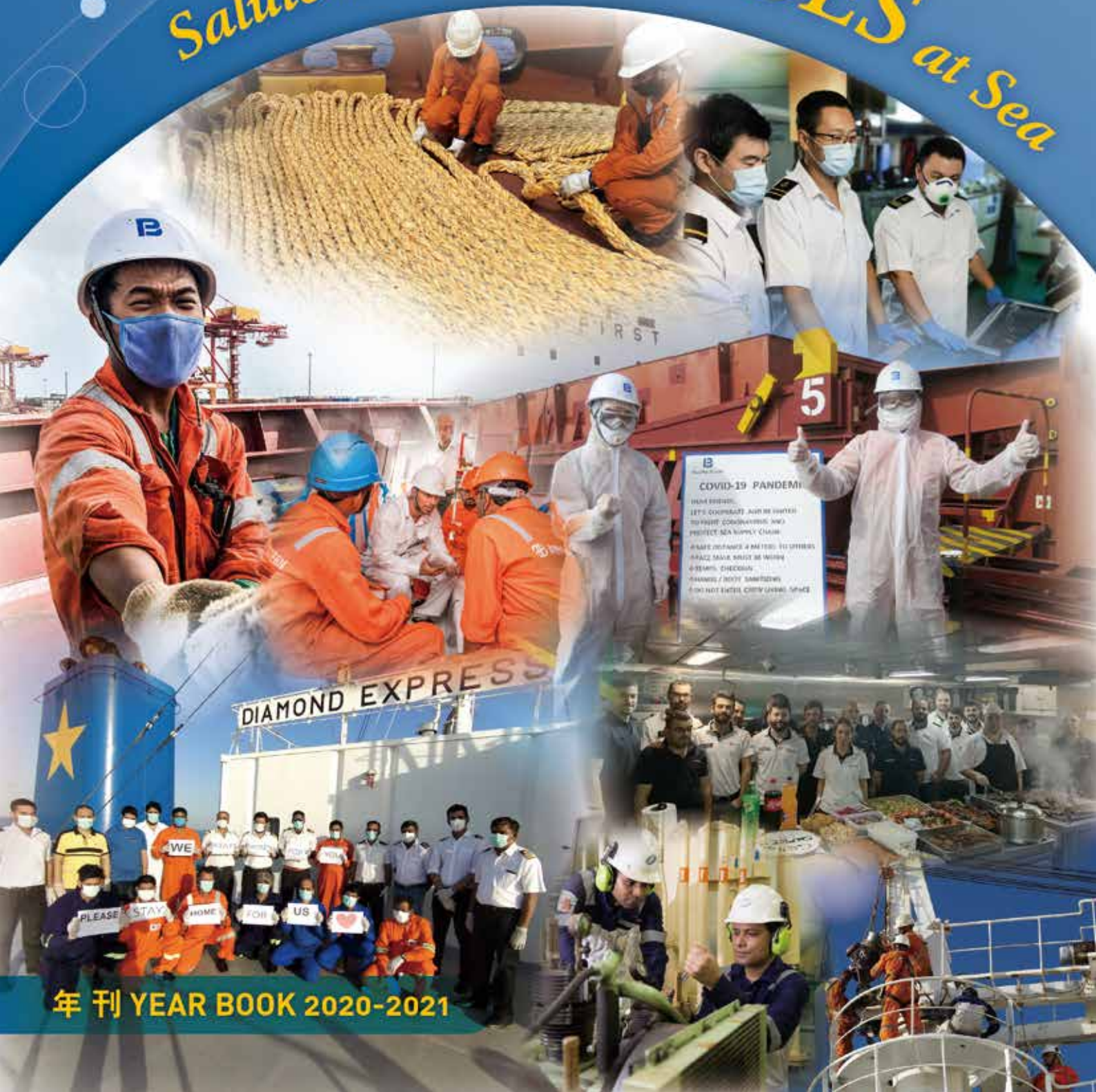




香港船東會

Hong Kong Shipowners Association

# Salute to Our **HEROES** at Sea



年刊 YEAR BOOK 2020-2021

# Seafarers are key workers



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# Appreciation

## 鳴謝

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

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# Welcome Message

## 歡迎詞



**Bjorn Hojgaard**  
Chairman 2020/2021

**W**elcome to this new edition of the Hong Kong Shipowners Association Year Book. As always, it serves as a reference for members about the various work and achievements of the Association in the past year, and a guide to newcomers to the Hong Kong shipping industry about the broad range of services that our vibrant maritime community provides.

Both the past year and 2021 so far have surely been among the most unusual in living memory. The pandemic has wreaked havoc around the world and created worries about the future. Like other sectors of the global community, shipping is facing many challenges, especially regarding crew change operations, and fuel bunkering and insurance matters. We are pleased to see that vaccinations have started in many parts of the world, and hope that Hong Kong will soon resume some level of normalcy, where we can welcome business travellers to our city, and where we can travel to visit ships, clients and business partners across the world. While the Association is doing its best to help members address their individual problems, the key to meeting the myriad challenges we face is the global efforts of all the stakeholders in the shipping community, including government regulators and port authorities.

Understandably, the pandemic has also caused disruptions in Association operations. We have had no choice but to cancel or postpone many regular technical events, social activities and delegation visits. Though some seminars and meetings were finally conducted online, it was not the same as our physical gatherings, which the shipping family always treasures.

Aside from the pandemic, as usual, there are challenges related to various regulatory, policy and operational issues – the imposition of the 2020 global sulphur cap, the termination of the US – Hong Kong shipping tax agreement, the OECD's new digital taxation proposal, and piracy in the Gulf of Guinea, to name just a few. We have overcome some of them, but we are still working hard on many of them, not least of course the crewing rotation crisis.

Being Chairman of the HKSOA is an enormous privilege, though I did not expect that life would be so different with the coronavirus outbreak. But there are always uncertainties in life – just as when I worked offshore as a seafarer. The Association Year Book of this year is a "special edition", as we would like to devote it to all our heroes at sea. Without them working bravely and tirelessly in the frontline, the global community cannot win this battle of the century.

**歡**迎您！一如既往，新版的香港船東會年刊為會員回顧過去一年協會的工作和成就，並且讓香港航運業界的新晉，了解關於我們這個活力充沛的航運社群所提供的廣泛服務的。

無論是過去一年，或 2021 年至今，都肯定是人們記憶裡最不尋常時刻。新冠肺炎疫情給世界各地造成嚴重破壞，也令到大家對未來感到憂慮。與全球其他界別一樣，航運業也面臨許多挑戰，特別是在船員換班操作、燃料加注和船舶保險等方面。幸好，很多地區終於啟動疫苗接種安排；希望香港可以儘快恢復一定程度的正常運作，讓我們可以繼續歡迎商務旅客，而我們自己也可以容易進出世界各地視察船隻、與客戶及合作伙伴見面。香港船東會必定盡力幫助會員解決所遇到的種種問題。但是，要應對行業面臨的巨大挑戰的關鍵，還是有賴全球航運所有持份者，包括政府及監管機構和港口當局共同努力。

疫情還影響了協會的日常運作。我們難免要取消或推遲許多慣常的技術交流、聯誼聚會及拜訪活動。雖然協會還是安排了部分研討會和會議以網上形式進行，但仍無法媲美業界喜聞樂見的正式聚會。

除了疫情外，我們還像以往一樣，忙於應付各種監管、政策和業務營運的挑戰，包括 2020 全球限硫令、美國與香港航運互免稅收協定的終止、經濟合作與發展組織提出的數碼稅收建議、以及幾內亞灣的海盜活動等不勝枚舉。我們已經克服了部分困難，但是仍在為解決許多其他困難包括船員換班問題而努力。

擔任香港船東會主席是我的莫大榮幸，但是始料不及，疫情爆發以後，生活變得大相徑庭。這也許就是人生——充滿了不確定性，猶如我當年的海員生涯。今期的香港船東會年刊是「特別版」，謹藉此獻給所有的海上英雄。沒有你們在前線日以繼夜、努力不懈地工作，人類根本不可能贏得這場世紀戰役。



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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 64 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 212 million deadweight tonnes.

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

The Association arranges forums in which members are able to meet and discuss issues of concern, informs the membership of important changes in the shipping environment through educational seminars and circulars, and represents the interests of members 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 64 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 2.12 億載重噸。

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

協會舉辦各類活動，為會員提供平台，討論共同關心的議題。通過培訓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)、波羅的海國際航運公會 (BIMCO)、國際散貨船東組 (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。



# Pioneering New Markets

We envisioned a business that would navigate today's economic complexities with the same agility and openness to opportunity as the great explorers. One that would draw strength from synergy between its activities – maritime services; trading and logistics of dry bulk raw materials; and asset management – and meet customers' needs with timely and efficient value-added solutions.

Today that vision has taken shape as The Caravel Group – now among the world's market leaders in our business areas, and still driven by the same passion.

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# Chairman's Annual Report 2020

(Presented to Members at the 2020 Annual General Meeting)

## 2020 年主席年度報告

(於 2020 年會員大會提交)

In my first year as Chairman, I am both delighted and privileged to deliver this year-end message. It has been a year very different from the one I expected upon being bestowed with the honour of leading the Hong Kong Shipowners Association in November last year. I first heard of the SARS-CoV-2 virus in late December 2019 and by the end of January 2020 we had the first Covid-19 patient confirmed in Hong Kong. The now global pandemic was the left-field disruption that affected all our lives this year, and which continues to be the headline challenge for many businesses worldwide.



In shipping, the restrictions of crew rotation and the associated increase in costs (including in many cases vessel deviations) have been a major headache in the year that is now almost over. Despite the IMO and many global trade bodies calling for the designation of seafarers as Key Workers, to be afforded exemption for the often draconian lockdowns in place locally, the situation is still unresolved. It is estimated that more than 300,000 crew are trapped at sea, having had their contracts extended from the originally agreed duration by months, and with many serving beyond the maximum 11 months onboard as prescribed in the Maritime Labour Convention. Shipowners and ship managers are themselves victims of these restrictions – it is not for a lack of trying that quality owners and managers have been unable to relieve onboard crew on time, but very real constraints on the ground have in many cases made good intentions futile. At home, after discussions with the industry including the Hong Kong Shipowners Association and Hong Kong Liner Shipping Association, our government took the lead in Asia in normalizing crew change in early June, only to later curtail this normalization in late July, in response to the “third wave” of Covid-19 outbreaks in the city.

