attacks were primarily armed robberies and attempted boardings. During the past 12 months, 49% of all reported incidents in Southeast Asia took place in the Singapore Strait. The frequency of incidents during the first nine months of 2021 is similar to the overall number of incidents during the same period in 2019 and 2020.

海盜議題

紅海和亞丁灣地區 — 該地區的海盜威脅已逐漸減低，無奈也門持續的內戰，使區域內的商業航運處於高風險水平。最近，摩卡港遭到導彈和無人機襲擊，造成相當大的破壞。

東南亞 — 該地區的襲擊個案與歷來的相若，主要是持械搶劫和企圖登船。在過去的 12 個月，東南亞所有襲擊報告中，有 49% 發生在新加坡海峽。而 2021 年頭九個月錄得的襲擊次數，接近 2019 年和 2020 年同期的總和。



West Africa and Gulf of Guinea. Nigeria's "Deep Blue" counter-piracy programme was launched in June, and its performance will be monitored as the dry season progresses and attacks are normally expected to become more prevalent. The Maritime Collaborative Forum/SHADE Gulf of Guinea (GOG), bringing together regional states, non-regional deployers, industry players and other interested bodies held its first plenary session on 14 July. Concerned parties have continued to lobby for recognition of the problem at the UN Security Council, and global industry organisations are working together to promote at the highest diplomatic level formal acknowledgement of the piracy threat. The Association also signed the Gulf of Guinea Declaration on Suppression of Piracy, initiated by the BIMCO.

西非和幾內亞灣 — 尼日利亞在 6 月份啟動了“深藍”反海盜計劃，普遍預料隨著旱季來臨，海盜會更猖獗，所以計劃的實效將拭目以待。幾內亞灣海事合作論壇於 7 月 14 日舉行了首次會議，匯集了該地區國家及海外護航部隊、業界及其他相關機構的代表，而有關各方不斷遊說聯合國安理會承認海盜問題，全球航運組織也共同努力推動最高外交級別知悉海盜的威脅。協會還簽署了由波羅的海國際航運公會發起的《制止幾內亞灣海盜宣言》。

CONNECT TO A SEA OF OPPORTUNITIES



In Hong Kong, you ride the wave of growth with Mainland China
where a sea of opportunities awaits. We provide

- Excellent connection to global markets
- World-class financial infrastructure
- Tax incentives for ship leasing
- BIMCO recognised arbitration venue
- Funding for technology advancement
- A deep pool of international talents

Invest Hong Kong supports your business set up and expansion in our city with
free, confidential and customised services.

Get in touch now at Investhk.gov.hk

InvestHK

The Government of the Hong Kong
Special Administrative Region

Where business goes to grow

📍 24/F, Fairmont House, 8 Cotton Tree Drive, Central, Hong Kong

👤 Benjamin Wong, Head of Maritime Cluster

☎ (852) 3107 1088 ✉ bwong@investhk.gov.hk



Find Us on Social Media



Local Affairs

Pandemic-related issues

In addition to the crew change issue, the tough quarantine policy of Hong Kong is a major concern to the Association. Like other business sectors, the maritime sector is now confined to the city in continued near isolation. While the Association is supportive of necessary anti-pandemic measures to keep Hong Kong safe, we consider it desirable for Hong Kong to take a more sensible and rational approach to managing the new normal not only for our industry, but for all businesses in Hong Kong and the livelihoods that depend on them, especially as Hong Kong has so far managed to suppress the spread of the virus. Hence, with the support of its membership, the Association has urged the Government to relax travel and border restrictions, and to facilitate seafarer vaccinations.

Government policy initiatives

In the Chief Executive's 2021 Policy Address, the Government repeated the plan, previously introduced in the 2018 Policy Address, to split the Transport and Housing Bureau to provide more dedicated high-level steer for these two major policy areas. The Government also pledged to introduce more tax concessions with a view to attracting more members of the global maritime industry to establish a business presence in Hong Kong. Specifically, the Government is working on a legislative plan to amend the Inland Revenue Ordinance to provide for half-rate tax concessions (i.e. 8.25%) for ship managers, shipbrokers and ship agents. The exercise is expected to be completed in the first half of 2022.

While the Association welcomes these new initiatives, we will continue to pursue with the Government on two other major recommendations of the Association: (i) the formulation of a comprehensive strategy for the long-term development of the industry, and (ii) the establishment of an independent, statutory body to promote the industry.

Another concern is about the US shipping tax issue. The Association has continued to urge the Government to work out a solution following the decision of the United States to terminate its shipping tax exemption agreement with Hong Kong. Since the United States is a big market, which is critical for different types of Hong Kong-owned ships and that the quantum of the tax is high, the problem must be addressed, in the long term, sustainable interest of both Hong Kong and the industry.

本地事務

新冠肺炎疫情相關議題

除了船員換班問題外，協會也十分關注香港嚴格的隔離政策。與其他業務一樣，航運界現在的困局，形同與世隔絕。協會支持採取必要防疫措施來保障香港的安全，但認為採用更明智和理性的方法來應對新常態會更為理想，不僅是為業界，是為香港所有業務和賴以為生的市民，尤其至今香港已有效遏制病毒的傳播。因此，在會員的支持下，協會敦請政府放寬旅遊和邊境限制，並為船員接種疫苗提供便利。

政府政策倡議

行政長官在 2021 年的「施政報告」中，重提 2018 年「施政報告」中把運輸及房屋局分拆的計劃，好讓這兩大政策範疇能提供更優質專職的籌劃。政府亦承諾推出更多稅務優惠政策，以吸引更多全球航運企業來港發展。具體而言，政府正立法修訂《稅務條例》，為船舶管理人、船務經紀和船務代理提供稅率減半優惠（即 8.25%），預期修訂可於 2022 年上半年完成。

協會歡迎這些新舉措的同時，還會繼續爭取政府考慮協會的兩大建議：(i) 制定業界長遠發展的全面策略，以及 (ii) 設立一個推廣業界的獨立法定機構。

此外，令人憂慮的是美國徵收航運稅的問題。就美國終止與香港航運的稅務豁免協議，協會已不斷懇請政府尋求解決方案。由於美國是香港各類型船東的龐大市場，加上徵稅額高，將會造成很大影響。長遠而言，為香港及業界的持續利益著想，這問題必須早日得到解決。



we are **always**
at the ship's side

marine lubricants worldwide

www.gulf-marine.com

Association Operations

In the past 12 months, the Association has worked hard to pursue its mission and goals. The **Executive Committee** met six times to set the work plans of the Association and to give policy direction to the secretariat on major issues at all levels – local, national, regional and international. The four sub-committees have been proactive in monitoring industry developments and exchanging views on issues of interest to members.

Marine Sub-committee. The sub-committee held five meetings during the year, in which members discussed many current technical and environmental issues that could have a great impact on the safe, efficient operation of ships. These matters included the IMO's global sulphur cap, GHG emissions, ballast water, bio fouling, garbage and plastic management, maritime security, navigational safety, the "Hong Kong Convention", and various matters relating to ship construction and design.

Maritime Education and Training (MET) Sub-committee. While the sub-committee held four meetings to discuss issues affecting seafarers and their welfare, the education and training of shore staff, and career opportunities for young people in the maritime industry, most of the efforts during the year were focused on the ongoing crew change crisis and related seafarer vaccination issues, with special reference to alleviating the situation in Hong Kong and the Mainland. The sub-committee also steered the production of an educational booklet, "Think Maritime", to promote the industry to students and other young people. In the new year, the sub-committee will be renamed the "Maritime Personnel, Education and Training (MPET) Sub-committee", to more accurately reflect its ambit, scope and areas of interest.

Insurance and Liability (I&L) Sub-committee. The sub-committee met twice and provided a useful forum for discussing the impact of the ongoing pandemic on maritime insurance and liability. Also discussed were issues affecting pollution and limitation of liability, the ratification of the HNS Convention, a possible new United Nations Convention on the Law of the Sea concerning the conservation of biodiversity on the high seas, and various sanctions relevant to shipping.

協會工作

過去 12 個月，協會克盡職守實現既定目標。今年**執行委員會**共舉行了六次會議，為協會制定工作計劃，並就本地、國家、地區和國際層面的重大議題，向秘書處提供政策指導。四個委員會積極關注行業的發展，並就會員關心的議題交換意見。

海事委員會年內舉行了五次會議，討論當前對船舶安全和有效營運有很大影響的技術和環境問題，包括：國際海事組織的全球限硫令、溫室氣體排放、壓載水、生物污染、廢物和塑料管理、海事安保、航行安全、《香港公約》以及與船舶建造和設計相關的各種議題。

海事教育及培訓委員會 (MET) 年內舉行了四次會議，討論影響船員及其福利的問題、岸上工作人員的教育和培訓以及青年人在海事行業的就業機會等。特別因應緩解香港和內地的情况，委員會年內的工作集中於應對持續的船員換班危機和相關船員的疫苗接種安排等問題。委員會還指導出版了「航運與我」(Think Maritime) 教育手冊，向學生和年輕人推廣航運業。新的一年，委員會將改名為“海事人員、教育及培訓委員會”(MPET)，以更準確地反映其涵蓋範圍、工作範疇和各關注領域。

保險和責任委員會年內舉行了兩次會議，為討論新冠肺炎疫情對航運保險和責任的影響提供了有用的平台，討論議題還包括污染和責任限制、《海洋危險和有害物質公約》的批准、為保護公海生物多樣性的新《聯合國海洋法公約》以及與航運有關的各類制裁等。



BRITANNIA P&I CLUB PROUDLY SUPPORTS HONG KONG SHIP OWNING AND THE HKSOA



China Sub-committee. The China sub-committee met twice to discuss various China issues of interest to the Hong Kong shipping community, with particular emphasis on strengthening cooperation with Shanghai and Greater Bay Area (GBA). During the year, owing to the pandemic, there were (only) small delegation visits to government authorities, trade associations and other stakeholders in Shanghai, Guangzhou and Shenzhen, mainly to explore possible areas of cooperation with respect to the promotion of maritime education, maritime culture, seafarers training and maritime arbitration. These included: the co-hosting of a GBA maritime forum, the proposed establishment of a maritime business school in the GBA, and the proposed research study on a new development in Shanghai.

中國委員會年內舉行了兩次會議，討論了香港航運界關注的各項中國議題，重點是如何加強與上海和大灣區的合作。年內受疫情影響，委員會僅組織了小型代表團訪問上海、廣州和深圳等地的政府部門、商會和持分者，探討在海事教育、海事文化、海員培訓和海事仲裁等方面的合作機會。當中包括：合辦大灣區國際航運論壇、籌建大灣區海洋商學院以及有關上海航運新發展的研究工作。



Association Golf Society. During the year, the Hong Kong Shipowners Association Golf Society was set up and registered under the Societies Ordinance, with three Executive Committee members as the founders – Messrs Kenneth Lam, Benny Wu and Patrick Lo. It is envisaged that through the Golf Society, more golf activities will be organised for the benefit of members, and for social networking.

Hong Kong Maritime Week (HKMW) 2021. From 31 October to 6 November, the Association, as a co-organiser, hosted two major events: the inaugural Greater Bay Maritime Forum, with the support of both the HKSAR Government and Guangzhou Port Authority, which was attended by about 1,700 members, guests and shipping personalities, onsite or online; and the first-ever Table Tennis Tournament and Fun Day, which was also very well received by Association members.

During the year, notwithstanding the meeting restrictions because of the pandemic, the Association managed to host, on average, two social or technical events for members each month.

香港船東會高爾夫球會年內根據《社團條例》註冊成立，由三名執行委員會成員——林詩鍵先生、胡文彬先生和盧培德先生擔任創辦人。球會透過舉辦更多的高爾夫球活動，造福會員，並且建立社交網絡。

2021 香港海事週 (HKMW) 於 10 月 31 日至 11 月 6 日舉行，協會協辦了其中兩大活動：首屆大灣區國際航運論壇，在香港特區政府和廣州市港務局的支持下，約有 1,700 名會員、嘉賓和航運界知名人士到場或線上參會；以及同樣受會員熱烈歡迎的首屆乒乓球錦標賽及同樂日。

雖然受疫情限制聚集的影響，但年內協會平均每月仍為會員舉辦了兩次社交或技術活動。

eCommerce?



zCommerce! >>



**ZIM is changing the eCommerce world
as we know it by launching zCommerce:
highly punctual maritime delivery services
that beat air delivery cost, by far!**

Asia - Australia



CAX

China Australia Xpress

C2A

China Australia
2nd Xpress

C3A

North China
Australia Xpress

Asia - US East Coast



ZXB

ZIM Xpress Baltimore

NEW

Asia - US West Coast



ZEX

ZIM eCommerce Xpress



The  Factor

New Members

On behalf of the Association, I would like to extend a warm welcome, once again, to the new members who joined this big family in the past year:

Amann Shipping (Hong Kong) Limited

CLP Holdings Limited
中電控股有限公司

C.U. Lines Limited
中聯航運(香港)有限公司

GTLK Asia Ltd

Lau, Horton & Wise LLP in Association with CMS Hasche Sigle, Hong Kong LLP
劉賀韋律師事務所有限法律責任合夥 與 CMS 德和信律師事務所聯盟

Norsepower Asia Pacific Limited

RSC Bio Solutions LLC

SparesCNX Pte Ltd

新會員

我謹代表協會對過去一年加入協會大家庭的新會員表示熱烈歡迎：

HKSAR Honours for Association members

Last but not least, a piece of encouraging news for the industry. In July, Ms Rosita Lau (Ince & Co) was awarded the Medal of Honour in Hong Kong's 2021 Honours List. Our heartfelt congratulations to Ms Lau.

香港特別行政區政府頒授協會會員的榮譽勳銜

最後，還要報告業界的喜訊。今年 7 月，協會會員公司英士律師行的劉瑞儀律師榮獲香港特別行政區政府頒授榮譽勳章。衷心祝賀劉律師。

Conclusion

In closing, I would like to thank the Association Chairman, Mr Bjorn Hojgaard, for his steer and guidance in the past two critical years. I would also like to thank all the members, in particular the members of the Executive Committee and sub-committees, for their dedicated service and many insightful ideas. Of course, also big thanks to my colleagues, Martin (Cresswell), Gautam (Ramaswamy), Gilbert (Feng), Peggy (Kan), and Harry (Chu). The secretariat will continue to do its best to promote and protect the interests of Association members.

總結

感謝協會主席 Bjorn Hojgaard 先生過去關鍵兩年的英明領導，還要感謝所有會員，特別是執行委員會和各委員會成員的無私奉獻和真知卓見。當然，也要向我的同事祁敏鈿先生、Gautam Ramaswamy、馮佳培先生、簡佩薇小姐和朱在行先生致意。秘書處將竭盡所能，繼續為會員爭取和維護利益。



Sandy Chan
Managing Director

董事總經理
陳佩珊



Baltic Exchange

**INDICES | FORWARD CURVES | ESCROW SERVICES | DISPUTE RESOLUTION
GLOBAL NETWORKING | EDUCATION**

With offices in London, Singapore, Shanghai, Houston, Connecticut and Athens, the Baltic Exchange sits at the heart of the global maritime industry as the world's leading source of freight market information for the trading and settlement of physical and derivatives shipping contracts



Our word **our bond**

balticexchange.com/en/apply-page.html





Speech by Hong Kong Chief Executive Mrs Carrie Lam GBM, GBS at the Greater Bay Maritime Forum (1 November 2021)

香港行政長官林鄭月娥，GBM，GBS

於大灣區國際航運論壇的致辭（2021 年 11 月 1 日）

Captain Hojgaard (Chairman of Hong Kong Shipowners Association, Mr Bjorn Hojgaard), ladies and gentlemen,

Good evening. It really gives me great pleasure to join you today for the inaugural Greater Bay Maritime Forum. Let me first congratulate the Hong Kong Shipowners Association for hosting this Forum which brings together our important partners in the maritime sector, not only in the Guangdong-Hong Kong-Macao Greater Bay Area (GBA) but also globally. I am also glad to witness the signing ceremony of two Memoranda of Understanding by maritime associations and arbitration bodies of Hong Kong and other parts of the GBA.

It is fitting that this inaugural forum is hosted in Hong Kong, an international maritime centre with over one and a half century of maritime heritage. Shipping has long been one of our core businesses, with over 90 per cent of our cargo volume carried by water. Given our strategic position as the springboard to the Mainland of China and the rest of the world, Hong Kong has become a major regional transshipment hub serving the global maritime communities, with some 280 weekly container vessel sailings connecting to over 600 destinations worldwide.

Our role as the transshipment hub in the region has been tested and proven amid the challenges brought by the COVID-19 pandemic. With the joint efforts of the Government and the industry, including of course the Hong Kong Shipowners Association, I am pleased to say that our maritime sector has lived up to the challenges and has been able to ensure the smooth and stable flow of goods to meet the needs of our community. We have made great efforts to allow sea crew change, which is in fact a compassionate arrangement for crew members who have been stranded onboard vessels for an excessively long period owing to the closure of other ports. Qualified ships without cargo operation are also allowed to enter Hong Kong for pure bunkering and other ship services, which is of particular importance to the smooth operation of the international shipping industry. My Government has announced today some tightening of the exemptions but I can assure you that this sector is not affected. We have done all these, while at the same time never dropping our guard against the importation of the virus.

Hojgaard 船長（香港船東會主席 Bjorn Hojgaard 先生）、各位嘉賓、各位朋友：

大家好！今天很高興與大家一起參加首屆大灣區國際航運論壇。首先祝賀香港船東會主辦論壇，匯聚了我們在粵港澳大灣區和全球航運業的重要合作夥伴。我也很高興能夠見證香港與其他大灣區的航運協會和仲裁機構簽署兩份合作備忘錄。

香港是擁有超過個半世紀海事遺產的國際航運中心。首屆大灣區國際航運論壇在香港舉辦，實在非常合適。長期以來，航運一直是我們的核心業務之一，超過九成的貨運量均由水路運輸。香港具備為通往內地和世界各地橋樑的戰略地位，早已成為服務全球航運業的主要轉運樞紐。現在，每週約有 280 艘集裝箱船駛往全球 600 多個目的地。

香港的轉運樞紐地位，歷經新冠肺炎疫情的挑戰，已經得到考驗和肯定。在政府和業界，當然也包括香港船東會的共同努力下，我十分高興地看到航運業在受到考驗時，仍然確保物流的暢通和穩定流通，滿足了社區的需求。我們也作出很大努力，允許海員在港換班，為因其他口岸關閉而長期滯留船上的船員作出恩恤安排。同時，合資格的非貨運業務船舶，也可以進入香港進行純加油和其他船舶服務，這對國際航運業的順利運行尤其重要。雖然政府今天宣布收緊某些豁免措施，但我可以向你們保證，航運業將不受影響。我們做這些安排的同時，將不會放鬆對病毒輸入的警惕。

YOUR GLOBAL MARITIME SOLUTIONS PROVIDER



WALLEM

Established 1903

Today's forum provides an ideal platform for us to share thoughts and insight on the development of the maritime sector, particularly how we may fully grasp the immense opportunities arising from the GBA development. With a population of some 86 million and a combined GDP of about US\$1.7 trillion, the GBA development is accorded key strategic importance in our country's development blueprint. It puts the emphasis on complementarity, and the nine Mainland cities in the GBA, Hong Kong and Macao are expected to leverage their comparative advantages to drive the overall development of the Area.

The Outline Development Plan for the GBA promulgated by the Central Authorities in 2019 recognises Hong Kong's role as an international maritime centre. The same recognition can also be found in the National 14th Five-Year Plan published earlier this year. In particular, the Central Authorities support Hong Kong's development of high value-added, professional maritime services and the provision of such services to Mainland enterprises.

We already have a vibrant maritime cluster here in Hong Kong, with some 900 shipping-related companies providing a broad range of maritime services, including ship finance, marine insurance, maritime legal and arbitration services, ship management, shipbroking, etc. Over the years, my Government has implemented various measures to support further growth of this maritime cluster. They include, first, offering profits-tax exemption and half-rate tax concessions to ship leasing and marine-insurance businesses. These were made available through legislative amendments last year. And tax measures aiming at attracting more ship managers, agents and shipbrokers to Hong Kong are in the pipeline.

