



香港船東會
Hong Kong
Shipowners
Association



年刊 YEAR BOOK 2019-2020

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Appreciation

鳴謝

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

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Welcome Message

歡迎詞



Mr. Bjorn Hojgaard
Chairman 2020/2021

Welcome to the 2020 edition of the Hong Kong Shipowners Association Yearbook. It serves as a reference for members about the various 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 make up our vibrant maritime community.

Hong Kong's economic success has its origins in shipping and trade, whose combination initiated Hong Kong's growth as a global financial centre. For over six decades, the Association has represented the interests of the Hong Kong shipping sector at all levels – local, national, and international. I am very proud to take over the helm of the Association and would like to express my deep appreciation to my predecessor, Mr. Jack Hsu, for building a solid foundation to allow the Association to move forward.

In addition to the usual events and activities, we commenced many new ventures in the past year. We organized a big delegation to join the Asian Shipowners' Association annual event held in Bangkok, giving many young shipping executives wide exposure and networking opportunities. With government support, we hosted the first liaison office (outside London) of the International Chamber of Shipping (ICS) in Hong Kong, setting a milestone in the history of both the ICS and the Association. With members' input, we launched projects related to the Greater Bay Area, exploring business opportunities in the region for the industry.

Regrettably, since the beginning of this year, the global community has been grappling with the coronavirus pandemic, which impacts us all. The world will no longer be the same, and shipping is no exception. The Association has received many member enquiries and suggestions, especially in crew changes, ship surveys and insurance matters. We are working closely with governments, regulatory authorities and stakeholders to address the various ad hoc issues faced by the sector. Nobody can tell how this will play out eventually, but what we do know is that shipping, as the facilitator of the global supply chain, is indispensable for the world to win the battle.

歡迎閱覽 2020 年度香港船東會年刊。年刊為會員就協會過去一年取得的許多成就提供參考，也給予香港航運業界的新晉，關於我們這個活力充沛的航運社群的服務指南。

香港的經濟成功源於航運和商貿；兩者的結合推動香港發展成為國際金融中心。六十多年以來，協會一直代表香港航運業界在本地、國家和國際多個層面爭取權益。我能夠擔任協會主席感到非常自豪，並衷心多謝前任主席許積皋先生為協會所建立的堅實基礎，使協會可以邁步向前。

過去一年，除許多常規活動外，我們還展開了新項目。我們組織了一個龐大代表團，參加在曼谷舉行的亞洲船東協會週年大會，為年輕從業員提高識見和建立聯繫。我們又再獲得政府的支持，爭取了國際航運公會 (ICS) 在香港設立倫敦以外的首個辦事處，為 ICS 和香港船東會的歷史，建立里程碑。與此同時，由於會員的參與，我們啟動了與大灣區相關的項目，為行業尋覓商機。

遺憾的是，自年初以來，全球社會都在致力應對新型冠狀病毒流行，這疫情影響著我們所有人。世界將會不同，航運業也不例外。協會收到許多會員的諮詢和建議，特別是在船員輪換、船舶檢驗和保險事宜上。我們正在與政府、監管機構和各持份者聯絡，以解決當前業界面臨的突發問題。誰都不知道事情最後會如何發展，但我們知道，航運界對於全球供應鏈的運作至為重要，對於世界贏得這場戰役是不可或缺的。



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Welcome Message

歡迎詞



Looking forward, more will need to be done quickly in other areas as well. On the environmental front, we are discussing with the international community on decarbonization efforts that may affect the industry in the foreseeable future. Meanwhile, we are pursuing long-term public policy goals to promote the growth of the industry, including the establishment of an independent maritime body in Hong Kong.

We will continue our advocacy role in the different arenas, with greater variety and diversity in our approach whenever and wherever necessary. We will remain vocal and be seen as the "Voice of Asia".

I hope you enjoy reading this Year Book. Your feedback would be most welcome. This is a big family; it is always important for us to stay together and to act together.

Mr. Bjorn Hojgaard
Chairman 2020/2021

展望未來，很多事情都必須要盡速處理。而在環境保護方面，我們正努力與國際組織商討在可預見的將來影響業界的脫碳方案。同時，也致力推動有助航運業發展的長遠公共政策目標，包括在香港建立一個獨立的海事機構。

我們將繼續在適當時機，以更多元和多樣性方法，在不同領域發揮倡導作用。香港船東會將堅持發聲，繼續擔當「亞洲聲音」。

希望您喜歡閱讀本年刊，也歡迎給我們反映意見。這是一個大家庭；我們必須團結、同行！

2020/2021 年度主席
Bjorn Hojgaard





慶祝香港明華成立40周年

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The Hong Kong Shipowners Association

香港船東會



Patron: Mr. Tung Chee Hwa, GBM

The Hong Kong Shipowners Association was incorporated in 1957 by 11 local shipowners with the purpose of creating a forum for shipowners resident in Hong Kong. Over the past 63 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 200 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 platforms in which members are able to meet and discuss issues of concern, informs the membership of important changes in the shipping environment through educational seminars and circulars, and represents the interests of members in national and international meetings. The Association is a member of the International Chamber of Shipping (ICS), Asian Shipowners' Association (ASA) and INTERTANKO, and cooperates closely with, amongst others, the International Maritime Organization (IMO) through the Hong Kong Marine Department and the ICS, the International Labour Organization (ILO), BIMCO and INTERCARGO.

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 63 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 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。通過教育性的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。協會是以下機構的成員：國際航運公會 (ICS)、亞洲船東協會 (ASA) 以及國際獨立油輪船東組織 (INTERTANKO)。同時，協會與國際海事組織 (IMO) (通過香港海事處和 ICS)、國際勞工組織 (ILO)、波羅地國際海事理事會 (BIMCO)、國際散貨船東組織 (INTERCARGO) 等機構有著密切的合作關係。

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。

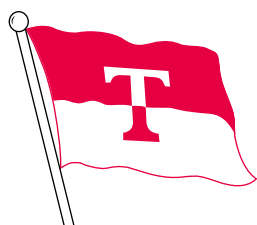
我們的願景

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。





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Chairman's Annual Report 2019

[Presented to Members at the 2019 Annual General Meeting]

2019 年主席年度報告

(於 2019 年會員大會提交)



In my second and last year as Chairman, I am both delighted and privileged to deliver this year end message*. With our industry's intense focus in the past 12 months preparing for the transition into the 2020 IMO Sulphur Cap era, the mood now seems more settled. As we tip into this threshold, our anxieties seem to be fading away. In reality however, the quality issues (inherent to blended fuels) and the co-mingling risk still remain, thus requiring a concerted and coordinated effort (by shore management as well as ships' crews) to avoid fuel mishaps. As we lapse past 1st January, we are hopeful that freight rates will move in tandem with the higher cost realities of compliant fuels. Furthermore, should the feared safety and quality problems of LSFO actually unfold, supply of tonnage will certainly be impinged, triggering a positive freight reaction. All in all, the New Year seems to bring a whole lot more excitement than trepidation.

我很樂意能夠在擔任主席的第二年也是最後一年任期提交這份年度報告*。過去 12 個月，航運業的焦點都在為國際海事組織 (IMO) 2020 船用燃料限硫令的過渡期做準備，現在基本塵埃落定。當我們臨近限期時，焦慮也隨之消退。但事實上，質量 (混合燃料所固有的) 及其混和的風險仍然存在，因此需要岸上管理部門和船員共同協調努力，避免發生意外。踏進 1 月 1 日，我們期望運費能隨著高成本的合規燃料同步調整。此外，如果我們所擔心的低硫燃料 (LSFO) 的安全質量問題得到解決，那麼船舶噸位的供應也會受到影響，繼而引發運費的調整。總之，或許新的一年帶來緊張多於憂慮。



We now turn to the topic of combating climate change. Although the IMO targets for 2030 and 2050 are aspirational, our industry is morally compelled to fulfill them. With a growing global fleet fueled by global GDP growth, what is sorely needed is a non-fossil fuel technology to enable CO₂-free or CO₂-neutral shipping. But this could only be possible when there is a pricing penalty on CO₂ emissions, so that such alternatives as hydrogen, ammonia, ethanol, methanol, battery, nuclear, etc. become not only economically viable, but also relatively profitable. And assuming non-fossil fuel technologies - spurred by the prohibitive CO₂ emissions costs - become a new norm, it will take both a long lead time and huge investment capital for owners to rebuild the global fleet. Now whether or not charterers and consumers alike will participate happily to fund such an enormous undertaking is altogether another question. Regardless, a dramatically higher cost regime seems absolutely essential to help shipping meet its aspirational goal of a 50% reduction in CO₂ emissions (compared to 2008) by 2050. With the IMO currently focusing on completing its Road Map by 2023 for short, medium and long term goals to meet its aspirational target, no wonder rampant ordering of new buildings with traditional diesel engine technology seems highly unlikely in the next few years.

現在，將話題轉到我們應如何應對氣候變化。國際海事組織 2030 年和 2050 年的目標非常雄心勃勃，我們航運業處於道義也必須滿足這些要求。在全球生產總值 (GDP) 增長的推動下，全球船隊不斷增長，我們急需非化石燃料來實現零碳排放或碳中和航運。但這只有在實行二氧化碳排放罰則的情況下才有可能實現，才能使氫、氨、乙醇、甲醇、電池以及核能等替代能源的使用，不僅在經濟效益上可行，同時也能相對有利可圖。假設在讓人望而卻步的碳排放成本的刺激下，非化石燃料技術能成為一種新常態，那麼對於全球船東而言，重建船隊既需要花費很長的生產週期，也需要耗費巨額的投資資金。租船人和消費者是否願意注資在如此巨額項目上還需另當別論。無論如何，航運業要達到這樣的遠大目標，即在 2050 年將碳排放減少 50% (與 2008 年相比)，絕對需要更高的成本機制。國際海事組織目前致力於在 2023 年或之前完成其短期、中期和長期目標的路線圖，以實現其遠大目標，未來幾年大量訂購傳統柴油機技術新船的可能性不大。

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Chairman's Annual Report 2019

2019 年主席年度報告



In the meantime, shipping seems to be embracing LNG as an interim solution, and one of the means to help it meet the 40% reduction target by 2030. While LNG is fundamentally still a fossil fuel, in terms of CO₂ emissions footprint, there is a 20% "saving" when compared against burning LSFO, and at worst 12% when taking current levels of methane slip into account from "well to propeller". Also, from a regulatory perspective, LNG can deliver a solution to both IMO 2020 (SOX content) and IMO Tier 3 (NOX content). Despite various challenges, such as the prohibitively higher capital costs, the general shortage of technical expertise, and the slow-to-mature LNG bunkering infrastructure, some brave owners of larger vessels are stepping up to embrace this trend. The relatively simpler trading route pattern for larger vessels (i.e. container ships and large bulkers) ensures a relatively secure supply of LNG from more mature bunkering ports. But for the majority of the shipping world (i.e. the smaller wet and dry tramping cousins), until the LNG bunkering supply becomes ubiquitous at a global level, and dual fuel engines (with LNG capability) become much cheaper, LNG does not seem an entirely viable (or sensible) option.

While the orders for LNG powered vessels are currently limited to larger vessels, in the battle against Greenhouse Gases (GHG), higher confidence in a more mature global LNG bunkering infrastructure is likely to entice more new buildings orders. But climate change is a complex issue. Shipping still needs to contend with "methane slip", where non-combusted methane (a GHG gas) escapes into the atmosphere through the exhaust. On a per-molecule basis, methane gas is known to warm the planet by 86 times as much as CO₂ over a 20 year period, and by 30 times based on 100 years. Although methane in the atmosphere reverts naturally to CO₂, this process takes about 20 years to play out. Methane slip could possibly exacerbate the damage (on a net basis), as the CO₂ savings benefit (that LNG usage was originally intended to accrue) is reduced. While shipping's share of methane slip from "well to propeller" varies from 5% to 8% at the moment, and is being reduced where possible, there are also natural sources methane leaks, both big and small. For example, as average temperatures, vast expanse of tundra in Siberia is thought to release vast amounts of methane. Regardless, methane will be a very important focal point in humanity's overall battle against climate change.

We now turn our attention to the bigger picture of a technologically convergent world, which is the functional enabler of online food delivery to global financial markets capital flows, and everything in between. The "I" centric needs of humanity drives not just GDP growth but also technological advancement. The resulting inter-connected and mind boggling network creates a paradox of fragility and robustness, depending on who (or what) intends to exploit it, and for what purpose. Viewed from the angle of democratic systems, geopolitics, trade war, or even the recent local social unrest, technologically enabled disruption may well become a new norm. Notably, operating systems exist beyond the hardware software universe. Humans, in our very nature, are drawn toward what we desire to hear and see. In that process, as an operating system,

業界現在趨於接受將液化天然氣 (LNG) 作為一種過渡方案，以幫助實現國際海事組織 2030 年 40% 的碳減排目標。但是，從根本上看，液化天然氣還是一種化石燃料，相比於低硫燃油 (LSFO)，使用液化天然氣可將二氧化碳排放降低 20%，考慮到目前液化天然氣在整個供應鏈環節中的甲烷逃逸水平，其二氧化碳排放最低能減少 12%。雖然從監管的角度來看，液化天然氣能夠同時作為 2020 限硫令 and 國際海事組織 Tier 3 排放規定的履約方案，但是還面臨各種挑戰，譬如高成本、普遍存在的專業技術短缺和液化氣加注基礎設施不夠完善等問題，但仍有勇敢的大型船隻的船東接受這種新挑戰。大型船舶（即集裝箱船和大型散貨船）相對簡單的貿易航線模式，可以從較完善的液化氣加注港得到可靠的液化氣供應。而對多數業界船東來說（即較小的乾散貨和液貨不定期船），在液化氣加注設施遍及全球、雙燃料主機價格大幅下降之前，天然液化氣應該不大可能成為主流選擇。

儘管天然氣動力船舶的訂單現僅限於大型船舶，但是在與溫室氣體 (GHG) 的戰役中，只有對全球成熟的液化氣加注設施的信心增加之時，才能吸引更多的新造船訂單。但氣候變化是個複雜的議題，業界仍需應對「甲烷逃逸」的問題，即未燃燒的甲烷（一種溫室氣體）通過廢氣逃逸到大氣中，以每分子計算，在 20 年內，甲烷氣體使地球變暖是二氧化碳的 86 倍，若以 100 年為基準，則是二氧化碳的 30 倍。雖然說大氣中的甲烷會自然轉化為二氧化碳，但是約需 20 年才能完全揮發。甲烷逃逸（淨值）會加劇對環境的損害，因為這會抵消（使用液化氣燃料所）減少的碳排放量。目前業界在整個供應鏈的甲烷逃逸份額佔 5% 到 8% 不等，比例正在逐步下降，但是自然界也存在大大小小的甲烷逃逸。例如西伯利亞廣闊的凍土帶，在平均氣溫下，會釋放大量的甲烷。無論如何，甲烷將是人類應對氣候變化挑戰的重要焦點。

我們現在來關注技術融合的世界大局，這是從在線食品運輸到全球金融市場資金流動及所有中間環節的功能性推動者。人類以「我」為中心的需求，不僅推動了 GDP 增長，也促進了技術進步。由此產生的互聯性複雜網絡，根據誰（或什麼）利用它，來達到什麼目的，形成了脆弱與穩健的悖論。從民主制度、地緣政治、貿易糾紛、甚至最近香港的社會動蕩等角度來看，技術性的破壞有可能成為一種新常態。值得注意的是，操作系統存在於硬件和軟件領域以外，而人類本性傾向自己想聽到和想看到的事情。



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we selectively filter out things with which we do not agree. Thanks to the power of search engines (i.e. sophisticated algorithms), while we gain a personalised internet experience, our understanding of the world becomes shaped by our own confirmation biases. Sadly, the mix of technology with human nature creates a vulnerability to disruption.