本人在擔任主席的首個年頭，很高興也深感榮幸為大家送上本年度的主席報告。過去十二個月與我去年 11 月有幸被委任引領香港船東會時所預期的，有相當大的不同。2019 年 12 月下旬，我初次聽聞 SARS-CoV-2 冠狀病毒，及後在 2020 年 1 月底香港確診了首位新冠肺炎的患者。現今新冠肺炎病毒的全球大流行造成始料不及的破壞，影響了我們所有人的生活，並繼續成為全球許多企業的頭號挑戰。

航運方面，船員換班的限制以及由此引起的成本增加（包括因船舶繞航而造成的多數例子），是即將過去的一年最令人困擾的問題。儘管國際海事組織和許多全球貿易機構呼籲把海員定義為主要員工，以便讓他們在各地實施的嚴厲封鎖措施中獲得豁免，但情況仍未獲解決。據估計，超過 30 萬名船員仍被困海上，較原合同規定期限超期服役多月，當中更有許多船員已超過《海事勞工公約》規定的船員最長船上工作 11 個月的上限。事實上，船東和船舶管理公司是這些船員換班限制的受害者，因為問題不是他們不作為而導致船員不能及時上岸，而是岸上的種種實質限制使良好的願望變得徒然。香港政府經與業內人士，包括香港船東會和定期班輪協會進行商討後，6 月初成為亞洲首個允許進行船員換班的地區，此後因應 7 月下旬出現的新冠肺炎“第三波”疫情，政府遂收緊相關的船員換班安排。

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Developing a world-class VLOC fleet and a leading bulker fleet of the world.

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Developing a leading LNG fleet of China.

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# Chairman's Annual Report 2020

## 2020 年主席年度報告



As of time of writing, the pandemic shows no sign of abating globally, and the crew rotation challenge is still very real for owners and managers. It remains the most urgent priority that we must tackle in the immediate future, for a number of reasons. Firstly, the anxiety and stress that is felt onboard ships, at the coalface of our business, is palpable. Seafaring is, in the best of times, a stressful job entailing long hours, and with the uncertainty around contract completion coupled with anxiety around outbreaks in communities and families at home, it makes for a toxic cocktail that could result in fatigue, disillusionment, and mental health issues. This in turn may lead to repercussion for the safe and efficient operation that we all strive for and depend upon. On the longer horizon, our industry's future is contingent upon us being able to attract talent at sea and ashore in order to progress some of the important challenges we face for the decades ahead, and I cannot but help wonder if we are driving away the best and the brightest in a world where uncertainty is growing.

Secondly, shipping really does move '90 percent of everything' and all communities worldwide rely on this global supply chain to remain functioning so that we all have energy, food, clothing and medical supplies to see us through the pandemic together. A real disruption to this supply chain on account of fatigued crew or flag- or port-states putting their foot down over the extensions of contract could potentially have severe consequences for the world at large.

Shipping was important before the pandemic, it is important during the pandemic, and it will remain important long after Covid-19 is gone and dealt with. Taking a slightly longer perspective, shipping is likely to continue to grow in line with world GDP growth, and our obligations to find solutions to the greenhouse gas emissions from shipping is another priority that we cannot let out of sight. IMO's stated ambition is for shipping to reduce GHG emissions by 40% per ton-mile by 2030, by 50% in absolute terms (relative to 2008) by 2050, and completely as soon as possible within this century. Shipping is the most efficient mode of transportation, and our industry is a catalyst for economic growth and the fight against poverty, other important UN development goals, but due to the sheer size of shipping, we are still responsible for the emission of CO<sub>2</sub> to the tune of one billion tons per year, 2-3% of all global CO<sub>2</sub> emissions.

撰寫本文期間，全球新冠肺炎疫情未見緩和，船員換班仍是船東和船舶管理公司切實面對的挑戰。基於多種原因，是我們短期內必須優先解決的難題。首先，航運業務前線船上員工的焦慮和壓力顯而易見。海員工作壓力大，工時長，以及合約到期能否上岸休假的不確定性，加上疫情在家鄉社區爆發，就如一杯有毒的雞尾酒，導致個人出現疲憊、幻想情緒以及精神健康問題。最後會對我們力爭並依賴的安全有效運作產生負面影響。長遠來說，航運業前景取決於能否吸引海上和岸上人才，應對未來幾十年面對的重大挑戰，但我不禁想知道，在當今這個各種不確定性不斷增加的環境下，優秀人才會否因此而被嚇跑。

其次，航運運載“九成的全球物資”，確保世界所有社會依賴的這個全球供應鏈的有效運作和能源、食物、衣服和醫療用品等資源的供應，使我們能共同度過疫情。如果由於船員疲憊或船旗國或港口國執意反對延長船員合約而導致供應鏈中斷的話，極可能對全球帶來嚴重後果。

航運十分重要，無論是疫情流行出現之前，還是肆虐期間，甚至是疫情被控制和結束後很長一段時間內都同樣重要。從長遠的角度來看，航運業將繼續與全球 GDP 同步增長，至於尋求航運界溫室氣體排放的對策也同樣是不能忽視的首要責任。國際海事組織定下進取的溫室氣體減排目標，分別是 2030 年每噸海哩減排 40%，2050 年（相對於 2008 年）絕對值減排 50%，以及儘早於本世紀內達致零排放。航運是最高效的運輸方式，促進經濟增長，有助戰勝貧窮，這也是聯合國重點的發展目標，但由於航運規模龐大，每年二氧化碳總排放量達 10 億噸，佔全球總排放量的 2-3%。





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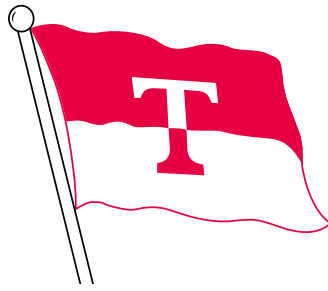
A lot of work is going on in various pockets of interest to come up with solutions to this challenge, and it is likely that a decade ahead most newbuildings will be built to specifications that allow them to trade as zero-emission ships. Rightfully many owners are wary of the risk of technological obsolescence, so it is important that we get clarity on both technological solutions and related CAPEX and OPEX impact, as well as regulatory transparency on the likely runway for potential levies, incentives and tools that will be available for us all to avail of, so that we all can make the best decision for our industry and our companies whilst we transition to a zero-emission world. I do not have a crystal ball, but it is likely that various e-fuels, or fuels chemically and artificially “built” through processes involving (green) electricity, e.g. e-hydrogen, e-ammonia, e-methanol or even e-diesel will be part of the solution so an important consideration will be to ensure that transportation and storage are available for these fuels, and that the ships’ engines of the future are ready to use them. The scope of this transition far exceeds shipping alone; it is estimated that the majority of the investments needed to enable shipping to become a carbon neutral or zero-emission industry will be channeled in the production, storage and transportation of these fuels.

Another technology that has won considerable air-time in recent months is ‘atomic battery packs’, or nuclear propulsion options. This may sound far-fetched in a world that is generally sceptic towards nuclear technology but it is important to keep an open mind as we assess the potential of new technology that is grounded in sound science. The marine-Molten Salt Reactors now being touted as a potential solution is a very different technology than the light-water reactors used in e.g. Chernobyl or Fukushima-Daiichi, so a comparison would perhaps be as irrelevant as comparing the safety of a Ford T from a hundred years ago with that of a modern car, built with today’s technology? Regardless, our industry, together with aviation, was excluded from the Paris Accord of 2015, and we were lacking trust with regulators and in the public eye, so it is incumbent on us to step up our game and get ahead of the curve towards an emissions free future. It is always better to be in the driver’s seat than at the mercy of knee-jerk policies being imposed on us because of perceived foot-dragging, and I can only urge everyone in the Association to take an active interest in charting the path ahead. There are many other subjects I could bring up, for example technological developments around communication or ‘digitalization’, which are making a mark on shipping as well.

為應對挑戰，多項顧及各方利益的工作正在進行中，未來十年，大多數新造船隻將按零排放要求規範來建造。毫無疑問，許多船東對技術過時的風險保持警惕。因此，重要的是必須釐清技術層面的解決方案和對相關資本性支出和營運費用的影響。此外，就制定任何潛在徵費或提供誘因和可供使用工具方面，監管機構的透明度也很重要，讓業界在過渡到零排放的同時，能作出最佳的決策。我沒有可預測未來的水晶球，但各種環保燃料，或通過使用（綠色）電能加以化學或人工方法製造出來的燃料，例如電子氫、電子氨，電子甲醇甚至電子柴油，將會成為解決方案的一部分，因此亦必須考慮相關燃料的運輸和儲存，確保可供未來的船舶主機使用。這個過渡遠遠超出航運本身的範圍；預計確保航運成為碳中和或零碳排放的行業所需的投資，將大部分投放在這些燃料的生產、儲存和運送中。

近幾個月傳的沸沸揚揚的是另一項技術“原子電池組”或核能推進選項。在世界普遍對核科技持懷疑態度的情況下，這聽起來可能有點牽強，然而，在評估任何基於可靠科學的新技術潛力時，保持開放的態度尤為重要。如今被譽為潛在解決方案的船用熔鹽反應堆，其技術與例如切爾諾貝爾或福島核電廠的輕水式反應堆截然不同。故此，兩者進行比較不著邊際，正如把 100 年前生產的福特 T 款汽車與現今採用嶄新技術的汽車進行比較。無論如何，航運業與航空業均被排除在 2015 年的《巴黎協定》之外，監管機構和公眾均對我們的行業缺乏信任，因此我們務必加快步伐，披荊斬棘，朝著未來零排放的目標前進。掌握自主權比裹足不前，任由條件反射性政策擺佈要好得多，在此，我敦請每一位船東會會員採取積極的態度，規劃未來之路。我還可提出很多其他的議題，例如圍繞通訊或“數碼化”技術發展，他們也對航運產生了影響。





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# Chairman's Annual Report 2020

## 2020 年主席年度報告



But the last item I will discuss, in this Chairman's Message for 2020, is the difficulties that Hong Kong has been going through politically over the past couple of years. 2019 was marred by social unrest, and – whilst 2020 has been remarkably calm, perhaps mostly due to the pandemic – Hong Kong seems to have been a conduit for many of the geopolitical tensions we see globally today. That is worrisome, as it threatens Hong Kong's position as a global maritime centre. Hong Kong has always been a very strong international maritime centre; shipping is part of the city's DNA. But shipping and globalisation are inextricably linked, and globalisation itself seems to be under threat. That is not a development that I can endorse. Globalisation, facilitated by shipping, has been a great enabler of prosperity and economic growth all across the globe, not least in Asia – and we must proudly stand up for globalisation's positive effects, and for shipping's important role in global trade. It seems we are living in a world that grows more and more polarised with each passing day; a world in which populism rules and facts and 'truth' are being displaced by judgement and 'fake news.' I can only wish for cooler heads to prevail and I suggest that each one of us commit to come together in renunciation of unilateralism, fascism, and radicalism. We must reject being taken hostage by either end of the political spectrum and we must insist on resolving our differences through peaceful dialogue. Also, despite the bumps on the road, it is definitely too soon to write off Hong Kong, as despite the bashing in the international press, the reality is that both Beijing and the rest of the world have a great interest in keeping Hong Kong's role as a "super-connector" between China and the world.