Secondly, enhancing the services of the Hong Kong Shipping Registry by expanding its overseas network. Regional desks have hitherto been set up in London, Shanghai, Singapore and Sydney, and additional ones will be established in San Francisco, Tokyo and Toronto. We want to ensure that ships flying the Hong Kong flag will receive all the support they need so that more ships will register with us.

Thirdly, providing port back-up sites as well as subsidies to encourage third party logistics service providers to adopt technology.

Fourthly, nurturing local maritime talents through dedicated post-secondary programmes as well as training programmes supported by the Maritime and Aviation Training Fund.

Fifthly, more lately in my 2021 Policy Address delivered last month, promoting the application of technology and driving the development of "Smart Port" and a sustainable shipping industry by providing LNG bunkering for ocean-going vessels.

今天的論壇為我們提供了理想的平台，分享和交流航運發展的想法和見解，尤其是業界如何充分把握大灣區發展帶來的重要機遇。大灣區人口約八千六百萬，GDP總值約1.7萬億美元，在國家發展藍圖中具有很重要的戰略地位，大灣區發展著重九個內地城市的互補性，以及香港和澳門如何利用各自的優勢，帶動區內的整體發展。

中央政府2019年頒布的《大灣區發展規劃綱要》確認香港作為國際航運中心的地位，今年年初公佈的國家《十四五規劃綱要》也做了同樣的確認。可見中央政府是非常支持香港發展高增值、專業的航運服務，並期望香港向內地企業提供相同的服務。

香港有一個充滿活力的海事集群，約有900家航運相關公司，提供廣泛的海事服務，包括船舶融資、海事保險、海事法律和仲裁服務、船舶管理、船舶經紀等。多年來，政府採取各種措施支持業界持續發展，首先包括去年立法通過分別為船舶租賃和海事保險業務提供豁免利得稅和減半稅率優惠的安排，並且是正在籌備旨在吸引更多船舶管理公司、代理公司和船舶經紀公司來港發展業務的稅務方案。

第二，通過擴大海外網絡，提升香港船舶註冊處的服務。已在倫敦、上海、新加坡和悉尼設立辦事處，並將在三藩市、東京和多倫多設立更多的辦事處。我們希望懸掛香港旗的船舶能夠獲得所需的一切支持，吸引更多的船舶來香港註冊。

第三，提供港口後勤場地和補貼，鼓勵第三方物流服務供應商通過應用科技提升生產力。

第四，通過專業課程和「海運及空運人才培訓基金」資助的培訓項目，培養本地海事人才。

第五，在我上月發表的2021年「施政報告」中提到，通過為遠洋船舶提供液化天然氣加注服務，促進科技的應用，推動「智慧港口」的發展和航運業的可持續發展。



**ENRICHING LIVES
BY CONNECTING CUSTOMERS
AND COMMUNITIES IN THE PACIFIC**



SWIRE SHIPPING
Celebrating our heritage:
Navigating our future

Find out more at:

www.swireshipping.com



**Your
Partner
of Choice**



SWIRE BULK



Find out more at:

www.swirebulk.com



With our strength in maritime services, I am confident that Hong Kong can make important contribution to the development of the GBA into a world-class port cluster. We will work closely with ports in Guangdong, which mainly handle direct shipment, to ensure mutually beneficial development. In this connection, the Agreement on Maritime Cooperation in the GBA signed by the authorities of Guangdong, Hong Kong and Macao in August last year has already laid a solid foundation for the implementation of joint maritime projects for the benefit of the whole GBA.

I would like to take today's opportunity to thank the Hong Kong Shipowners Association and our other partners in the industry, for working with the Government over the years in promoting Hong Kong's strengths, in promoting the application of technology, in tackling climate change and more. We have made Hong Kong an international maritime centre fully recognised by our friends worldwide. The International Chamber of Shipping established its first-ever overseas office in Hong Kong in 2019, while the BIMCO Law and Arbitration Clause 2020 has included Hong Kong as the fourth named arbitration venue. All these were achieved with the concerted efforts of the industry and the Government. The two Memoranda of Understanding to be signed today also demonstrate our shared commitment to making the most out of each and every opportunity to strengthen cooperation with our partners around the world. I am sure I can continue to count on the industry's support as Hong Kong seeks to seize the massive opportunities ahead, including those arising from the GBA, the 14th Five-Year Plan and the dual-circulation development strategy of our country.

My thanks to the organisers for staging such a meaningful event here in Hong Kong and I understand you have already had a very fruitful Forum. Thank you very much.

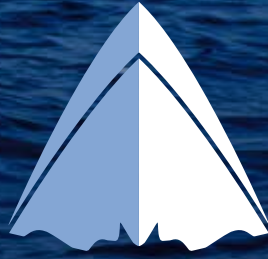
憑藉我們在海運方面優勢，我相信香港可以為大灣區發展成為世界級港口群作出重要的貢獻。我們將與以直運為主的廣東港口緊密合作，實現互利共贏。去年八月簽署的《粵港澳大灣區海事合作協議》，奠定了有利於整個大灣區的聯合海事項目的堅實基礎。

我想借此機會，感謝香港船東會和其他業界夥伴多年來與政府合作，致力加強香港優勢，推動科技應用、應對氣候變化等。香港的國際航運中心的地位已經廣受全球認同。國際航運公會 2019 年在香港設立首個海外辦事處，而波羅的海國際航運公會在其 2020 法律和仲裁條款中，將香港列為第四個指定的仲裁中心。所有這些都是在業界和政府的共同努力下實現的。今天將要簽署的兩份合作備忘錄也表明，我們共同致力於充分利用每個機會，加強與世界各地夥伴的合作。我相信，在香港努力抓住包括大灣區、國家《十四五規劃》和「雙循環」發展戰略所帶來巨大機遇的同時，我可以繼續借助業界的 support。

我感謝主辦單位在香港舉辦如此有意義的活動，也了解到今天的論壇取得了豐碩的成果，多謝大家！



ARROW ASIA SHIPBROKERS LIMITED



ARROW
SHIPBROKING GROUP

www.arrowship.com

Capesize

☎ (852) 2520 0168

✉ cape@arrowship.com

Panamax

☎ (852) 2521 0391

✉ pmx@arrowship.com

Sale & Purchase / Newbuilding

☎ (852) 2520 0701

✉ sandp.hk@arrowship.com

Tankers

☎ (852) 2522 2698

✉ projects@arrows tankers.com

LONDON
ATHENS

COPENHAGEN
SEOUL

HONG KONG
TOKYO SYDNEY

MONACO
GENEVA

SHANGHAI
DUBAI

SINGAPORE
HAMBURG

Logistics is rarely considered a world
of opportunities. But sometimes all it
takes is another perspective.

UPSIDE



Scan to learn more at
www.maersk.com/upside

Integrated logistics holds some of the most untapped potential
for business growth in this decade. Made possible by new digital
platforms, connected physical assets and insights driven advice.
Experience how integrated logistics can become your fast track
to business opportunities at maersk.com/upside.

ALL THE WAY

© 2012 A.P. Moller - Maersk

The world fleet of all ships over 300 gross tons (gt) at 1 January 2022 consisted of 58,228 ships of 2,096 million deadweight tonnes, 1,404 million gt or 26.932 million TEU, an increase of 1,329 ships, 62.6 million deadweight tonnes or 1.07 million TEU on the year before. 1,454 newbuildings of 84.9 million deadweight tonnes were delivered in 2021, and 557 ships of 22.4 million deadweight tonnes were sent to the breakers. Interestingly, by deadweight tonnes, bulk carriers made up 43.9% of newbuildings and 22.4% of ships sent for recycling, while tankers made up 39.2% of newbuildings and 72.5% of ships sent for recycling. Over the past 3 years, the world fleet has increased by 4.5% in number of ships and 6.0% in deadweight tonnes.

It is also interesting to note that by a very simplistic calculation, total deadweight divided by total number of ships, the average deadweight per ship has increased from 35,439 tonnes to 36,001 tonnes over the past 3 years, evidence that ship sizes continue to get larger.

World seaborne trade increased year-on-year by 3.6% in 2021 to 11,951 million tonnes. Over the past three years, world seaborne trade in tonnes has remained unchanged.

By the domicile of principals, the Hong Kong fleet of ships over 1,000 gt as on 1 January 2022 was 1,092 ships of 48.997 million deadweight tonnes with an average age of 16.2 years, which puts it in the position of being the world's 11th largest domicile of principals (2021: 12th). Out of the top 15 domiciles of principals, Hong Kong has the second largest percentage of its fleet under the local Ship Register (behind Denmark). The average age of the world fleet of ships over 1,000gt as of 1 January 2022 was 15.8 years.

In terms of the Gross Tonnage and Deadweight of vessels of over 300 gt at 1 January 2022, Hong Kong was again the 4th largest ship register, coming after Panama, Liberia and the Marshall Islands. The deadweight tonnage of ships flying the Hong Kong twin flags represented 9.9% of the world total.

(All statistics taken from Shipping Statistics and Market Review, Volume 66, No. 1 - 2022, Institute of Shipping Economics and Logistics)

截止 2022 年 1 月 1 日，全球 300 總噸以上的商船數量是 58,228 艘，合計 20.96 億載重噸、14.04 億總噸或 2,693.2 萬標箱，較去年同期增長 1,329 艘、6,260 萬載重噸或 107 萬標箱。2021 年共有 1,454 艘合 8,490 萬載重噸的新船交付，約 557 艘合 2,240 萬載重噸的船舶拆船。有趣的是，在交付的新船中，以載重噸計算，散貨船約佔 43.9%，油輪約佔 39.2%，而以拆船的載重噸位計算，則分別佔 22.4% 和 72.5%。過去三年，世界船隊增幅以艘次計算約佔 4.5%，但以載重噸計算約佔 6%。

如果以載重總量除以船舶總數，就能簡單地得出過去三年單船載重噸增幅是 35,439 至 36,001 載重噸，證明船體規模增大的趨勢繼續存在。

2021 年世界海運貿易量同比增加 3.6% 達 119.51 億噸。過去三年，世界海運噸貿易量維持不變。

按船公司註冊地統計，截止 2022 年 1 月 1 日，香港超過 1,000 總噸的船舶數量為 1,092 艘合計 4,899.7 萬載重噸，平均船齡為 16.2 年，位居世界第十一位（2021 年為第十二位）。而在世界前十五船公司註冊地中，香港是本地註冊船舶數量第二最多的地區（僅次於丹麥）。截止 2022 年 1 月 1 日，世界船隊平均船齡為 15.8 年。

截止 2022 年 1 月 1 日，世界超過 300 總噸的船舶總噸和載重噸排位，香港繼續位居第四，僅次於巴拿馬、利比里亞和馬紹爾群島。香港註冊的船舶載重噸總量約佔世界總量的 9.9%。

（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》2022 年第 1 期第 66 欄）





FAIRMONT

- Fully transparent and cost effective Ship Owning and Management with over 70 years in the industry.
- Offering full ship management services namely commercial, crewing and technical support.
- Achieving a high fleet retention rate of up to 96% even through the pandemic by focusing on crew happiness and welfare.
- Adhering to the highest safety, quality and environmental standards through industry best practices.

MAGSAYSAY

- A world class human resources company offering trained crew services to Off Shore and On Shore Industries.
- Offering full crew management namely cadet development, training, travel and centralized victualling.
- Providing and caring for a sustainable pipeline of qualified officers and seafarers.
- Caring for the crew's families during the pandemic through Magcoop and Wives Club.

HONG KONG • JAKARTA • LONDON • MANILA • SIBENIK • TOKYO • VANCOUVER

www.fairmontshippingltd.com.hk | www.magsaysaypeople.com | contact@fairmontshipping.com



ISLAND NAVIGATION CORPORATION
INTERNATIONAL LIMITED

Ship Owner

Ship Operator

Ship Agent

Tel: (852)2833-3222 Fax: (852)2827-0001
E-mail: incil@isnav.com

We are delighted to recognize the following award bestowed on our member in the past year.
我們非常高興藉此表彰以下於去年獲頒授勳銜的會員。



Miss LAU Sui-yee, Rosita, MH
劉瑞儀女士，榮譽勳章

Ince & Co.
英士律師行

Miss LAU is awarded MH in recognition of her contribution to the development of the maritime industry and reinforcing Hong Kong's status as an international maritime centre.
劉女士致力推動海運業發展，鞏固香港成為國際海運中心的地位，貢獻良多，現獲頒授榮譽勳章，以資表揚。

(Extracted from the 2021 Honours List published in the Government Gazette on 1 July 2021.)
(資料來自 2021 年授勳名單，在 7 月 1 日於憲報刊登。)





Reduce your carbon footprint
and fuel consumption

BRUSHLESS

Robotic Hull Cleaning With Cavitation Waterjets Above & Underwater

Neptune Robotics has cleaned more than
200 vessels



Reduce your carbon footprint
and fuel consumption

Shekou, Yantian
Ningbo, Zhoushan,
Shanghai
Berths and anchorages
Day and night

Book Now

booking@neptune-robotics.com

neptune-robotics.com

Follow us on WeChat: [neptune-robotics](#)



Previous Chairmen and Secretaries / Managing Directors

歷任主席及秘書長 / 董事總經理

Year	Chairman	Secretary / Managing 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 Sam Chang (Jan-Jun 1970) Mr Garfield Chao (Jul-Oct 1970) Mr P.R. Walton (Nov 1970 ~)
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 (Dec 1984 ~)
1986 – 87	Mr Kenneth K.W. Lo Teh-Hu Cargocean Management Co Ltd	Mr Michael Farlie
1988 – 89	Dr. Helmut Sohmen World-Wide Shipping Agency Ltd	Mr Michael Farlie

(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。)

Previous Chairmen and Secretaries / Managing Directors

歷任主席及秘書長 / 董事總經理



Year	Chairman	Secretary / Managing Director
1990 – 91	Mr David C.C. Koo Valles Steamship Co Ltd	Mr Michael Farlie
1992 – 93	Mr Peter J. Cowling Wallem Group Ltd	Mr Michael Farlie
1994 – 95	Mr C.C. Tung Island Navigation Corporation International Ltd	Mr Michael Farlie
1996 – 97	Mr George S.K. Chao, JP Wah Kwong Shipping Holdings Ltd	Mr Michael Farlie, MBE Mr Arthur Bowring (Jul 1997 ~)
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
2014 – 15	Mr Kingsley Koo Valles Steamship Co Ltd	Mr Arthur Bowring
2016 – 17	Ms Sabrina Chao Wah Kwong Maritime Transport Holdings Limited	Mr Arthur Bowring, MH Ms Sandy Chan (Dec 2016 ~)
2018 – 19	Mr Jack Hsu Oak Maritime (Hong Kong) Inc. Limited	Ms Sandy Chan
2020 – 21	Mr Bjorn Hojgaard Anglo-Eastern Univan Group	Ms Sandy Chan

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

執行委員會



Chairman 主席

Mr Wellington Koo
Valles Steamship Co., Ltd.
顧之灝先生
萬利輪船有限公司



Deputy Chairman 常務副主席

Mr Angad Banga
The Caravel Group Limited



Member 委員

Mr Hing Chao
Wah Kwong Maritime
Transport Holdings Limited
趙式慶先生
華光海運控股有限公司



Member 委員

Mr Gautam Chellaram
KC Maritime Hong Kong Limited



Member 委員

Mr Ding Lei
Hong Kong Ming Wah
Shipping Company Limited
丁磊先生
香港明華船務有限公司



Member 委員

Mr Martin Fruergaard
Pacific Basin Shipping
(HK) Limited
太平洋航運(香港)有限公司



Member 委員

Mr Patrick Lo
Teh Hu Cargocean
Management Co., Ltd
盧培德先生
德和海運管理有限公司



Member 委員

Mr Matthew Mueller
American Bureau of Shipping
美國船級社



Member 委員

Mr Kishore Rajvanshy
Fleet Management Limited



Member 委員

Capt. Rajiv Tatarbe
Chellaram Shipping
(Hong Kong) Ltd



Vice Chairman 副主席

Mr Zhu Jianhui

COSCO Shipping
(Hong Kong) Co Ltd

朱建輝先生

中遠海運(香港)有限公司



Vice Chairman 副主席

Mr Wang Yongxin

China Merchants Energy
Shipping Co Ltd

王永新先生

招商局能源運輸有限公司



Vice Chairman 副主席

Mr Jon Zinke

Keesal, Young & Logan
奇術揚洛根律師行



Hon. Treasurer 司庫

Mr Kenneth Lam

Credit Agricole Asia
Shipfinance Limited

林詩鍵先生

東方匯理亞洲船務融資
有限公司



Member 委員

Mr Richard Hext

Swire Shipping Pte. Ltd

宋睿之先生

太古輪船有限公司



Member 委員

Mr Robert A. Ho

Fairmont Shipping (HK) Ltd

何力山先生

東昌航運(香港)有限公司



Member 委員

Mr Chris Howse

Howse Williams



Member 委員

Mr Andrew Jones

Thomas Miller
(Hong Kong) Limited

托馬斯米勒(香港)有限公司



Member 委員

Mr Alan Tung

Island Navigation
Corporation International Ltd

董立新先生

金山輪船國際有限公司



Member 委員

Mr Benny Wu

Arrow Asia
Shipbrokers Limited

胡文彬先生

箭亞船舶經紀有限公司



Member 委員

Mr Kenny Ye

Orient Overseas
Container Line Ltd

葉建平先生

東方海外貨櫃航運有限公司



Pacific Basin

Building a Safer and Greener Future

#WithYouForTheLongHaul



Industrial Shipping Services for the World's Leading Commodity Groups

Pacific Basin is a leading owner and operator of quality Handysize and Supramax bulk carriers

Our global network of 13 offices enables us to accurately understand our customers' needs and offer an industry-leading, localised, tailored and responsive dry bulk freight service



Connect with us     

www.pacificbasin.com

Pacific Basin Shipping Limited



ABS

FUELING SMART DECISIONS POWERING A SUSTAINABLE FUTURE

LEARN MORE TODAY

www.eagle.org/sustainability





HUD's tug *Sung Kong* moored between Piers 8 and 9 during Hong Kong Maritime Week, November 2021.

公眾參觀香港聯合船塢集團有限公司的最新多功能拖輪「宋崗」，為博物館在香港海運週 2021 的活動之一。

The Hong Kong Maritime Museum setting its new course

Last year, just a few weeks after taking the helm of the Hong Kong Maritime Museum (HKMM) I was kindly invited to write about my background, about the HKMM and its future. This year I feel I can write more substantially about the myriad of activities, projects, partnerships this fine museum is organizing. Many of these projects are generously supported by members of the Hong Kong Shipowners Association (HKSOA) – we are most grateful to all of you. Much to my regret, writing about this fabulous museum and its endeavours to connect with communities is always a process of 'killing my darlings,' as I must be concise and selective.

香港海事博物館新里程

回望 2021 年 3 月，我正式上任香港海事博物館總監一職。當時我在履新後數週即為香港船東會年刊撰寫文章，介紹自身背景、博物館的工作及願景。投入博物館工作一年後，我感到可以更具體地介紹博物館各式各樣的活動、項目，以至合作伙伴。以上種種有賴香港船東會的支持，為此我向各位致以衷心的感謝。另一方面，在撰寫文章的過程中，我需要從博物館眾多出色的活動中作出挑選，遺憾未能將其盡錄。



CMT

中國航運股份有限公司
Chinese Maritime Transport Ltd.



ctx
special
risks

More Than Insurance

Hong Kong's Maritime Miracle

We are currently finalizing the content material for the upcoming exhibition *Hong Kong's Maritime Miracle. The Story of Our City since 1945*. This exhibition, due to be on display between 24 June and 30 October 2022, is being organized to celebrate the 25th anniversary of the HKSAR. As such, the exhibition will be promoted via governmental channels – in addition to our own strong and detailed marketing campaign.

We have received generous support from the government, The Hong Kong Jockey Club Charities Trust and many of you: the leading firms in the maritime and banking communities. Next to artefacts, the use of Art-Tech plays a crucial role in how we share the stories with our audiences. We work with local talents in exhibition design, interactive design and movie directing. In doing so we hope to make the exhibition accessible for a varied audience of families and young adults next to professionals and specialists in the maritime field.