So how is such a new norm relevant to shipping? Indeed, digitisation, cyber risk management, autonomous shipping, artificial intelligence, etc. are all keynote topics in many recent industry conferences. Admittedly, we are all driven by both fear (induced by competition) as much as fascination (induced by imagination). How all this will shake itself out seems impossible to predict. On the one hand, shipping is a like kaleidoscope: outwardly simple, almost elegant. But by peering inside, one may find structure and beauty from chaos - ever changing, wonderfully vivid, and mesmerisingly exciting. On the other hand, as one of the oldest industries in human civilisation, shipping is conservative, backward looking, reactive, and highly risk averse. It is violently cyclical and hardly survivable, never mind making any decent returns. As an industry group, by just looking at Wall Street, shipping has a relatively consistent and unenviable track record of destroying shareholders' wealth. So in this new world order of disruption, what will the future have in store for us?

Frankly, if we look back into the past, we have almost always been our own worst enemies. But thankfully, amid this highly uncertain future as discussed above, the global new buildings order book is relatively restrained. In that sense, we are in a highly unusual moment of history. But one thing is for certain: as long as nations need to trade, and there are oceans that keep them apart, ships will be needed. As ships are able to traverse to any ocean, shipping effectively happens in one big global ocean, which interconnects various nations. In order to preclude regulatory chaos, our industry must stand united, proactively advocating and sustaining a singular global regulatory body of the IMO. The IMO effectively ensures a level playing field in this otherwise brutal free-market driven industry, often characterized by fierce competition and entrepreneurial independence. We are perhaps the only truly global industry that exhibits such a spectrum of traits. As facilitators of global commerce, we must place our trust in the invisible and powerful hand of free-market forces, which will steer the course for the most efficient solutions, and trust that freight rates will respond judiciously to compensate the players with a return on their investment.

在這個過程中，作為一個操作系統，我們有選擇地過濾掉我們不認可的內容。得益於互聯網搜索引擎（複雜計算）的強大功能，當我們獲得個性化網上體驗的同時，我們對世界的理解也會受到自己偏見的影響。可悲的是，技術與人性的融合造成了脆弱性的混亂。

那麼，這種新常態與航運界有何關係？數碼化、互聯網風險管理、自主航行船舶、人工智能等已經成為最近業界眾多會議的主題。誠然，我們同時被恐懼（因為競爭）和幻想（因為想象）所驅動。這一切將如何展開充滿著不確定性。一方面，航運業就像萬花筒：外觀簡單而優雅；但當窺視內部時，可以從混亂中的發現美態和結構——其千變萬化、奇妙生動，使人著迷。另一方面，作為人類文明中最古老的行業之一，航運業具有保守、落後和高度規避風險的特點。行業有強烈的週期性，很難生存，更不用說有什麼像樣的回報了。而這個行業集團，僅從華爾街的情況來看，在摧毀股東財富方面有著相對一致和令人無法羨慕的可怕記錄。那麼，在這個新的混亂世界秩序中，我們的未來會是什麼樣的呢？

坦白地說，如果回顧過去，我們幾乎總是自己最大的敵人。但值得慶幸的是，在上述高度不明朗的未來，全球新造船的訂單相對有限。在這個意義上來說，我們正處於一個非常不尋常的歷史時刻。但有一點是肯定的：只要各國需要進行貿易，只要海洋繼續將各國分隔，世界就需要船舶。船舶能飄洋過海，而航運實際就是把海洋中的各國有效地連接起來。為避免監管混亂，我們的行業必須團結一致，積極倡導和維護國際海事組織全球監管機構的地位。國際海事組織有效地確保在這個本應由殘酷自由市場驅動、激烈競爭和企業相對獨立的行業中有公平競爭的環境。我們也許是唯一真正具備這特徵的全球性行業。作為全球貿易的促進者，我們必須相信自由市場的無形力量和強大，可以引導我們找到最有效的解決方案。我們要相信運費會做出明智的反應，以回饋參與者的投資。





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In conclusion, it has been a deeply gratifying and educational journey, which started four years ago when I was elected Deputy Chairman. It is indeed a rare and precious privilege to be able to help steward the HKSOA. I know that my successor will continue to steer HKSOA to be THE voice in Asia, and to be the super-connector between East and West, by embracing collaborative dialogue, with a positive "can-do" attitude, and continue to be a strong advocate to strengthen Hong Kong's position as an international maritime centre. During my chairmanship, by happy coincidence, attained many milestones, such as the 60th Anniversary celebrations, the hosting of the back to back ASA and ICS AGMs, the rekindling of HKSAR Government's multi-faceted support for our industry, including the proposed amendment of Inland Revenue Ordinance (to promote ship leasing), the establishment of the first overseas ICS office in Hong Kong, just a name a handful. Although, I have not spoken much about the shipping market, I do not want to pass the chance to mention the astonishingly high VLCC market fixtures (somewhere north of \$200k/d) that were seen recently. My deepest gratitude goes to Sandy Chan, Managing Director, and her team for just an amazing feat, in being able to accomplish so much for the Association with our very limited resources! Chairing the HKSOA has been a truly delightful experience, and I thank you all for your trust and gracious cooperation during my service tenure.

四年前我當選為協會副主席至今，是富有意義、令人感恩的旅程。我非常榮幸能參與香港船東會的領導工作。相信我的繼任者，將以積極肯幹的態度和協作對話的方式，繼續引領協會擔當「亞洲聲音」，成為東西方之間的超級聯繫人，並繼續堅定地維護香港作為國際海事中心的地位。在我擔任主席期間，有幸為協會舉辦了許多里程碑活動，例如：六十週年慶典、主辦前後連接的亞洲船東協會(ASA)和國際航運公會(ICS)年會、得到香港特區政府對航運業提供多方面的支持，包括修訂《稅務條例》促進船舶租賃業務、在香港設立首個國際航運公會的海外辦事處等。雖然，我在航運市場方面著墨不多，但我想借此機會，提醒大家最近令人震驚的大型油輪市場租金(報約20萬美元/天以上)。我衷心感謝董事總經理陳佩珊女士和她的團隊，在非常有限資源的情況下，取得了巨大的成就！能夠領導協會確實是我個人非常愉快的經歷。再次感謝大家對我的信任和真誠合作。



Jack Hsu
Chairman 2018/2019

2018/2019 年度主席
許積卓

**Some of these words reflect the author's personal thoughts and do not represent the position of the Association.*
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Association Annual Review 2019

(Presented to Members at the 2019 Annual General Meeting)

2019 年協會年度回顧

(於 2019 年會員大會提交)



I think all members will agree that it has been a most challenging year for shipping, especially for the Hong Kong maritime sector. The US – China trade dispute has continued, resulting in a slowdown in global trade growth. Coupled with the imminent imposition of the 2020 sulphur cap, many shipping companies are operating in a gloomy economic environment. Even worse, after several months of mass protests and chaos, Hong Kong is facing the worst crisis since the 1997 handover. With so much discouraging news at this difficult time, it is most important for the Association, as a major local trade organization representing the shipping community, to continue to do things that are positive and encouraging.

This Annual Review explores several important matters that have been occupying the Association and reports on the usual operations of the Association over the past year.

Environment and Technology Issues

The Association's Technical Director, Mr. Martin Cresswell, continued to serve as the Chairman of the International Chamber of Shipping (ICS) Marine Committee. The Association maintained close liaison with Mainland stakeholders at both the national and municipal levels. All these efforts deepened the Association's involvement in the debate on many of the environment and technology issues.

Sulphur regulations

On 1 January 2020, the International Maritime Organisation's (IMO) global Sulphur cap will take effect. It requires all ships trading outside Sulphur Emission Control Areas (ECAs) to use fuel with a sulphur content not exceeding 0.5%, or use an exhaust gas scrubber.

The Association supports the efforts of the global shipping community to protect the environment and agrees with the new Sulphur rules for shipping, which provide the industry with different choices: burning compliant low Sulphur fuel, using other hybrid solutions, LNG, etc., or installing exhaust gas scrubbers that are certified to be compliant with the IMO low - Sulphur guidelines.

It is not possible to predict with certainty what will happen in 2020. But we are pleased to see that most of the industry concerns have been addressed through the joint efforts of the regulators and the industry, in particular the issuance of guidelines and circulars for different concerned stakeholders – ship owners, operators, fuel suppliers and port authorities. This will help ensure a level-playing field for all, while the shipping industry transitions to cleaner fuel.

相信會員都會同意，今年是航運業界極具挑戰的一年，尤以香港情況為甚。中美貿易糾紛持續，導致全球貿易增長放緩，加上即將實施的 2020 年 0.5% 限硫令，許多航運公司經營環境都不樂觀。而且，經歷數月的示威活動和混亂之後，香港現正面臨著自 1997 年回歸以來最嚴峻的危機。在如此艱難時刻，協會作為代表航運界的行業協會，最重要的任務就是繼續做積極和鼓舞人心的事情。

這份年度報告探討協會一直忙於處理的幾個重要議題，並報告過去一年的恆常運作。

環境與技術議題

協會技術總監祁敏鈿先生仍然擔任國際航運公會 (ICS) 海事委員會主席，而協會與國家及內地省市亦保持密切聯繫。這些努力均有助協會更深入參與各項環保和技術議題的討論。

限硫法規

2020 年 1 月 1 日，國際海事組織 (IMO) 的全球船用燃料限硫令正式生效，要求所有在硫排放控制區 (ECA) 以外水域航行的船舶，必需使用硫含量不超過 0.5% 的燃料，或使用脫硫裝置。

協會支持全球航運業為保護環境所作出的努力，並同意新的限硫規則。該規則為業界提供多項選擇，包括：使用符合標準的低硫燃料、使用其他混合燃料方案、液化天然氣，或安裝經認證符合國際海事組織低硫指引的脫硫設備。

我們無法準確預計 2020 年將會發生什麼事情，但是很高興看到大部分業界問題，都能夠通過業界與監管機構的共同努力而得到解決。特別是那些針對不同的利益相關方，如船東、經營公司、燃料供應商和港口機構等所發出的指引和通函，有助確保航運業在過渡到使用較潔淨燃料的同時，所有參與者均享有公平的競爭環境。



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Reduction of greenhouse gas (GHG) emissions

The IMO adopted, in 2018, a GHG reduction strategy for international shipping, with three main targets: (1) a decline in the carbon intensity of ships through implementation of further phases of the energy efficiency design index (EEDI) for new ships; (2) a decline of at least 40% in the carbon intensity of international shipping in CO₂/nm by 2030, compared to that in 2008; and (3) a peak in total GHG emissions from international shipping as soon as possible and a decline of at least 50% by 2050 compared to that in 2008. Since then, the IMO has been exploring the following short-term measures, which seem to be getting support from many member states:

- Enhancement of the Ship Energy Efficiency Management Plan (SEEMP) to create a Super SEEMP.
- Development of an Energy Efficiency Index (EEXI) to tackle the problem of ships built before 2013 that are not subject to the mandatory EEDI and that will remain in the market until 2030 to create a level-playing field.
- Speed optimization (power limitation rather than speed controls).

However, these short-term measures will not be enough to achieve the very ambitious 2030 and 2050 GHG reduction targets. To meet them, the IMO will continue to develop medium and long-term measures, under the "Roadmap", with a completion deadline of 2023. This will require new technologies at a scale or in a form that is commercially viable for widespread use in international shipping, especially for transoceanic voyages. Several key organisations are now looking into the possibility of collecting a small levy on bunker fuel to help pay for the massive research and development required. The subject is expected to generate another heated debate in the industry.

減少溫室氣體排放

IMO 在 2018 年通過全球航運溫室氣體減排策略，主要有三大目標：(1) 通過實施新的船舶能效設計指標 (EEDI)，降低船舶的碳濃度；(2) 到 2030 年，國際航運二氧化碳排放濃度與 2008 年的相比，最少要降低 40%；(3) 國際航運的溫室氣體總排放量盡快達到峰值，到 2050 年較 2008 年至少下降 50%。2018 年起，IMO 一直致力研討下列短期措施，並似乎得到了眾多成員國的支持：

- 加強船舶能效管理計劃 (SEEMP)，創建一個超級 SEEMP。
- 制定能效指數 (EEXI)，解決 2013 年之前建造的不受強制性 EEDI 約束的船舶的問題，這些船舶將在 2030 年前繼續在市場運作，以創造一個公平競爭的環境。
- 速度優化（功率限制而非速度控制）。

可是，這些短期措施並不足以達成上述雄心勃勃的 2030 年和 2050 年的溫室氣體減排目標。為此，IMO 會繼續依照「路線圖」制定中、長期措施，並預設 2023 年為完成期限。這需要新技術的配合，規模和形式均須是在商業上切實可行的，同時能在國際航運，特別是越洋航行中廣泛應用。現時，幾個主要組織正在研究徵收少量燃油稅的可行性，以幫助支付龐大研發所需的費用。預計這一課題也將引發業界的熱議。





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Ballast water

The Ballast Water Management (BWM) Convention, which entered into force on 8 September 2017 in different phases, is a very complex and controversial set of technical regulations, whose aim is to address the serious problem of invasive marine organisms, which if advertently transported in ships' ballast water tanks, can have damaging impact on local ecosystems.

We have now entered the five-year period between 8 September 2019 and 8 September 2024, during which all 40,000 to 50,000 existing ships will be required to install and use a ballast water treatment system. The ICS is gathering data from shipowner/operator experience relating to issues concerning purchasing, installing, maintaining and operating ballast water treatment systems. This feedback should help support possible future submissions to the IMO as part of its agreed "Experience Building Phase".

Hong Kong Convention

In 2009, following a diplomatic conference held in Hong Kong, the IMO adopted the Hong Kong Convention for the Safe and Environmentally Sound Recycling of Ships, whose purpose is mainly to elevate the standards of ship-breaking facilities in different parts of the world to lower the risk of environmental pollution and labour fatalities in ship recycling. But the Convention has yet to be implemented because its entry into force must fulfil several criteria.

The pace of ratification of the Convention has been slow in the past 10 years. The Association has pursued the matter with the Mainland authorities, as China is one of the key States that has yet to ratify the Convention. Now, there is a cause for optimism, with the concerned parties in the Mainland working together to sort out the issues.

For obvious reasons, the Convention is important for Hong Kong. It is the only United Nations convention that is named after Hong Kong. We will continue to push for ratification in the interests of both Hong Kong and the global shipping community.