我最後想談一下過去兩年香港經歷政治方面的種種困難。2019 年的社會動盪給香港帶來很大的損害，很可能由於疫情的緣故，2020 年明顯平靜下來，香港彷彿成了現今地緣政治緊張關係的渠道。這令人擔憂，因為會影響香港國際航運中心的地位。香港歷來是強大的國際航運中心，航運是香港的部分基因。但是航運與全球一體化密不可分，即使這不是我認同的發展方向，但全球化本身也面臨著威脅。賴以航運，全球化不僅推動亞洲，更是推動全世界的繁榮和經濟增長。我們應支持全球化帶來的正面影響，確立航運在全球貿易中的重要性。世界日益變得兩極化，當今世界民粹主義規條，事實和「真相」往往被法庭判決和「假消息」所凌駕。我只能希望並建議大家保持冷靜思維，承諾共同摒棄單邊主義、法西斯主義和激進主義。我們不能為任何政治派別所綁架，我們要堅持透過和平對話的方式化解異見。除此，縱使前路崎嶇和飽受國際媒體歪曲報導，現在拋棄香港還言之過早。事實上，北京和世界其他地方對香港繼續扮演中國與世界的「超級聯繫人」角色仍深感興趣。





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# Chairman's Annual Report 2020

## 2020 年主席年度報告



I wish that some of the initiatives we set out for going into 2020, such as leveraging Hong Kong's maritime tradition in integrating with our Greater Bay Area counterparts, would have progressed further this year. The Pearl River Delta is an area of incredible opportunity for Hong Kong and the Mainland cities around the river estuary. Already, this 'Bay Area' counts 70 million people, some 5% of all of China, but 10% of China's GDP to the tune of US\$1.5 trillion. It has the potential to evolve into a real regional power house, and Hong Kong has an important role to play in this development, not least as a prominent leader in shipping.

Unfortunately, the year has been characterized by postponements and cancellations, and I know I speak for all of us in expressing regret over this outcome. We would all have enjoyed a vibrant Hong Kong Maritime Week, but will have to live with the situation as it is. I have no doubt, however, that we shall ultimately overcome the pandemic and that we will build back better.

In conclusion, my first year, albeit not what I expected, has been a deeply gratifying and educational journey. Chairing the HKSOA has been a truly delightful experience, and I thank you all for your trust and gracious cooperation. It is indeed a rare and precious privilege to be able to help steward the HKSOA. My deepest gratitude goes to Sandy Chan, Managing Director, and her team for the amazing work they do on behalf of all of us, in being able to accomplish so much for the Association with our very limited resources! It is my hope and wish for the coming year that we shall overcome the pandemic together, and with it the social distancing and travel restrictions that we have all had to contend with.

**Bjorn Hojgaard**  
Chairman

我希望 2020 年擬訂的一些舉措能進一步得到推進，例如利用香港海運傳統優勢與大灣區內的同行融合的舉措今年能進一步得到推進。珠江三角洲是香港和三角洲國內城市發展的難得良機。大灣區內共有 7,000 萬人，約是中國總人口的 5%，但佔全國 GDP 總值的 10%，達 1.5 萬億美元。大灣區極具潛力成為真正的地區經濟重地，而香港在大灣區發展方面，除了航運引領角色外，還可以擔當很多的角色。

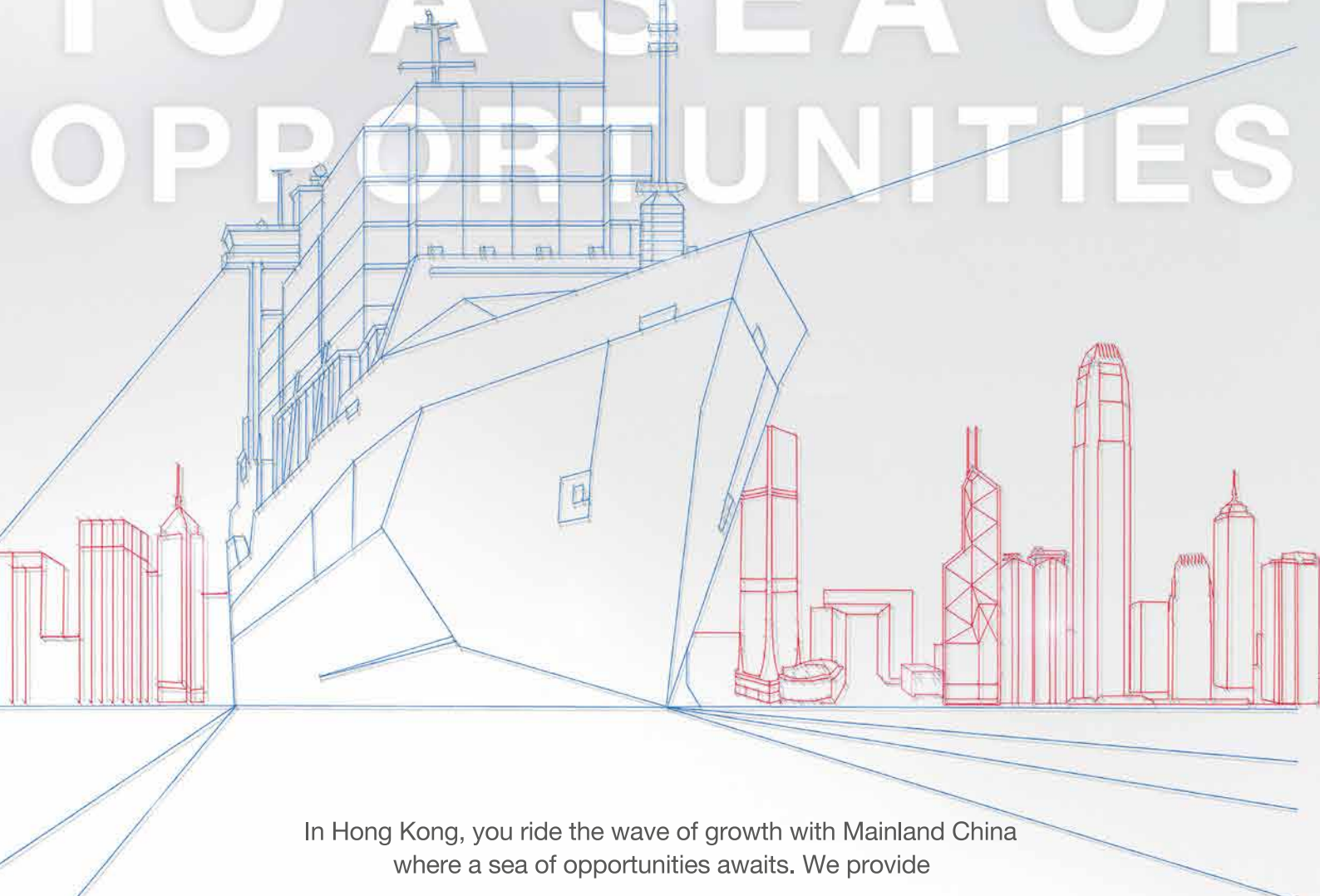
不幸的是，這一年來多個活動延遲和取消，我知道大家都認同我的遺憾。我們本應開心參與香港海事週的活動，無奈還是要順應當前的疫情。但是，我肯定我們最終能克服疫情，再創輝煌。

最後，我想說，雖然首年任期不如預期，但這是個可喜的教育過程。擔任香港船東會主席是真正愉快的經驗，我想在此多謝大家的信任和精誠合作。協領香港船東會是難能可貴的機會，令我深感榮幸。我衷心感謝董事總經理陳佩珊女士和她的團隊，以非常有限的資源，為協會完成很多工作！祝願來年我們共同面對社交距離和出遊限制等抗疫措施，齊心戰勝疫情。

主席  
**Bjorn Hojgaard**



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# Association Annual Review 2020

((Presented to Members at the 2020 Annual General Meeting))

## 2020 年協會年度回顧

(於 2020 年會員大會提交)



2020 continues to be a very, and probably the most, challenging year for the world economy in many decades, and global shipping is no exception. The Coronavirus pandemic has had a huge impact on each and every community sector. The continuing US - China dispute has expanded from trade to other affairs, which have made our situation in Hong Kong even more difficult. The shipping industry is also facing some new regulatory requirements from the global and regional authorities. The business environment is getting more difficult.

At this critical time, it is important for the Association, as a major local trade organisation representing the maritime community, to continue with its "can-do" spirit to overcome the many hurdles confronting the industry and the economy.

This Annual Review explores several key 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 has continued to deepen its involvement in the debate on many environment and technology issues at different forums and platforms.

2020 年仍是世界經濟數十年來最具挑戰性的一年，全球航運業也不例外。新冠肺炎疫情對每個社團界別都產生巨大影響。持續不斷的中美爭端，已從貿易問題擴大到其他事務，使香港的情況有更多憂慮。航運業還要面臨來自國際和地區的新法規要求，營商環境變得越來越困難。

在這關鍵時刻，作為代表航運業的本地主要商會，我們會繼續秉承“一定能做到”的精神，克服行業和經濟面臨的各種障礙。

本年度報告探討協會一直在處理的主要議題和過去一年的日常工作。

### 環境與技術議題

協會繼續在不同的論壇和平台上，深度參與有關環境和技術議題的討論。





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# Association Annual Review 2020

## 2020 年協會年度回顧



### Low sulphur – the operational experience

The switch from 3.5% sulphur fuel to 0.5% on 1 January 2020 was probably the largest fuel change ever adopted worldwide. The shipping industry met the challenge and prepared well in advance cleaning out all fuel storage tanks and bunkering the new fuels at considerable cost to many ship owners. Hong Kong ship owners and ship managers were in the forefront, fully supporting the global initiative.

### 限硫令 — 營運經驗

2020 年 1 月 1 日起，燃油含硫量須從 3.5% 轉換到 0.5% 的規定，也許是全球史上最大的燃油規定變化。航運業為迎接挑戰，做好了充分的準備，許多船東提前清理了所有燃油艙，並以相當高的成本加注新燃油。香港船東和船舶管理公司已走在最前，全力支持這項全球倡議。



As expected, the switch to the new low sulphur fuels was not trouble free. Many Hong Kong ship owners and managers experienced some operational problems because of the varied consistency of the new fuels. Unlike the pre-2020 straight run 3.5% sulphur residual fuels, the new very low sulphur fuel oil blend, VLSFO, is a complex mixture. As the viscosity is not fixed, it can vary considerably. Problems have been experienced with high temperature pour points, cold plugging issues and high levels of catfines, all of which are difficult to manage. Some ships have reported liner and piston wear problems, sticking or seized fuel pumps, and purifiers and filters full of wax, which require frequent cleaning. High temperature pour points require fuel storage tanks to be kept at much higher temperatures than before, to keep the VLSFO liquid. This can spoil sensitive cargoes like grain, stowed against the fuel tanks. After almost a year of operational experience, the problems are being managed better, so are declining, but the operational reliability of VLSFO has some way to go before it is as trouble free as the more expensive and less available straight-run ultra-low sulphur distillate fuel. A new ISO fuel standard will be introduced in 2023, based on the experience to date. Hopefully, this will lead to more consistency and higher quality VLSFO fuel standards.