Through this extensive exhibition we want to share a few key messages with our audiences. First, we want to inform our visitors about the resilience of the Hong Kong community at large. With the 'can do' mindset, Hong Kongers have managed to make the best of dire circumstances. This might be an important message for the generations of today as well. Second, we need to enhance awareness of the huge importance of shipping for our daily lives. Third, we want to stress the extent to which we in Hong Kong are connected to the maritime community. Fourth, we hope that younger generations will be inspired by the exhibition to pursue careers in the maritime sector. Next to the large exhibition there will be publications, a symposium, and lecture series to stimulate visitation and enhance awareness.

I am quite sure that the readership experiences daily the necessity to develop contingencies for the projects and activities at hand. This is not different in the museum world. Pending COVID-19 rules and regulations we may need to postpone the exhibition to later in the year, possibly extending into early 2023.

Increased visibility

During the past fiscal year, we welcomed over 63,000 visitors at the museum – almost 2.5 times as many as in the preceding year, but of course much less than in pre-COVID years. Nevertheless, we are happy to see the numbers rise. A similar trend is seen in our visibility through social media and website visits. There is still a long way to go, but we have improved drastically. Furthermore, the HKMM

香江泛洋奇蹟

我們正密鑼緊鼓地籌備特別展覽《香江泛洋奇蹟：1945年以來我們的港口故事》。展覽將於2022年6月24日至10月30日舉行，同時誌慶香港特別行政區成立25周年。此展覽將於博物館及政府平台上推廣宣傳。

本展覽有幸得到政府、香港賽馬會慈善信託基金，以及眾多海運和金融界企業的支持。除了展示富有歷史價值的文物，展覽亦著重運用藝術科技為觀眾細說海事故事。在展覽的設計、互動裝置及電影製作上，我們邀得本地人才主理。藉此，我們希望這個展覽可以觸及更廣的觀眾，由家庭、年輕人、以至海運界的專業人士。

透過此展覽，我們希望帶出一些信息。首先，展覽聚焦於香港人的韌性。香港人往往靠著驚人的意志面對逆境，這種勇於任事的態度實在值得借鏡。展覽亦強調船運在日常生活中的重要性，以及香港與海運的緊密關係。我們希望展覽可啟發年輕一代，發掘並投身海運業。除了展覽，博物館亦將推出相關的刊物、研討會和講座系列，以吸引更多訪客。

在疫情下，我相信各位讀者每天都應付著突發情況，博物館亦然。就著社交距離措施，展覽或許需要延期。

提升博物館知名度

在過去財政年度，博物館歡迎了逾63,000名訪客，是前年的2.5倍，當然不能與疫情前的入



In 2021-2022, the number of visitors to the Hong Kong Maritime Museum increased to over 63,000.

在2021年至2022年，香港海事博物館入場人次超過63,000人。



Teh-Hu Cargocean Management Co., Ltd.

Unit B, 15/F, Fortis Tower
77-79 Gloucester Road
Wanchai, Hong Kong

Tel.: 852-25988688
Email: operation@teh-hu.com



Introducing ATPI Halo

Helping you make
your crew and onshore
travel carbon zero

Contact Us

Email: sales.hkg@atpi.com
Phone: +852 2833 5083

Delivering what really matters™



was prominently featured as co-organizer of the Hong Kong Maritime Week in November last year – next to the HKSOA! This is important, as it clearly shows the museum's commitment to focus not only on the past, but also on the present and the future of maritime Hong Kong.

We have also managed to establish a prominent presence in Beijing! Since late October 2021, the Hong Kong Maritime Museum has had no fewer than three travelling exhibitions on display in China's capital, highlighting 250 artefacts from its collections. We are also in conversations with colleagues at various maritime museums in the Greater Bay area for future collaborative projects. For next year we intend to host exhibitions from museums in Singapore and Amsterdam. Partnerships with local, regional, and global friends and colleagues are in the making.

Educational

A very important part of the museum's work (and basically its *raison d'être*) is to educate our audiences. During the past year, the HKMM developed a short course Maritime History and Museology, with lectures and heritage site visits. 46 attendees showed keen interest. A little later we launched the so-called Gifted Students Project, with generous funding from the Education Bureau. 30 secondary school students, selected by teachers and principals and accompanied by university students, attended courses in maritime history and curating at the museum. They conducted research, created an exhibition with self-made maritime artefacts, and contributed to a book that was recently published and presented.

Earlier last year, we published a series of books – on the Maritime Crossroads exhibition, the Steam exhibition, and on the Light House project we conduct with the City University of Hong Kong. We work hard on developing these programs, hoping that we continue to have our audiences develop interest in maritime history AND the maritime present and presence in this global port city. To that end we opened our doors for free on International Day of the Seafarer (27 June 2021) with a record 1,568 visitors showing up!

Furthermore, we collaborated with the Hong Kong Seamen's Union and have organized several Free Family Fun Days for HKSOA members, their staff, and thousands of other with a keen interest in the past, present and future of ships, shipping, and seafarers. In our own Museum Shop, located near the museum in the Central Pier building, many items

場人次相比。有見及此，我們透過社交媒體及網站加強與觀眾在線上的互動，提高了博物館的網上覆蓋率。另外，香港海事博物館與香港船東會是香港海運週 2021 的協辦機構，一同為海運界的未來努力。

在 2021 年 10 月，博物館的三個巡迴展覽在北京亮相，展出 250 件藏品。我們亦正與大灣區的海事博物館同儕商討合作事宜。在未來一年，我們希望展出來自新加坡及阿姆斯特丹博物館的展覽。博物館致力建立本地、亞洲及國際網絡。

教育項目

博物館其中一項重要的任務是提供公眾教育。在過去一年，香港海事博物館舉辦以「海洋歷史和博物館學」為題的教育課程，帶領共 46 位學員參與講座，進行討論並考察海事古蹟。我們亦與教育局資優教育組合作，推出以海洋歷史與策展為主題之教育基金計劃，為資優學生提供校外高級學習課程。共三十名中學同學在嚴謹的面試過程中脫穎而出，獲選入讀本課程。課程由博物館專家、本地和國際學者、教育局課程發展人員和前中學校長帶領，並由大學本科生擔任師友，指導課程學員應用講課及實習的知識於籌備展覽上。最近，我們就著此課程出版刊物，記錄同學們的學習成果及文章。

除此之外，博物館推出了一系列書籍，包括《帆船匯港：世貿千年》展覽特刊、《從蒸汽找 STEAM——海上貿易和軍事的革命》，以及與香港城市大學合作的《夜航明燈：香港港口與燈塔》專書。透過這些項目，我們致力激發觀眾對海事歷史及現況的興趣。為此，博物館在世界海員日（2021 年 6 月 27 日）免費開放，吸引了共 1,568 訪客參與。



Kids learning the ropes. The International Day of the Seafarer celebration on 27 June 2021 brought 1,568 visitors to the museum. 香港海事博物館世界海員日免費親子同樂日，共 1,568 人次入場。

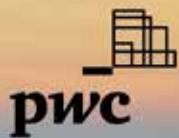


**A Leading Maritime, Industrial and Engineering Solutions Provider
Committed To Innovative And Customised Solutions**

- Dry Bulk Shipping • Liquid Bulk Shipping • Ship and Crew Management
- Marine and Offshore Engineering • Newbuilding and Technical Consultancy Services
- Trans Shipment Solution • Resources • Logistics



IMC Industrial Group | 3 Anson Road | #06-01 | Springleaf Tower | Singapore 079909
groupcomm@imcindustrialgroup.com • <https://imcindustrialgroup.com>



羅兵咸永道

新方程=信任+成就

解鎖新時代新方程 之

區域協調發展

羅兵咸永道植根中國十餘個城市群
與政企攜手共促協調發展

了解更多



refer to ships and seafaring in ancient and present times, hopefully sparking interest for among young audiences as well. These are truly core activities for us, as they enable us to perform that crucial role of a community-based and -oriented museum.

Swire Marine Discovery Centre

Last year I had the pleasure to inform you about a fascinating new development for the HKMM – the construction of the Swire Marine Discovery Centre. Work started immediately after the signing ceremony with contractor Hon Fung on 16 December 2021, with 21 June 2022 as scheduled date of completion. The HKMM will be able to expand its mandate through the addition of a 100 retractable seat multipurpose Blue Ocean Theatre on the top deck with a beautiful panoramic view over Victoria Harbour, the expansion of exhibition space (the Blue Ocean Gallery) where we will partner with 'green and blue' NGO's, and a marine science oriented 100 sq.m. classroom (the Blue Ocean Learning Centre) right at the water – all focused on enhancing awareness for marine science – next to history and art. The Theatre and the Learning Centre can be rented for (your!) events as well. All new spaces are awaiting to be adopted by sponsors.

除此之外，博物館和香港海員工會合作，為香港船東會會員、員工及大眾舉辦了免費親子同樂日，主題圍繞船運及海員的過去、現在與未來。在位於8號碼頭的博物館禮品店，我們精心挑選了有關古代及現代航海的精品，希望藉此引起年輕觀眾對海事的興趣。以上種種都是我們作為一間以社群為本的博物館之主要工作。

太古海洋探知館

我有幸於去年的文章中介紹香港海事博物館其中一項重要發展——興建太古海洋探知館。工程在2021年12月16日施工，暫定在2022年6月22日竣工。博物館的A層將改建成可容納100人的演講廳，美麗的維港景色一覽無遺。同層另有展覽空間，讓我們與關注海洋及環境保護的非牟利機構合作推廣知識。博物館的D層將變身多用途課室，利用臨海地理優勢，舉辦適合不同對象的海洋科學活動及工作坊。這個新園地將有助博物館成為一個獨特的寶庫，融匯歷史、藝術及科學知識，為公眾帶來豐富多元的展覽，開拓更多教育及推廣文化的內容。場地亦可作租用，適合各類型企業活動。我們亦將推出設施的命名贊助計劃。



The contract signing ceremony for the Swire Marine Discovery Centre on 16 December. From left to right: project manager and director of contractor Hon Fung with Museum Director Joost Schokkenbroek and Chairman of the Board Richard Hext.

太古海洋探知館工程簽約儀式。(左起) 漢峯工程有限公司項目經理、漢峯工程有限公司總監、香港海事博物館總監肖猷思、香港海事博物館董事會主席宋睿之。



OOCL's FreightSmart is an advanced online platform providing customers instant quotation and booking confirmation with space and equipment protection at secured freight rates. The speed, convenience, and rewards bring the ultimate customer experience when booking with FreightSmart.

OOCL makes every part of your business a part of ours:

We take it personally.



We take it personally

www.oocl.com

FreightSmart



FreightSmart User Guide



One-Stop Solution For Space and Equipment Protection



Key contacts:

主要联系人:



Lianjun Li 李连君
Partner 合伙人
Hong Kong 香港
T: +852 2507 9857
Mobile: +86 1392 382 9039 /
+852 9835 5039
lianjun.li@reedsmith.com
WeChat: 13923829039



Min Li 李民
Partner 合伙人
Hong Kong 香港
T: +852 2507 9892
Mobile: +852 9611 7973 (HK) /
+86 1305 215 0941 (CN)
min.li@reedsmith.com
WeChat: RSRBLM



Donald Sham 沈信安
Partner 合伙人
Hong Kong 香港
T: +852 2507 9752
Mobile: +852 5320 0813 (HK) /
+86 1305 215 0277 (CN)
donald.sham@reedsmith.com
WeChat: shamdonald

Address: 17/F One Island East Taikoo Place | 18 Westlands Road | Quarry Bay | Hong Kong
香港鲗鱼涌华兰路18号|太古坊港岛东中心17层
Website: <https://www.reedsmith.com/en/> | Phone: +852 2810 8008

ReedSmith
Richards Butler LLP
禮德與伯達律師行有限法律責任合夥

Reed Smith is a dynamic international law firm, dedicated to helping clients move their businesses forward. With 1,700 lawyers in 30 offices globally, and with four decades in Asia, we are one of the largest and most experienced law firms in Hong Kong.

Our Transportation Group consists of over 140 lawyers and this gives the firm an unrivalled knowledge of the important concerns of the industry. In shipping, we act predominantly for owners, charterers, freight forwarders and P&I clubs, undertaking wet, dry and finance work. We have an established reputation in advising clients on shipping, including contentious and non-contentious aspects of voyage charters, time charters and FFAs throughout the world. We regularly advise trading houses, charterers and ship owners (both private and state-owned), ship builders, joint ventures and other commercial shipping organisations on all aspects of their business, as well as banks and other financial institutions.

禮德律師事務所是一家充滿活力的國際律師事務所，致力於協助客戶推動其業務發展。禮德1,700名律師團隊遍布全球30個辦事處，本所根植亞洲逾40年，是香港規模最大、經驗最豐富的律師事務所之一。

本所的全球國際航運部由超過140名律師組成，這使得我們對航運業擁有深刻認識與理解。本所對於向客戶提供航運業方面的法律意見聲譽卓著，包括有關世界各地航次租船、定期租船及遠期運費協議的訴訟及非訴事務。本所慣常為貿易商、租船人及船東（私營及国有企业）、造船廠、合資公司及其他商業船務機構提供各方面的業務意見，我們的客戶還包括銀行及其他金融機構。

HKMM and HKSOA

I would be remiss if I did not write a few words about the strengthened relationship between the museum and HKSOA, next to the relationship with individual members. The museum owes a lot to all of you. During our very first years, leading figures in the maritime community spent so many hours on the establishment of the Hong Kong Maritime Museum in Murray House, Stanley, where the doors were opened in September 2005, and the unwavering support of the maritime community has continued up to the present day - with many of you giving their precious time and invaluable advice as Board members or Trustees. I am a very fortunate museum director with the support I and my staff receive.

As for our relationship with HKSOA, I want to see the HKMM express its gratitude more transparently and develop into the meeting place par excellence for all of you. Let the museum be(come) that safe haven where food and beverages can accompany good chats, good cheer and comradery. To this effect, we hosted several Industry Drinks in 2021, and want to continue to host these events. We also happily invite new supporters representing other professional communities. Moreover, we had the great pleasure of hosting the table tennis tournament - a fabulous initiative from the HKSOA management team! What a fun week we all had, back in November! Hopefully, restraints on the services we can provide will be lifted soon, enabling us to perform better and align our services to your expectations!

香港海事博物館與香港船東會

香港船東會是香港海事博物館的重要伙伴。海運界的領頭人物盡心盡力，讓博物館得以在 2005 年 9 月於赤柱美利樓開幕。業界的支持延續至今，當中各位出任博物館的董事會成員及受託人，付出時間為我們提供寶貴的意見。作為博物館總監，我特此感謝各位的支持。

香港海事博物館致力成為安全衛生、氣氛親切、讓大眾賓至如歸的聚腳點。我們在 2021 年舉辦了數次業界聚會，當中邀請到來自其他界別的支持者。另外，我們很高興為香港船東會提供場地，舉行了乒乓球大賽，為十一月加添了歡樂氣氛。希望於疫情舒緩後，我們可以再次為大家提供場地及博物館服務。

最後，我希望分享一個長遠項目。我們正計劃展出博物館最大的藏品——海上巨人號的錨，相信讀者們對它十分熟悉。這個錨見證著船運對香港社會及經濟發展的重要性，值得展示於顯眼的位置。它並象徵著對未來堅定不移的信念，其意義可以在逆境中為大眾帶來力量，連繫並團結社群。博物館希望就著此藏品建立一個文化活動熱點，讓普羅大眾有機會欣賞這個意義重大的藏品。



Banner announcing Hong Kong Maritime Week 2021, with the logos of the HKSOA and HKMM next to each other.
香港海運週 2021 橫額。

Finally, I want to share with you all that for the long term we hope to put on display by far the largest artefact in the museum's collection - the massive anchor of the Seawise Giant - undoubtedly famous amongst the readers of this Yearbook. This anchor could and should become more than a maritime object, prominently placed in a public area as a testimony of the importance of shipping for the city's social

總而言之，香港海事博物館正踏入新里程——在內容上加入海洋科學，帶著熱情、好奇心及責任感將博物館發展成一個交流平台，連結海運界及香港人。



TAYLOR MARITIME



www.taylormaritime.com



HONG KONG
maritime
museum
香港海事博物館

全新博物館體驗：
歷史、美術、科學

HISTORY,
ART AND
SCIENCE
in One Museum



香港海事博物館繼往開來，致力記述、保全及承傳海事歷史及文化。博物館將於2022年夏季開設全新太古海洋探知館並推出特展《香江泛洋奇蹟：1945年來我們的港口故事》，藉此融會歷史、美術、科學知識，為公眾帶來多元博物館體驗。

The Hong Kong Maritime Museum's vision is to be the custodian of ocean-related history and heritage for the Hong Kong community. In the Summer of 2022, the museum will present the new Swire Marine Discovery Centre and Special Exhibition *Hong Kong's Maritime Miracle: The Story of Our City Since 1945*, bringing a unique museum experience fusing History, Art and Science.





Posing in front of *Seawise Giant's* imposing anchor. From right to left Anthony Hardy, Ophelia Fung (Henderson Land), Richard Hext, Nicholas Brooke and Joost Schokkenbroek.
海上巨人號錨前留影。(右起) 何安達、Ophelia Fung (恒基兆業地產有限公司)、宋睿之、Nicholas Brooke 及肖猷思。

and economic development. If we can create a place for people to gather around this industrial artefact, the object could be considered a symbol of steadfast belief in a bright future – and that in a time when so many people have lost their buoys, see their worlds turned upside down, see their ships cast adrift. The anchor might connect and unify communities, giving them the strength to persevere.

All in all, the HKMM is setting a new course: including Marine Science in its offerings, developing into a podium for dialogue, being driven by passion, inquisitiveness, and a keen sense of responsibility where it regards connecting you and us – the maritime community – with the Hong Kong community at large.

It is my sincere axiom that a museum should be more than just a building with beautiful artefacts. It should, of course, create debate and understanding through artefacts and narratives, but also – quite plainly – be a meeting place for people to feel comfortable, safe, distracted, and entertained. I hope and trust that the HKSOA with its members and friends will help us weather storms and continue to help us achieve those goals.

Joost C.A. Schokkenbroek, PhD
Museum Director
Hong Kong Maritime Museum

我深深相信，博物館除了展示精彩的文物，亦需透過展品及當中的故事催化新知和交流，讓大眾安心地樂在其中。我謹此希望香港船東會的各位朋友可以助博物館一臂之力，實現此一願景。

肖猷思
香港海事博物館總監



TEAMWORK, TRUST, TRANSPARENCY

Our professional and passionate staff, both on ships and ashore are committed to work together as a productive team.

The trust we have in one another, makes us strong partners for all of our stakeholders.

With our transparent management style, we provide highly effective and efficient quality ship management services.



Tamar Ship Management Ltd.

+ 852 3766 1900

tamarshipman.com

HILL DICKINSON

Practical advice for shipowners, charterers and traders from the experts in maritime law.

為船東、租家和貿易商提供海商法領域專家級的實務建議。

Hill Dickinson Hong Kong is known for its solid practice acting on a full gamut of shipping disputes and the team is noted to be capable of providing advice which 'is always professional, practical, timely and customer-oriented.' The team is 'very efficient and straight to the point on the required matters or issues at hand' and 'they are able to revert with detailed advice within hours.'

Chambers and Partners Asia-Pacific 2021

Benefiting from longstanding shipping heritage, both in the region and internationally, Hill Dickinson's Hong Kong office forms a vital part of the firm's overarching maritime and disputes offering, which is able to service the local and international needs of a broad range of clients, including banks, P&I clubs, traders, owners and charterers, brokers, and high-net-worth individuals.'

Legal 500 Hong Kong 2021

希德律師行香港辦公室以處理各類航運爭議的實力而聞名，其團隊以提供“專業、實用、及時並以客戶為本”的建議而著稱。該團隊“非常高效且直截了當處理所需的問題”並且“能夠在數小時內提供詳細的建議”。

2021年《錢伯斯亞太法律指南》

得益於在區域和國際上悠久的航運歷史，希德律師行香港辦事處構建了其全球航運及爭議業務網絡的重要組成部分，可以滿足包括銀行、保賠保險公司、貿易商、船東和承租人以及高淨值人士在內的本地和國際客戶的廣泛需求。船東和承租人、經紀以及高淨值人士在內的本地和國際客戶的廣泛需求。

2021年《法律500強香港指南》

Damien Laracy
+852 2525 7528
damien.laracy@hilldickinson.com

Edward Liu
+852 2525 7477
edward.liu@hilldickinson.com

Antony Cowie
+852 2525 7568
antony.cowie@hilldickinson.com

33B United Centre, 95 Queensway, Admiralty, Hong Kong

www.hilldickinson.com



In 2021, the International Chamber of Shipping (China) Liaison Office (the "Office") worked hard to overcome the challenges and to live up to its purpose: 'based in Hong Kong, serving the Mainland and connecting with the globe.'