Labour Affairs Issues

Empowering Women in the Maritime Community

Gender equality, diversity and inclusion have been a focus of human resources strategies for a while in most shore-based industries. In 2019, "Empowering Women in the Maritime Community" was selected as the World Maritime Day theme. This provides an opportunity to raise awareness of the importance of gender equality and to highlight the important contribution of women all over the world to the maritime sector.

This year, Hong Kong saw its first local female Chief Engineer, Ms. Joanna Kwok, who works for one of our member companies.

壓載水

《壓載水管理公約》(BWM) 於 2017 年 9 月 8 日分階段生效。這是一套非常複雜且具爭議的技術法規，目的是解決入侵性海洋生物帶來的嚴重問題。如果這些生物一旦進入壓載水艙內，會對當地生態系統構成破壞性的影響。

目前，我們已經進入 2019 年 9 月 8 日至 2024 年 9 月 8 日的五年期。在此期間，所有 40,000 至 50,000 艘現有船舶需要安裝並使用壓載水處理系統。國際航運公會 (ICS) 正根據船東和經營公司的經驗，收集有關採購、安裝、維護和運行壓載水處理系統的數據。數據有助日後向 ICS 提交文件，作為其商定的「經驗累積階段」的一部份。

《香港公約》

國際海事組織於 2009 年在香港舉行的一個外交大會上，通過了《國際安全與無害環境拆船公約》(《公約》)，主要目的是提升世界各地拆船設施的標準，減低因拆船而造成環境污染和勞工傷亡等風險。但是，由於必須符合若干標準，《公約》至今尚未正式生效。

過去十年，批准《公約》的步伐緩慢。由於中國是仍未批准《公約》的主要國家之一，協會因此與內地有關機構跟進此事。現時我們有樂觀理由相信，可以共同解決此問題。

《公約》是唯一以香港命名的聯合國公約，顯見其對香港的重要性。我們會繼續為香港和全球航運業的利益，努力爭取《公約》的落實。

勞工議題

賦予婦女在航運界的權力

性別平等、包容和多樣化一直是大多數岸上行業人力資源的重點策略。2019 年，「賦予婦女在航運界的權力」被選為世界海事日的主題，藉此提升公眾關注性別平等的重要性，並突顯全球婦女對海事業界的重要貢獻。

今年出現了本港首位女性考獲遠洋船輪機長的資格 — 郭詠恩女士，現時任職於我們一家會員公司。

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Association Annual Review 2019

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ILO Violence and Harassment Convention

The ILO Violence and Harassment Convention 2019, and the Violence and Harassment Recommendation 2019 were both adopted by delegates on the final day of the Centenary International Labour Conference, in Geneva on 10 June 2019.

The new international labour standard covers all sectors and aims to protect workers and employees, irrespective of their contractual status, including people in training, interns and apprentices, workers whose employment has been terminated, volunteers, job seekers and job applicants.

The Convention covers violence and harassment in the workplace; places where a worker is paid, takes a rest or meal break, or uses sanitary, washing or changing facilities; during work-related trips, travel, training, events or social activities; work-related communications (including through information and communication technologies), in employer-provided accommodation; and when commuting to and from work. It also recognizes that violence and harassment may involve third parties.

The Convention will enter into force 12 months after two member States have ratified it. The Recommendation, which is not legally binding, provides guidelines on how the Convention can be applied.



Liability Issues

Limitation of liability is crucial to ensure the commercial viability of international shipping. In the wake of the recent upholding of the Lower Court's Judgement in the 'Prestige' case by the Spanish Supreme Court, the adoption of French Law on compensation for environmental damage, and the 'Erika' case, there are industry demands for greater uniformity in the interpretation and implementation of the IMO international liability and compensation conventions.

The ICS and the International Group (IG) of P&I Clubs have been at the forefront of these efforts. In particular, the focus has been on uniform and consistent interpretation of the provisions dealing with the shipowner's right to limit liability in the light of the above-mentioned cases.

A draft submission prepared by the ICS, along with the IG Group of P&I Clubs, was submitted to the IMO Legal Committee in March 2019. The submission proposes the development of a unified interpretation of the test for breaking the owner's right to limit liability, as contained in the IMO liability and compensation conventions.

國際勞工組織《暴力與騷擾公約》

國際勞工組織 (ILO) 於 2019 年 6 月 10 日在日內瓦舉行百周年大會，並在最後一天，通過了《2019 年暴力與騷擾公約》和《2019 年暴力與騷擾建議書》。

新訂定的國際勞工標準涵蓋所有行業，旨在保護以任何形式受僱的工人和僱員，包括：受訓人員、實習生、學徒、已終止僱用的工人、義工、求職者和職位申請人。

《公約》所指的暴力和騷擾不單是指發生在工作場所的行為，還包括在受薪、休息、用餐、如廁、洗衣或更衣設施的地方；與工作有關的公幹、旅行、培訓、活動或社交場合；與工作相關的通訊（包括透過信息和資訊科技）；在僱主提供的住所；以及上、下班途中；以至涉及第三方的暴力和騷擾。

《公約》將於兩個成員國批准後十二個月起生效，雖然不具任何法律約束力，《公約》提供了應用準則。

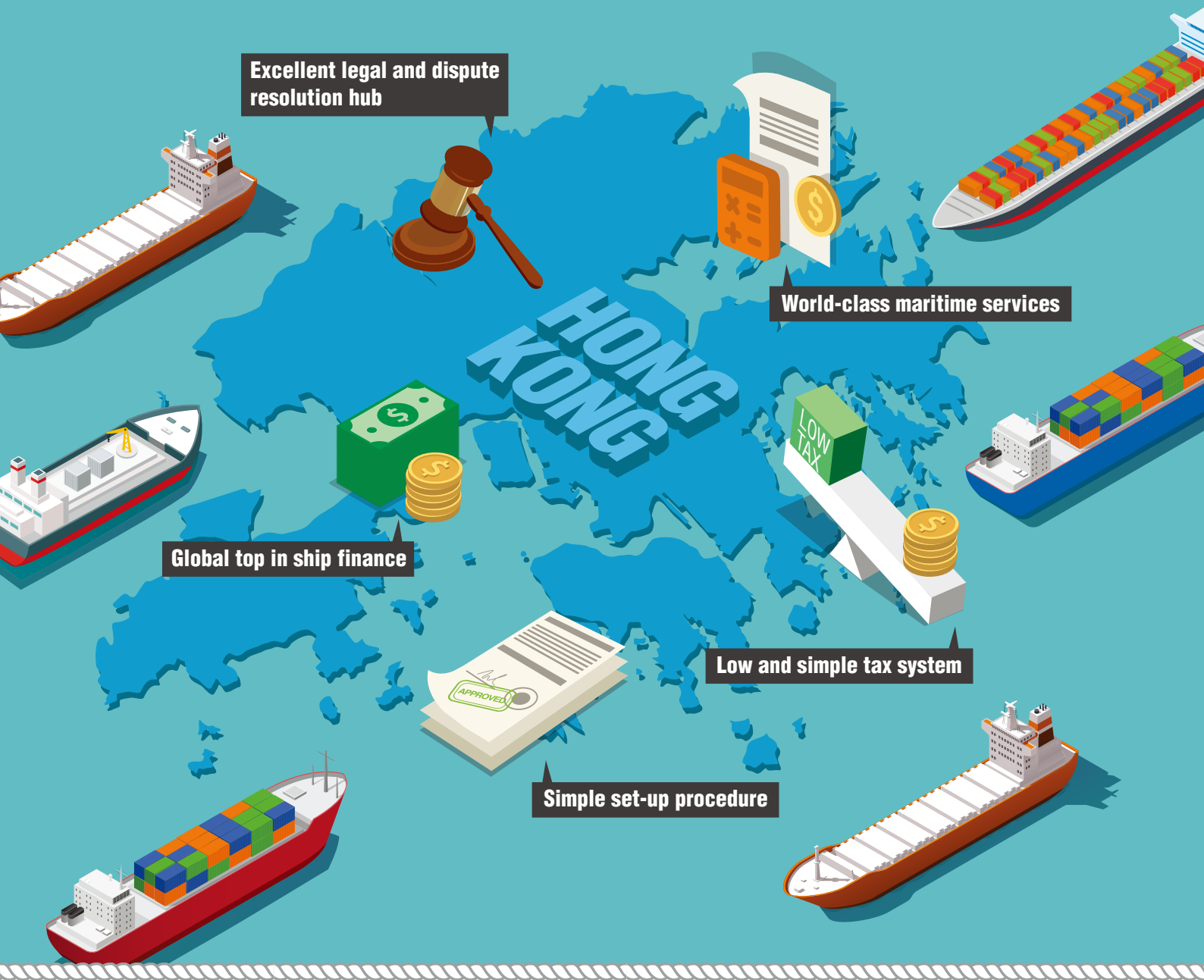
責任議題

責任限制對確保國際航運的商業可行性至關重要。最近，西班牙最高法院維持下級法院對「Prestige」號漏油事故的判決，法國採用了環境損害賠償法，以及「Erika」號事件，因此業界要求國際海事組織在詮釋和執行有關國際賠償責任和賠償公約時，須加強統一性。

國際航運公會和國際船東互保協會一直在為努力解決這個問題而奔走，尤其是案件涉及的船東責任限制權利詮釋的統一和一致性。

兩家協會於 2019 年 3 月向國際海事組織法律委員會提交一份草案，建議依據國際海事組織的有關責任和賠償公約，對違反船東原有限制責任權利的嘗試制定統一的詮釋。

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MARITIME AND PORT BOARD**
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Association Annual Review 2019

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Hong Kong Affairs

The regulatory regime

During the year, the Association maintained regular dialogue with the authorities, reflecting members' views and feedback. The Government has taken the Association's advice on the implementation of the following initiatives to enhance the service of the Hong Kong Shipping Register (HKSR):

- Introducing legislative amendments to delegate the powers to issue exemption certificates, currently vested with Director of Marine, to other officers of the Marine Department;
- Setting up HKSR regional desks in London, Shanghai and Singapore in early 2020; and
- Upgrading the existing HKSR information system to accommodate the authentication of the Marine Department's e-certificates by stakeholders, such as foreign flag administrations, recognized organisations and shipping companies.

Maritime education and manpower development

People are the most important element of a maritime centre. The Association has always urged the Government to attract and educate more young people for the maritime industry.

We are pleased to see that the Government has not only injected more money into the Maritime and Aviation Training Fund (an additional \$100 million added to the original \$100 million), but also expanded the scope of the Fund to allow better use of public resources for the public good. During the year, the Association received financial support from the Fund for the following:

- Hosting educational events in the annual Hong Kong Maritime Week;
- Organising a young shipping executives delegation to take part in the Asian Shipowners' Association Annual General Meeting, held in Bangkok in May 2019; and
- Updating and re-publishing the educational booklet titled "Think Maritime" (first published in 2016).

These initiatives were well received by Association members.

香港事務

監管制度

協會在年內與特區政府保持緊密聯繫，反映會員的回應和意見。政府已經接受協會關於加強香港船舶註冊處（HKSR）服務的如下建議：

- 修訂法例，將目前只可由海事處處長本人簽發的豁免證書，授權予海事處其他官員處理；
- 於 2020 年初在倫敦、上海和新加坡設立香港船舶註冊區域服務台；
- 提升現有香港船舶註冊資訊系統，方便外國船旗國機構、認可組織和航運公司等相關各方，認可海事處的電子證書。

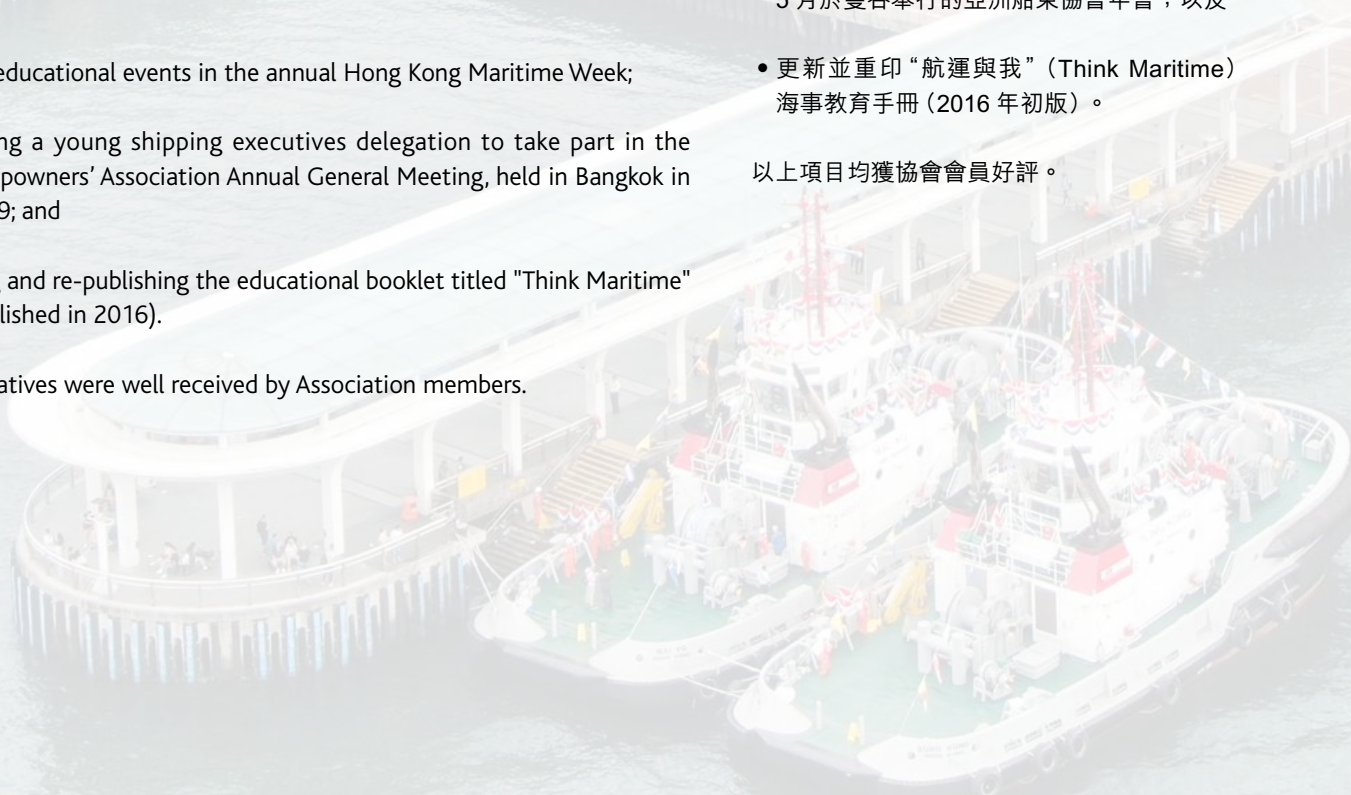
航海教育和人力資源開發

人才是航運業最重要的資產。協會一直促請特區政府吸引和提醒更多年輕人投身航運界。

我們高興地注意到，政府不僅向早前已注資一億港元的「海事及空運人才培訓基金」再增加注入一億港元，而且還擴大基金的涵蓋範圍，務求善用公共資源於公益事項。年內，協會獲得政府基金支持，用作以下活動：

- 舉辦一年一度的香港海運週教育活動；
- 組織協會青年才俊代表團，參加 2019 年 5 月於曼谷舉行的亞洲船東協會年會；以及
- 更新並重印「航運與我」（Think Maritime）海事教育手冊（2016 年初版）。

以上項目均獲協會會員好評。



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Financial incentives

As part of its efforts to support the local economy, the Government announced a number of measures, including waiving or reducing vessel fees and port charges.