不出所料，轉換新的低硫燃油並非一帆風順。由於新燃油的標準不同，香港船東和管理公司遇到了一些營運上的問題。與 2020 年之前的直餾 3.5% 低硫分燃料不同，新型低硫燃油 (VLSFO) 是一種複雜的混合燃油，由於黏度不固定，可帶來很大的差異。由此產生的高溫傾點、冷堵和高含量催化劑細粉問題，全都是較難管控的。有船舶報告缸套和活塞磨損、燃油泵黏滯或卡死問題，以及淨化器和過濾器黏蠟，需要經常清洗。燃油高溫傾點的屬性，要求儲油艙保持較高的溫度以保持燃油的液態，這會導致損壞鄰近貨艙對溫度敏感的貨物 (如穀物)。經過近一年的運作，這些問題已得到有效管控，情況正在不斷改善。但 VLSFO 的運行可靠性還有待解決，尚需時日，才能最終達到與更昂貴和稀缺的超低硫產品一樣良好的使用體驗。根據現有的經驗，2023 年將引入新的 ISO 燃油標準，希望能提高 VLSFO 的一致性和品質標準。

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# Association Annual Review 2020

## 2020 年協會年度回顧



### Reduction of greenhouse gas (GHG) emissions

An International Maritime Organization (IMO) GHG Intersessional meeting was held from 19 to 23 October 2020. The objective of the meeting was to agree on short-term measures to reduce GHG emissions and to prepare a text for discussion and agreement at MEPC75 for adoption. The week-long meeting was successful and for the first time the members agreed on a global regulatory framework for a suite of technical and operational CO<sub>2</sub> reduction measures, supported by a system of global enforcement, via amendments to Annex VI of the MARPOL Convention. The terms agreed were as follows:

- The Energy Efficiency of the Existing Ship Index (EEXI), a goal-based technical measure similar to the Energy Efficiency Design Index (EEDI), which has been mandatory for new ships since 2013.
- The 'Super SEEMP' concept, originally proposed by the International Chamber of Shipping (ICS) in 2019, whereby the use of the previously mandatory Ship Energy Efficiency Management Plan (SEEMP) will be subject to rigorous external audit and statutory certification. As with the philosophy of the International Code for the Safe Management of Ships and Pollution Prevention (ISM Code), which has been mandatory throughout the industry for the past 20 years, ships will be required to demonstrate that everything possible has been done, as set out in the SEEMP, to improve operational fuel efficiency.
- The development of Carbon Intensity Indicators (CII) for different types and sizes of ship, as a complement to the EEXI and the 'Super SEEMP', using an A to E rating system of operational efficiency, which will be applied to existing ships from 2023.

The agreement includes legally binding measures to ensure a 40% reduction of carbon intensity across the global fleet by 2030, compared to 2008, and is a key stepping stone in achieving 100% decarbonisation as soon as possible after 2050.

This new package of technical and operational regulations is expected to be satisfied by the IMO at MEPC76, scheduled for 10-17 June 2021 for entry into force in 2023.

The IMO agreement includes a mandatory A to E rating system, which will incentivize shipowners to improve their carbon efficiency. Ships' charterers are far more likely to offer business and pay a premium for highly rated ships, while ships with a D or E rating will face serious negative consequences unless they improve their performance.

### 減少溫室氣體排放

國際海事組織 (IMO) 於 2020 年 10 月 19 日至 23 日閉會期間，召開了一次會議。旨在就減少溫室氣體排放的短期措施達成協議，並就海洋環境保護委員會第 75 屆會議 (MEPC75) 將討論和通過的協議準備文件。為期一周的會議開的很成功，各成員首次制定了一套以技術和營運二氧化碳減排措施為基礎的全球法律框架，並藉 MARPOL 附件 VI 修正案，獲得全球執法體系的支持。文件內容如下：

- “現有船舶能效指數” (EEXI)，是一個目標為本的技术措施，類似自 2013 年起對新船舶強制實施的“船舶能效設計指數” (EEDI)。
- “超級船舶能效管理計劃” (Super SEEMP) 是國際航運公會 (ICS) 於 2019 年提出的概念。先前的強制性“船舶能效管理計劃” (SEEMP) 需接受嚴格的外部審核和法定認證。理念與過往 20 年來在航運界強制執行的《國際船舶安全管理和防止污染規章》 (ISM Code) 一樣，並將要求船舶證明已極力按照 SEEMP 規則指引，提高營運燃料效益。
- 使用從 A 到 E 的運營效率評級系統，為不同類型和大小的船舶開發碳強度指標 (CII)，作為 EEXI 和“Super SEEMP”的補充。並將於 2023 年適用現有船舶。

協議包括具有法律約束力的措施，以確保到 2030 年全球船隊的碳強度與 2008 年相比減少 40%，這是在 2050 年後盡快實現 100% 脫碳的關鍵基礎。

國際海事組織預計將在今年 6 月 10 日至 17 日舉行的 MEPC76 會議上，正式商定這一條新的技術和操作規章，並將於 2023 年生效。

國際海事組織的協議包括強制性的 A 到 E 評級系統，可大大激勵船東提高碳效率。租船人應會更願意為高評級的船舶提供業務並支付溢價，而 D 或 E 評級的船舶，若不提高性能，將面臨嚴重的負面後果。

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# Association Annual Review 2020

## 2020 年協會年度回顧

The IMO agreement follows the publication in August 2020 of the fourth GHG study which shows that the carbon intensity of international shipping improved by about 30% between 2008 and 2018. Total GHG emissions from shipping in 2018 dropped by 7% compared to that in 2008, despite 40% growth in maritime trade over the same period.

The new agreement demonstrates the ability of the IMO, as the industry's global regulator, to achieve binding targets to reduce ship emissions in line with the Paris Agreement. The shipping industry is a global industry requiring global rules, and any alternative might produce a chaotic patchwork of conflicting regional and national CO<sub>2</sub> reduction regimes, which would derail continuing negotiations to reduce the sector's global emissions via a global regulatory framework.

### European Union Emissions Trading System (EU ETS)

The European Parliament's Environment Committee agreed on 15 September this year to introduce the EU ETS as an amendment to the EU MRV regulation on "monitoring, reporting and verification of carbon dioxide emissions from maritime transport". It was noted that the scope of the regulation could be very significant, since as currently proposed by the EU Parliament, it would apply to ships regardless of flag on voyages into and out of Europe as well as on intra-European voyages, and would thus be a quasi-global regulation rather than just a regional one. It was also noted that a change in the definition of "port" proposed by the Parliament could potentially expand it significantly. Under these scenarios, a container ship sailing in Chinese or Japanese territorial waters or under pilotage in Shanghai would be paying into a European fund. Also, it appears that the ETS would be a levy system rather than a carbon-trading system and that the funds would be allocated to help the EU's budget recover from the Covid-19 pandemic, while some of the funds would be used to assist in the research and development effort to introduce zero-emission fuels.

The issue has now been passed to an EU drafting committee. The details are not expected to be made public by the EU until the middle of 2021. It is anticipated that ship CO<sub>2</sub> emissions will be verified using the EU regulations for monitoring, reporting and verification (MRV), which started in 2018 for all ships calling at EU ports. The ICS is collaborating with the European Community Shipowners' Association and other EU shipowners associations and non-EU IMO member states to develop a harmonized response.

國際海事組織的協議是在 2020 年 8 月發布第四份溫室氣體研究之後公布的。該份研究顯示，國際航運的碳強度在 2008 年至 2018 年間減少了約 30%。雖然 2018 年海上貿易增長 40%，同期航運業的溫室氣體總排放量與 2008 年相比則下降了 7%。

新協議展示了國際海事組織作為行業的全球監管者的能力，能夠根據《巴黎協定》達成的具約束力的目標，減少船舶溫室氣體的排放。航運業是個需要制定全球規則的國際性行業，任何其他的替代方案都可能與地區和國家的二氧化碳減排制度互相衝突並造成混亂，破壞通過全球監管框架減少業界全球碳排放量的持續談判。

### 歐盟排放交易系統 (EU ETS)

歐洲議會環境委員會於今年 9 月 15 日同意引入歐盟排放交易系統，作為對歐盟“海上運輸二氧化碳排放的監測、報告和驗證”(MRV 法規)的修正。該法規的適用範圍將十分廣泛，按照歐洲議會目前的建議，將適用於出入歐洲和歐洲內部航行的懸掛任何國旗的船舶。因此，這不僅是區域性的法規，而是準全球性的法規。歐洲議會還提議改變“港口”的定義，有關法規的適用性將更為廣泛。如此情形下，一艘在中國、日本領海航行，或在上海引航的集裝箱船，將要向歐洲基金支付費用。同時，排放交易系統更像是一種徵稅體系，而非碳交易體系，基金將幫助歐盟的財政預算從新冠肺炎疫情中恢復，而另外一部分將用於協助引入零排放燃油的研發工作。

此問題現已轉交給歐盟起草委員會。但預計歐盟要到 2021 年中旬才會公開有關細節。估計將使用自 2018 年開始生效的歐盟監測、報告和驗證法規，對掛靠歐盟港口的船舶進行二氧化碳排放量驗證。國際航運公會正與歐洲共同體船東協會和其他歐盟船東協會，以及非歐盟的國際海事組織成員國協調，謀求一致的對策。



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### Ballast Water

The Ballast Water Management (BWM) Convention took effect on 8 September 2017, but the introduction was deferred for two years, so compliance commenced only on 8 September 2019. The convention requires all international ships over 400gt, which is about 50,000 existing ships, to be fitted with a ballast water management system (BWMS) before 8 September 2024. There are two approved systems that ships are required to meet. If ships trade internationally (most Association ships are in this category), they must have BWMSs that are approved by both the United States Coast Guard (USCG) rules and the IMO G8 rules. Although the Covid-19 pandemic has hindered dockings and prevented service engineers from getting to ships to install the new BWMS, the IMO has to date not offered any significant waivers. This is not helpful. The matter will be discussed at MEPC75 along with recommendations for testing the output of BWMS which is proving to be much more complex than envisaged. Owners need a simple test kit that can be used by ship staff to check whether the output ballast water meets a simple standard. This still appears to be some way off, as biochemists continue to argue about the need for higher measuring standards. The delay in settling this is preventing a universal test from being accepted. Currently, if the output ballast water needs to be tested by port state control (PSC), the sample needs to be sent to an approved laboratory, but it can take two to three weeks before the test results are available.