As the COVID-19 pandemic continued, the main task of the Office in 2021 continued to be the proactive promotion of the relevant policies of the International Chamber of Shipping (the "ICS"), to coordinate and collaborate with the relevant authorities in the Mainland and the HKSAR governments and the shipping industry to reduce the impact of Covid-19 on crew changes, and to cope with instability in the global supply chain. In the absence of normal customs clearance between the Mainland and Hong Kong, the Office continued to distribute major announcements and messages from the ICS in the form of press releases to the shipping industry through various shipping media platforms in the Mainland. In addition, through the Office, the Chairman of the ICS Mr Esben Poulsson, the Secretary-General Mr Guy Platten, the Deputy Secretary-General, Mr Simon Bennet, and the Principal Representative, Mr Edward Liu, published various interviews and articles in the Mainland and Hong Kong media. The ICS provided timely publicity and prompt guidance to the shipping industry in the Mainland and Hong Kong on the major issues advocated by the ICS in the international shipping field, including green shipping and zero-carbon shipping.

In 2021, the Office upheld the values of 'openness and inclusiveness, innovation and reform, and win-win cooperation,' and was dutifully committed to promoting the increased recognition and influence of the ICS in the Mainland and the Hong Kong shipping industries. Over the past year, the ICS has participated in and organized a series of high-end shipping forums in the Mainland and Hong Kong. It has both presented messages to the Chinese shipping industry and brought the voice of the Chinese shipping industry to the international shipping community.

2021年，國際航運公會中國辦事處（“辦事處”）努力克服重重挑戰，全力踐行設立宗旨，立足香港，服務內地，聯繫全球。

由於新冠肺炎疫情持續，辦事處在2021年的主要工作依舊是大力推動國際航運公會（“公會”）相關政策，與中國內地和香港特區政府相關部門和航運業界進行溝通協調，攜手降低疫情對船員換班帶來的影響，以及應對全球供應鏈不穩定的問題。在內地與香港依舊沒有正常通關的情況下，辦事處將公會的重大信息繼續以新聞發布的方式，力爭透過中國內地多家航運傳媒第一時間發送給內地航運界。另外，通過辦事處安排，公會主席 Esben Poulsson、秘書長 Guy Platten 和副秘書長 Simon Bennett 以及首席代表劉洋分別在內地和香港傳媒以專訪、採訪和發表文章的方式，及時向內地和香港航運業界對公會在國際航運領域推動的重大事項，包括綠色和零碳航運等，進行宣傳與解釋。

2021年，辦事處奉行開放包容、創新變革、合作共贏的價值理念，著力促進公會在內地和香港航運業界的受認可度愈發增強，影響力日益增長。過去一年，公會參與及組織了一系列在內地與香港舉辦的高端航運論壇，既向中國航運業發出了聲音，又將中國聲音帶到國際航運界。



Max Glory Enterprise Limited

Unit 301A, 3/F Harbour East, 218 Electric Road, North Point, HK

Tel: (852) 2527 6862 Fax: (852)2528 6983



Strength in Depth

For marine claims consultancy, claims management and average adjusting.

We are uniquely equipped with:

- Our global reputation
- Worldwide spread of offices and experts
- Qualified personnel
- Access to in-house technical resources
- Database of marine claims law and practice
- Our applications of IT resources

For further information please contact:

Cory Chow

T: +852 5803 4708

M: +852 9266 4409

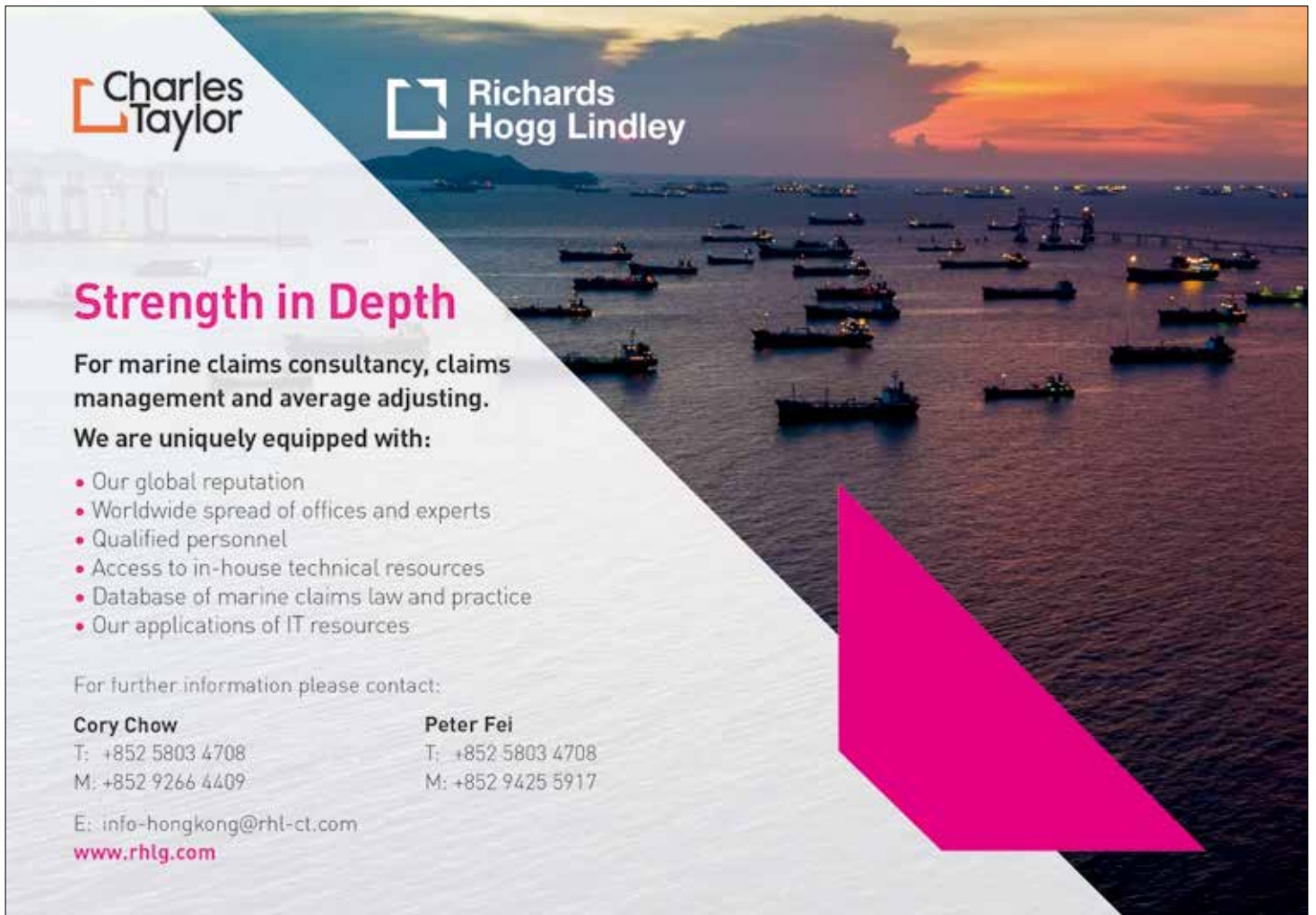
E: info-hongkong@rhl-ct.com

www.rhlgl.com

Peter Fei

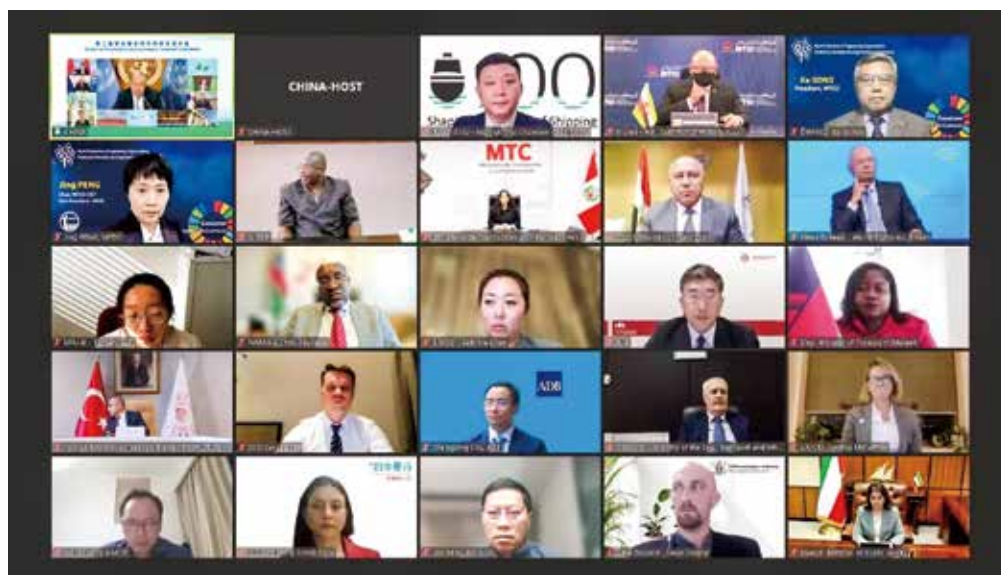
T: +852 5803 4708

M: +852 9425 5917



On 14 October 2021, the Principal Representative Mr Edward Liu, was invited by the China Maritime Safety Administration to attend the opening ceremony of the second United Nations Global Sustainable Transport Conference, virtually hosted in Beijing, together with representatives from over 200 countries, international organizations, and regional organizations from around the world, to listen to an important speech by President Xi Jinping. The invitation to attend and participate in the high-level meeting represented the Chinese Government's recognition of the ICS's work over the past years, particularly in facilitating and promoting exchanges between the Mainland and the global shipping industry. This also means that the ICS's platform and reach in China has broadened, and that it is capable of adding to the exchanges and cooperation between China and the international shipping industry, thus contributing to the Mainland's participation in global shipping governance.

2021年10月14日，首席代表劉洋受中國海事局邀請，代表公會在線參加在北京舉行的第二屆聯合國全球可持續交通大會的開幕式，與全球近200個國家首腦、國際組織和地區機構代表聆聽了國家主席習近平的重要講話。公會獲邀參與此次高層次會議，代表著中國政府對公會在過去多年工作，特別是促進內地與全球航運業界交流方面的高度認可。這也意味著公會在中國的平台更闊更高，可以為中國與國際航運業界的交流合作添磚加瓦，為“中國智慧”參與全球航運治理做出貢獻。



World leader for maritime VSAT

- **No. 1 Provider** for maritime VSAT and Connectivity*
- **Seamless and future-proof** multi-band connectivity portfolio
- **Fully integrated** ship and shore-based IT and cyber security portfolio



sales.asia@marlink.com
www.marlink.com

* Source: Valour Consultancy, Northern Sky Research, Comsys, 2020 and Euroconsult, 2021



IT'S WHAT UNITES US

We share your drive to leave the maritime world in a better place than we found it.

It's what unites us; our passion for the oceans and our desire to not just protect our seas, but to shape a better maritime world for future generations.

Learn more at marine-offshore.bureauveritas.com

Shaping a better maritime world.



BUREAU
VERITAS





The first World Maritime Merchants Forum, jointly organised by the China Merchants Group, the ICS and the HKSOA, was held in Hong Kong on 20 October 2021. More than 100 enterprises (from the global shipping, ports, logistics, trade and shipbuilding sectors) and industry organizations in the financial and maritime sectors were invited to participate the forum. The forum attracted nearly 260 participants and had more than 100,000 visitors online. The ICS also invited shipowners' associations from over 10 countries to send congratulatory messages to the event. The Secretary-General of the ICS, Mr Guy Platten, was invited to give a speech on the topic "How to safeguard and maintain the rights of ship owners in the international environmental movements", and the Principal Representative, Mr Edward Liu, attended the forum as one of the officiating guests.

On 1 November 2021, Mr Edward Liu represented the ICS at the first Greater Bay Maritime Forum, organised by the HKSOA and supported by the ICS, and signed a memorandum of understanding on cooperation in maritime development and training between HKSOA, the ICS and the Guangdong Provincial Shipowners Association.

由招商局集團牽頭創辦並攜手包括公會和香港船東會等組織共同主辦的首屆世界航商大會於2021年10月20日在中國香港舉行。來自全球航運、港口、物流、貿易、造船、金融、海事等行業的企業和行業機構共100餘家單位應邀參會。大會現場參會近260人，線上參會瀏覽量逾10萬人次。公會邀請超過10多個國家的船東協會向大會的舉辦發來賀電與賀信。公會秘書長Guy Platten獲邀以“船東權益如何在國際環保大潮中得到維護”為主題發表演講，辦事處首席代表劉洋則以嘉賓身份出席大會。

作為協辦方，公會參加了在2021年11月1日由香港船東會主辦的首屆大灣區國際航運論壇，並與香港船東會和廣東省船東協會簽署了《專業發展交流合作備忘錄》。



"SERVING THE MARITIME INDUSTRY FOR OVER 50 YEARS"

KEESAL, YOUNG & LOGAN

PROUDLY SUPPORTS THE

**HONG KONG
SHIPOWNERS
ASSOCIATION**

400 OCEANGATE
LONG BEACH, CA
90802
+1 (562) 436-2000

SUITE 1603
299 QUEEN'S ROAD
CENTRAL, HONG KONG
(852) 2854-1718

1301 FIFTH AVE.
SUITE 3100
SEATTLE, WA 98101
+1 (206) 622-3790

450 PACIFIC AVENUE
SAN FRANCISCO, CA
94133
+1 (415) 398-6000

1029 WEST THIRD AVE
SIXTH FLOOR
ANCHORAGE, AK 99501
+1 (907) 279-9696

WWW.KYL.COM



*In its 100th year,
International
Chamber of
Shipping wishes
a happy
anniversary to
HKSOA and
HKSAR*

We are proud to partner
with the HKSOA on:

ICS China Liaison Office: Contact Edward Liu
edward.liu@ics-shipping.org

ICS Publications: Discounts for HKSOA members on
ICS publications. Contact publications@ics-shipping.org

ICS Maritime Hub: Discounts for HKSOA members on
meeting space in London.
Contact reservations@ics-shipping.org



 **Clarksons**

**The world's leading provider of
integrated shipping services.**

Enabling global trade, leading positive change.

Clarksons Platou Asia Ltd
Room 3209-14 Sun Hung Kai Centre, 30 Harbour Road,
Wanchai Hong Kong

Tel: (852) 28663111

Email: sandp.hk@clarksons.com

www.clarksons.com



S-Suite

**Navigate the path towards
a sustainable future for shipping.**

Voyage Planning // Fleet Performance // Ship Routing

**LEARN WHAT S-SUITE
CAN DO FOR YOU >>>**

www.stormgeo.com



As a part of a major event in the shipping industry held in China last year, the ICS also participated as an overseas partner in the 2021 North Bund Forum, jointly organized by the Shanghai Municipal Government and the Ministry of Transport. Entrusted and commissioned by the organizing committee of the forum, the ICS undertook to invite and organise the participation of over 10 national shipowners' associations to participate in the forum online, and the Secretary General, Mr Guy Platten, was invited to deliver a speech.

Leading the trend, connecting with the globe, and shaping the future of shipping. As the global outbreak of COVID-19 persists, the international shipping industry continues to play a positive role in combating the pandemic, maintaining global trade, and safeguarding the stability of the supply chain. Looking ahead to the new year, the ICS is keen to continue to work with the shipping industry in the Mainland and Hong Kong to get through and overcome the difficulties, deepen cooperation in shipping matters, and make every effort to ensure a smooth global supply chain, in order to promote the healthy development of the international shipping industry and to contribute to the building of a community with a shared vision for the future of mankind.


Edward Liu
Principal Representative
International Chamber of Shipping (China) Liaison Office

作為去年在中國舉行的航運業界的一項壓軸大戲，公會亦以海外合作夥伴的身份參加了由上海市政府與中國交通運輸部合辦的 2021 北外滩國際航運論壇。受論壇組委會委託，公會承擔了超過 10 多個國家船東協會在線上線下參與此次論壇的邀請與組織工作，公會秘書長 Guy Platten 亦受邀作主題發言。

互利共生，聯通全球，塑造航運業未來。在全球新冠肺炎疫情持續的情況下，國際航運業為全球抗擊疫情、保持全球貿易暢通、保障供應鏈穩定發揮了積極作用。展望新的一年，公會願繼續同內地與香港航運業界一道共克時艱，深化航運事務合作，全力保障全球供應鏈暢通，促進國際航運業健康發展，為推動構建人類命運共同體作出貢獻。


國際航運公會中國辦事處
首席代表劉洋





IRWIN ROTATIONAL LINING

PE-LINED PIPE
FABRICATION



→ A 3D model of a piping system for a retrofit



WHO ARE WE?

Irwin Rotational Lining (IRL) is the world's largest manufacturer of bespoke polyethylene (PE) lined carbon steel pipe sets.

WHAT DO WE DO?



IRL fabricates your pipes from isometric drawings and ships them globally by container shipping.

- ✓ Ballast Water Treatment System (BWTS)
- ✓ Exhaust Gas Management System (EGMS)
- ✓ Other Retrofit projects!

<https://www.irwin.com.hk/> | david.schaus@irl.com.hk

Send IRL a set of isometric drawings today for a free quotation!

THE WORLD'S LEADING FLAG

WWW.LISCR.COM

HFW



EXCELLENCE IN MARITIME LAW

For information about how we can help your business, please contact:


CHRISTOPHER CHAN
Partner, Hong Kong
T +852 3983 7638
E christopher.chan@hfw.com

hfw.com






#HongKongShipping #Maritimelaw #Shippinglaw



Think Sustainably Act Responsibly

We embrace opportunities for a greener marine future



**MANAGED
BY A. Billbrough & Co. Ltd.**

2021

12 May	Joint HKSOA and StormGeo Webinar "Tropical Cyclone Outlook 2021 and Ship Routing Perspectives"
26 May	China Sub-Committee Visit to Shenzhen, China
9 June	Joint HKSOA and Alfa Laval Webinar "Experience and Challengers with Treatment of ULSFO & VLSFO"
17 June	China Sub-Committee Visit to Shanghai & GBA (Shenzhen & Guangzhou)
22 June	Joint HKSOA and RightShip Webinar "The RightShip platform and you"
1 July - 2 Aug	China Sub-Committee Visit to Shanghai & GBA (Shenzhen & Guangzhou)
27 July	Welcome Luncheon for New Members
3 Aug	Association Analyst Talk and Summer Lunch (Guest speaker : Mr Parash Jain, HSBC)
17 Aug	Joint HKSOA and LR Webinar on the EU Emissions Trading System and Fuel EU Maritime Initiative
26 Aug	Joint HKSOA and RSC Bio Solutions Webinar "Why Environmentally Acceptable Lubricant Selection and Monitoring Matters to Vessel Owners and Operators"
8 Sept	Joint HKSOA and Norspower Webinar "Going Beyond Compliance: Harnessing the Wind to Meet IMO's EEXI Regulations and Increasing Demand for Higher ESG Standards"
9 Sept	Joint HKSOA and Dialog Webinar "Current Developments in the Cybersecurity Threat Landscape 2021"
14 Sep	Association Luncheon and Golf Society Launch Ceremony
28 Sept	Joint HKSOA and Abbott Webinar "New COVID-19 Antigen Test Kits Presentation"
4 Oct	HKSOA Golf Society – the Hong Kong Swedish Club Cup
1 Nov	Greater Bay Maritime Forum: "A Turning Point in the New Era"
2-3 Nov	HKSOA Table Tennis Tournament and Fun Day
23 Nov	Association Seminar "Shipping Tax Issues" by Pricewaterhouse Coopers
24 Nov	Association Annual General Meeting and Annual Cocktail Reception
7 Dec	Joint HKSOA and Neptune Robotics Webinar "Robotic Hull Cleaning in China"

2022

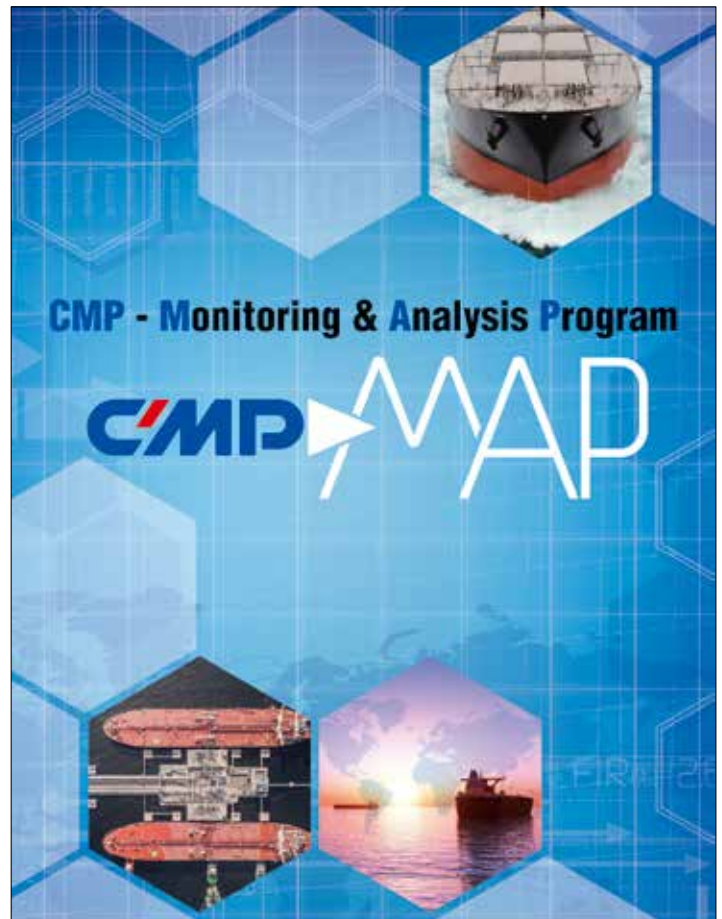
20 Jan	Joint HKSOA and Dialog Webinar "Safer, Greener and Data-smart Business"
---------------	---



**WORLDWIDE LEADER
IN INDEPENDENT CONTAINERSHIP
MANAGEMENT AND OWNERSHIP**



125+ Owned and Managed Ships
[/SeaspanLtd](#) [in/Seaspan Ship Management Ltd.](#) [f/SeaspanLtd](#)
SEASPANCORP.COM



CMP CHUGOKU
CHUGOKU MARINE PAINTS, LTD. www.cmp-chugoku.com



**Talusia
Universal**

The single cylinder oil solution
for all 2020 compliant fuels.