Very recently, the Government proposed a new tax regime under the Inland Revenue Ordinance to promote ship leasing and ship leasing management. Since the regime may have wide implications for the operations of Association member companies, we have arranged consultative meetings, with the participation of government officials and tax experts, to explain the details to, and collect views from, the industry.

Institutional issues

In the 2018 Policy Address, the Chief Executive agreed with the industry consensus that the Transport and Housing Bureau is overburdened and that there is a need to split the Bureau into two. However, the idea has yet to be materialized. The present arrangement is, in the Association's opinion, not conducive to promoting Hong Kong's role as an international maritime centre. The Bureau oversees all transport- and housing-related policy matters. But the rationale behind this arrangement of putting global trade sectors, such as sea transport and air transport, under the same bureau as local housing has never been clear. In any case, the portfolio is obviously too large to manage under a single policy bureau. This is no good for the shipping sector or for the community at large.

We have urged the Government to implement its re-organisation plan as soon as possible. Meanwhile, we will continue to ask that an independent, statutory maritime body be set up, in the interest of all parties in the long run.

Association Operations

In the past 12 months, the Association has worked hard in pursuing its mission and goals. The Executive Committee held a strategy day to review the strategies of the Association, and 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 different issues of interest to members.

Marine Sub-committee. The sub-committee held six 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.

財政鼓勵政策

作為大力支持本地經濟的一部分，政府還宣佈了一些措施，包括豁免或減少船舶費和港口服務費。

最近，政府根據《稅務條例》提出新稅制，以促進船舶租賃和船舶租賃管理業務。由於新稅制可能對協會會員公司的營運有所影響，我們籌辦了由政府官員和稅務專家一同出席的諮詢會議，向業界解釋細節並收集意見。

憲制議題

在 2018 年的「施政報告」中，行政長官認同業界的共識，認為運輸及房屋局的工作負擔確實過於繁重，有必要把該局一分為二。可是，這個設想至今仍未落實。協會認為現時的安排，不利於提升香港作為國際航運中心的地位。運輸及房屋局負責監管所有跟運輸及房屋有關的政策事宜，然而，將海運和空運等全球貿易行業與本地房屋事務劃歸同一部門，其背後的緣由一直不清楚。無論如何，現在的制度安排要兼顧的事務明顯過多，無法單靠一個政策局去有效管理，這對航運業乃至整個社會也沒有益處。

我們促請政府儘早執行架構重組計劃。同時，我們會繼續要求設立一個獨立的法定海事機構，為各方謀取長遠利益。

協會運作

過去 12 個月，協會為實現使命和目標而努力工作。執行委員會舉行了策略日，檢討協會未來策略，並在過去舉行的六次會議上訂定了工作計劃，就本地、國家、區域和國際層面上的重要議題，向秘書處提供政策方向。

四個分委員會一直密切注視行業的發展，就會員關心的不同課題交換意見。

海事委員會年內舉行了六次會議，討論影響船舶安全和有效營運的多項技術和環保議題，包括：國際海事組織 2020 限硫令、溫室氣體排放、壓載水、生物污染、廢物和塑料管理、海事安全、航行安全、《香港公約》以及與船舶建造和設計的相關事宜。



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2019 年協會年度回顧



Maritime Education and Training Sub-committee. The sub-committee held four meetings to monitor issues affecting seafarers and their welfare, the education and training of shore staff, and career opportunities for young people in the maritime industry. The sub-committee also advised on the many activities hosted or co-hosted by the Association during the annual Hong Kong Maritime Week.

Insurance and Liability Sub-committee. The sub-committee met twice and provided a useful forum for discussing issues relating to the controversial court decisions on the 'Prestige' and 'Erika' incidents, the ratification of the Maritime Labour Convention, and the Hazardous and Noxious Substances by Sea Convention, a possible new United Nations Convention on the Law of the Sea concerning conservation of biodiversity on the high seas, and various sanctions relevant to shipping.

China Sub-committee. The sub-committee remained active during the year. Members arranged meetings, visits and gatherings both inside and outside Hong Kong, which were all instrumental for the Association in building relationships and trust with stakeholders in different parts of China. In particular, the recent big delegation visits to Beijing, Shanghai, Ningbo and Zhoushan were most useful and productive.

A Task Force on Greater Bay Area Development was set up by the Executive Committee in May this year, following the promulgation of the Outline Development Plan for the Guangdong-Hong Kong-Macao Greater Bay Area (GBA). The task force submitted advice to the authorities on plans and policies to seize the opportunity to transform Hong Kong's maritime industry from one based on traditional investment and services into one driven by knowledge and innovation, with a view to consolidating Hong Kong's strategic positioning as an international maritime centre in the GBA. The task force also arranged for a delegation visit to Shenzhen, and will host a forum to explore the subject matter during Maritime Week.

Throughout the year, the Association held about three to five social, technical or educational events every month for the benefit of both the membership and the community at large. Most, if not all, of the events were well received.

海事教育及培訓委員會年內舉行了四次會議，討論影響海員及其福利的問題、岸上工作人員的教育和培訓，以及航運業年輕人的就業機會等。委員會還就一年一度「香港海運週」所主辦和協辦的多個活動給予意見。

保險和責任委員會年內共舉行了兩次會議，提供有用的論壇，討論多個議題，例如：極具爭議的「Prestige」和「Erika」漏油事件的法院裁決、《海事勞工公約》與《海上有害和有毒物質公約》的落實、新的保護公海生物多樣性的《聯合國海洋法公約》，以及與航運業有關的各種制裁。

中國委員會年內仍然很活躍，安排香港境內外的會議、訪問和聚會，幫助協會與中國不同地區的持份者建立關係和信任。特別是近期組織大型代表團訪問北京、上海、寧波和舟山等地，都十分有用和富有成效。

繼中央公佈《粵港澳大灣區發展規劃綱要》後，執行委員會於今年 5 月成立了大灣區發展專責小組，就計劃和政策向有關部門提供意見，期望抓住機遇，將香港航運業從傳統的投資和服務業轉型為由知識和創新帶動的行業，藉以鞏固香港在大灣區作為國際航運中心的戰略地位。專責小組還安排了代表團訪問深圳，並在香港海運週期間舉辦一個以港珠澳大灣區發展為題的論壇。

年內協會幾乎每個月都會舉辦三至五次不同的社交、技術或教育活動，為會員和社會大眾服務。大多數（即使不是全部）活動都獲好評。





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2019 年協會年度回顧



New Members

Last but not least, on behalf of the Association, I would like to extend a warm welcome, once again, to the new members who joined our big family in the past year. They are:

新會員

當然，我還要再次代表協會熱烈歡迎在過去一年加入協會的新會員：

Addleshaw Goddard (Hong Kong) LLP
安勝恪道（香港）有限法律責任合夥律師行

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Associated Maritime Company (Hong Kong) Limited
海宏輪船（香港）有限公司

Hong Kong Cruise & Yacht Industry Association
香港郵輪及遊艇業協會

Besiktas Marine

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

Beyond Shipping International Co Limited
航運界網

Hongkong Fuyuan Marine Service and Trading Co Ltd
香港富源船務有限公司

Centre Testing International (Hong Kong) Co Ltd
華測控股（香港）有限公司

Medsea Asia Limited

Chimbusco Pan Nation Petro-Chemical Co Ltd
中燃遠邦石油化工有限公司

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

Cleanship Hong Kong Limited

SkillsPlus Limited

Waterfront Marine Solutions (HK) Limited

Conclusion



In closing, I would like to thank the Association Chairman, Mr. Jack Hsu, for his steer and guidance in the past two years. I would also like to thank all the members, in particular the members of the Executive Committee and sub-committees, for so freely and energetically giving up their time to assist us with our many initiatives and so generously donating to our various causes. Lastly, my sincere thanks to colleagues in the secretariat, who are always helpful and supportive. Life in the maritime industry is not easy, but rewarding.

Sandy Chan
Managing Director

總結

我要感謝前任主席許積阜先生，在過去兩年為協會掌舵和指導。也要感謝所有會員，特別是執行委員會和分委會成員。大家積極和無私地獻出寶貴時間，協助協會開展項目，並慷慨贊助許多活動。最後，衷心感謝秘書處同事的幫忙和支持。航運生活並不輕鬆，但繞有回報！

董事總經理
陳佩珊



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(1924 - 2019)

Tan Sri Frank Wen-King Tsao, SBS
HKSOA Chairman 2004 - 2005

曹文錦先生，SBS

香港船東會 2004 - 2005 年度主席

A founder of both the Association and his company, International Maritime Carriers Group, Mr. Tsao was involved with the Association since its inception in 1957, and took over the chairmanship in November 2003.

Mr Tsao attached great importance to the promotion of Hong Kong shipping and the development of maritime education. Under his leadership, the Association raised donations to set up the Hong Kong Maritime Museum in Murray House, Stanley. With his support, the industry also raised funds to create a maritime library and research centre on the campus of The Hong Kong Polytechnic University.

Mr. Tsao spared no effort to strengthen the Association's role at the national level. He led delegation visits to different parts of the Mainland, and initiated the establishment of the "China Promotion Fund" to encourage professional and information exchanges.

曹文錦先生是香港船東會及萬邦集團的創始人。自協會於 1957 年成立以來，一直參與協會的工作，且在 2003 年 11 月擔任主席。

曹先生非常重視香港航運和海事教育的發展。在任期間，協會籌集捐款，在赤柱美利樓建立了香港海事博物館。同時，通過曹先生的推動，業界也籌集了資金，在香港理工大學的校園內建立了海事圖書館及研究中心。

曹先生不遺餘力地推動協會參與國家層面的建設。他曾經率領代表團拜訪內地多個地區，並發起設立「中國推廣基金」，鼓勵專業交流和信息交流。



(1949 - 2019)

Mr James Hughes-Hallett, CMG, SBS

HKSOA Chairman 1998 - 1999

Mr. Hughes-Hallett was a strong supporter of the Association and of the maritime industry in general. Under his chairmanship, the Association examined various aspects of the Hong Kong ship register and made valuable recommendations to the Government to reform the Hong Kong Flag, enhance its competitiveness and ensure its continued growth. Today, the Hong Kong Flag is the world's fourth largest ship register.

Outside the Association, Mr. Hughes-Hallett had many interests. He chaired the Swire Group's public interests in Hong Kong, including Cathay Pacific Airways, and later Swire's private family holding company in the United Kingdom. He was also, inter alia, Chairman of Clarksons, Chairman of the Courtauld Institute of Art, and a non-executive director of the HSBC Holdings. He was a legend of Hong Kong business and provided a great example to many other leaders and entrepreneurs.

何禮泰先生，CMG，SBS

香港船東會 1998 - 1999 年度主席

何禮泰先生一直致力支持香港船東會和航運業界。協會在何先生的帶領下，探討了香港船旗的許多範疇，並向政府提出寶貴建議，改革香港船旗，增強競爭力並確保持續增長。今天，香港旗是世界第四大船舶註冊。

協會工作以外，何先生還有很多貢獻。他掌管太古集團在香港的業務，包括國泰航空，及其後太古在英國的私人家族控股公司。此外，何先生曾擔任 Clarksons 與 The Courtauld Institute of Art 的主席和匯豐控股的非執行董事。他是香港商界的成功傳奇，為其他領袖和企業家樹立了楷模。



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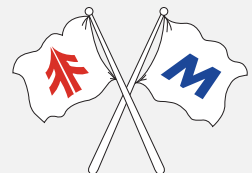
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The Shipping Industry Market Review

航運界市場回顧



The world fleet of all ships over 300 gross tons (gt) at 1 January 2020 consisted of 55,655 ships of 1,970 million deadweight tonnes, 1,320 million gt or 25.227 million TEU, an increase of 983 ships, 81 million deadweight tonnes or 889 thousand TEU on the year before. 1,445 newbuildings of 97.4 million deadweight tonnes were delivered in 2019, and 442 ships of 14.8 million deadweight tonnes were sent to the breakers. Interestingly, by deadweight tonnes, bulk carriers made up 37.5% of newbuildings and 48.9% of ships sent for recycling, while tankers made up 46.9% of newbuildings and 26.7% of ships sent for recycling. Over the past 3 years, the world fleet has increased by 4.9% in number of ships and 10.8% 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 33,530 tonnes to 35,406 tonnes over the past 3 years, evidence that ship sizes continue to get larger.

World seaborne trade increased year-on-year by **1.1%** in 2019 to **11,939 million tonnes**. Over the past three years, world seaborne trade in tonnes has increased by **8.2%**.

The Hong Kong fleet of ships over 1,000 gt as on 1 January 2020 was **997** ships of **39.784 million deadweight tonnes** with an average age of **15.2 years**, which puts it in the position of being the world's **12th** largest (2019: 12th). Out of the top 15 places of control, Hong Kong has by far the largest percentage of its fleet under the local Ship Register. The average age of the world fleet of ships over 1,000 gt as of 1 January 2020 was **15.1 years**.

In terms of the Gross Tonnage and Deadweight of vessels of over 300 gt at 1 January 2020, Hong Kong was again the **4th** largest ship register, coming after Panama, Liberia and the Marshall Islands, and followed by Singapore, Malta and the Mainland China. The deadweight tonnage of ships flying the Hong Kong twin flags represented **10.2%** of the world total.