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

### "Hong Kong Convention"

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

### 壓載水

《壓載水管理公約》(BWM)於2017年9月8日生效，但執行的日期推遲了兩年，於2019年9月8日才正式實施。《公約》要求所有超過400總噸(約50,000艘現有船舶)的國際船舶在2024年9月8日之前安裝壓載水管理系統(BWMS)。船舶必須滿足兩種已獲批的系統，如果船舶從事國際貿易(協會會員的船舶大多是屬於這一類)，則必須安裝符合美國海岸防衛隊(USCG)和國際海事組織G8規則的壓載水管理系統。新冠肺炎疫情使船舶無法靠岸，工程師也無法上船安裝新的系統，但國際海事組織迄今仍未提供任何重大的豁免，這於事無補。MEPC75會議上將討論此事，包括測試壓載水管理系統輸出的建議，事實證明，該建議比想像中更複雜。船東需要一個簡單的測試套件，供船員檢查系統輸出的壓載水是否符合基本標準。隨著生物學家為是否需要更高的測量標準而爭論不休，這似乎還有一段路要走。此事的一再延誤，將妨礙採納全球測試的進程。目前，若輸出的壓載水須經由港口國監控(PSC)進行測試，其樣本則需要送到認可的實驗室，需時兩到三星期才可能獲得測試結果。

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

### 《香港公約》

2009年，在香港舉行的一次外交會議上，國際海事組織通過了《香港國際安全與無害環境拆船公約》，通過提高拆船工人的安全性和降低環境污染的風險來提升拆船的標準。儘管該《公約》已經執行，但由於要滿足一定比例的國家和回收設施的雙重批准要求，因此該《公約》至今仍未生效。若能獲得中國或孟加拉國的批准，將完全滿足公約的批准要求。據說後者將於2023年批准《公約》。與此同時，協會和國際航運公會一直在游說中國加快批准的進程，因為該《公約》將大大幫助希望以負責任的方式回收船舶的全球航運業成員。

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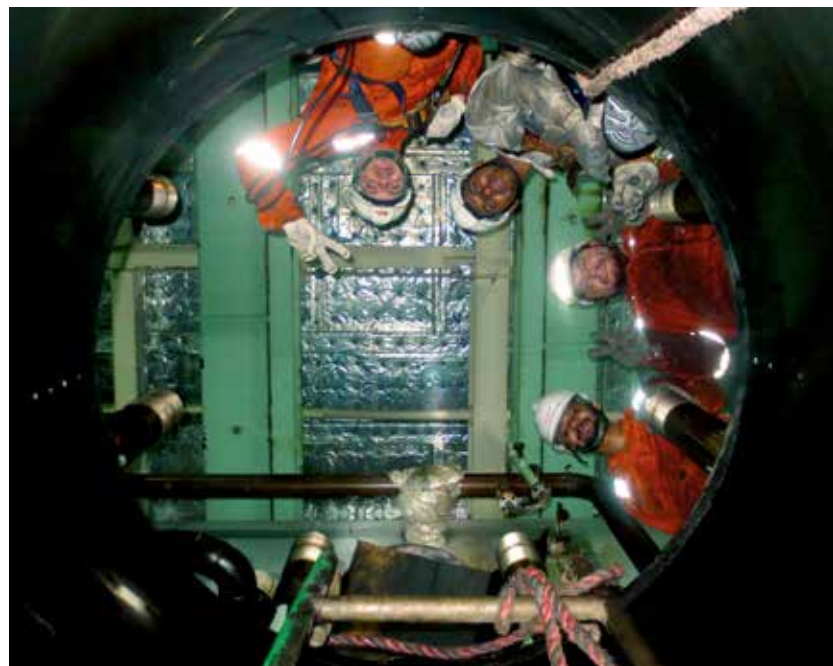
### Labour Affairs Issues

At the present time, worldwide, at least 300,000 crew are overdue for relief (by a couple of months in many cases). Sadly, at the time of writing this report, this figure is on the rise with every passing day.

The Maritime Labour Convention (MLC), 2006 states (in Regulation 2.5, Standard A.2.5.1): "Each Member shall facilitate the repatriation of seafarers serving on ships which call at its ports or pass through its territorial or internal waters, as well as their replacement on board." By not allowing or by restricting crew changes, States that are party to the MLC, 2006, are in contravention of the Convention.

The global maritime community, including the Association, has voiced its concern about the facilitation of crew changes since the Coronavirus outbreak. The industry, represented by the International Chamber of Shipping (ICS), along with the International Association of Ports and Harbors, has reached out to the G20 nations to resolve this problem. The IMO has also brought the matter to the attention of the United Nations and associated agencies.

While our brave women and men at sea, our #HeroesAtSea, continue to perform their duties, the status quo cannot continue without potentially disastrous consequences. For example, the incidence of mental health issues on board ships has risen during this time. It is in the world's interest to see this as a leading indicator of potential catastrophes, which we must acknowledge and avoid. We therefore call upon the world to acknowledge the sacrifices of the seafarers and rightly designate them as "frontline workers" and "key workers".



### 勞工議題

目前，全世界至少有 30 萬船員逾期服役未能上岸（很多已達數月）。可悲的是，在撰寫這份報告時，這個數字每天還在不斷上升。

《2006 年海事勞工公約》(MLC) 規定 (規則 2.5, 標準 A.2.5.1) : "各成員國應為遣返在其港口停靠或經過其領海、或內河的船上服務船員提供便利, 包括接替他們的船員。" 現今各締約國不允許或限制船員換班的做法, 顯然違反了《公約》的規定。

自新冠肺炎爆發以來, 包括協會在內的全球航運界, 都對促進船員換班表示關注。國際航運公會 (ICS) 以及國際港口協會也代表業界, 與二十國集團 (G20) 接觸, 謀求問題的解決方案。國際海事組織也已提請聯合國及有關機構關注此事。

儘管我們的海上勇士, 不分男女, 都盡忠職守, 但這樣的現狀有災難性的潛在後果, 不可為續。例如, 疫情期間, 船員出現精神健康問題的數字有所上升。世界各國應以此為潛在災難的重要指標, 承認並避免這種情況的發生。因此, 我們呼籲世界承認海員作出的犧牲, 並將他們指定為 "前線工作人員" 和 "關鍵員工" 。





### KAMSARMAX

	Built	DWT
Darya Neeti	2018 - China	82,013
Darya Shanti	2016 - China	82,028
Darya Kirthi	2012 - S. Korea	80,505
Darya Moti	2010 - S. Korea	80,502
Darya Jyoti	2010 - S. Korea	80,505

### ULTRAMAX & SUPRAMAX

	Built	DWT
tbn Darya Vidya	2021 - Japan	64,000
tbn Darya Mira	2021 - China	61,000
tbn Darya Heera	2021 - China	61,000
Darya Sita	2019 - Japan	61,152
Darya Rama	2018 - Japan	61,212
Darya Padma	2015 - Japan	60,935
Darya Lakshmi	2009 - Japan	55,469

### HANDYSIZE

	Built	DWT
Darya Sindhu	2020 - Japan	34,790
Darya Krishna	2016 - Japan	34,874
Darya Tapti	2015 - Japan	35,947
Darya Jamuna	2012 - S. Korea	36,845
Darya Ganga	2012 - S. Korea	36,845

### DREDGERS

	Built	CBM
Darya Manthan	2007 - China	4,500

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### Liability Issues

The recent bunker oil spill off the coast of Mauritius demonstrated the necessity of ratifying the various Conventions and Protocols of the United Nations. Without a system of limitation of liability, international shipping will not be commercially viable. Such a scenario could potentially bring world trade to a standstill.

While Mauritius is a State Party to the 2001 Bunkers Convention, it has not ratified the 1996 Protocol to the Limitation of Liability for Maritime Claims Convention (LLMC), so the unamended 1976 LLMC limits are expected to apply to this incident. Sadly, the compensation that Mauritius is expected to receive as a result, is far lower than what it could have expected, had it ratified the 1996 Protocol.

Unlike what may be a common narrative outside the industry, international shipping has a mature regulatory framework, which includes a system of compensation and liability that can be very beneficial for the affected State(s) in the unfortunate event of environmental pollution caused by a maritime accident. States must therefore take advantage of this system, first, by ratifying the applicable Conventions and Protocols (as amended).

### Tax Issues

While the Organisation for Economic Co-operation and Development (OECD) is trying to ring-fence the digital economy for tax purposes, the international shipping community is concerned about the implications of its tax proposals for the shipping industry.

In October 2020, the OECD/G20 Inclusive Framework (IF) on Base Erosion and Profit Sharing (BEPS) agreed on a two-pillar approach. Pillar One aims to establish new rules on where tax should be paid and a fundamentally new way of sharing taxing rights between countries, with a view to ensuring that digitally-intensive or consumer-facing multinational enterprises (MNEs) pay taxes where they conduct sustained and significant business, even when they do not have a physical presence. Pillar Two aims to introduce a global minimum tax that would help countries around the world address remaining issues linked to BEPS by MNEs.

### 責任議題

近期發生在毛里求斯海岸的船用燃油洩漏事故，證明批准聯合國各項公約和議定書的必要性。沒有責任限制的制度，國際航運在商業上是不可行的。類似情況有可能使世界貿易陷入停頓。

毛里求斯雖然是《2001年國際船舶燃油污染損害的民事責任和賠償公約》的締約國，但因其尚未批准《海事索賠責任限制公約》(LLMC)的《1996年議定書》，這次事故只能引用未修改的1976年議定書的限額。可悲的是，毛里求斯因此獲得的賠償，遠低於若批准《1996年議定書》可得到的賠償。

與行業外的常見說法不同，國際航運業有成熟的監管框架，其中包括賠償和責任機制，當不幸發生海上事故而造成環境污染時，這些機制對受影響的國家非常有利。因此，各國必須善用這個機制，首先應該批准有關的公約和議定書（修訂版）。

### 稅務議題

經濟合作與發展組織(OECD)正謀求把數碼經濟納入稅收。國際航運界十分關注其稅務方案對業界的影響。

2020年10月，經合組織/二十國集團就「稅基侵蝕和利潤轉移」(BEPS)的整體框架(IF)商定兩大方案。方案一的目的是建立納稅地的新規則，以及在國家之間共享稅收權利的基本新方法，以確保數字密集型或面向消費者的跨國企業(MNEs)在即使沒有實體店舖的情況下，在持續進行大量經營活動的所在地納稅。方案二的目的是引入全球最低稅率，幫助世界各國解決跨國企業與BEPS相關的其他問題。





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## 2020 年協會年度回顧



The global shipping community, including the ICS, takes the position that, as a matter of policy, shipping should be carved out because the Pillar One proposal would be inconsistent with the international norm of residence-only taxation of shipping. Besides, it would undermine specific shipping tax regimes (e.g. tonnage tax or shipping income exemptions), approved by the various authorities, to encourage shipping.