Find out more at
lubmarine.totalenergies.com/tu



Talusia Universal is approved by MAN Energy Solutions and WIN GD.

**Congratulations
to**

**Hong Kong Shipowners Association
on its 65th Anniversary**

With the Compliments of

PR NETWORK
PR SERVICES • PUBLICITY • EVENT MANAGEMENT
HONG KONG • CHINA



27 July 2021

Welcome Luncheon
for New Members

2021 年 7 月 27 日

新會員歡迎午餐



3 August 2021

Association Analyst Talk and Summer Lunch

2021 年 8 月 3 日

協會市場分析座談會暨夏日聚餐

The Association invited Mr Parash Jain, Head of Transport Research, Asia Pacific, HSBC to speak at our Analyst Talk.

香港上海滙豐銀行亞太區運輸業研究主管
Parash Jain 先生出席協會市場分析午宴座談會。



Lucky draw winners
幸運大抽獎



Mr Frankie Yick, Legislative Councillor joined the Association Executive Committee members for the toasting ceremony.

立法會議員易志明先生聯同協會執委會成員祝酒。



Our deep appreciation to our Analyst Talk sponsor, Clarksons Platou Asia Limited and its representative, Mr Marco Chan.

協會非常感謝座談會贊助 Clarksons Platou Asia Limited 及其代表陳樂棋先生。

Association Activities

活動剪影

24 August 2021
2021 年 8 月 24 日

Ms Sandy Chan, Association Managing Director together with Mr Edward Liu, Principal Representative of ICS China Liaison Office paid a visit to Mr Huang Liuquan, Deputy Minister, Hong Kong and Macau Affairs Office of the State Council who was visiting Hong Kong, to exchange views on many issues of common interest.

協會董事總經理陳佩珊女士與國際航運公會中國辦事處首席代表劉洋先生拜會訪港的國務院港澳事務辦公室黃柳權副主任，並就許多議題交流意見。



Mr Kenneth Lam, Chairman of HKSOA Golf Society announced the set up of the Association Golf Society.
香港船東會高爾夫球會主席林詩鍵先生宣佈球會正式成立。

14 September 2021
Association Luncheon and
Golf Society Launch Ceremony
2021 年 9 月 14 日
協會高爾夫會成立慶典暨午餐會



Association Chairman Mr Bjorn Hojgaard presented certificates to Mr Kenneth Lam (Chairman), Mr Patrick Lo (Treasurer) and Mr Benny Wu (Secretary) of the Golf Society.
協會主席 Bjorn Hojgaard 頒發委任狀予高球會主席林詩鍵先生、司庫盧培德先生和秘書長胡文彬先生。



Ribbon Cutting and
Toasting Ceremony
剪綵及祝酒儀式

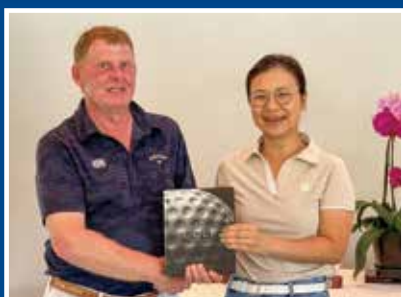


4 October 2021

Association Autumn Golf Tournament

2021 年 10 月 4 日

協會高爾夫球秋季賽事



Association Activities

活動剪影

20 October 2021

Mr Bjorn Hojgaard, Association Chairman and Ms Sandy Chan, Managing Director have attended the first World Maritime Merchants Forum, organised by the China Merchants Group, the ICS and the Association.

2021 年 10 月 20 日

協會主席 Bjorn Hojgaard 先生及協會董事總經理陳佩珊女士出席由招商局集團牽頭創辦，國際航運公會及本協會共同主辦的首屆世界航商大會由首屆世界航商大會。



1 November 2021

Greater Bay Maritime Forum
"A turning Point in the New Era"

2021 年 11 月 1 日

大灣區國際航運論壇 “新時代 新飛躍”

The Association hosted the inaugural Greater Bay Maritime Forum with over 1,000 key personalities from the shipping community in the Greater Bay Area (GBA) and many other parts of the world taking part, onsite or online, and two Memoranda of Understanding in the GBA signed. The Forum was supported by the Hong Kong SAR government and the Guangzhou Port Authority. Mrs Carrie Lam, Chief Executive, Ms Teresa Cheng, Secretary for Justice, Ms Sabrina Chao, BIMCO President and Mr Sun Xiuqing, Director of Guangzhou Port Authority and other guests of honour, addressed the meeting.

香港船東會主辦了首屆大灣區國際航運論壇，來自大灣區航運和世界其他地區的近 1,000 名代表現場或在線參加了論壇。會上還簽署了兩項大灣區合作備忘錄。會議得到了香港特區政府和廣州市港務局的大力支持。林鄭月娥行政長官、鄭若驊律政司司長、波羅的海國際航運公會趙式明主席、廣州市港務局孫秀清局長等嘉賓在會上致辭。





Association Activities

活動剪影

2-3 November 2021

Association Table Tennis Tournament and Fun Day at Hong Kong Maritime Museum

2021 年 11 月 2-3 日

協會乒乓球比賽暨同樂日於香港海事博物館舉行



Event Sponsors 活動贊助：



China Merchants Energy
Shipping Co Ltd
招商局能源運輸股份有限公司



KC Maritime Hong Kong Limited



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

Ms Christina Chong and Ms Vicky Cheung from Transport and Housing Bureau presented a souvenir on behalf of the Association to the Honorary Chief Adjudicator, Mr Tony Yue, BBS, JP, Chairman of Hong Kong Table Tennis Association.
運輸及房屋局莊幼玲女士及張頌雯女士代表本會致送紀念品給球賽榮譽總裁判，香港乒乓總會主席余國樑 BBS 太平紳士。



Winners 得獎者：

Men's Single 男單



Youth 青年組

- 1st Shinichiro Ishizaki (Uni-Asia)
- 2nd Mohit Kshatriya (Fleet Management)
- 3rd Hadrian Soong (PwC)



Master 盛年組

- 1st Sumeet Gupta (Anglo-Eastern)
- 2nd Abhishek Rai (Anglo-Eastern)
- 3rd Tian Dongming (CCS)



Senior 樂年組

- 1st Man Chi Wai (HK Ming Wah)
- 2nd Sunil Sahny (Pacific Basin)
- 3rd Chui Kam Bor (MAN Energy)

Women's Single 女單



Youth 青年組

- 1st Jacklyn Chan (Anglo-Eastern)
- 2nd Chan Ka Yan (PwC)
- 3rd Jovi Lau (Anglo-Eastern)



Master 盛年組

- 1st Liu Jing (BG Shipping)
- 2nd Leila Trinidad (Wallem Group)
- 3rd Tiffany Wu (PwC)

Men's Double 男雙



- 1st Sumeet / Bharat (Anglo-Eastern)
- 2nd Soma / Mohit (Fleet Management)
- 3rd Amresh / Ranish (Fleet Management)

Women's Double 女雙



- 1st Jing / Chunhui (BG Shipping)
- 2nd Jacklyn / Jovi (Anglo-Eastern)
- 3rd Carman / Leila (Wallem Group)

Association Activities

活動剪影

Team 隊制



Champion 冠軍隊伍
Anglo-Eastern Univan Group



1st runner-up 亞軍隊伍
BG Shipping



2nd runner-up 季軍隊伍
Hong Kong Ming Wah Shipping

Friendship Game 友誼賽：

Men's Double 男雙



Champion 冠軍
Dalian Maritime University Alumni Association

Women's Double 女雙



Champion 冠軍
Shanghai Maritime University Alumni Association

Mixed Double 混雙



Champion 冠軍
Dalian Maritime University Alumni Association

3 November 2021 2021 年 11 月 3 日

Mr Bjorn Hojggard, HKSOA Chairman delivered his congratulatory words to the 2021 North Bund Forum.

Bjorn Hojggard 主席向 2021 北外灘國際航運論壇致祝賀詞。



11 November 2021 2021 年 11 月 11 日

Farewell dinner by the Executive Committee for Bjorn Hojgaard, outgoing Chairman.

協會執行委員會設晚宴，答謝即將離任主席 Bjorn Hojgaard 先生。

12 November 2021 2021 年 11 月 12 日

Mr Hing Chao, Deputy Chairman of the China Sub-committee delivered a congratulatory message at the 2021 Bay Area New Energy Cruise Theme and Green Pearl River Development conference.

中國委員會趙式慶副主席在廣州舉行的 2021 灣區新能源游船主題和綠色珠江建設發展大會上致祝賀辭。



18 November 2021 2021 年 11 月 18 日

Mr Hing Chao, Deputy Chairman of the China Sub-committee delivered a speech at the GBA Top 30 Forum in Guangzhou.

中國委員會趙式慶副主席在廣州舉行的灣區航運 30 人大會上致辭。



Association Activities

活動剪影

24 November 2021
2021 年 11 月 24 日

At the Annual General Meeting, Mr Wellington Koo, newly elected Chairman presented a souvenir to the outgoing Chairman Mr Bjorn Hojgaard for his leadership and contribution during his term of service.

於協會會員大會上，新任主席顧之灝先生代表協會贈送紀念品給離任主席 Bjorn Hojgaard 先生，感謝他任內對協會的領導和貢獻。



After taking up the baton, newly elected Chairman Mr Wellington Koo chaired the meeting.

新獲選主席顧之灝先生主持會議。



Mr Wellington Koo, Association Chairman delivered his welcome speech at the annual cocktail reception.

主席顧之灝先生於協會年度酒會上致歡迎辭。





Group Photo :
Association Past Chairmen, Mr S.F. Wong, Deputy Director of Marine, newly elected and retired Executive Committee members.

協會前主席、海事處副處長王世發先生和各現任及退任執委會成員合照。



26 November 2021 2021 年 11 月 26 日

Ms Sandy Chan, Managing Director and Mr Gilbert Feng, Deputy Director paid a visit to Mr Liu Guangyuan, Commissioner of the Ministry of Foreign Affairs in HKSAR during their participation in the virtual tour to the Greater Bay Area for Foreign Businesses in Hong Kong.

陳佩珊董事總經理和馮佳培副總監參加“外國在港商界雲參訪大灣區”活動，並拜會了外交部駐香港特別行政區特派員公署劉光源特派員。

Delegation Visits

外訪活動

Mr Hing Chao, Deputy Chairman of the China Sub-committee led delegations to Shanghai and Greater Bay Area during June – August 2021.

2021 年於 6 至 8 月期間，中國委員會趙式慶副主席率代表團訪問上海及粵港澳大灣區。

Shanghai 上海

Shanghai Municipal Transportation Commission 上海市交通委員會

The delegation was received by Mr Ye Xing, Second Level Bureau Chief of Shanghai Municipal Transportation Commission.

代表團與上海市交通委員會葉興二級巡視員會面並合影。



China Shipowners Association 中國船東會協會

The delegation was received by Mr Zhang Shouguo, Executive Vice Chairman of China Shipowners Association.

代表團與中國船東協會張守國常務副會長會面並合影。

The Shanghai Municipal People's Congress 上海市人大

The delegation was received by Mr Gao Deyi, Chairman and Mr Lin Haiping, Vice Chairman of Overseas Chinese and Religious Affairs Committee of the Shanghai Municipal People's Congress.

代表團與上海市人大華僑民宗事務委員會高德毅主任委員、林海平副主任委員會面並合影。



Shanghai Maritime University 上海海事大學

The delegation was received by Prof. Lu Jing, President of Shanghai Maritime University and other leaders.

代表團與上海海事大學陸靖教授及其他領導會面並合影。



Shanghai China Navigation Museum 上海中國航海博物館

The delegation was received by Mr Wang Yu, Deputy Curator of the Shanghai China Navigation Museum.

代表團與中國航海博物館王煜副館長會面並合影。

Shanghai Maritime University, Shanghai International Shipping Institute 上海海事大學、國際航運研究中心

The delegation was received by Prof. Li Zhipeng, Vice President of Shanghai Maritime University and Prof. Zhang Jieshu, Secretary General of Shanghai International Shipping Institute.

代表團與上海海事大學李志鵬副校長、上海國際航運研究中心張婕姝秘書長會面並合影。



Delegation Visits 外訪活動

Greater Bay Area 粵港澳大灣區

Shenzhen Municipal Transport Bureau
深圳市交通運輸局

The delegation was received by
Mr Zhang Zhifeng, Deputy Director of
Shenzhen

代表團與深圳市交通運輸局張志鋒副局長
會面並合影。



Shenzhen Municipal Education Bureau
深圳市教育局

The delegation was received by
Mr Chen Zhifeng, Deputy Director of
Shenzhen Municipal Education Bureau.

代表團與深圳市教育局陳志鋒副局長
會面並合影。

Greater Bay Area Supply Chain Research Institute
粵港澳大灣區供應鏈研究院

The delegation was received
by Mr Qiu Guoxuan, Executive
President of Greater Bay Area
Supply Chain Research Institute.

代表團與粵港澳大灣區供應鏈研究
院邱國宣執行院長會面並合影。



COSCO Shipping Bulk Co., Ltd. 中遠海運散貨運輸有限公司

The delegation was received by Mr Chen Xiaoxiong, Deputy President of COSCO Shipping Bulk Co., Ltd.

代表團與中遠海運散貨運輸有限公司陳小雄副總經理會面並合影。



Southern University of Science and Technology (the preparatory party of Shenzhen Ocean University) 南方科技大學（深圳海洋大學籌辦單位）

The delegation was received by Professor Lin Jian, head of preparatory task force of the Shenzhen Ocean University.

代表團與深圳海洋大學籌建辦負責人林間教授會面並合影。

Shenzhen Maritime Safety Administration 深圳海事局

The delegation was received by Mr Chen Fachang, Second Level Bureau Chief of Shenzhen Maritime Safety Administration.

代表團與深圳海事局陳發昌二級巡視員會面並合影。



Delegation Visits 外訪活動



Shenshan Investment Holdings Group 深汕投控集團公司

The delegation was received by Mr Qin Yanfei, Deputy President of Shenshan Investment Holdings Group.

代表團與深汕投控集團公司秦延飛副總經理會面並合影。

Guangzhou Port Authority 廣州市港務局

The delegation was received by Mr Sun Xiuqing, Director of Guangzhou Port Authority and Ms Yuen Yue, Deputy Director.

代表團與廣州市港務局孫秀清局長、袁越副局長會面並合影。



Guangdong Provincial Shipowners' Association 廣東省船東協會

The delegation was received by Mr Xu Yueming, Vice Chairman and Secretary General of Guangdong Provincial Shipowners' Association in Guangzhou.

代表團與廣東省船東協會副會長兼秘書長徐躍明先生會面並合影。



Hong Kong Shipowners Association Activities 2021 - 2022
香港船東會活動 2021 - 2022

Type 分類	No. of activities 數目	No. of participants (approximately) 參與人數 (大約)
Seminar / Webinar / Forum 研討會 / 論壇	12	2,380
Luncheon 午宴	3	290
Cocktail 酒會	1	140
Visit 拜訪	3	30
Special Event 特別活動	2	320
TOTAL 總數	21	3,160

Note

Owing to the Coronavirus pandemic, many regular events of the year were either cancelled or postponed.

備註

由於疫情，許多原定於年度舉辦的活動必須取消或延期。

Association Sub-committees

香港船東會各分委會

The Association's Sub-committees advise the Executive Committee on measures and responses that the Association should take on issues of concern or interest to the maritime industry.

China Sub-committee

The China Sub-committee and its Greater Bay Area (GBA) Task Force met four times to discuss various China Mainland issues of interest to the Hong Kong maritime community, including the successful launch of the 1st Greater Bay Maritime Forum in Hong Kong in November and the discussion with GBA parties on the organization of the 2nd Greater Bay Maritime Forum. The Sub-committee advises the Executive Committee on maritime development and issues relating to the Mainland. Despite travel restrictions during the pandemic, the Sub-committee has arranged delegation visits to the Mainland authorities and industry parties in Shanghai, Guangzhou and Shenzhen to explore possible areas of cooperation, particularly with respect to maritime education, seafarers training and marine arbitration. Current cooperation projects of the China Sub-committee include China shipping prosperity index and the research on Shanghai Lingang New Area cooperation potential for Hong Kong shipping companies, maritime history and culture in the Mainland and Hong Kong, and the proposed cooperation with Shenzhen Ocean University.

Chairman

Mr Hing Chao, Wah Kwong Maritime Transport Holdings Limited

Vice Chairman

Mr Wang Yongxin, China Merchants Energy Shipping Company Limited

Members

Mr Kenneth Koo, Tai Chong Cheang Steamship Co (HK) Ltd
Ms Linda Lam, Union Apex Mega Shipping Limited
Mr Zhu Jianhui, COSCO Shipping (Hong Kong) Co., Limited
Mr Kenneth Lam, Credit Agricole Asia Shipfinance Limited
Mr Lianjun Li, Reed Smith Richards Butler
Mr Edward Liu, Hill Dickinson Hong Kong
Mr James Ding, Hong Kong Ming Wah Shipping Co Ltd
Mr Frank He, London P&I Club
Capt. Chen Shuiliang, Ocean Line Holdings Limited
Ms Lucinda Liu, Standard P&I Club

香港船東會的分委會，就航運業界所關注的議題及如何保障業界利益，向執行委員會提出建議及應對措施。

中國委員會

中國委員會及其大灣區工作小組進行了四次會晤，討論香港海運業界關心的有關中國內地的話題，並於十一月成功舉辦了首屆大灣區海事論壇，並與大灣區有關各方商討舉辦第二屆大灣區海事論壇。委員會就內地海事發展及相關事宜向執行委員會提供建議。儘管受到疫情影響，委員會仍安排了赴上海、廣州和深圳的拜訪活動，並於內地政府機關和業界各方探討可能的合作領域，特別是有關海事教育、海員培訓和海事仲裁方面的合作。中國委員會目前正在進行的合作項目包括：中國海運景氣指數和上海臨港新片區發展及其香港和內地航運公司的合作潛力、內地和香港航運歷史發展及文化、籌辦深圳海洋大學合作項目等。

主席

趙式慶先生，華光海運控股有限公司

副主席

王永新先生，招商局能源運輸有限公司

委員

顧建綱先生，泰昌祥輪船(香港)有限公司
林群女士，聯合佳成船務有限公司
朱建輝先生，中遠海運(香港)有限公司
林詩鍵先生，東方匯理亞洲船務融資有限公司
李連君先生，禮德齊伯禮律師行
劉洋先生，希德律師行
丁磊先生，香港明華船務有限公司
何熠明先生，倫敦保賠協會香港分會
陳水良船長，遠航集團有限公司
劉昕宇女士，標準保賠協會理賠會

Insurance and Liability Sub-committee

The Insurance and Liability Sub-committee examines current legal and insurance issues, including Covid-19 implications, places of refuge, fair treatment and unfair criminalisation of seafarers, piracy, financial security provisions of Maritime Labour Convention 2006, cyber risks, P&I and hull insurance issues, and the impact of sanctions.