(All statistics taken from Shipping Statistics and Market Review, Volume 64, No. 1/2 - 2020, Institute of Shipping Economics and Logistics)

截止 2020 年 1 月 1 日，全球 300 總噸以上的商船數量是 55,655 艘，合計 19.7 億載重噸、13.2 億總噸或 2,522.7 萬標箱，較去年同期增長 983 艘、8,100 萬載重噸或 88.9 萬標箱。2019 年共有 1,445 艘合 9740 萬載重噸的新船交付，約 442 艘合 1480 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 37.5%，油輪約佔 46.9%，而以拆船的載重噸位計算，則分別佔 48.9% 和 26.7%。過去三年，世界船隊增幅以艘次計算約佔 4.9%，但以載重噸計算約佔 10.8%。

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 33,530 至 35,406 載重噸，證明船體規模增大的趨勢繼續存在。

2019 年世界海運貿易量同比增加 **1.1%** 達 **119.39 億噸**。過去三年，世界海運噸貿易量增加了 **8.2%**。

截止 2020 年 1 月 1 日，香港超過 1000 總噸的船舶數量為 **997 艘** 合計 **3,978.4 萬載重噸**，平均船齡為 **15.2 年**，位居世界**第十二位**（2019 年為第十二位）。而在世界前十五位船舶控制地區中，香港是本地註冊船舶數量最多的地區。截止 2020 年 1 月 1 日，世界船隊平均船齡為 **15.1 年**。

截止 2020 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，緊隨其後的是新加坡、馬耳他和中國內地。香港註冊的船舶載重噸總量約佔世界總量的 **10.2%**。

（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》2020 年第 1、2 期第 64 欄）



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

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 Bjorn Hojgaard

Anglo-Eastern Univan Group
中英聯運集團



Deputy Chairman 常務副主席

Mr Wellington Koo

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



Member 委員

Mr Angad Banga

The Caravel Group Limited
拓維集團



Member 委員

Mr Mats Berglund

Pacific Basin Shipping
(HK) Limited
貝律銘先生
太平洋航運(香港)
有限公司



Member 委員

Mr Pier Carazzai

American Bureau
of Shipping
美國船級社



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 Andrew Jones

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



Member 委員

Mr Kenneth Koo

Tai Chong Cheang
Steamship Co (HK) Ltd
顧建綱先生
泰昌祥輪船(香港)
有限公司



Member 委員

Ms Linda Lam

Union Apex Mega
Shipping Limited
林群女士
聯合佳成船務有限公司



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

Executive Committee

執行委員會



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

招商局能源運輸股份有限
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 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 Richard Hext

The China Navigation
Co 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
何韋律師行



Member 委員

Mr Alex Slee

Taylor Maritime (HK) Ltd



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

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Member 委員

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2019

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|--------|--|
| 4 Apr | WinGD Seminar |
| 17 May | "Meet Our Expert: Ready for Typhoon Season?" – by StormGeo |
| 22 May | "TOTAL Global Sulphur Cap Forums" – by Total Lubricants |
| 30 May | "U.S Sanctions Policy" – by U.S. Consulate General Hong Kong & Macau |
| 11 Jun | "Smart Shipping – Big Changes are Coming" – by E-Ports |
| 9 Jul | Japan Ship Machinery & Equipment Association Seminar |
| 19 Nov | "Leveraging Smart Technology to Improve Maritime Decisions" – by ABS |
| 20 Nov | "The True Cost of Environmental Compliance" – by Cleanship Hong Kong |
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2020

- | | |
|-------|---|
| 7 Jan | Wartsila Seabin Launch & Wartsila Joint Seminar |
|-------|---|





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Luncheons and Other Events

午餐會及其他活動



2019

- 16 Apr Tour on U.S. Coast Guard Cutter "BERTHOLF"
- 24 Apr A tour to "COSTA VENEZIA" (cruise ship)
- 3 May Joint HKSOA/Marine Department Luncheon and Awards Ceremony
(Guest Speaker: Mr. Frank Chan, JP, Secretary for Transport and Housing)
- 27-29 May HKSOA Young Shipping Executive delegation visit to 2019 Asian Shipowners' Association AGM and Shipping Forum in Bangkok
- 23-28 Jun Association delegation visit to Shanghai, Ningbo and Zhoushan
- 3 Jul Association Annual Summer Buffet Luncheon
- 26 Aug AMVER Awards Presentation and Luncheon
(Guest of Honour: Commander Paul Sierleja, Naval Liaison Officer, Consulate General of the United States of America to Hong Kong & Macau)
- 16 Sep Executive Committee Dinner with Director of Marine, Ms. Agnes Wong JP
- 18 Sep National Day Joint Cocktail Party
- 26-29 Sep Association delegation visit to Beijing
- 8 Oct Association Luncheon with Mr. Law Ka Chun Joseph, Senior Director, Planning and Development, CLP Power Hong Kong Limited
- 14 Oct Association Autumn Golf Tournament at Fanling
- 23 Oct Visit to the Fire and Ambulance Services Academy
- 8 Nov Welcome Luncheon with Ms. Natasa Pilides, Shipping Deputy Minister of Cyprus
- 18 Nov Association Luncheon with Mr. Nick Shaw, CEO, International Group of P&I Clubs
- 20 Nov Association Greater Bay Area Shipowners' Forum
"Greater Bay Area: Challenges and Opportunities to the Hong Kong Shipping Industry"
- 20 Nov Dinner hosted by Hong Kong Chief Executive in the Government House
- 21 Nov Association Annual General Meeting, Annual Cocktail Reception and International Chamber of Shipping (China) Liaison Office Launch Ceremony
- 12 Dec Meeting with Mr. Cao Desheng, Director of China MSA in Shenzhen

2020

- 13 Jan Annual Analyst Luncheon with Mr. Stephen Wong Yuen Shan, Economics and Policy Analyst
- 9 Mar Association Spring Golf Tournament at Fanling



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Association Activities 活動剪影



2019

24 April 2019

2019 年 4 月 24 日

A tour to "Costa Venezia" jointly organized by HKSOA, RINA and Hong Kong Cruise & Yacht Industry Association.
香港船東會、意大利船級社、香港郵輪及遊艇業協會合辦郵輪 Costa Venezia 參觀。



3 May 2019

2019 年 5 月 3 日

Joint HKSOA and Hong Kong Marine Department Luncheon and Awards Ceremony (Guest Speaker: Mr. Frank Chan, JP, Secretary for Transport and Housing).

協會與香港海事處聯合舉辦年度頒獎典禮暨午餐會，並邀請運輸及房屋局局長陳帆 JP 擔任演講嘉賓。

3 July 2019

2019 年 7 月 3 日

At the Association Annual Summer Buffet Luncheon, the audience gave Ms. Emma Yang from Clarksons HK a great applause for her Hmong folks dress and wonderful performance - a short folk song in Hmong language.

於協會周年夏日自助午餐上，會員 Clarksons HK 楊沐小姐穿上苗族服裝，獻唱苗語民族小曲助興。表演贏得觀眾激賞。





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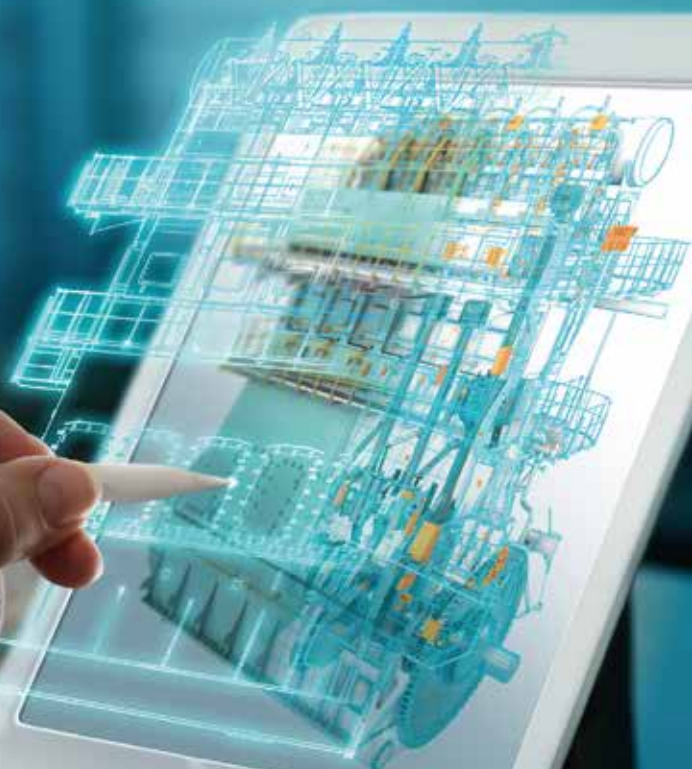


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Association Activities

活動剪影



2019

11 July 2019

2019 年 7 月 11 日

The Association Deputy Director, Mr. Gilbert Feng attended the International Ship Technology and Safety Forum of the 2019 China Maritime Day and chaired a panel discussion.

協會馮佳培副總監出席 2019 年中國航海日國際船舶技術與安全論壇並主持小組討論。



13 August 2019

2019 年 8 月 13 日

The Association Secretariat received a delegation from Shanghai Maritime University led by Mr. Song Baoru, Party Secretary.

協會秘書處接待上海海事大學黨委書記宋寶儒先生及其代表團。

26 August 2019

2019 年 8 月 26 日

AMVER Awards Presentation and Luncheon with Guest of Honour, Commander Paul Sierleja, Naval Liaison Officer, Consulate General of the United States of America to Hong Kong & Macau.

協會與美國駐港總領事館聯合舉辦「2018 船舶互助援助計劃」頒獎典禮暨午餐會。美國駐香港總領事館軍事聯絡長官 Paul Sierleja 先生應邀出席並發表講話。





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2019

16 September 2019

2019 年 9 月 16 日

The Association invited the new Director of Marine, Ms. Agnes Wong JP, to exchange views with the Executive Committee.

協會邀請新任海事處處長王天予女士出席執行委員會會議。



18 September 2019

2019 年 9 月 18 日

Mr. Su Xingang, Association Deputy Chairman, spoke on behalf of the Association at the National Day Cocktail party jointly organized with other local shipping associations to celebrate

the 70th Anniversary of the People's Republic of China. Officiating Guests include Mrs. Carrie Lam, Chief Executive of the HKSAR, Ms. Qiu Hong, Deputy Minister of the CPG Liaison Office in HKSAR and Mr. Song Ruan, Deputy Commissioner of the Commissioner Office of the Ministry of Foreign Affairs in HKSAR, among others.

蘇新剛副主席代表協會在協會與其他航運組織聯辦的慶祝中華人民共和國成立 70 周年酒會上致辭。主禮嘉賓包括香港特別行政區行政長官林鄭月娥女士、中央人民政府駐港聯絡辦公室副主任仇鴻女士、外交部駐港特派員公署副特派員宋如安先生等。





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Association Activities 活動剪影



2019

8 October 2019

2019 年 10 月 8 日

The Association invited Mr. Law Ka Chun Joseph, Senior Director, Planning and Development, CLP Power Hong Kong Limited to share his thoughts with members on "Decarbonisation opportunities for Hong Kong" at an Association Luncheon.

中華電力有限公司規劃及發展部高級董事羅嘉進先生，出席協會午餐會並就「香港減炭的機遇」議題，與會員分享心得。



10 October 2019

2019 年 10 月 10 日

The Association co-hosted the Baltic Exchange Hong Kong networking night. 協會與波羅的海交易所在香港舉行社交聯繫活動。

23 October 2019

2019 年 10 月 23 日

Visit to the Fire and Ambulance Services Academy.
會員獲邀參觀消防及救護學院。





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2019

8 November 2019

2019 年 11 月 8 日

Executive Committee Member, Mr. Angad Banga, hosted a welcome lunch on behalf of the Association for Ms. Natasa Pilides, Shipping Deputy Minister of Cyprus during her visit to Hong Kong.

協會執委會成員 Angad Banga 先生代表本會設宴歡迎塞浦路斯航運部副部長 Natasa Pilides 女士訪港。



18 November 2019

2019 年 11 月 18 日

The Association invited Mr. Nick Shaw, CEO, International Group of P&I Clubs to share his thoughts and exchange views with members in an Association Luncheon on the topic of "The International Group - serving Shipowners around the globe".

協會邀請國際保賠協會首席執行官 Nick Shaw 先生，出席協會午餐會，分享保賠協會服務全球船東的概況。

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2019

20 November 2019
2019 年 11 月 20 日

A Shipowners' Forum hosted by the Association during Hong Kong Maritime Week 2019 - "Greater Bay Area: Challenges and Opportunities to the Hong Kong Shipping Industry".

2019 年香港海事週，協會舉辦論壇，議題為「大灣區：香港航運業的挑戰及機遇」。



20 November 2019
2019 年 11 月 20 日

Dinner hosted by Mrs. Carrie Lam, Hong Kong Chief Executive in the Government House for the Association, guests from the global shipping community, and Mr. Liu Xiaoming, Deputy Minister of Transport, PRC.

香港行政長官林鄭月娥女士於禮賓府設宴，招待香港船東會與其到訪的航運界嘉賓及交通運輸部劉小明副部長。



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* Source: Comsys, December 2019

** Source: Valour Consultancy, March 2020



2019

21 November 2019

2019 年 11 月 21 日

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

在協會會員大會上，新任主席 Bjorn Hojgaard 先生代表協會贈送紀念品給離任主席許積阜先生，感謝他任內對協會的領導和貢獻。



Mr. Bjorn Hojgaard, HKSOA Chairman
香港船東會主席

Association Annual Cocktail Reception and International Chamber of Shipping (China) Liaison Office Launch Ceremony, with the officiating guests : Mr. Huang Liuquan (Deputy Minister, Hong Kong and Macau Affairs Office of the State Council), Mr. Liu Xiaoming (Deputy Minister of Transport, Central People's Government) and Mr. Frank Chan JP (Secretary for Transport and Housing).

香港船東會周年酒會暨國際航運公會中國辦事處開幕典禮。國務院港澳辦黃柳權副主任、交通運輸部劉小明副部長以及香港運輸及房屋局陳帆局長擔任主禮嘉賓。



Mr. Esben Poulsson,
Chairman of International
Chamber of Shipping (ICS)
國際航運公會會長



Mr. Frank Chan, JP,
Secretary for Transport and
Housing of the HKSAR
香港運輸及房屋局陳帆局長



Mr. Liu Xiaoming,
Deputy Minister of Transport,
Central People's Government
中華人民共和國交通運輸部
劉小明副部長

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2019



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Association Activities 活動剪影



2020

13 January 2020

2020 年 1 月 13 日

Mr. Wellington Koo, Association Deputy Chairman and Mr. Benjamin Wong of Invest Hong Kong presented a souvenir to Mr. Stephen Wong Yuen Shan, Economics and Policy Analyst at the Annual Analyst Luncheon.

經濟及政策分析師黃元山先生應本會邀請出席年度市場分析午餐會並發表講話。圖為協會副主席顧之灝先生與投資推廣署王國藩先生向嘉賓致送紀念品。



9 March 2020

2020 年 3 月 9 日

Association Spring Golf Tournament
協會高爾夫球春季賽事





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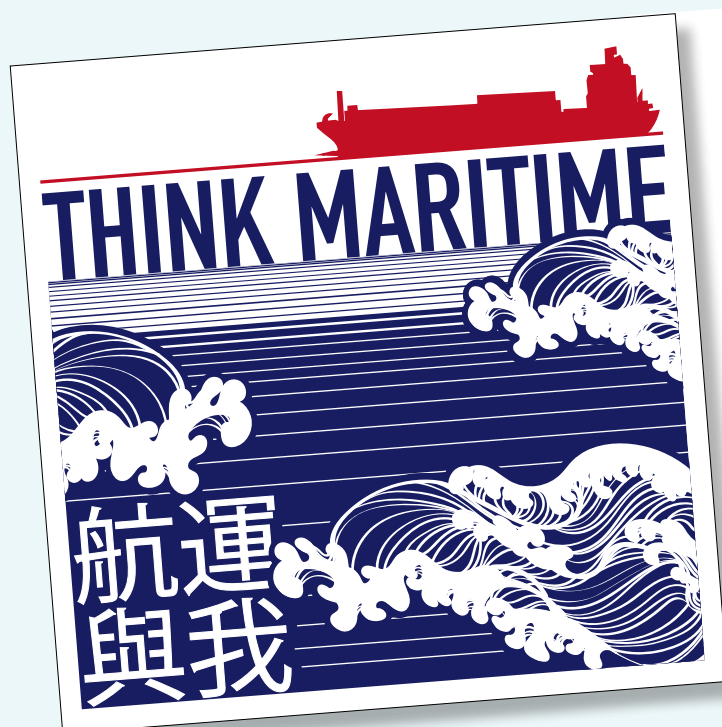
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Delegation Visits 外訪活動



2019

27-29 May 2019

2019 年 5 月 27 - 29 日

The Association organized a Young Shipping Executive delegation visit to 2019 Asian Shipowners' Association AGM and Shipping Forum in Bangkok.