We are pleased to see that the IF has agreed to carve out shipping from the Pillar One proposal. The Association is now supporting efforts by the global shipping community to seek a carve-out of shipping from the Pillar Two proposal too.

### Piracy Issues

The piracy situation in the Gulf of Guinea has not improved over the past year. Ship crews continue to be kidnapped for ransom while transiting through territorial seas in the Gulf and some even in international waters. The attacks have resulted in over 80 crews being abducted as at mid-October 2020.

The global shipping community is united in trying to stop piracy in the region. In the summer, meetings were held with the Nigerian Navy and Nigerian Shipowners Association, followed by meetings with the Nigerian Government. As a result, the mission of the Nigerian Navy has now been expanded to include anti-piracy patrols, and international ships can now call upon the Nigerian Navy to assist them if they are under attack. While the Navy is now often unable to reach the ship under attack in time to prevent kidnappings, this is expected to improve over time with more experience and more ships being deployed. Anti-piracy training is being provided to the Navy to speed up piracy detection and response times to combat piracy. The Nigerian Government has also initiated stricter anti-piracy laws designed to increase deterrence, although no pirates have been prosecuted to date.

If the current efforts are not effective, the global shipping community might need to step up its work with the Nigerian Government to adopt tougher measures, similar to the successful anti-piracy action taken in East Africa and the Arabian Gulf, which eventually brought a halt to piracy in those areas.

包括國際航運公會在內的全球航運業認為，在政策層面應該剔除航運業，因為方案一不符合航運僅本地居民納稅的國際常態做法。此外，這將破壞各個政府主管部門為鼓勵航運而批准的特別航運稅制（例如噸稅或免徵航運收入稅等）。

我們很高興看到整體框架已確定把航運從方案一中剔除，協會支持全球航運業爭取把航運也從方案二中剔除。

### 海盜議題

在過去的一年中，幾內亞灣的海盜情況並沒有改善。船員在經過幾內亞灣時，有時甚至是在公海上，也遭遇綁架並被勒索贖金。截至 2020 年 10 月中旬，共有 80 多名船員被海盜綁架。

全球航運界團結一致，期望能制止該區的海盜行為。尼日利亞海軍和尼日利亞船東協會在夏季舉行了會議，隨後又與尼日利亞政府舉行會議。會後，尼日利亞海軍把海上巡邏任務擴大到反海盜巡邏，國際船隻遇到海盜襲擊時，可向尼日利亞海軍請求援助。雖然海軍現時還未能及時到達船隻遇襲地點阻止海盜綁架襲擊的發生，但隨著時間的過去和經驗的積累，以及更多軍艦的部署，情況將有望得到改善。尼日利亞政府正為海軍提供反海盜訓練，加快海軍偵查海盜和應對速度，打擊海盜活動。尼日利亞政府還制定了更嚴格的反海盜法律，旨在增加威懾力，雖然迄今為止，尚未有海盜被起訴。

如果目前的努力不奏效，全球航運界可能需要加緊與尼日利亞政府合作，採取更嚴厲的措施，類似在東非和阿拉伯海灣成功的反海盜措施，這類措施杜絕了該地區的海盜行徑。





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# Association Annual Review 2020

## 2020 年協會年度回顧



### Local Affairs

#### Crew change operations

Since May this year, the Association, together with the Hong Kong Liner Shipping Association, has supported the seafarers and unions and urged the HKSAR Government to facilitate crew change operations, whilst implementing necessary control measures so that public health in the local community is not compromised. In early June, the Government relaxed crew changes for both cargo ships and passenger ships. However, the measures were tightened again in late July owing to the “third wave” of the pandemic in Hong Kong, which is considered by some health experts to have been caused by undetected imported infection cases from the “exempted categories”, including sea crews.

Like our fellow citizens, we are extremely sad to see the many infection cases, sacrifices and losses in the recent “third wave”. We fully understand the need for the Government’s tightening measures. But many of these measures are not sustainable in the long run, as there are practical reasons for the Government to facilitate crew change: to ensure navigation safety and smooth supply chain operations, and to avoid a humanitarian crisis, which involves Hong Kong seafarers as well.

Therefore, we have urged the Government to re-consider the IMO guidelines and the many pandemic-control measures suggested by the shipping industry to facilitate future crew change operations when the current pandemic situation in Hong Kong is contained. We will also consider other efforts to support our seafarers. Without these heroes at sea, Hong Kong and the global community would be in a much more serious situation in the battle against the virus.

#### Financial relief measures

As part of its efforts to support the local economy during the Coronavirus pandemic, the Government announced a number of relief measures for the general public and different industry sectors, which also benefitted the Hong Kong shipping community.

#### Shipping tax exemption agreements with other jurisdictions

More recently, Hong Kong shipping faces another huge challenge while fighting the virus: the unilateral decision of the United States to terminate its shipping tax exemption agreement with Hong Kong. Given that the United States is a big market critical for different types of Hong Kong owned ships and that the quantum of the tax is high (4% of revenue is a substantial amount when considering the often narrow margin of the shipping business), we have met with government officials to explain the gravity of the problem. As the local shipping community is just, unfortunately, being a victim of the current political dispute, we have urged the HKSAR Government to work out solutions to the problem.

### 本地事務

#### 船員換班安排

自今年五月以來，協會連同香港定期班輪協會，一直支援海員和工會，並請求特區政府在實施必要控制措施保護社區健康的同時，容許船員換班的安排。6月初，政府放鬆了對貨船和客船船員換班安排的要求。然而，由於香港“第三波”疫情的爆發，政府於7月下旬再次收緊有關措施，一些衛生專家認為，這是由未被發現的“豁免類別”，包括船員在內的輸入性感染病例所引起的。

與市民大眾一樣，我們非常遺憾看到近期眾多“第三波”疫情而導致的感染、傷亡和損失。我們完全理解政府必須收緊措施的立場。但長遠來看，這些措施是不可持續的，因為政府有實際的理由來促進船員換班；確保航行安全和供應鏈的平穩運作，並避免出現包括香港海員在內的人道危機。

因此，我們敦促政府重新考慮國際海事組織的指引和航運業建議的疫情控制措施，以便將來疫情受控時促進船員的換班工作。我們還會考慮其他支持海員的努力。沒有這些海上英雄，香港和全球社會在對抗這場疫情的戰役中將處於更為嚴峻的局面。

#### 財政紓困措施

為了支持本地經濟，政府在疫情期間宣布了一系列針對公眾和不同行業的舒緩措施，香港航運業也在受惠之列。

#### 與其他司法管轄區的航運互免徵稅協議

最近，香港航運業在抗擊疫情的同時，還要面臨另一個巨大的挑戰——美國單方面終止與香港航運的免稅協議。鑑於美國是香港眾多類型船東的重要市場，而且徵稅額很高（相對利潤微薄的航運業務，4%的稅收是一筆可觀的數額）。協會已與政府官員會面，解釋問題的嚴重性。本地航運界不幸成為政治爭端的受害者，我們懇請特區政府為問題制定解決方案。



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### Ship leasing

In June this year, the Legislative Council passed legislative amendments to set up a new tax regime under the Inland Revenue Ordinance to promote ship leasing and ship leasing management in Hong Kong. Briefly, with retrospective effect from 1 April 2020, the tax rate for ship leasing companies that meet the eligibility criteria is zero, while the tax rate for ship leasing management companies that meet the eligibility criteria is 8.25%, which is 50% lower than the usual corporate tax rate.

While we always welcome policy initiatives to promote Hong Kong shipping including the ship leasing business, the new tax regime might have implications for the operations of traditional ship owners. Hence, we have arranged consultative meetings, with the participation of government officials and tax experts, to explain the details to Association members, and answer their queries and address their concerns.

### Maritime education and manpower development

People are the most important element of a maritime centre. The Association has long urged the Government to attract and educate more young people for the maritime industry. During the year, the Association received financial support from the Maritime and Aviation Training Fund (MATF) to host community educational events in the annual Hong Kong Maritime Week, though the events had to be postponed owing to the Covid-19 pandemic.

The Association also received MATF support to update and re-publish the educational booklet titled "Think Maritime" (first published in 2016). The booklet will be ready soon for distribution to the target audience – students and other young people.

### 船舶租賃

立法會於今年六月通過法例修訂，根據《稅務條例》設立新稅制，以促進香港的船舶租賃及其管理業務。簡言之，追溯自 2020 年 4 月 1 日起生效，符合資格的船舶租賃公司可獲免稅安排，而符合資格的船舶租賃管理公司的稅率為 8.25%，比普通企業的稅率低 50%。

儘管協會一直歡迎旨在促進香港航運（包括船舶租賃業務）的政策措施，但新的稅制可能會為傳統船東的經營帶來影響。因此，我們聯同政府官員和稅務專家舉行了協商會議，向會員解釋細節，回答提問並釋除疑慮。

### 海事教育和人力資源發展

人才是海事中心的重要組成部分，協會長期以來一直敦促政府吸引和教育更多的年輕人從事海運業。協會於年內獲得「海運及空運人才培訓基金」(MATF) 的資助，在一年一度的「香港海運週」舉辦社區教育活動，但是由於新冠肺炎疫情的影響，有關活動推遲舉行。

協會還獲得 MATF 的資助，更新和重新出版了「航運與我」(Think Maritime) 教育手冊 (2016 年初版)，很快手冊便可分派給學生和其他年輕人等目標讀者。



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### Maritime arbitration

During the year, there was a piece of very encouraging news from The Baltic International Maritime Council (BIMCO). In the past few years, the Association had worked hard in seeking BIMCO's agreement to add Hong Kong as a named arbitration venue in the dispute resolution clause in the BIMCO's standard contract. We are pleased that the new arrangement was implemented in September this year, boosting the use of Hong Kong's maritime arbitration services worldwide, and consolidating Hong Kong's position as a leading international maritime centre.

### Institutional issues

In her 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 materialise. In the Association's opinion, the present arrangement is not conducive to promoting Hong Kong's role as an international maritime centre. The Bureau oversees all transport and housing related policy matters. 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. Besides, 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.

During the 2020 Policy Address consultation, we urged the Government to implement a re-organisation plan as soon as possible. We have also continued to ask that an independent, statutory maritime body be set up, in the interest of all parties in the long run.