On behalf of the Association, the Chairman of the Sub-committee also hosts the Asian Shipowners' Association's Ship Insurance and Liability Committee.

Chairman

Mr Richard Hext, Swire Shipping Pte. Ltd

Members

Capt. Firoze Mirza, Bernhard Schulte Shipmanagement (Hong Kong) Ltd Partnership
Capt. Rajiv Tatarbe, Chellaram Shipping (Hong Kong) Ltd
Mr Gaurav Rajora, Fleet Management Ltd
Mr James Tai, Chinese Maritime Transport Ltd
Mr Matthew McAfee, Fairmont Shipping (HK) Ltd
Capt. Sanjeev Verma, Landbridge Holdings Limited
Mr Gary Cheung, Tai Chong Cheang Steamship Co. (H.K.) Ltd
Ms Karen Wong, Swire Shipping Pte. Ltd
Mr Wellington Koo, Valles Steamship Co., Ltd

保險和責任委員會

保險和責任委員會審視目前的法律和保險方面的議題，包括 2019 新冠肺炎疫情帶來的影響、船員收容所、船員的公平對待及不公平的刑事指控、海盜問題、《2006 海事勞工公約》的財政安全規訂、網絡風險、船員保賠險及船殼險、以及制裁的影響等。

這個分委會的主席也代表協會，主持亞洲船東協會船舶保險和責任委員會的會議。

主席

宋睿之先生，太古輪船有限公司

委員

Firoze Mirza 船長，貝仕船舶管理（香港）有限責任合夥公司
Rajiv Tatarbe 船長，Chellaram Shipping (Hong Kong) Ltd
Mr Gaurav Rajora, Fleet Management Ltd
戴聖堅先生，中國航運股份有限公司
馬正明先生，東昌航運（香港）有限公司
Sanjeev Verma 船長，嵐橋控股有限公司
張岳峰先生，泰昌祥輪船（香港）有限公司
黃淑琴女士，太古輪船有限公司
顧之灝先生，萬利輪船有限公司

Marine Sub-committee

The Marine Sub-committee reviews and discusses safety, environmental, technical and operational issues that affect shipping. Current issues include energy efficiency design index and carbon index, green house emission reduction proposals, market based measures and levy proposals, Poseidon Principles, RightShip, ballast water, safety issues of current and future fuels, lifeboats, pilot access ladders and container losses, recycling of ships, Hong Kong Convention and piracy issues.

Chairman

Mr Angad Banga, The Caravel Group Limited

Members

Mr Matthew R. Mueller, American Bureau of Shipping
Mr Carsten Ostenfelt, Anglo-Eastern Ship Management Ltd
Mr Alok Roy, Bernhard Schulte Shipmanagement (Hong Kong) Limited Partnership
Mr Drago Pinteric, Bureau Veritas
Mr James Tai, Chinese Maritime Transport Ltd
Mr Patrick Fong, DNV AS
Mr Sanjay Chandra, Fleet Management Limited
Mr David J. Schaus, Irwin Group
Mr Gautam Chellaram, KC Maritime Hong Kong Limited
Capt. Sanjeev Verma, Landbridge Holdings Limited
Mr Bin Tian, Lloyd's Register Asia
Mr Matthew Shu, Marine Department HKSAR
Mr Stanley Luan, Oak Maritime (Hong Kong) Inc. Limited
Mr Harsh Bhavé, Pacific Basin Shipping (HK) Limited
Mr Ashoke Dey, Shulte Marine Concept
Mr Alex Slee, Taylor Maritime (HK) Ltd
Mr G.K. Venkatasubramanian, Unique Shipping (H.K.) Limited
Capt. J K Zhou, Wah Kwong Maritime Transport Holdings Limited
Mr Ioannis Stefanou, Wallem Group Ltd

海事委員會

海事委員會審查和討論影響船舶安全、環保、技術以及營運等議題。目前討論的議題包括：能源效率設計指標及炭指標、溫室減排建議、基於市場的措施和徵稅建議、波塞冬原則、RightShip（評估船舶安全和效率機構）、壓載水、當前和未來燃料的安全問題、救生艇、領港梯和集裝箱損失、船舶再循環、《香港公約》和防範海盜。

主席

Angad Banga 先生，拓維集團

委員

Matthew R. Mueller 先生，美國船級社
Carsten Ostenfelt 先生，中英船務管理有限公司
韋瓦諾先生，貝仕船舶管理（香港）有限責任合夥公司
Drago Pinteric 先生，法國驗船協會
戴聖堅先生，中國航運股份有限公司
方耀輝先生，DNV AS
Sanjay Chandra, Fleet Management Limited
薛大衛先生，伊榮集團
Gautam Chellaram 先生，KC Maritime Hong Kong Limited
Sanjeev Verma 船長，嵐橋控股有限公司
田斌先生，勞氏船級社—亞洲
蕭邦泰先生，香港海事處
樂文斌先生，和合航業（香港）有限公司
Harsh Bhavé 先生，太平洋航運（香港）有限公司
戴逍客先生，Shulte Marine Concept
Alex Slee 先生，Taylor Maritime (HK) Ltd
G.K. Venkatasubramanian 先生，懋德航運（香港）有限公司
周建峰船長，華光海運控股有限公司
Ioannis Stefanou 先生，華林集團有限公司

The Secretary of the Sub-committee and the Technical Director of the Association, Mr Martin Cresswell, is also Chairman of the International Chamber of Shipping's Marine Committee.

協會技術總監兼海事委員會秘書祈敏鈿先生，同時擔任國際航運公會 (ICS) 海事委員會主席。

Association Sub-committees

香港船東會各分委會

Maritime Personnel, Education and Training (MPET) Sub-committee

The MET Sub-committee discusses current manpower development, labour affairs, welfare, and other issues affecting seafarers and shore-based staff, including Covid-19 implications, the scope of the Maritime and Aviation Training Fund, the International Labour Organisation's Maritime Labour Convention, 2006, and the revision of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers.

The Sub-committee also plays a major role in planning and organising many activities and projects for the annual Hong Kong Maritime Week as well as the provision of education and training in Hong Kong and general awareness of the opportunities that the industry can provide.

Chairman

Mr Wellington Koo, Valles Steamship Co., Ltd.

Vice Chairman

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

Members

Capt. Lothair Lam, China Merchants Group
Mr Matthew McAfee, Fairmont Shipping (HK) Ltd
Capt. Vikrant Gusain, Fleet Management Limited
Capt. Sanjeev Verma, Landbridge Holdings Limited
Mr Derrick Wong, Wealth Ocean Services Ltd
Capt. Narasimhan Ranganathan, KC Maritime Hong Kong Limited
Capt. L P Yang, Orient Overseas Container Line Limited
Ms Kinny Pun, Wallem Group Ltd
Capt. Pradeep Chawla, Anglo-Eastern Ship Management Limited

海事人員教育及培訓委員會

海事人員教育及培訓委員會討論現時有關人力發展、勞工事務、福利和其他影響岸上和海上員工的議題，包括：2019 新冠肺炎疫情帶來的影響，制定海事及航空訓練基金範圍、國際勞工組織的《海事勞工公約》以及修訂《海員培訓、發證和值班標準國際公約》。

分委會亦為一年一度的「香港海運週」策劃和組織多項活動和項目，以及在香港提供教育和培訓，並讓公眾了解業界可以提供的機會。

主席

顧之灝先生，萬利輪船有限公司

副主席

Bill Medcalf 船長，太平洋航運（香港）有限公司

委員

林銘鋒船長，招商集團
馬正明先生，東昌航運（香港）有限公司
古勝船長，Fleet Management Limited
Sanjeev Verma 船長，嵐橋控股有限公司
王展恒先生，裕洋服務有限公司
Capt. Narasimhan Ranganathan, KC Maritime Hong Kong Limited
楊林普船長，東方海外貨櫃航運有限公司
潘玉霞女士，華林集團有限公司
Pradeep Chawla 船長，中英船務管理有限公司



The Association, through its Sub-committees, plays a major role in the work of the Asian Shipowners' Association (ASA).

The members of the ASA are seven Shipowner Associations in the Asia-Pacific region. Since 2019, the ASA has admitted other organisations and companies as Associate Members.

The ASA, whose current office in Singapore, normally meets once a year in different parts of Asia. The 30th meeting was hosted by the Japanese Shipowners' Association (JSA), held online on 18 May 2021. The current Secretary General is Mr Yuichi Sonoda.

The on-going work of the ASA is carried out by five Standing ('S') Committees. The Association is active in the work of the ASA; Mr Richard Hext is Chairman of the Ship Insurance and Liability Committee, and the HKSOA secretariat acts as secretary for this Committee. Members of the Association sit on all five Committees.

The ASA Seafarers Committee (SC) held its 27th interim meeting online on 21 April 2022. The main objectives of the Committee are to ensure and maintain common standards of training, to promote stable employment and the competitiveness of Asian seafarers and to monitor, consider and comment on any new international maritime legislation related to the welfare of seafarers as well as manning and training. Subjects discussed included local seafarer development, the STCW Convention and Code, the ILO Maritime Labour Convention, crew change and repatriation during the Covid-19 pandemic, the designation of seafarers as key workers, mental health problems among seafarers, and rest and work hours recording on board. (The HKSOA representative is Captain Lothair Lam, Hong Kong Ming Wah Shipping Co., Limited.)

香港船東會在亞洲船東協會扮演重要角色。

亞洲船東協會共有七個協會成員。自 2019 年，亞洲船東協會還接受其他業界組織和公司成為其附屬會員。

現時，亞洲船東協會的辦事處設於新加坡，通常每年於亞洲不同地區舉行年會。第 30 屆由日本船東協會主辦，於 2021 年 5 月 18 日在網上舉行。協會現任秘書長為園田裕一先生。

亞洲船東協會的日常事務由 5 個委員會負責。香港船東會積極參與亞洲船東協會的事務。香港船東會宋睿之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。本會的代表參與了所有 5 個委員會的事務。

船員委員會於 2022 年 4 月 21 日舉行了第 27 次中期網上會議。船員委員會的宗旨是確保和維持海員培訓的基本標準、提高亞洲海員僱用的穩定性和競爭力、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。委員會討論的題目包括本土船員的發展、《2010 STCW 公約》、《2006 國際勞工組織海事勞工公約》、新冠肺炎疫情期間船隻換班及輪換的安排、確立船員為主要員工、船員的精神健康問題、作息時間的記錄等。(香港船東會的代表是林銘鋒船長，香港明華船務有限公司。)



The ASA Ship Insurance and Liability Committee (SILC) held its 27th interim meeting online on 16 March 2022 under the chairmanship of Mr Richard Hext. Its objective is to keep members apprised and updated on matters concerning insurance and liability that might impact their interests. Subjects discussed in this interim meeting included the impact of the ongoing turmoil in Eastern Europe, the impact of the Covid-19 pandemic on insurance and liability, environmental damage and limitation of liability, the HNS Convention, ocean governance, fair treatment/unfair criminalisation of seafarers, cyber risks, unmanned and maritime autonomous surface ships, sanctions, the IG re-insurance programme, piracy, insurance issues arising from the use of low sulphur fuels, and JWC War Risk Areas.

The ASA Safe Navigation and Environment Committee (SNEC) held its 38th interim meeting online on 8 November 2021 and its 39th Interim meeting online on 11 March 2022. The objectives of the Committee are to discuss topics and issues related to the enhancement of security, safe navigation of ships and the protection of the marine environment. Subjects discussed included the introduction of the International Maritime Research Board, the EU Emissions Trading Scheme (ETS), greenhouse gas emissions and piracy & armed robbery, amongst other issues. (The HKSOA representative is Capt. Swapnodeep Mondal, Anglo-Eastern Ship Management Ltd.)

The Shipping Policy Committee (SPC) held its 34th interim meeting online on 18 April 2022. The purpose of the Committee is to promote the continuous and healthy development of the Asian shipping industry through a frank exchange of views to foster fair competition, mutual trust and cooperation amongst Asian carriers. Subjects discussed included the ongoing impact on the shipping industry of the Coronavirus pandemic, international maritime policy developments, anti-trust immunity, the US maritime regulation, shipping regulation protectionist measures around the world, canal issues, and anti-corruption issues in the maritime industry. (The HKSOA representative is Mr Kenny Ye, Orient Overseas Container Line Ltd.)

The ASA Ship Recycling Committee (SRC) held its 25th interim meeting via correspondence from 21 – 28 March 2022. The aims of the Committee are to exchange views on the international trends in the ship recycling industry and ship recycling regulations, share information on regulations and ship recycling capacity developments, and voice the Asian view in order to ensure there are environmentally friendly yards in as many countries as possible for economic and stable ship recycling in a timely manner. Subjects discussed included the impact of Covid-19 pandemic, the “Hong Kong Convention” on ship recycling and its related guidelines, the upgrading safety measures in ship-recycling yards, developments in the European Union, the European regulation on ship recycling and issues related to the improvement of ship recycling yards. (The HKSOA representative is Mr Matthew McAfee, Fairmont Shipping (HK) Ltd.)

船舶保險和責任委員會於 2022 年 3 月 16 日在香港舉行了第 27 次網上中期會議。會議由主席宋睿之先生主持。委員會的宗旨是讓成員瞭解可能影響其利益的保險和責任事宜的最新發展。中期會議所討論的議題包括新冠肺炎疫情可能帶來的保險和責任問題、環境破壞、責任限制、《HNS 公約》、船員收容所、海洋管治權、船員的公平對待及刑事指控、互聯網風險，無人及自主船舶、制裁、國際保賠協會再保險計劃、防範海盜、使用低硫燃料聯合戰爭委員會劃定戰區引起的保險事宜。

安全航運政策委員會分別於 2021 年 11 月 8 日及 2022 年 3 月 11 日舉行了第 38 次和第 39 次網上中期會議。該委員會的宗旨是討論有關加強船舶安保、船舶航行安全以及保護海洋環境的相關事務。會議議題包括介紹國際海事研究委員會、歐盟排放交易計劃 (ETS)、溫室氣體排放、防範海盜及海上武裝搶劫等其他議題。(香港船東會的代表是 Swapnodeep Mondal 船長，中英船務管理有限公司。)

航運政策委員會於 2022 年 4 月 18 日舉行了第 34 次網上中期會議。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 2019 新冠肺炎疫情對航運業的持續影響、國際海事政策的發展、反壟斷議題及美國海事法規、世界保護主義措施、運河問題及航運業的反貪污等議題。(香港船東會的代表是葉建平先生，東方海外貨櫃航運有限公司。)

船舶再循環委員會於 2022 年 3 月 21 – 28 日通過電郵舉行了第 25 次中期會議。委員會的宗旨是就船舶回收業的國際趨勢和船舶回收法規交換意見。其目標是分享有關法規發展和船舶回收能力的信息，並發表亞洲觀點，確保有更多的國家能夠提供環保的船廠、並以經濟和穩定的方式進行及時的船舶回收。討論的主題包括 2019 新冠肺炎疫情對航運業的持續影響、《香港公約》及其相關拆船指引、提升拆船廠的安全管理、歐盟的發展、歐洲拆船法規以及與改善拆船廠條件有關的問題。(香港船東會的代表是馬正明先生，東昌航運(香港)有限公司。)

The Bedrock of Global Seaborne Trade

That around 90% of world trade is carried by sea is well-known.

But far less well-known is that this is only possible because of the principle of limitation of liability.

Seaborne transportation is easily the cheapest and most efficient way of transporting large quantities of goods over long distances. In most shipping trades there is freedom of entry and exit. As a result, the profit margins for industry players are usually thin. But the industry is very capital-intensive, with each ship costing tens (and sometimes hundreds) of millions of USD. And, because of the sheer size of many of these vessels (as well as the amount of fuel and hazardous cargo carried onboard), maritime incidents can be disastrous and extremely expensive. The case of the "M.V Ever Given" being stranded in the Suez Canal is a recent example. Such potential liabilities would act as a great deterrent to many potential shipowners.

To ensure that trade can continue, the maritime industry, similar to other industries, employs the principle of limitation of liability. To do so in a fair and efficient manner, the industry has, over many decades, developed a mature set of international conventions, such as the International Convention on Civil Liability for Oil Pollution Damage, also referred to as the Civil Liability Convention, or CLC.

But these Conventions were not always honoured, for one reason or another. The judgement of the Spanish Supreme Court in the "Prestige" case, that disallowed the shipowner and its P&I Club from limiting their liability under the CLC and Fund Conventions is one example. The French Parliament's adoption of a bill to introduce (unlimited) liability for environmental damage into the French Civil Code in August 2016, following the French Supreme Court's decision in the "Erika" case, is another.

全球海運貿易的基石

眾所周知，航運承載約九成的全球貿易。但鮮為人知的是，這必須在保險責任限制的原則下，才有可能完成。

海運是很便捷運輸遠程、大量貨物最便宜和最有效的方式。大多數航運貿易需要進出自由，因此持份者的利潤空間通常較低。航運業需要很大的資本投入，造價動輒數千萬（甚至數億）美元，也因為船舶龐大的體積（加上船上的燃料和運載的危險貨物），一旦發生海上事故，損失巨大並且是災難性的。例如，近期在蘇伊士運河擱淺的「長賜輪」個案，類似的潛在責任，將嚇跑很多潛在的船東。

航運業為確保貿易能夠持續進行，採用與其他行業類似的保險責任限制原則。數十年來，業界以公平和有效為原則，制定了一套成熟的國際公約，例如《國際油污損害民事責任公約》，也稱為《民事責任公約》或 CLC。

但是，基於種種原因，這些公約並非廣受遵從。西班牙最高法院在 Prestige 輪案例的判決，不允許船東及保賠協會引用其在 CLC 和賠償基金公約下的責任限制，就是一個例子。而法國議會在最高法院對 Erika 輪案判決後，於 2016 年 8 月通過將環境損害的（無限）責任納入法國民法就是另一個例子。



ASA Ship Insurance & Liability Committee

亞洲船東協會 - 船舶保險和責任委員會

The maritime industry therefore calls for all countries to uphold their commitments to the Conventions that they are signatories to and not to legislate laws that may be in conflict with their existing commitments. The Asian Shipowners' Association (ASA), through its participation in various industry fora, plays an active part in such efforts. Hong Kong, which has a long and very rich maritime tradition and is home to many traditional shipowning houses and marine underwriters alike, hosts the secretariat of the ASA Ship Insurance and Liability Committee (SILC), which keenly monitors and deliberates the various issues pertaining to insurance and liability. A recent massive achievement of the industry is the IMO Legal Committee's (LEG 108) approval of the text of a Unified Interpretation (UI) on the "principles underpinning the test for breaking the shipowners' right to limit liability contained in the 1992 Protocol to the CLC, the LLMC, 1976 and the LLMC, 1996". It may sound arcane, but this approval will, in effect encourage owners to invest in and operate ships. This has come about as a result of the tireless efforts of industry bodies, including the ASA's SILC, to persuade States (that are party to these Conventions) to agree to the UI, which in effect, confirms that the right to limit liability is virtually unbreakable.

In our global maritime industry, pandemics, wars, nationalism, and populism test the robustness of our systems from time to time. In such trying times, the ASA's SILC, chaired by the Hong Kong Shipowners Association, will continue to make every effort to keep the bedrock of our industry stable and strong. That is essential if we are to continue serving world trade.