由協會航運界青年才俊組成的代表團，參加在曼谷舉行的 2019 年度亞洲船東會年會及航運論壇。



24-27 June 2019

2019 年 6 月 24 - 27 日

Mr. Kenneth Koo, Chairman of the China Sub-committee, led a delegation to visit Shanghai, Ningbo and Zhoushan. During the various meetings with the Mainland authorities, industry stakeholders

and training institutions, views were exchanged on Greater Bay Area development, free trade zones, compliance bunker supply and the relevant shipping policies.

協會中國委員會主席顧建綱先生率香港船東會代表團訪問上海、寧波及舟山。代表團拜訪了多家政府機構、業界持份者及教育機構，就香港航運界關注的大灣區發展、自貿區、合規燃油加注及有關的海事政策等議題交換意見。



Hongkou District Government

上海市虹口區政府

The delegation was received by Mr. Yuan Quan, Deputy District Mayor.

代表團與上海市虹口區政府袁泉副區長在會面後合影留念。

2019

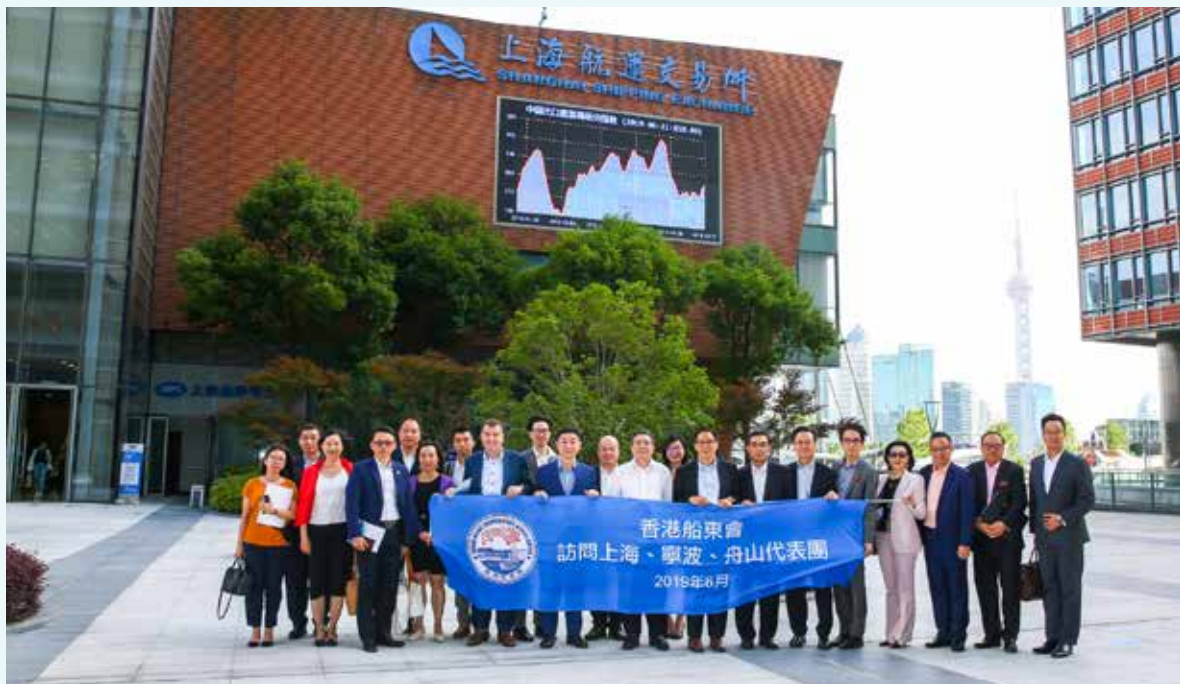


China COSCO Shipping Group

中國遠洋海運集團

The delegation was received by Mr. Xu Lirong, Chairman of China COSCO Shipping Group.

代表團獲中遠海運集團董事長許立榮先生親切接待。



Shanghai Shipping Exchange

上海航運交易所

The delegation was received by Mr. Zhang Ye, President of Shanghai Shipping Exchange.

代表團與上海航運交易所張頁總裁會面並合影。



2019



Shanghai Municipal People's Government

上海市人民政府

The delegation was received by Mr. Huang Rong, Deputy Secretary General of Shanghai Municipal People's Government at the Municipal Government Office.

代表團與上海市人民政府副秘書長黃融先生於市政府辦公廳會面並合影。

The delegation was invited to a thank-you dinner hosted by Mr. Zhao Hongzhou, Head of Greater China, APL.

代表團獲美國總統輪船公司大中華區負責人趙宏舟先生邀請出席答謝晚宴。



2019



China Shipowners' Association

中國船東協會

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專職副會長張守國先生會面並合影。



Shanghai International Shipping Institute

上海國際航運研究中心

The delegation was received Mr. Yin Ming, Party Secretary of the Center to discuss the development of international shipping in Shanghai and Hong Kong.
代表團與中心黨支部書記殷明等專家就滬港國際航運中心建設的課題，交換意見。



2019



Pudong New Area Business Commission

浦東新區商務委員會

The delegation was received by Ms. Xin Yaqin, Director.

代表團與辛雅琴主任等會面交流。



"Maritime Silk Road" exchange salon

“海上絲路”交流沙龍

The delegation participated in the “Maritime Silk Road” exchange salon and was received by Mr. Sun Kai Lit, Vice President of the International Ningbo Merchants Association and Mr. Hu Jinli, Deputy Director of the Port Office of Ningbo Municipal Government.

代表團出席「海上絲路」交流沙龍並與孫啓烈先生（世界中華寧波總商會副會長）、胡金立先生（寧波市政府口岸辦公室副主任）會面。

2019



International Ningbo Merchants Association

世界中華寧波總商會

The delegation received a souvenir from the International Ningbo Merchants Association at a Luncheon hosted by the latter.

代表團獲世界中華寧波總商會宴請並贈送紀念品。



Ningbo Municipal People's Government

寧波市人民政府

The delegation was received by Mr. Shen Min, Deputy Mayor of Ningbo Municipal People's Government.

代表團獲寧波市人民政府副市長沈敏先生接待。



2019



Zhoushan Ocean University (ZOU)

舟山海洋大學

The delegation was received by Mr. Chen Jianmeng, President of ZOU and Mr. Jack Wang, Deputy Party Secretary of ZOU.

代表團與陳建孟校長和王捷黨委副書記會面交流。



The delegation was received by Mr. Han Jun, Deputy Mayor of Zhoushan Municipal People's Government.

代表團獲舟山市人民政府韓俊副市長接待。

Delegation Visits 外訪活動

2019

26-29 September 2019

2019 年 9 月 26 - 29 日

Association Chairman, Mr. Jack Hsu led a delegation to Beijing. During various meetings with the Mainland authorities, views were exchanged on various policy, regulatory, technical and environmental issues of concern to the Hong Kong maritime community.

協會主席許積皋先生率代表團訪問北京。代表團拜訪了多家機構，就香港航運界關注的政策、法規、技術和環保等議題交換意見。



Ministry of Transport

交通運輸部

The delegation was received by Deputy Minister Liu Xiaoming.

代表團獲劉小明副部長（圖中）親切接待。

The delegation visited the International SOS Centre.

代表團參觀國際 SOS 救援中心。





2019



*Delegates attended the National Day Banquet in the People's Great Hall.
代表團獲邀出席在人民大會堂舉行的國慶晚宴，慶祝國慶 70 周年。*



China Classification Society

中國船級社

*The delegation was received by Mr. Mo Jianhui, CCS President and Mr. Zhu Kai, CCS Deputy President.
代表團與莫鑒輝總裁及朱凱副總裁會面並合影。*

2019

20 October 2019

2019 年 10 月 20 日

The Association Secretariat and Mr. Guy Patten, Secretary General of the International Chamber of Shipping, were invited to the 110th anniversary celebration of Shanghai Maritime University in Shanghai.

協會秘書處與國際航運公會秘書長 Guy Platten 先生應邀出席在上海舉行的上海海事大學 110 週年慶典活動。



1 November 2019

2019 年 11 月 1 日

HKSOA delegation to Shenzhen.

香港船東會訪問深圳。



Shenzhen Maritime Safety Administration (MSA)

深圳海事局

Association Chairman Mr. Jack Hsu, Mr. Hing Chao, Vice Chairman of China Sub-Committee paid a visit to the Shenzhen MSA. They were received by Mr. Guo Xiubin, Deputy Director.

許積皋主席及協會中國委員會趙式慶副主席拜訪深圳海事局並獲海事局郭秀斌副局長接待。

Delegation Visits 外訪活動



2019

Transport Bureau of Shenzhen Municipality

深圳市交通運輸局

The delegation was received by the Deputy Director Mr. Lou Heru and Mr. Dong Yanze, Director of Port and Shipping Department.

代表團獲婁和儒副局長及港航處董燕澤處長接待。



12 December 2019

2019 年 12 月 12 日

China Maritime Safety Administration (MSA)

中國海事局

Mr. Cao Desheng, Director of China MSA, held a regular liaison meeting in Shenzhen with the HKSOA secretariat to exchange views on issues of concern to the Hong Kong shipping industry.

中國海事局局長曹德勝先生（圖前排中）與本會秘書處於深圳舉行聯絡會議，就香港航運業關注的問題交換意見。



Activity Statistics 2019 - 2020

活動統計 2019 – 2020

Hong Kong Shipowners Association Activities 2019 - 2020 香港船東會活動 2019 - 2020

Type 分類	No. of activities 數目	No. of participants (approximately) 參與人數 (大約)
Seminar / Forum 研討會 / 論壇	11	737
Luncheon 午宴	7	651
Cocktail 酒會	2	1030
Dinner 晚宴	2	50
Delegation Visit / Study Tour 拜訪 / 考察	7	174
Special Event 特別活動	3	80
Total 總數	32	2722

Note

Owing to the coronavirus outbreak, most of the events scheduled for the last quarter of the year were either cancelled or postponed to the next year.

備註

由於新型冠狀病毒疫情，許多原定於年度最後一季舉辦的活動必須取消或延至下一年度。

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 advises the Executive Committee on maritime issues relating to China, and assists the Association in its relations with the Central People's Government and other stakeholder sectors in different parts of China, including hosting delegation visits and study tours for professional, information and technical exchanges. Current issues include COVID-19 implications, the Greater Bay Area Plan, the Belt and Road Initiative, free trade port development, and various maritime and environmental regulations that affect Hong Kong shipping industry.

Chairman

Mr. Kenneth Koo, Tai Chong Cheang Steamship Co (HK) Ltd

Vice Chairmen

Ms. Linda Lam, Union Apex Mega Shipping Limited

Mr. Hing Chao, Wah Kwong Maritime Transport Holdings Limited

Members

Mr. Wang Yongxin, China Merchants Energy Shipping Co., Ltd

Mr. Zhu Jianhui, COSCO Shipping (Hong Kong) Co., Ltd

Mr. Kenneth Lam, Credit Agricole Asia Shipfinance Limited

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

中國委員會向執行委員會提出有關中國事務方面的建議，並協助執行委員會處理與中央政府 and 中國不同地區持份者的關係，包括組織訪問代表團與考察團進行專業、資訊和技術交流。目前的議題包括 2019 冠狀病毒帶來的影響、大灣區計劃、「一帶一路」倡議、自由貿易港發展，以及影響香港航運業的各種海事和環保法規。

主席

顧建綱先生，泰昌祥輪船（香港）有限公司

副主席

林群女士，聯合佳成船務有限公司

趙式慶先生，華光海運控股有限公司

委員

王永新先生，招商局能源運輸股份有限公司

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

劉洋先生，希德律師行

丁磊先生，香港明華船務有限公司

何耀明先生，倫敦保險協會香港分會

陳水良船長，遠航集團有限公司

劉昕宇女士，標準保險協會

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.

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 冠狀病毒病帶來的影響、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。

Chairman

Mr. William Peng, Chinese Maritime Transport (Hong Kong) Ltd (until 13 Jan 2020)

Mr. Richard Hext, The China Navigation Co., Ltd (Swire Group)

Members

Capt Firoze Mirza, Bernhard Schulte Shipmanagement (Hong Kong) Ltd Partnership

Capt Rajiv Tatarbe, Chellaram Shipping (Hong Kong) Ltd

Mr James Tai, Chinese Maritime Transport Ltd

Mr Matthew McAfee, Fairmont Shipping (HK) Ltd

Mr Gary Cheung, Tai Chong Cheang Steamship Co. (H.K.) Ltd

Ms Karen Wong, The China Navigation Co., Ltd

Mr Wellington Koo, Valles Steamship Co., Ltd

主席

彭士孝先生，香港中國航運有限公司

(於 2020 年 1 月 13 日卸任)

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

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

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

Association Sub-Committees

香港船東會各分委會

Marine Sub-committee

The Marine Sub-committee reviews and discusses safety, environmental, technical and operational issues that affect shipping. Current issues include COVID-19 implications, the sulphur switch, green house gas reduction, ballast water, the energy efficiency design index, safe minimum power, RightShip, container ship fires and salvage, ship emissions, piracy and the "Hong Kong Convention" on ship recycling.

Chairman

Capt. Bjorn Hojgaard, Anglo-Eastern Univan Group
(until 13 Jan 2020)
Mr Angad Banga, The Caravel Group Limited

Members

Mr Matthew R. Mueller, American Bureau of Shipping
Mr Harald Klein, Anglo-Eastern Ship Management Ltd
Mr Alok Roy, Bernhard Schulte Shipmanagement (Hong Kong) Limited Partnership
Mr Dick Kam, Bureau Veritas
Mr Falin Jiang, Technical Manager, China Classification Society Hong Kong Branch
Capt Chi Yingyuan, China Merchants Energy Shipping Co., Ltd
Mr James Tai, Chinese Maritime Transport Ltd
Mr Kaveh Mansoorian, DNV-GL
Mr Sanjay Chandra, Fleet Management Limited
Mr David J. Schaus, Irwin Group
Mr Matt Treadwell, Lloyd's Register Asia
Mr K L Lui, Senior Surveyor of Ships, Marine Department
Mr JK Pillai, Pacific Basin Shipping (HK) Limited
Mr Ashoke Day, Shulte Marine Concept
Mr Anil Arora, Unique Shipping (H.K.) Limited
Capt. J K Zhou, Wah Kwong Maritime Transport Holdings Limited
Mr Ioannis Stefanou, Wallem Group Ltd

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

Maritime Education and Training (MET) Sub-committee

The MET Sub-committee discusses current manpower development, labour affairs and other issues affecting onshore and offshore staff, including COVID-19 implications, the formulation of the Hong Kong "Talent List", the scope of the Maritime and Aviation Training Fund, the new grade structure of the Hong Kong Marine Department, the International Labour Organisation's Maritime Labour Convention, 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 educational projects for the annual Hong Kong Maritime Week.