### 海事仲裁

年內，波羅的海國際航運公會（BIMCO）發布了一個非常令人鼓舞的消息。在過去的幾年，協會一直努力尋求 BIMCO 同意在其標準合同的爭議解決條款中，加入香港為指定仲裁地點。令人高興的是，這項新安排已於今年 9 月實施，既促進在全球範圍內使用香港的海事仲裁服務，更鞏固香港作為領先國際航運中心的地位。

### 憲制議題

行政長官在 2018 年的「施政報告」中認同業界的共識，認為運輸及房屋局的工作負擔確實過於繁重，需要將該局一分为二。可是，這個構想至今仍未落實。協會認為目前的安排，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，不利於提升香港作為國際航運中心的地位。將海上貿易和航空運輸等全球貿易行業，置於本地房屋事宜的同一部門的安排，其背後的緣由一直未明確。此外，現時架構顯然過於龐大，無法由單一的政策局去管理。這對航運業乃至整個社會都沒有益處。

我們在 2020 年施政報告諮詢期間，敦促政府盡快實施重組計劃。我們還繼續要求建立一個獨立的法定海事機構，從長遠來看，這符合各方的利益。





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# Association Annual Review 2020

## 2020 年協會年度回顧



### Association Operations

In the past 12 months, the Association has worked hard to pursue its mission and goals. The **Executive Committee** met five 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 five meetings during the year, in which members discussed many current technical and environmental issues that could have a great impact on the safe, efficient operation of ships. These matters included the IMO's global sulphur cap, GHG emissions, ballast water, bio fouling, garbage and plastic management, maritime security, navigational safety, the Hong Kong Convention, and various matters relating to ship construction and design.

**Maritime Education and Training Sub-committee.** The sub-committee held four meetings to monitor and discuss 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, 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 China sub-committee and its Greater Bay Area (GBA) Task Force met five times to discuss various China issues of interest to the Hong Kong maritime community, including the GBA outline development plan. The Task Force also paid delegation visits to Shenzhen and submitted proposals to the HKSAR Government to explore possible areas of co-operation between Hong Kong and other GBA cities, particularly with respect to maritime education, seafarers training and marine arbitration. Some advice has already been adopted by the Mainland authorities, including the building of a maritime academy and the promotion of maritime culture in the GBA. Owing to the travel restrictions during the pandemic, several other delegation visits have been cancelled or postponed. The inaugural launch of the Greater Bay Maritime Forum has been re-scheduled to 2021.

During the year, owing to meeting restrictions because of the pandemic, the Association managed to host, on average, only one social or technical events for members, as compared to an average of four every month in previous years. We are monitoring the situation closely and hope that we can get back to "normal" very soon.

### 協會工作

在過去的 12 個月中，協會一直在努力履行使命和目標。今年**執行委員會**共舉行了五次會議，為協會制定工作計劃，並就本地、國家、地區和國際層面的重大問題，向秘書處提供政策指導。

四個委員會一致積極監測行業的發展，並就會員關注的不同議題交換意見。

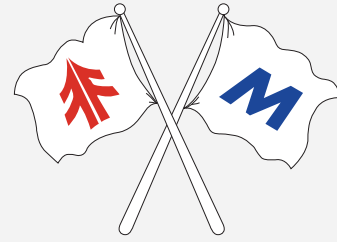
**海事委員會**年內舉行了五次會議，討論當前對船舶安全和有效營運有很大影響的許多技術和環境問題，包括：國際海事組織的全球限硫令、溫室氣體排放、壓載水、生物污染、廢物和塑料管理、海事安保、航行安全、《香港公約》以及與船舶建造和設計相關的各種議題。

**海事教育及培訓委員會**年內舉行了四次會議，追蹤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海事行業青年人的就業機會等。委員會還就協會主辦的各類活動和一年一度與香港海事博物館合辦的「香港海運週」提供意見。

**保險和責任委員會**年內舉行了兩次會議，提供了有用的平台，討論有關法庭就 Prestige 號輪和 Erika 號輪漏油事件的爭議性判決；《海事勞工公約》和《海洋危險和有害物質公約》的批准進展；涉及保護公海生物多樣性的新《聯合國海洋法公約》以及與航運有關的各類制裁。

**中國委員會**及其大灣區 (GBA) 工作小組舉行了五次會議，討論了香港航運界關心的各種中國問題，包括大灣區發展規劃綱要。工作小組除了組團訪問深圳，還向特區政府提交了建議，探討香港與大灣區其他城市之間，特別是在海事教育、海員培訓和海事仲裁方面合作的機會。包括建立海事商學院和在大灣區推廣海事文化等部分建議已獲內地政府採納。由於疫情和旅行限制，相關的組團訪問被迫取消或延期，大灣區海事論壇的開幕儀式也改期到 2021 年。

今年由於受到疫情的限制，協會平均只能為會員舉辦一次社交或技術活動，不如往年平均每月舉辦四次活動的密集程度。我們正密切關注形勢的發展，希望能盡快恢復“正常”狀態。



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# Association Annual Review 2020

## 2020 年協會年度回顧



### ICS (China) Liaison Office

The ICS (China) Liaison Office, hosted by the Association, was officially established following a launch ceremony held together with the Association's annual cocktail reception on 21 November 2019. Mr Edward Liu, ICS China Principal Representative, is in charge of the ICS office and works closely with the Association secretariat on many issues of concern to both the global and China shipping community.

### 國際航運公會中國辦事處

2019年11月21日，由協會承辦的國際航運公會中國辦事處，在香港船東會周年酒會後，舉行了成立開幕典禮。辦事處首席代表劉洋先生，負責國際航運公會與協會秘書處在全球和中國航運業關注議題上的緊密合作。

### New Members

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

**Celsius Tech Limited**

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

**Germagic Biochemical Technology (HK) Limited**  
劭科生物科技（香港）有限公司

**Gibson (Asia) Limited**  
吉遜（亞洲）有限公司

**Pacific Bulk Enterprises Company Limited**

**Port Dragon Bulk Inc.**

**Shipnext Limited**

**Videotel Marine Asia Limited**  
唯視導海事亞洲有限公司

### 新會員

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# Association Annual Review 2020

## 2020 年協會年度回顧



### HKSAR honours for Association members

Last but not least, some more happy news for the industry. On 1 October this year, three key members of our Association member companies were on the Honours List of the HKSAR Government:

### 香港特別行政區政府頒授協會會員的榮譽勳銜

最後，要報告業界的喜訊。今年 10 月 1 日，協會會員公司的三名主要成員被列入香港特別行政區政府的授勳名單：

**Mr Anthony Hardy, also Association past Chairman, was awarded the Bronze Bauhinia Star, BBS.**  
協會前任主席何安達先生榮獲授勳銅紫荊星章 BBS。

**Ms Sabrina Chao, also Association past Chairwoman, was appointed Justice of the Peace, JP.**  
協會前任主席趙式明女士獲委任為太平紳士 JP。

**Ms Pansy Ho was awarded the Silver Bauhinia Star, SBS.**  
何超瓊女士榮獲授銀紫荊星章 SBS。

Our heartfelt congratulations to these worthy awardees.

我們衷心祝賀以上榮獲授勳的人士。

### Conclusion

In closing, I would like to thank the Association Chairman, Mr Bjorn Hojgaard, for his steer and guidance in the past critical year. I would also like to thank all the members, in particular the members of the Executive Committee and sub-committees, for their dedicated service and many insightful ideas. Of course, also big thanks to my colleagues, Martin (Cresswell), Gautam (Ramaswamy), Gilbert (Feng), Peggy (Kan), and Harry (Chu). With the continued support from all of you, we will overcome the present challenges!

### 總結

最後，我要衷心感謝協會主席 Bjorn Hojgaard 先生在過去關鍵一年的英明領導，還要感謝所有會員，特別是執行委員會和各委員會成員的無私奉獻和許多精闢見解。當然，也要向同事祁敏鈿先生、Gautam Ramaswamy、馮佳培先生、簡佩薇小姐和朱在行先生致意。大家不斷努力，定能克服挑戰！



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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) as at 1 January 2021 consisted of 56,899 ships of 2,034 million deadweight tonnes, 1,360 million gt or 25.858 million TEU, an increase of 1,244 ships, 63.1 million deadweight tonnes or 631 thousand TEU on the year before. 1,280 newbuildings of 87.7 million deadweight tonnes were delivered in 2020, and 492 ships of 22.4 million deadweight tonnes were sent to the breakers. Interestingly, by deadweight tonnes, bulk carriers made up 54.5% of newbuildings and 64.5% of ships sent for recycling, while tankers made up 32.5% of newbuildings and 16.4% of ships sent for recycling. Over the past 3 years, the world fleet has increased by 4.0% in number of ships and 7.1% in deadweight tonnes.

By a very simplistic calculation, total deadweight divided by total number of ships, the average deadweight per ship has increased from 34,584 tonnes to 35,741 tonnes over the past 3 years, evidence that ship sizes continue to get larger.

World seaborne trade decreased year-on-year by 3.6% in 2020 to 11,511 million tonnes. Over the past three years, world seaborne trade in tonnes has decreased by 3.2%

By the domicile of principals, the Hong Kong fleet of ships over 1,000gt as at 1 January 2021 was 1,056 ships of 43.331 million deadweight tonnes with an average age of 15.8 years, which puts it in the position of being the world's 12<sup>th</sup> largest domicile of principals (2020: 12<sup>th</sup>). Out of the top 15 domiciles of principals, 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 1,000gt as at 1 January 2021 was 15.5 years.

In terms of the Gross Tonnage and Deadweight of vessels of over 300gt as at 1 January 2021, Hong Kong was again the 4<sup>th</sup> largest ship register, coming after Panama, Liberia and the Marshall Islands, and followed by Singapore, Malta and the Mainland of China. The deadweight tonnage of ships flying the Hong Kong twin flags represented 10.1% of the world total.