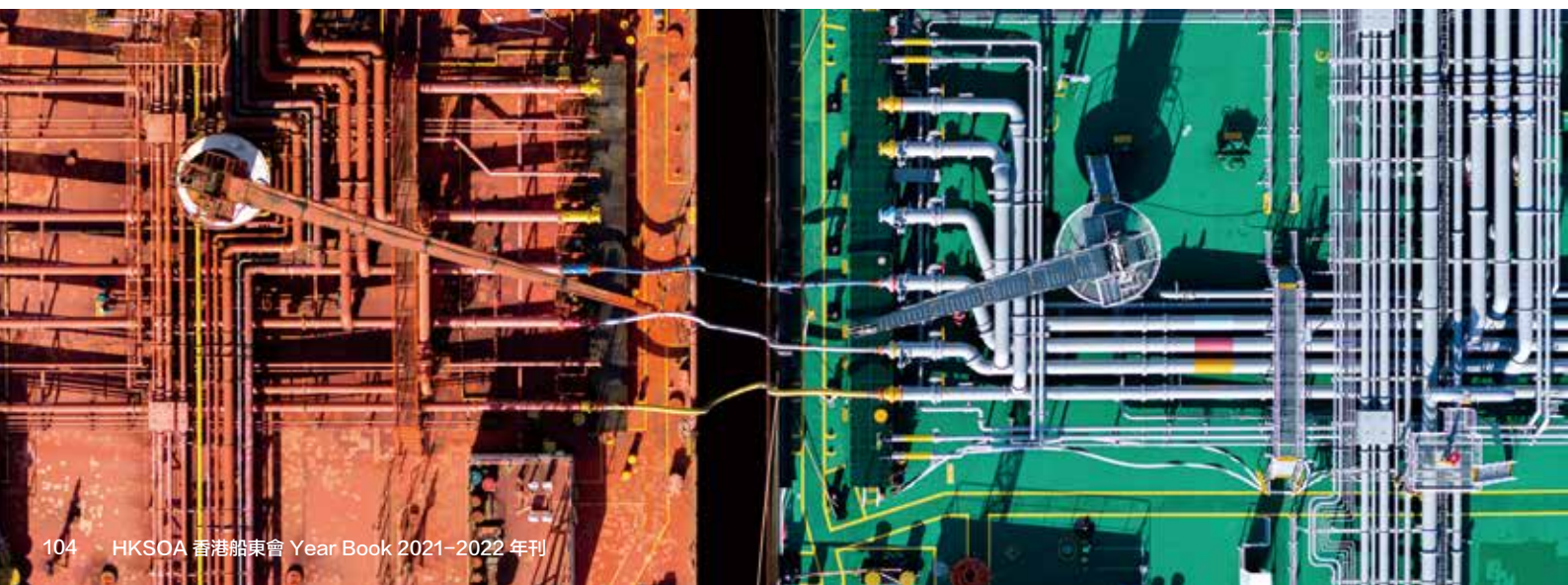
因此，海運業呼籲所有國家履行對公約的承諾，停止制定與現有公約承諾相衝突的法律。亞洲船東協會 (ASA) 透過參與各種行業論壇，在這方面發揮了積極的作用。香港擁有悠久而豐富的航運傳統，是很多傳統船東和海運保險公司的家園，也是亞洲船東協會保險和責任委員會 (SILC) 的秘書處所在地，密切關注和審議與船舶保險和責任相關的事宜。最近，業界取得一項重大成就，國際海事組織法律委員會在其第 108 次會議上批准了一項關於「違反 1992 年《民事責任公約》、1996 年和 1976 年《海事索賠責任限制公約》議定書所載賠償責任限制權力所依據原則的統一解釋」。雖然聽起來很神秘，但這項批准將鼓勵船東投資和經營船舶。這是包括亞洲船東協會保險和責任委員會在內的業界不懈努力的結果，終於說服各公約締約國認可統一解釋，實際上確認了責任限制權利的牢不可破。

全球海運業面臨疫情、戰爭、民族情緒和民粹主義等帶來的考驗。在這艱難的時刻，由香港船東會任主席的亞洲船東協會船舶保險和責任委員會，竭盡全力，保持航運業基石的穩定和強大，繼續為全球貿易服務，至關重要。

**亞洲船東協會
船舶保險和責任委員會主席
宋書之**



Richard Hext
Chairman
ASA Ship Insurance & Liability Committee



HKSOA Representation on External Committees, Statutory Boards and Advisory Bodies (as at 31 March 2022)

香港船東會出任外界委員會、法定機構及諮詢組織的代表 (截至 2022 年 3 月 31 日)



Hong Kong Maritime and Port Board

Mr Bjorn Hojgaard, Anglo-Eastern Univan Group

- **Maritime and Port Development Committee**
- Mr Bjorn Hojgaard, Anglo-Eastern Univan Group
- **Manpower Development Committee**
- Mr Kishore Rajvanshy, Fleet Management Limited
- **Promotion and External Relations Committee**
- Mr Matthew McAfee, Fairmont Shipping (HK) Ltd

香港海運港口局

Bjorn Hojgaard 先生，中英聯運集團

- **海運及港口發展委員會**
- Bjorn Hojgaard 先生，中英聯運集團
- **人力資源發展委員會**
- Kishore Rajvanshy 先生，Fleet Management Limited
- **推廣及外務委員會**
- 馬正明先生，東昌航運（香港）有限公司

Hong Kong International Arbitration Centre - Appointment Advisory Board

Mr Patrick Lo, Teh-Hu Cargocean Management Co Ltd

香港國際仲裁中心 - 仲裁員委任諮詢委員會

盧培德先生，德和海運管理有限公司

Marine Department - Hong Kong Fleet Operation Advisory Committee

Ms Sandy Chan, Hong Kong Shipowners Association

海事處 - 香港船隊運作諮詢委員會

陳佩珊女士，香港船東會

Marine Department - Port Welfare Committee

Mr Hing Chao, Wah Kwong Maritime Transport Holdings Limited

海事處 - 港口福利事務委員會

趙式慶先生，華光海運控股有限公司

Marine Department - Port Operations Committee

Capt. Jiao Jie, Orient Overseas Container Line Ltd

海事處 - 港口行動事務委員會

矯杰船長，東方海外貨櫃航運有限公司

Marine Department - Pilotage Advisory Committee

Mr Zhang Hongwen, COSCO Shipping (Hong Kong) Co Limited

海事處 - 領港事務諮詢委員會

張洪文先生，中遠海運（香港）有限公司

Marine Department - Seafarers' Advisory Board

Capt. Vinay Singh, Anglo-Eastern Univan Group
Capt. Vikrant Singh Gusain, Fleet Management Ltd
Capt. Hu Bin, Associated Maritime Company (Hong Kong) Limited

海事處 - 海員諮詢委員會

Vinay Singh 船長，中英聯運集團
Vikrant Singh Gusain 船長，Fleet Management Ltd
胡斌船長，海宏輪船（香港）有限公司

Vocational Training Council - Maritime Services Training Board

Ms Sabrina Chao, Wah Kwong Maritime Transport Holdings Limited
Capt. Lothair Lam, Hong Kong Ming Wah Shipping Company Limited

職業訓練局 - 海事服務業訓練委員會

趙式明女士，華光海運控股有限公司
林銘鋒船長，香港明華船務有限公司

Vocational Training Council - Transport Logistics Training Board

Ms Lily Cheng, Orient Overseas Container Line Ltd

職業訓練局 - 物流貨運業訓練委員會

鄭婉芝女士，東方海外貨櫃航運有限公司

New Members Corner

新會員天地



C.U. Lines Limited
中聯航運(香港)有限公司

Shipowner
船東



**Citibank N.A.
Hong Kong Branch**
花旗銀行
香港分行

Banking
銀行

J.P.Morgan

**JP Morgan
Chase Bank, N.A.**
摩根大通銀行

Banking and Finance
銀行及融資

Sperry Marine

**Northrop Grumman
Sperry Marine (S) Pte Ltd.**

Service and sale of self-branded
navigational equipment
營銷自家品牌海事機械與服務



RSC Bio Solutions LLC

Selling environmentally
acceptable lubricants
營銷合規格之環保潤滑油



**The Shipowners'
Mutual Protection and
Indemnity Association
(Luxembourg)**

P&I
保賠



**Wah Kwong
Ship Management
(Hong Kong) Limited**

Shipmanagement
船舶管理

HKSOA 30 Year Club (as at Nov 2021)

入會三十年會員名單 (截至 2021 年 11 月)



A. Bilbrough & Co Ltd
American Bureau of Shipping (HK) Ltd
美國驗船協會
Anglo-Eastern Ship Management Ltd
中英船舶管理有限公司
Aon Hong Kong Ltd
怡安保險顧問有限公司
Bernhard Schulte Shipmanagement
(Hong Kong) Ltd Partnership
貝仕船舶管理 (香港) 有限責任合夥公司
BNP Paribas Hong Kong Branch
法國巴黎銀行
Britannia Steam Ship Insurance
Association (Hong Kong) Limited, The
Bureau Veritas
法國國際驗船局
China Classification Society Hong Kong
Branch
中國船級社香港分社
China Navigation Co Ltd, The (Swire Group)
太古輪船有限公司
China United Shipbuilding Co Ltd
華聯船舶有限公司
Clarksons Platou Asia Limited
Clyde & Co
其禮律師行
CM Houlder Insurance Brokers Ltd
招商海達保險顧問有限公司
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
東昌航運 (香港) 有限公司
Germanischer Lloyd Hong Kong Ltd
Grand Seatrade Shipping Company Ltd
隆星航業有限公司
Holman Fenwick Willan
夏禮文律師行

Hong Kong Ming Wah Shipping Co Ltd
香港明華船務有限公司
HUD Group
香港聯合船塢集團
Ince & Co
International Maritime Carriers Ltd
萬邦航運有限公司
International Registries (Far East) Ltd
(The Marshall Islands Registry - 馬紹爾群
島註冊處)
國際船舶註冊 (遠東) 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
Lloyd's Register Asia
勞氏船級社 - 亞洲
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
孖士打律師行
Mitsui & Co (H.K.) Ltd
三井物產 (香港) 有限公司
New Asian Shipping Company, Limited
新亞船務有限公司
Nippon Kaiji Kyokai
日本海事協會
Oak Maritime (HK) Inc Ltd
和合航業 (香港) 有限公司
Orient Overseas Container Line Ltd
東方海外貨櫃航運有限公司
Parakou Shipping Ltd
巴拉歌船務有限公司
PricewaterhouseCoopers
羅兵咸永道有限公司
Reed Smith Richards Butler
禮德齊伯禮律師行

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
Rodskog Shipbrokers Ltd
Shun Tak - China Travel Shipping
Investments Ltd
信德中旅船務投資有限公司
Simpson Spence Young Hong Kong
Limited
Skuld (Far East) Ltd
Steamship Mutual Management
(Hong Kong) Ltd
Swedish Club Hong Kong Ltd, The
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
Wealth Ocean Services Ltd
裕洋服務有限公司
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

Honorary Members

榮譽會員

Director of Marine, Hong Kong Marine Department
香港海事處處長

Director-General of Invest Hong Kong
投資推廣署署長

Chairman of the Board of Directors of the Hong Kong Maritime
Museum Ltd
香港海事博物館有限公司董事局主席

Shipowners / Ship Managers / Ship Operators

船東 / 船舶經營公司 / 船舶管理公司

Amann Shipping (Hong Kong) Limited
Anglo-Eastern Univan Group

Asia Maritime Pacific (Hong Kong) Ltd

Associated Maritime Company
(Hong Kong) Limited
海宏輪船(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

BG Shipping Co., Limited
北港航運有限公司

Bocimar Hong Kong Limited

C.U. Lines Limited
中聯航運(香港)有限公司

Caravel Group Limited, The
拓維集團

Celsius Tech 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
Company Limited
招商局能源運輸股份有限公司

China Merchants Group Ltd
招商局集團有限公司

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

Cido Shipping (H.K.) Co., Ltd

COSCO Shipping (Hong Kong) Co., Limited
中遠海運(香港)有限公司

CSSC (Hong Kong) Shipping Company Ltd
中國船舶(香港)航運租賃有限公司

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

Fleet Management Limited

FMG Hong Kong Shipping Limited

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

Greathorse Chemical Limited

GTLK Asia Ltd

Hong Kong Ming Wah Shipping
Company Limited
香港明華船務有限公司

HUD Group
香港聯合船塢集團有限公司

ICIL Maritime Leasing (International)
Company Limited

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 Hong Kong Limited

Landbridge Holdings Limited
嵐橋控股有限公司

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

Mandarin Shipping Ltd

Max Glory Enterprise Limited
百輝企劃有限公司

New Navigator Group Limited
新拓展集團有限公司

Oak Maritime (Hong Kong) Inc. Limited
和合航業(香港)有限公司

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

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

Pacific Bulk Enterprises Company Limited

Parakou Shipping Ltd
巴拉歌船務有限公司

Port Dragon Bulk Inc. (Portline Group)

Santana Shipping Services Ltd

Seaspan Corporation

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

SITC International Holdings Co Ltd
海豐國際控股有限公司

SpiritChina Services Limited
(member of SpiritWorld Group-GREECE)

Standard Chartered Leasing Group Limited

Star Cruises (HK) Ltd
麗星郵輪香港有限公司

Swire Shipping Pte. Ltd
太古輪船有限公司

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

Taylor Maritime (HK) Ltd

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

Uni-Asia Shipping Limited
聯亞船舶有限公司

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

Valles Steamship Co., Ltd.
萬利輪船有限公司

Wah Kwong Maritime Transport Holdings
Limited
華光海運控股有限公司

Wah Kwong Ship Management
(Hong Kong) Limited

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 / 驗船行

American Bureau of Shipping
美國船級社

Bureau Veritas
法國國際驗船局

China Classification Society Hong Kong
Branch

中國船級社香港分社

DNV AS

Lloyd's Register Asia
勞氏船級社 - 亞洲

Nippon Kaiji Kyokai
日本海事協會

RINA Hong Kong Limited
意大利船級社

Marine Equipment Suppliers / Shipbuilders / Repairers / Engine Builders

船用設備供應商 / 船廠 / 修船公司 / 航海機器製造商

ABB Turbo Systems (Hong Kong) Ltd

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

Hempel (Hong Kong) Ltd
海虹老人 (販誠) 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

LG Marine Services (HK) Limited
魯顧船務 (香港) 有限公司

MAN Energy Solutions Hong Kong
Limited

Northrop Grumman Sperry Marine (S)
Pte Ltd

Radio Holland Hong Kong Company
Limited

荷蘭航海電訊香港有限公司

RSC Bio Solutions LLC

Wartsila China Ltd

瓦錫蘭中國有限公司

Winterthur Gas & Diesel Ltd
溫特圖爾發動機有限公司

Marine Insurance - Underwriters, P&I representatives, Average Adjusters and Brokers

海運保險 - 承保公司、保賠協會、理算行及保險顧問公司

Aon Hong Kong Ltd
怡安保險顧問有限公司

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

CM Houlder Insurance Brokers Ltd
招商海達保險顧問有限公司

COSCO Shipping (HK) Insurance
Brokers Ltd
中國海運 (香港) 保險顧問有限公司

CTX Special Risks Ltd
誠品保險顧問有限公司

Gard (HK) Ltd

London P&I Club, The

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
北英保賠協會

Richards Hogg Lindley
國際理霍海損理算事務所

SCB Management Consulting Services
Limited

Skuld (Far East) Ltd

Standard Club Asia Ltd, The

Steamship Mutual Underwriting
Association Limited, Hong Kong Branch

Swedish Club Hong Kong Ltd, The

The Shipowners' Mutual Protection and
Indemnity Association (Luxembourg)

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

Tindall Riley (Britannia) Hong Kong
Limited

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

Membership List

會員錄

Marine Law - Lawyers, Arbitrators and Claims Consultants

海運法規 - 律師行、仲裁行及索賠顧問公司

Hill Dickinson Hong Kong
希得律師行

Holman Fenwick Willan
夏禮文律師行

Howse Williams
何韋律師行

Ince & Co
英士律師行

Keesal, Young & Logan
奇術揚洛根律師行

Lau, Horton & Wise LLP in Association
with CMS Hasche Sigle, Hong Kong LLP
劉賀韋律師事務所有限法律責任合夥與
CMS 德和信律師事務所聯盟

Mayer Brown
孖士打律師行

Reed Smith Richards Butler
禮德齊伯禮律師行

Stephenson Harwood
羅夏信律師事務所

Watson Farley & Williams LLP
華盛國際律師事務所

Ship Finance - Bankers, Financiers

船舶融資 - 銀行、融資公司

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

Bank of Communications Co Ltd
Hong Kong Branch
交通銀行股份有限公司 香港分行

BNP Paribas Hong Kong Branch
法國巴黎銀行

Citibank N.A. Hong Kong Branch
花旗銀行香港分行

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

JP Morgan Chase Bank, N.A.
摩根大通銀行

Ship Registration / Port Authorities

船舶註冊 / 港口當局

Bahamas Maritime Authority (HK) Ltd

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) Limited
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

Clarksons Platou Asia Limited

CPN International Ltd

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

Fearnleys Hong Kong Limited
Gibson (Asia) Limited
吉遜(亞洲)有限公司

Shanghai Seamaster Shipbroking
Company Ltd
上海菁英航運經紀有限公司

Simpson Spence Young Hong Kong
Limited

Other Services to Shipping 其他航運相關服務行業

ATPI Travel (Hong Kong) Ltd	Huayang (Hongkong) Shipping Limited 華洋(香港)船務有限公司	NS United Shipping (H.K.) Co., Limited 新和日鐵聯合海運(香港)有限公司
AUSCA Shipping Limited		
Brookes Bell Hong Kong Limited	Irwin Group (Group of companies - Irwin Marine Services, Irwin Rotational Pipe Lining, OSRO China Ltd) 伊榮集團 (集團旗下公司包括海翔船舶工程有限公司, 伊榮德滾塑管業(深圳)有限公司, 行標環保有限公司)	Pacific Tycoon Limited
Century Shipping Services Ltd 世紀海運服務有限公司		Pole Star Space Applications Ltd
Chimbusco Pan Nation Petro-Chemical Co Ltd 中燃遠邦石油化工有限公司		PricewaterhouseCoopers 羅兵咸永道有限公司
China United Shipbuilding Co Ltd 華聯船舶有限公司	ITOCHU Hong Kong Ltd 伊藤忠商事(香港)有限公司	SkillsPlus Limited
CLP Holdings Limited 中電控股有限公司	Japan External Trade Organization, Ship Machinery Department 日本貿易振興機構(香港)船用機械部	SparesCNX Pte Ltd
Department of Logistics & Maritime Studies, The Hong Kong Polytechnic University 香港理工大學物流及航運學系	Medsea Asia Limited	StormGeo Limited 啟濤國際科技有限公司
Eight Ships Limited	Mitsui & Co (H.K.) Ltd 三井物產(香港)有限公司	Sumitomo Corporation (Hong Kong) Ltd 住友商事香港有限公司
Gulf Oil Marine Ltd 海灣船舶石油有限公司	MOL LNG Transport (Asia) Limited	Telemar Hong Kong Ltd
Hong Kong Cruise & Yacht Industry Association 香港郵輪及遊艇業協會	MTI Network Asia Ltd	TotalEnergies Lubmarine Hong Kong Limited 道達爾能源船舶潤滑油香港有限公司
	Navarino HK Limited 拿法尼諾有限公司	Videotel Marine Asia Ltd
	Norsepower Asia Pacific Limited	Zim Integrated Shipping Agencies (HK) Limited 以星航運代理有限公司

Vessels and Tonnage by Register Owned, Managed and/or Operated by Members as at 1st December 2021