Chairman

Mr Wellington Koo, Valles Steamship Co., Ltd.

Vice Chairman

Capt Bill Medcalf, Pacific Basin Shipping (HK) Ltd

Members

Capt Pradeep Chawla, Anglo-Eastern Ship Management Limited
Capt Umesh Lulla, Bernhard Schulte Shipmanagement (Hong Kong) Limited Partnership
Capt Zenzhong Li, China Merchants Group
Mr Matthew McAfee, Fairmont Shipping (HK) Ltd
Capt Vikrant Gusain, Fleet Management Limited
Capt Jacky Jiao, Orient Overseas Container Line Ltd
Capt Lothair Lam, Parakou Shipping Ltd
Capt Carlos Antao, Seaspans Ship Management Ltd
Capt Zhang Xiaoxi, Wah Kwong Maritime Transport Holdings Ltd
Ms Kinny Pun, 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：2019 冠狀病毒病帶來的影響、燃料硫含量轉換、溫室氣體減排、壓載水、能源效率設計指標、最低安全功率、RightShip（評估船舶安全和效率機構）、集裝箱船火災和打撈、船舶排放，防範海盜和「香港公約」相關的拆船指引。

主席

Bjorn Hojgaard 先生，中英聯運集團
(於 2020 年 1 月 13 日卸任)
Angad Banga 先生，拓維集團

委員

Matthew R. Mueller 先生，美國船級社
Harald Klein 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
甘迪潮先生，法國驗船協會
蔣發林先生，中國船級社香港分社
池英員先生，招商局能源運輸股份有限公司
戴聖堅先生，中國航運股份有限公司
蘇愷福先生，DNV-GL
Sanjay Chandra 先生，Fleet Management Limited
薛大衛先生，伊榮集團
Matt Treadwell 先生，勞氏船級社—亞洲
呂金樑先生，香港海事處
JK Pillai 先生，太平洋航運(香港)有限公司
戴逍客先生，Shulte Marine Concept
歐勞立先生，懋德航運(香港)有限公司
周建峰先生，華光海運控股有限公司
Ioannis Stefanou 先生，華林集團有限公司

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

海事教育及培訓委員會

海事教育及培訓委員會討論現時有關人力發展、勞工事務和其他影響岸上和海上員工的議題，包括：2019 冠狀病毒病帶來的影響，制定香港「人才名錄」、海事及航空訓練基金範圍、香港海事處的新職系架構、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」籌辦多個教育性項目。

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

Pradeep Chawla 船長，中英船務管理有限公司
盧賢銘船長，貝仕船舶管理(香港)有限責任合夥公司
李增忠船長，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
矯杰船長，東方海外貨櫃航運有限公司
林銘鋒船長，巴拉歌船務有限公司
Carlos Antao 船長，Seaspans Ship Management Ltd
張曉曦船長，華光海運控股有限公司
潘玉霞女士，華林集團有限公司



The Association, plays a major part in the work of the Asian Shipowners' Association (ASA).

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

The ASA, with its current office in Singapore, normally meets once a year. The 28th meeting was hosted by FASA-Thailand, held in Bangkok from 27 to 29 May 2019, and the 29th meeting was held online and hosted by MIAL on 28 May 2020. The current Secretary General is Mr. Yuichi Sonoda.

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

The ASA Seafarers Committee (SC) held its 25th Interim meeting in Shanghai, China on 22 October 2019. The main objectives of the Committee are to ensure and maintain common standards of training, to promote the stability of employment and competitiveness of Asian seafarers and to monitor, consider and comment on any new international maritime legislation on seafarer's welfare, and manning and training. Subjects discussed included Local Seafarer Development, Piracy and Armed Robbery, Local Efforts Being Made on Recruitment, Retention and Training, the ILO Maritime Labour Convention, 2006, the STCW 2010 Convention, the facilitation of movement of seafarers, Internet on board and Cyber Security, and Autonomous Ships and the Impact on Seafarer Development. (The HKSOA representative is Captain Lothair Lam, Parakou Shipping Limited.)

The ASA Ship Insurance and Liability Committee (SILC) held its 25th Interim meeting online on 22 April 2020 under the Chairmanship of Mr. Richard Hext. Its objective is to keep members appraised and updated on matters concerning insurance and liability that might impact their interests. Subjects discussed in this interim meeting include the Environmental Damage and Limitation of Liability, the HNS Convention, Places of Refuge, Ocean Governance, Sanctions, Fair Treatment/Unfair Criminalisation of Seafarers, Cyber Risks, Unmanned & Maritime Autonomous Surface Ships, Sanctions, Piracy, Insurance issues arising from the use of Low Sulphur Fuels and Insurance and Liability issues that might arise from the COVID-19 Pandemic. (The HKSOA representative is Mr. Richard Hext, The China Navigation Co. Ltd (Swire Group).)

The ASA Safe Navigation and Environment Committee (SNEC) held its 36th Interim meeting in Singapore on 12 March 2019. The objective of the Committee is to discuss topics and issues relating to the enhancement of security, safe navigation of ships and protection of the marine environment. Subjects discussed include the 2020 global fuel Sulphur cap, Piracy and Armed Robbery, Air Pollution, Greenhouse Gas Emissions, and the Ballast

香港船東會在亞洲船東協會扮演重要角色。

亞洲船東協會共有八個協會成員。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，通常每年舉行年會。第 28 屆由東盟船東協會——泰國船東會主辦，於 2019 年 5 月 27 日至 29 日在曼谷舉行。而第 29 屆於 2020 年 5 月 28 日在網上由澳大利亞主持。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。本會的代表也十分積極地參與了所有五個委員會的事務。

船員委員會於 2019 年 10 月 22 日在中國上海舉行了第 25 次中期會議。船員委員會的宗旨是確保和維持海員培訓的基本標準、提高亞洲海員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、防範海盜及海上武裝搶劫、船員的招募、保留及培訓的本土力量、《2006 國際勞工組織海事勞工公約》、《2010 STCW 公約》、簡化船員流動程序、船上互聯網及網絡安全、自動化船舶及其對船員發展的影響等。(香港船東會的代表是林銘鋒船長，巴拉歌船務有限公司。)

船舶保險和責任委員會於 2020 年 4 月 22 日在香港舉行了第 25 屆中期網上會議。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環境破壞、責任限制、HNS 公約、船員因使用船舶分油器而接觸和處理分油器廢物對有關索賠的長遠影響、或因棄置分油器而引致的環保索賠、船員收容所、海洋管治權、制裁、船員的公平對待及刑事指控、互聯網風險、自動化船舶、制裁、防範海盜、使用低硫燃料引起的保險事宜、以及新冠肺炎病大流行可能帶來的保險和責任問題。(香港船東會的代表是宋睿之先生，太古輪船有限公司。)

安全航行及環境保護委員會於 2019 年 3 月 12 日通過電郵舉辦了第 36 次中期會議。該委員會



Water Convention, amongst other issues. (The HKSOA representative is Mr. Vikrant Bhatia, KC Maritime Hong Kong Ltd.)

The Shipping Policy Committee (SPC) held its 32nd Interim meeting via emails, from 6-13 April 2020. The purpose of the Committee is to promote the continuous and healthy development of the Asian shipping industry through a frank exchange of views, which is also designed to foster fair competition, mutual trust and cooperation amongst Asian carriers. Subjects discussed include the Ongoing Impact on the Shipping Industry by the Coronavirus Pandemic, the developments of international maritime policy, Protectionist Measures in the world, Canal Issues, Anti-Trust Immunity and Shipping Regulation, 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 23rd Interim meeting via emails from 7 – 11 May 2020. The purpose of the Committee is to exchange views on the international trends in the ship recycling industry and ship recycling regulations. Its objective is to share information on developments of regulations and ship recycling capacity and to voice the Asian views in order to ensure environment-friendly yards in as many countries as possible for economic and stable ship recycling in a timely manner. Subjects discussed included the Hong Kong Convention on Ship Recycling and its related Guidelines, 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.)

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 2020 全球燃料硫含量上限、防範海盜及海上武裝搶劫、空氣污染、溫室氣體排放及《壓載水公約》等其他議題。(香港船東會的代表是 Mr Vikrant Bhatia, KC Maritime Hong Kong Ltd.)

航運政策委員會於 2020 年 4 月 6 - 13 日透過電郵舉行了第 32 屆中期會議。該委員會的宗旨是通過坦誠地交換意見，促進亞洲航運業持續健康地發展。同時促進亞洲船東之間的公平競爭、相互信任和合作。委員會所討論的議題包括 2019 冠狀病毒大流行對航運業的持續影響、國際海事政策的發展、世界保護主義措施、運河問題、反壟斷及海事法規以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 2020 年 5 月 7 - 11 日透過電郵舉辦了第 23 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《香港公約》及其相關拆船指引，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。)



HKSOA Representatives in External Organisations

香港船東會出任外界組織的代表



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 Operations 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

Capt. Lothair Lam, Parakou Shipping Ltd

海事處 - 領港事務諮詢委員會

林銘鋒船長，巴拉歌船務有限公司

Marine Department - Seafarers' Advisory Board

Capt. Vinay Singh, Anglo-Eastern Univan Group
Capt. Vikrant Singh Gusain, Fleet Management Ltd
Mr. Zhao Yao Ming, China Merchants Energy Shipping Co., Ltd.

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
趙耀明先生，招商局能源運輸（香港）有限公司

Trade Development Council - Logistics Services Advisory Committee

Ms. Sandy Chan, Hong Kong Shipowners Association

香港貿易發展局 - 物流服務諮詢委員會

陳佩珊女士，香港船東會

Vocational Training Council - Maritime Services Training Board

Ms. Sabrina Chao, Wah Kwong Maritime Transport Holdings Limited
Capt. Lothair Lam, Parakou Shipping Ltd

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，巴拉歌船務有限公司

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

 <p>Addleshaw Goddard (Hong Kong) LLP 安勝格道 (香港) 有限法律責任合夥律師行</p> <p>Law Firm 律師行</p>	 <p>Associated Maritime Company (Hong Kong) Limited 海宏輪船 (香港) 有限公司</p> <p>Shipmanagers and Ship Agents 船舶管理 / 船舶代理</p>	 <p>Besiktas Marine</p> <p>Ship Chandling, Expert Service and Repair, Safety Station, Crewing and Agency 船舶物料供應 / 船舶專業服務及維修 / 船舶安全站 / 船員代理</p>	 <p>Celsius Tech Limited</p> <p>Ship Management 船舶管理</p>
 <p>Cleanship Hong Kong Limited</p> <p>Environmental Marine Compliance Consultancy 海事環保法規顧問服務</p>	 <p>Gibson (Asia) Limited 吉遜 (亞洲) 有限公司</p> <p>Shipbroking 船舶經紀</p>	<p>Hongkong Fuyuan Marine Service and Trading Co Ltd 香港富源船務有限公司</p> <p>Shipping agency / Ship repair / Supply, Spare parts, Warehouse 船舶代理 / 船舶維修 / 船舶零件供應 / 倉庫租賃</p>	 <p>Hong Kong Ming Wah Shipping Company Limited 香港明華船務有限公司</p> <p>Shipping operation and Shipping management 船舶營運 / 船舶管理</p>
 <p>Medsea Asia Limited</p> <p>Medical support to commercial maritime 海事醫療支援</p>	 <p>Shipnext Limited</p> <p>Shipping Marketplace and Cargo booking platform 船運市場 / 貨物預訂平台</p>	 <p>SkillsPlus Limited</p> <p>Consulting, Professional Training Services and Workshops 顧問 / 專業培訓服務及籌辦工作坊</p>	 <p>Videotel Marine Asia Ltd 唯視導海事亞洲有限公司</p> <p>Maritime training 海事培訓</p>

HKSOA 30 Year Club

入會三十年會員名單



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
BP Hong Kong Ltd
碧辟香港有限公司
Bureau Veritas
法國國際驗檢局
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
Fenwick Shipping Services Ltd
鋒偉船務有限公司
Feoso Oil Ltd
東方石油有限公司
Fratelli Cosulich (HK) Ltd
高素理兄弟(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
Hongkong and Shanghai Banking Corpn Ltd,
The Transport Services and Infrastructure,
Corporate Banking
香港上海匯豐銀行
HUD Group
香港聯合船塢集團
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
Lambert Brothers Insurance Brokers
(Hong Kong) Ltd
華寶保險顧問
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

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
Seatrade Organisation, The
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

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

Director-General of Invest Hong Kong

投資推廣署署長

Shipowners, Ship Managers, Ship Operators

船東、船舶經營公司及船舶管理公司

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

Caravel Group Limited, The

拍維集團

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

Co., Ltd

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

China Navigation Co Ltd, The (Swire Group)

太古輪船有限公司

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

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

Feoso Oil Ltd

東方石油有限公司

Fleet Management Limited

FMG Hong Kong Shipping Limited

Grand Seatrade Shipping Company Ltd

隆星航業有限公司

Greathorse Shipping Holdings 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

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

Nordic Hamburg Shipmanagement (HK) Ltd

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

Parakou Shipping Ltd

巴拉歌船務有限公司

Port Dragon Bulk Inc.