截至 2021 年 12 月 1 日會員擁有及 / 或管理的船舶註冊分布情況

Register 註冊地	Number of Ships 艘數	Deadweight 載重噸	Gross Tonnage 總噸
Bahamas 巴哈馬	36	2,802,018	1,742,693
Barbados 巴巴多斯	1	50,448	29,104
Belgium 比利時	22	1,949,269	1,124,715
British (Bermuda) 英國 (百慕達)	14	696,336	627,828
British (Cayman Islands) 英國 (開曼群島)	11	431,425	151,840
British (Gibraltar) 英國 (直布羅陀)	6	164,838	159,594
British (Isle of Man) 英國 (馬恩島)	5	466,175	265,410
British (UK) 英國	4	115,965	76,249
Canada 加拿大	1	31,278	22,615
China (PRC) 中國	25	896,404	588,825
Curaçao 庫拉索	7	381,860	297,460
Cyprus 塞浦路斯	8	456,130	284,540
Denmark 丹麥	8	636,635	441,120
Hong Kong 香港	1,265	125,737,580	77,017,464
India 印度	4	155,549	88,176
Indonesia 印度尼西亞	8	237,013	142,446
Italy 意大利	6	803,133	423,926
Japan 日本	4	172,863	208,016
Liberia 利比里亞	187	19,944,847	12,082,349
Malta 馬爾他	73	3,697,703	3,157,927
Marshall Islands 馬歇爾群島	514	32,608,983	22,031,201
Mauritius 毛里裘斯	1	800	499
Norway (NIS) 挪威	56	3,640,426	2,124,942
Panama 巴拿馬	345	25,273,836	18,026,540
Portugal 葡萄牙	10	974,812	536,026
Portugal (Madeira) 葡萄牙 (馬德拉)	14	189,766	233,308
Saudi Arabia 沙地阿拉伯	4	183,745	119,164
Singapore 新加坡	249	21,569,455	13,491,708
South Africa 南非	3	448,121	228,975
St. Kitts & Nevis 聖基茨和尼維斯	2	4,347	3,023
Thailand 泰國	25	15,079	4,547
UAE 阿拉伯聯合酋長國	2	102,281	57,858
Grand Total:	2,920	244,839,120	155,790,088

Vessels and Tonnage by Ship Type, Managed and/or Operated by Members as at 1st December 2021

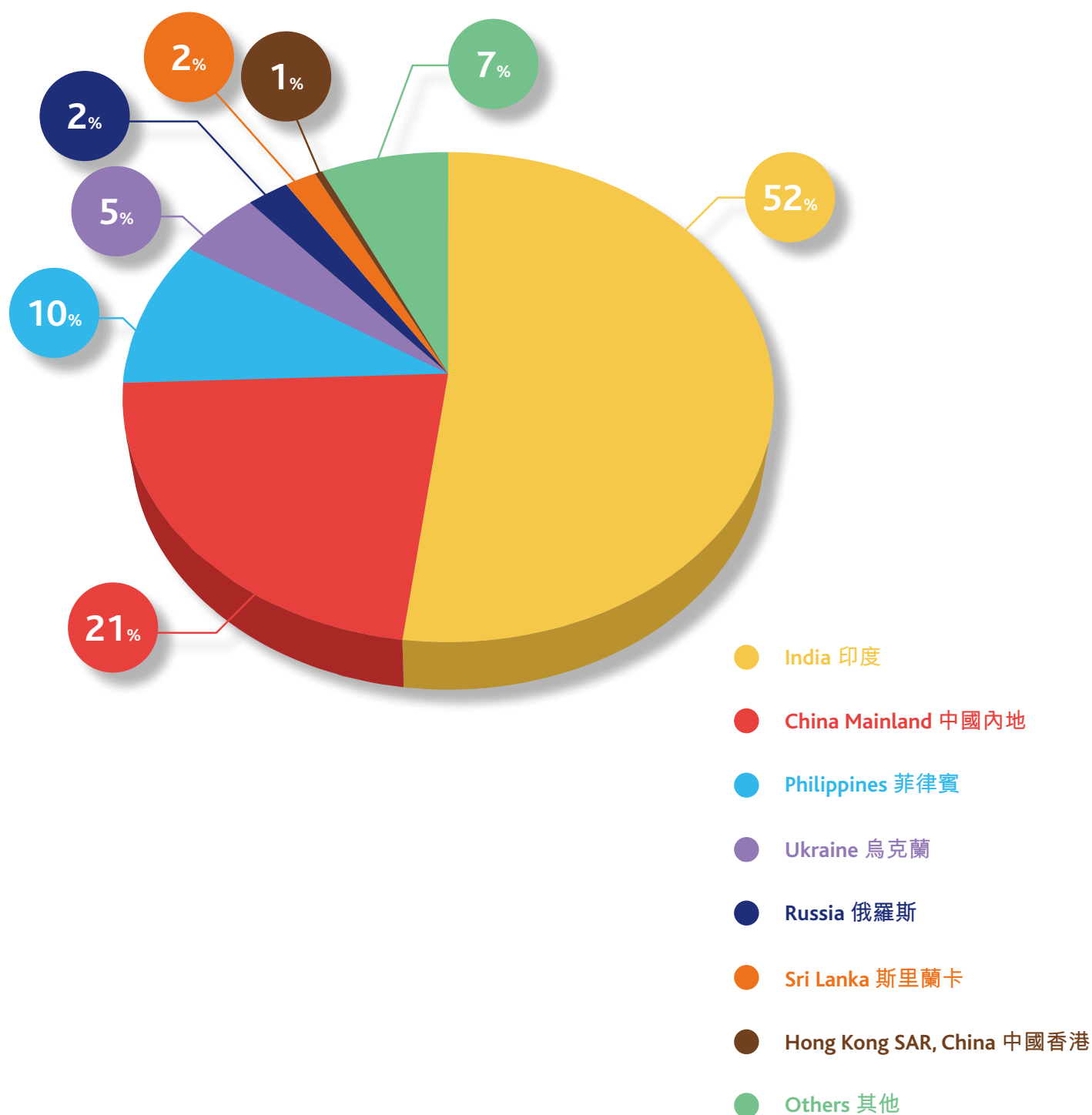
截至 2021 年 12 月 1 日會員擁有及 / 或管理的船舶類別分布情況

Ship Type 船舶類別	Number of Ships 艘數	Deadweight 載重噸	Gross Tonnage 總噸
Bulk Carrier 散貨船	1,385	130,887,939	70,830,213
Car Carrier 載車船	13	207,902	614,179
Cement Carrier 水泥船	1	27,238	16,833
Container Ship 貨櫃船	534	36,642,901	35,982,941
Floating Storage 浮塢	5	514,396	469,036
Gas Carrier (LNG) 液化天然氣船	70	4,128,550	3,857,161
Gas Carrier (LPG) 液化汽船	25	1,109,592	898,354
General Cargo 乾貨船	36	768,262	579,520
Heavy Lift 重吊	20	787,910	660,350
Livestock Carrier 牲口運輸船	2	9,702	23,344
OSV / Tug 離岸支援船 / 拖輪	35	131,736	139,621
Passenger / Cruise 客輪、遊輪	3	65	135
PCTC / Ro-Ro / Car Carrier 載車船	85	960,767	4,144,562
Reefer 冷藏船	5	68,232	64,947
Tanker 油輪	385	51,421,331	27,627,610
Tanker (Chemical) 化學品油輪	255	9,808,554	5,951,038
Tanker (Product) 原油油輪	42	7,258,681	3,844,185
Woodchip Carrier 木屑運輸船	2	101,604	84,905
Others 其它	17	3,758	1,154
Grand Total:	2,920	244,839,120	155,790,088

Seafarers Employed by Owners and Managers 船東和管理公司僱用的船員情況

Nationality of Officers 高級船員國籍分配

December 2021
2021 年 12 月

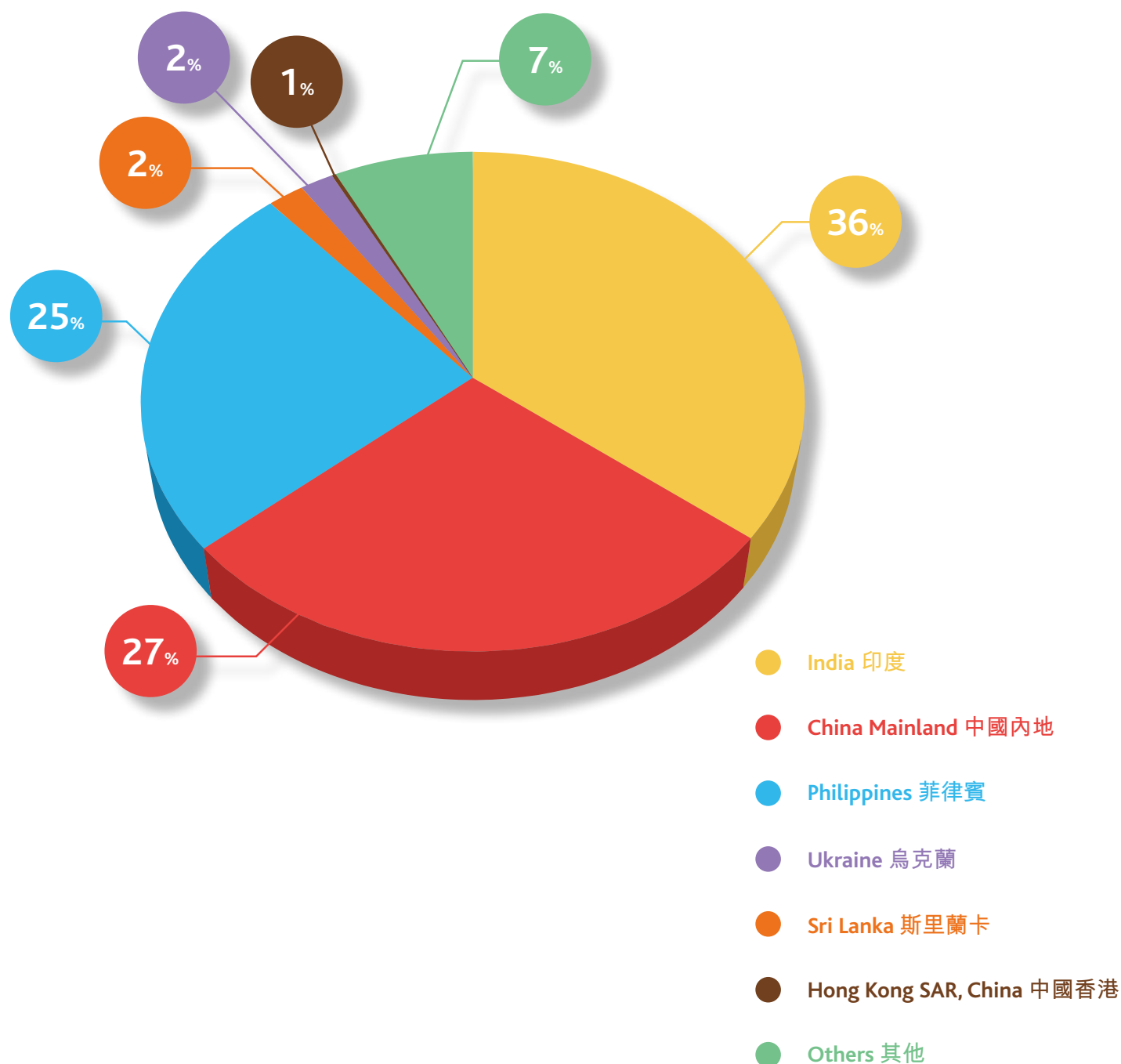


Remarks :

We do not receive returns from all members on the nationality of seafarers that are employed on their ships, so the above charts represent the limited data that we have gathered. Due to the lack of returns, a comparison with previous years cannot sensibly be made.

Nationality of Ratings 普通船員國籍分配

December 2021
2021 年 12 月



備註：

由於我們未能獲取所有會員提交有關其公司僱用的船員情況，以上的統計圖只代表有限度的資料。因此，我們亦未能和去年的資料作比較。

Membership Requirements and Secretariat Contact Details

入會資格及秘書處聯繫方式

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 ship owners, ship managers and ship operators, and **Associate** membership for all others.

Both categories of membership may attend all Association functions and receive all Association notices and materials except for those in which it is judged the Associate members may not be interested.

Associate members are not entitled to vote on resolutions at general meetings, though they are welcome to express their opinions on issues of concern.

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

On acceptance for membership there is an initial Entrance Fee of HK\$1,000, with monthly subscriptions.

The monthly subscriptions for **Ordinary** members are as follows:

Tier 1 members (HK\$7,700)

- Ship owners or operators with a total fleet of more than 50 vessels, including those of their subsidiary companies and overseas offices
- Ship managers with a total fleet of more than 200 vessels under their technical and/or crew management, including those of their subsidiary companies and overseas offices

Tier 2 members (HK\$6,300)

- Ship owners or operators with a total fleet of 20 to 50 vessels, including those of their subsidiary companies and overseas offices
- Ship managers with a total fleet of 100 to 200 vessels under their technical and/or crew management, including those of their subsidiary companies and overseas offices

Tier 3 members (HK\$5,700)

- Ship owners, operators and managers not falling under Tier 1 or Tier 2 above

The monthly subscription for **Associate** members is HK\$2,500.

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, subject to certain conditions.

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。船東、船舶運營或管理公司為**正式會員**，其他公司為**附屬會員**。

這兩類會員均可參加協會的所有活動，並按照會員類別收取協會的通告和相關的資訊。

附屬會員不能在全體會員大會上就議案進行表決，但歡迎他們就關注的議題發表意見。

申請者需經兩位公司會員提名，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。

正式會員每月會費如下：

— 第一組別（港幣 7,700 元）

- 船東或經營公司，其船隊總數超過 50 艘，包括其子公司和海外公司的船隊
- 船舶管理公司，其技術和 / 或船員管理下的船隊總數超過 200 艘，包括其子公司和海外公司的船隊

— 第二組別（港幣 6,300 元）

- 擁有 20 至 50 艘船舶的船東或經營公司，包括其子公司和海外公司的船隊
- 船舶管理公司，其技術和 / 或船員管理下的船隊總數為 100 至 200 艘，包括其子公司和海外公司的船隊

— 第三組別（港幣 5,700 元）

- 不屬於第一組別或第二組別的船東、經營公司和管理公司

附屬會員的每月會費為港幣 2,500 元。

正式會員和附屬會員的會費可以採用每年四月付一次性的年費，或每月以自動轉賬方式支付費用。

會員如果在本年度內退會，所付的一年會費將依照規定按比例退回。

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
Website : www.hksoa.org

秘書處聯繫方式 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
網站 : www.hksoa.org

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/
Emailed: hksoa@hksoa.org
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 Associate membership application)

#Our reason for becoming an Associate member of the Association is _____.

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

Seconded

* 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 /
電郵：hksoa@hksoa.org
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。

本公司於 _____ (年份) 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。

(# 只適合附屬會員申請人填寫)

本公司希望成為貴會附屬會員的原因是 _____。

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。

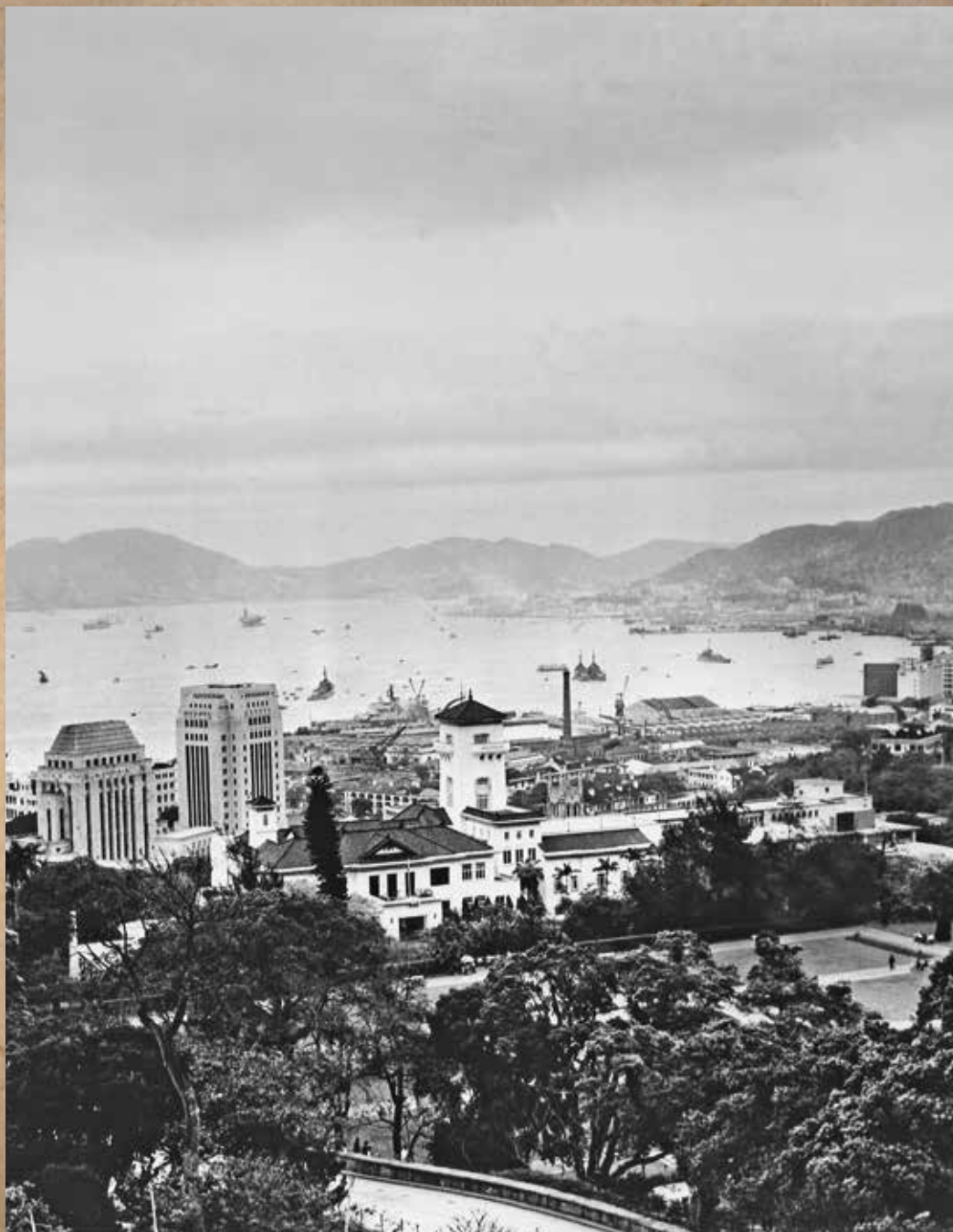
推薦人

第二推薦人

* 請刪去不適用處

** 請填寫公司總機號碼

*Hong Kong harbour in 1957,
the year the Association was founded.*





WE ARE READY TO DELIVER THE BETTER SHIP TO YOUR HAND

ONE STOP & AN EXPERIENCED SERVICE SOLUTION
FOR YOUR SHIP REPAIR IN CHINA

WWW.LGMARINESERVICES.COM
LGMARINE@LGMARINESERVICES.COM

QUALIFIED MANAGEMENT SYSTEM ISO 9001:2005
CERTIFIED BY LLOYD'S REGISTER



SHIP REPAIR: SHIPREPAIR@LGMARINESERVICES.COM

PROJECT MANAGEMENT: PM@LGMARINESERVICES.COM

SPARE PARTS: SPARE@LGMARINESERVICES.COM

IM/EXPORT: TRADING@LGMARINESERVICES.COM

TECHNICAL: TECHNICAL@LGMARINESERVICES.COM



專業服務
Professional Service

覆蓋全球
Global Coverage



香港 Hong Kong



倫敦 London



三藩市 San Francisco



上海 Shanghai



新加坡 Singapore



悉尼 Sydney



東京 Tokyo



多倫多 Toronto



香港船舶註冊處

Hong Kong Shipping Registry

- 世界級船舶註冊 優質服務享負盛名
A world-class shipping register with a reputation for good quality and excellent service
- 程序簡易 全年無休
Straightforward and all-year-round services
- 排名世界四大之列 註冊總噸位超越1.3億
One of the world's top 4 registers with registered gross tonnage in excess of 130 million
- 立足香港 放眼全球
Foothold in Hong Kong with global vision



香港特別行政區政府
海事處

Marine Department
The Government of the
Hong Kong Special
Administrative Region

香港船舶註冊處
香港特別行政區政府海事處
香港中環統一碼頭道38號
海港政府大樓3樓

☎ (852) 2852 4387

☎ (852) 2541 8842

Hong Kong Shipping Registry
Marine Department, HKSARG
3/F Harbour Building, 38 Pier Road,
Central, Hong Kong

✉ hksr@mardep.gov.hk

🌐 www.mardep.gov.hk