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

Smart Gain Shipping Co Limited

慧合航運有限公司

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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

Wallem Group Ltd

華林集團有限公司

Wealth Ocean Services Ltd

裕洋服務有限公司

Membership List

會員錄



Classification Societies, Consultants, Surveyors

船級社、顧問公司及驗船行

American Bureau of Shipping
美國船級社

Bureau Veritas
法國國際驗船局

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

DNV GL 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 and Engine Builders

船用設備供應商、船廠、修船公司及航海機器製造商

ABB Turbo Systems (Hong Kong) Ltd

Alfa Laval (China) Ltd
瑞典阿法拉伐(中國)有限公司

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

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

D.S. Marine Limited
天德船務有限公司

Hempel (China) Ltd
海虹老人塗料(中國)有限公司

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

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

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

MAN Energy Solutions Hong Kong Limited

Marinequip China Co Ltd
泛華設備有限公司

Northrop Grumman Sperry Marine Asia Ltd

Radio Holland Hong Kong Company Limited
荷蘭航海電訊香港有限公司

Wartsila China Ltd
瓦錫蘭中國有限公司

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

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

海運保障 - 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

AXA XL

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

ILJ Maritime 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

RKH Specialty (HK) Limited
安宏保險經紀有限公司

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

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

Addleshaw Goddard (Hong Kong) LLP
安勝恪道(香港)有限法律責任
合夥律師行

Brenda Chark & Co
翟玉英律師事務所

Clyde & Co
其禮律師行

Hill Dickinson Hong Kong

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

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

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

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 -
馬紹爾群島註冊處)
國際船舶註冊(遠東)有限公司

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

Shipbrokers, Sale and Purchase Brokers 船舶經紀 / 船舶買賣經紀

Arrow Asia Shipbrokers Ltd
箭亞船舶經紀有限公司

Bancosta (Oriente) Ltd
奔達東方

Clarksons Platou Asia Limited

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

CPN International Ltd

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

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

South Express Ltd
南運有限公司

Membership List

會員錄



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	PricewaterhouseCoopers 羅兵咸永道有限公司
AUSCA Shipping Limited		
Besiktas Marine	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)	Seatrade Organisation, The
Beyond Shipping International Co., Limited		Shipnext Limited
BP Hong Kong Ltd 碧辟香港有限公司		SkillsPlus Limited
Brookes Bell Hong Kong Limited		Steel Ships Ltd
Centre Testing International (Hong Kong) Co., Limited 華測控股(香港)有限公司	ITOCHU Hong Kong Ltd 伊藤忠商事(香港)有限公司	StormGeo Limited 啟濤國際科技有限公司
Century Shipping Services Ltd 世紀海運服務有限公司	Japan External Trade Organization, Ship Machinery Department 日本貿易振興機構(香港)船用機械部	Sumitomo Corporation (Hong Kong) Ltd 住友商事香港有限公司
Chimbusco Pan Nation Petro-Chemical Co Ltd 中燃遠邦石油化工有限公司	London Offshore Consultants (Hong Kong) Ltd	Telemar Hong Kong Limited
China CTTIC HK Co., Ltd 中交通信(香港)有限公司	Maersk Shipping Hong Kong Ltd 馬士基香港船舶管理有限公司	Total Lubricants Hong Kong Ltd 道達爾潤滑油有限公司
China United Shipbuilding Co Ltd 華聯船舶有限公司	Marine Money Asia Pte Ltd	Videotel Marine Asia Ltd 唯視導海事亞洲有限公司
Cleanship Hong Kong Limited	Medsea Asia Limited	Zim Integrated Shipping Agencies (HK) Limited 以星航運代理有限公司
Department of Logistics & Maritime Studies, The Hong Kong Polytechnic University 香港理工大學物流及航運學系	Mitsui & Co (H.K.) Ltd 三井物產(香港)有限公司	
Eight Ships Limited	MOL LNG Transport (Asia) Limited	
Gulf Oil Marine Ltd 海灣船舶石油有限公司	MTI Network Asia Ltd	
Hong Kong Cruise & Yacht Industry Association 香港郵輪及遊艇業協會	Navarino HK Limited 拿法尼諾有限公司	
Hongkong Fuyuan Marine Service and Trading Co. Ltd 香港富源船務有限公司	Noble Group Holdings Ltd	
	NS United Shipping (H.K.) Co., Limited 新和日鐵聯合海運(香港)有限公司	
	Pacific Tycoon Limited	
	Pole Star Space Applications Ltd	



Fleet Statistics

會員船隊資料

Vessels and Tonnage by Register Owned, Managed and/or Operated by Members as at 1st December 2019
截至 2019 年 12 月 1 日會員擁有及 / 或管理的船舶註冊分佈情況

Register 註冊地	Number of Ships 艘數	Deadweight 載重噸	Gross Tonnage 總噸
Bahamas 巴哈馬	34	2,622,717	1,751,485
Barbados 巴巴多斯	3	102,589	62,511
Belgium 比利時	19	1,649,545	970,116
British (Bermuda) 英國 (百慕達)	12	588,026	535,810
British (Isle of Man) 英國 (馬恩島)	7	119,739	86,073
British (UK) 英國	6	238,686	150,139
Canada 加拿大	1	28,418	20,236
Cayman Islands 開曼群島	14	1,014,712	776,687
Chinese Taipei 中華台北	1	53,390	32,505
Curaçao 庫拉索	7	381,860	297,460
Cyprus 塞浦路斯	5	101,644	73,935
Denmark 丹麥	6	538,383	382,531
Gibraltar 直布羅陀	15	552,040	438,154
Hong Kong 香港	953	106,606,408	64,181,102
India 印度	8	531,350	298,044
Indonesia 印度尼西亞	6	234,907	136,898
Italy 意大利	6	806,301	423,295
Japan 日本	2	41,462	124,375
Liberia 利比里亞	167	16,496,126	10,206,837
Malaysia 馬來西亞	2	88,778	58,422
Malta 馬爾他	56	2,627,030	2,096,456
Marshall Islands 馬歇爾群島	434	28,604,697	18,985,246
Mauritius 毛里裘斯	1	21,375	17,249
Norway (NIS) 挪威	41	2,507,086	1,510,467
Panama 巴拿馬	223	16,749,677	11,007,210
Russia 俄羅斯	1	32,219	40,978
Saudi Arabia 沙地阿拉伯	3	143,105	100,973
Singapore 新加坡	205	17,059,343	10,575,884
UAE 阿拉伯聯合酋長國	1	21,367	17,249
Grand Total	2,239	200,562,980	125,358,327

Fleet Statistics

會員船隊資料



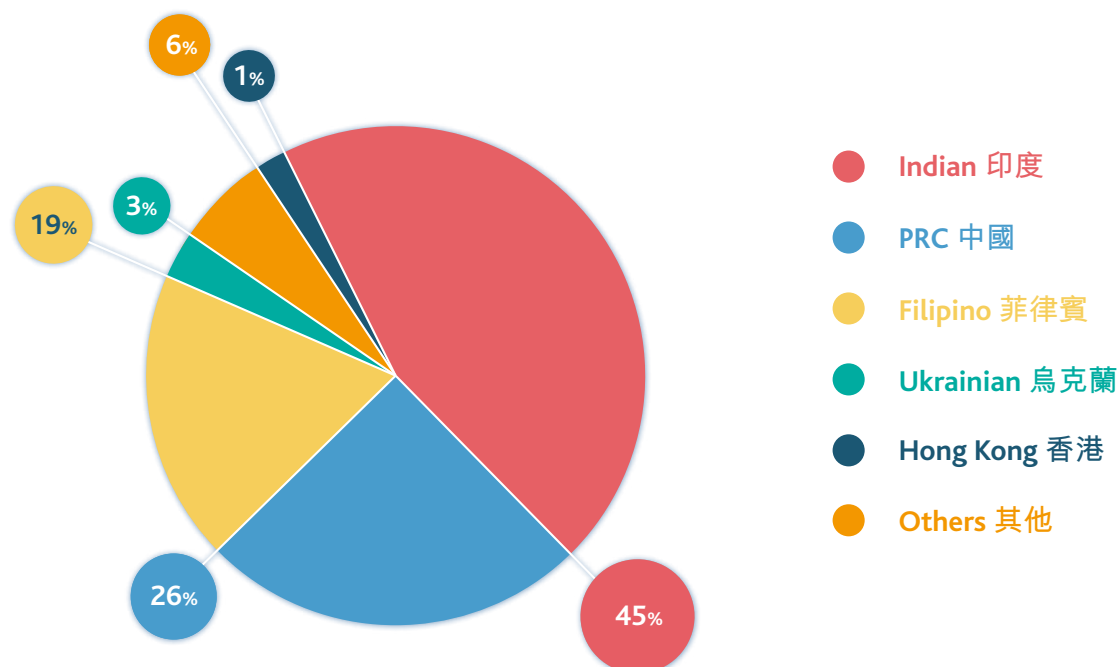
Vessels and Tonnage by Ship Type Owned, Managed and/or Operated by Members as at 1st December 2019
截至 2019 年 12 月 1 日會員擁有及 / 或管理的船舶類別分佈情況

Ship Type 船舶類別	Number of Ships 艘數	Deadweight 載重噸	Gross Tonnage 總噸
Bulk Carrier 散貨船	1120	107,026,398	58,136,935
Cement Carrier 水泥船	3	62,644	37,971
Container Ship 貨櫃船	362	28,592,106	28,489,544
Dredger 挖泥船	1	8,761	6,123
Floating Dock 浮塢	1	305,704	159,016
Gas Carrier (LNG) 液化天然氣船	58	2,262,593	1,975,711
Gas Carrier (LPG) 液化汽船	16	390,975	336,386
General Cargo 乾貨船	27	700,978	463,344
Heavy Lift 重吊	13	665,648	501,922
Motor Launch 汽艇	1	50	47
Multi-Purpose 多用途船	2	13,824	10,057
OBO 油礦石船	2	53,418	42,858
OSV / Tug 離岸支援船、拖輪	25	152,894	177,178
Passenger/Cruise 客輪、遊輪	3	18,213	190,769
PCTC / Ro-Ro / Car Carrier 載車船	54	814,823	2,404,974
Reefer 冷藏船	2	28,280	28,122
Tanker 油輪	288	44,462,929	23,774,900
Tanker (Chemical) 化學品油輪	63	1,742,044	1,083,915
Tanker (Product) 產品油輪	198	13,260,698	7,538,555
Grand Total	2,239	200,562,980	125,358,327

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

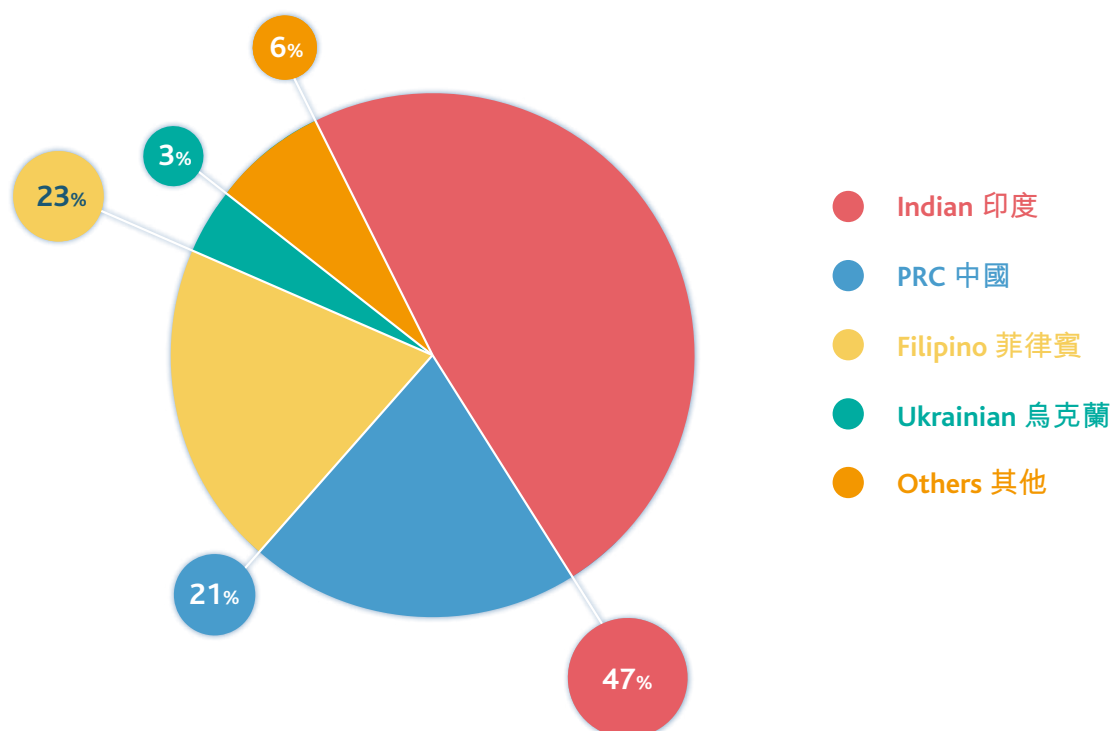
Nationality of Officers
高級船員國籍分配

December 2019
2019 年 12 月



Nationality of Ratings
普通船員國籍分配

December 2019
2019 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.

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。

Promotion within the Association

船東會的推廣活動



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

Seminars and Webinars

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

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

Association Lunches

These networking events are intended for attendance by as many members as possible. Numbers vary from 50 - 150 people, and a lunchtime address is usually given by a Guest of Honour. The functions are held almost every month and the cost is shared by those who attend.

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

Executive Committee Lunches

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

Casual Lunches

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

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

協會通過下列形式為會員提供多元化服務及推廣活動：

研討會與網上研討會

研討會通常每月在會址鄰近酒店或會議中心舉辦兩次。此項服務，會員可以免費使用。研討會的討論題目不限，也可安排非協會會員作演講。

本會可免費提供研討會所需設備，包括話筒、演講台、影像放影機及幻燈機。會場可根據需要容納 50-100 人不等，演講人如能提供講稿更佳。

午餐會

午餐會歡迎會員踴躍參加，人數一般在 50 至 150 人不等。許多時候會邀請嘉賓在席間作發言。午餐會每月舉行一次，費用由與會者分攤。

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

執委員午餐會

午餐會範圍較小，特別為那些海外的重要人士或政要舉行，會前嘉賓一般會作簡短發言。

輕便午餐

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

如需了解有關詳情，請聯絡協會工作人員。

Membership Requirements and Secretariat Contact Details

入會資格及秘書處聯絡方式

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

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

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

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

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

On acceptance for membership there is an initial Entrance Fee of HK\$1,000, and monthly subscriptions for Ordinary members are HK\$5,700 and for associate members 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 (such refund will be based on Article 11 – Resignation Requirement – of the Memorandum and Articles of Association).

A Membership Application Form is printed in this year book. Further information is available from the Executive Manager.

本會僅接受在香港註冊的與航運有關的公司為會員。

會員分兩種類別：

(一) 正式會員：

船東、船舶管理、經營及代理公司。

(二) 附屬會員：

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

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

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

入會申請獲批准後，申請者需繳付入會費港幣 1,000 元及該月會費。現正式會員月費為港幣 5,700 元，附屬會員為港幣 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年年費或每月自動銀行轉賬的方式支付。會員如果在本年度內退會，所付的一年會費將按比例退回（會費退付須符合船東會章程第 11 款“退會要求”的有關規定）。

入會申請表印製於本年刊。其他詳情，可向本會執行經理查詢。

Secretariat Contact Details

The Hong Kong Shipowners Association

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

Telephone : (852) 2520-0206

Facsimile : (852) 2529-8246

E-mail : hksoa@hksoa.org

Web Site : www.hksoa.org

Secretariat:

Sandy Chan, Managing Director

Martin Cresswell, Technical Director

Gautam Ramaswamy, Director (Regulatory Affairs)

Gilbert Feng, Deputy Director

Peggy Kan, Executive Manager

Harry Chu, Communications Officer

秘書處聯絡方式

香港船東會

地址 : 香港灣仔皇后大道東 58 號
帝后商業中心 12 樓

電話 : (852) 2520-0206

傳真 : (852) 2529-8246

電子郵件 : hksoa@hksoa.org

網站 : www.hksoa.org

秘書處人員：

陳佩珊女士，董事總經理

祁敏鈿先生，技術總監

Gautam Ramaswamy 船長，總監（規管事務）

馮佳培先生，副總監

簡佩薇小姐，執行經理

朱在行先生，電腦系統支援主任

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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: hksa@hksa.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



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查詢：

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

電話：(852) 2852 4387 傳真：(852) 2541 8842

電郵：hksr@mardep.gov.hk

網址：www.mardep.gov.hk

Enquiries:

Hong Kong Shipping Registry

Marine Department, HKSARG

3/F Harbour Building, 38 Pier Road, Central, Hong Kong

Tel: (852) 2852 4387 Fax: (852) 2541 8842

Email: hksr@mardep.gov.hk

Website: www.mardep.gov.hk