(All statistics taken from Shipping Statistics and Market Review, Volume 65, No. 1 - 2021, Institute of Shipping Economics and Logistics)

截止 2021 年 1 月 1 日，全球 300 總噸以上的商船數量是 56,899 艘，合計 20.34 億載重噸、13.6 億總噸或 2,585.8 萬標箱，較去年同期增長 1,244 艘、631 萬載重噸或 63.1 萬標箱。2020 年共有 1,280 艘合計 8,770 萬載重噸的新船交付，約 492 艘合計 2,240 萬載重噸的船舶拆船。有趣的是，在交付的新船中，以載重噸計算，散貨船約佔 54.5%，油輪約佔 32.5%，而以拆船的載重噸位計算，則分別佔 64.5% 和 16.4%。過去三年，世界船隊增幅以艘次計算約佔 4%，但以載重噸計算約佔 7.1%。

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 34,584 至 35,741 載重噸，證明船體規模增大的趨勢繼續存在。

2020 年世界海運貿易量同比下調 3.6% 至 115.11 億噸。過去三年，世界海運噸貿易量下降了 3.2%。

按船公司註冊地統計，截止 2021 年 1 月 1 日，香港超過 1,000 總噸的船舶數量為 1,056 艘合計 4,333.1 萬載重噸，平均船齡為 15.8 年，位居世界第十二位（2020 年為第十二位）。而在世界前五船公司註冊地中，香港是本地註冊船舶數量最多的地區。截止 2021 年 1 月 1 日，世界船隊平均船齡為 15.5 年。

截止 2021 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 10.1%。

（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》2021 年第 1、2 期第 65 欄）

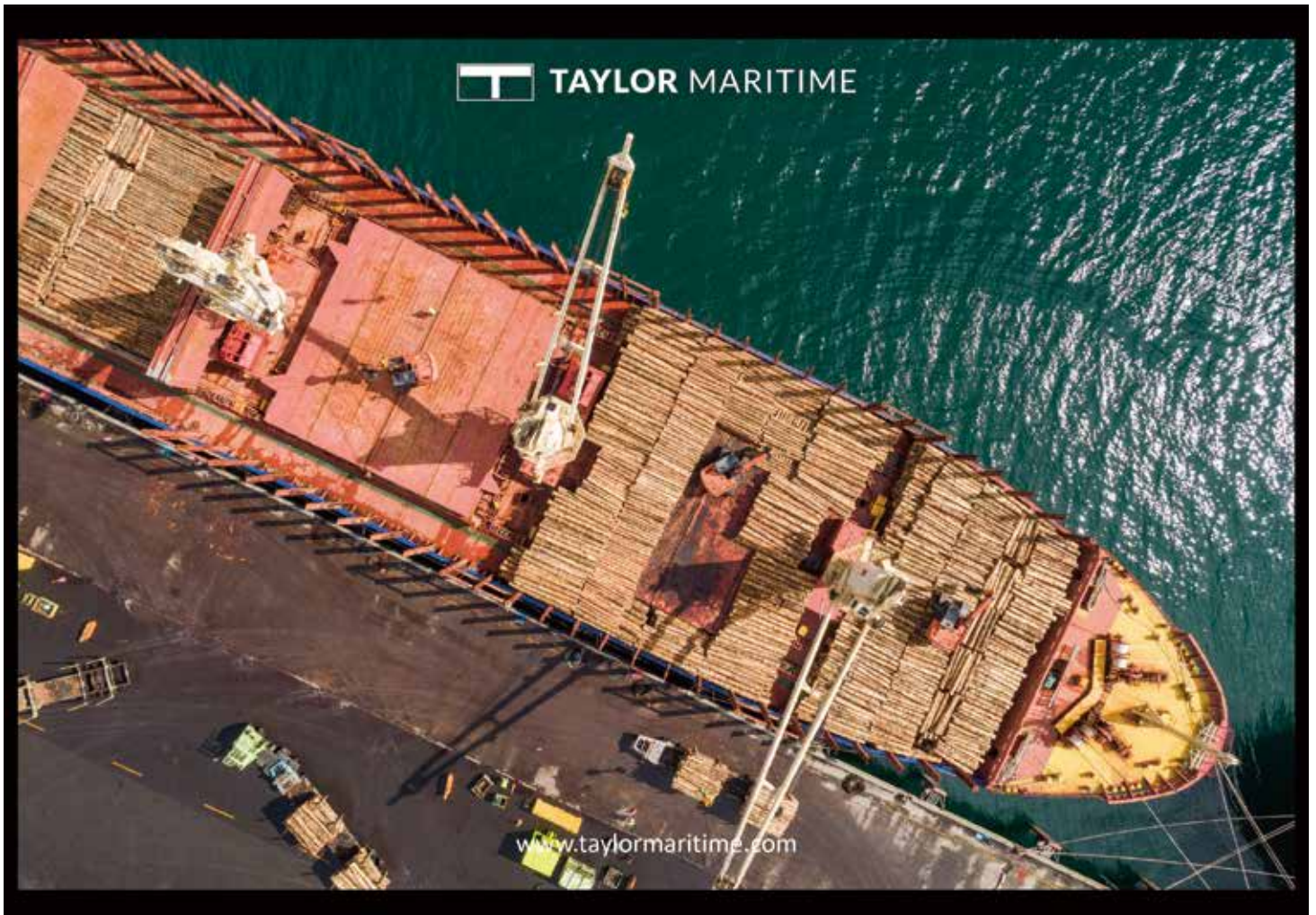




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# Celebrating diversity at sea

## 多姿多彩的海上生活



As the Hong Kong Shipowners Association celebrates our heroes at sea, it seems a good time to explore the female perspective on a seagoing career. Who better to ask than Hong Kong's first chief engineer, Joanna Kwok?

Joanna, having completed the Higher Diploma in Mechanical Engineering at the Hong Kong Institute of Vocational Education in 2007, was swiftly recruited by leading Hong Kong Shipmanager Anglo Eastern Ship Management. Now, some 13 years later Joanna still works for Anglo Eastern, where she is currently employed onshore as an assistant QHSE (Quality Health Safety Environment) superintendent.

Seafaring was not Joanna's first option however. In fact she wasn't aware that it was an option until the end of her course. "I thought I might go to work at the MTR, or a power station, or even in the aviation sector," she says. Initially, her friends were equally baffled by her career choice and assumed she would work on a cruise ship. Her parents expressed reservations but ultimately respected her decision. They have been supportive, if sometimes concerned, ever since.

### First impressions

Joanna joined her first ship, an ice class bulker, for a six-month tour from Iceland, where the sight of an alien but magically, snowy landscape overawed her and instilled the thought that her choice might be the right one.

But the first impression of some of the crew on that vessel did not chime with Joanna's enchantment. Rather, she says, "They seemed to think I must have a connection with the senior management and was receiving some sort of preferential treatment." However, this misguided pessimism evaporated over time when she was afforded the opportunity to prove herself.

Indeed, Joanna has never sought special treatment. While she feels that the industry could do more to attract female talent she thinks that schemes that exist in India for example, where the maritime training colleges may offer females 100% sponsorship, is not necessarily the way forward in Hong Kong.

"I think in Hong Kong there is a belief in equal opportunities and equal treatment. Such a scheme, which favours female candidates, probably would not be acceptable."



適逢香港船東會出專刊表彰我們的海上英雄之際，也是探索女性的航海生涯的良機。而香港首個女輪機長郭詠恩小姐是最適合的人選。

詠恩 2007 年獲香港職業教育學院機械工程高級文憑，並迅速獲香港船舶管理公司中英船舶管理有限公司聘用。十三年後，詠恩仍在該公司服務，在其質量健康安全環境部門任岸上總管。

然而，航海最初並不是詠恩的第一選擇。事實上，直到學業課程結束，她才意識到可以選擇這份職業。她說：「我以為我可能會去港鐵、電廠，甚至航空部門工作。」朋友們同樣對她的職業選擇感到困惑，以為她在郵輪上工作。父母起初也對此有所保留，但最終還是尊重了她的決定。之後，他們一直予以支持，即使有時也會感到擔憂。

### 第一印象

詠恩加入了她的第一艘船，一艘冰區加強型散貨船，從冰島出發開始為期六個月的航程，她對什麼都感到新奇，美麗的雪景更讓她震撼，那時她開始意識到她的選擇可能是正確的。

但船上某些船員對她的第一印象並不好，「他們似乎認為我一定和高層有關係，並得到了某種優待。」但當她證明自己的能力後，這種誤解隨著時間的過去而消失了。

力後，這種誤解隨著時間的過去而消失了。

事實上，詠恩從未尋求過特殊待遇。雖然她認為航運業在吸引女性人才方面可以做得更好，但她認為印度的激勵方案，如海事培訓學院可以為女性提供 100% 的贊助，並不一定適合香港。

她說：「我認為，香港社會普遍相信平等機會和平等待遇，這種優待女性的計劃也許是無法接受的。」



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*Chambers and Partners Asia-Pacific 2021*

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*Legal 500 Hong Kong 2021*

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

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# Celebrating diversity at sea

## 多姿多彩的海上生活



### Hidden Benefits

Since those first days aboard the bulker, Joanna has spent more than 12 years serving on more bulk carriers, containerships, general cargo vessels and tankers. Looking back over her career, Joanna has few regrets. She is grateful that her life choice has opened her to the rich diversity of other cultures and given her the chance to gain a global perspective on how the task of running and maintaining a ship is handled. Perhaps most importantly, she says:

“Being away from family and friends for extended periods has instilled a strong sense of independence and self-reliance that you can depend upon for the rest of your life. It’s something I would highlight to any new recruits contemplating a career at sea.”

### Not all plain sailing

But as 2020 showed so cruelly, a seafarer can be confronted with challenges they were never led to expect. Joanna is keenly aware that when the pandemic struck, she was one of the lucky ones. When she transferred to an onshore position, hundreds of thousands of her fellow seafarers were marooned at sea way beyond contract, or left idle at home, endlessly unemployed, with little chance of joining a ship.



“I feel very sorry for those that did not share my good fortune but instead were virtual prisoners on board ship. I hope there have been lessons learned and it wouldn’t happen again,” she says.

As for the future, Joanna envisages many more years within the industry, if not necessarily in a technical capacity.

“The longer I am in shipping the more I appreciate how multi-faceted the industry is. Really, the possibilities are endless,” she exclaims.



**Mike Grinter**  
Executive Editor, Hong Kong Maritime Hub

### 潛在福利

從登上第一艘散貨船起，詠恩已經相繼在各種散貨船、集裝箱船、雜貨船和油輪上工作了超過 12 年。回顧自己的職業生涯，詠恩並沒有感到一絲遺憾。她很感恩她自己選擇的人生讓她接觸到了豐富多彩的文化，也讓她有機會從全球角度瞭解如何管理和保養一艘船。她認為最重要的是，「長時間遠離家人和朋友的生活，使我養成了一種強烈的獨立和自力更生的信念，我可以依靠這種信念度過餘生。這是我向所有打算從事航海工作的新入行者強調的。」



### 並非一帆風順

2020 年的殘酷現實，海員也同樣會面臨從未預料到的挑戰。詠恩認為她是新冠疫情下的幸運兒之一。她調到岸上工作，而成千上萬的船員卻被困海上不得不逾期服役，或者在家裡無所事事，無休止地待崗，上船工作的機會渺茫。

她說：「我對那些不幸被困船上的同行感到非常遺憾。我希望大家能汲取教訓，避免類似事件的再次發生。」

展望未來，詠恩預計還會繼續在航運業工作很多年，但不一定是在技術部門。

她欣然道：「我從事航運越長時間，越能體會到行業的多面性，充滿無窮姿彩和機遇。」

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# Honours and Awards

## 授勳及嘉獎



We are delighted to recognize the following awards bestowed on our past chairmen and present member in the past year.

我們非常高興藉此表彰以下於去年獲頒授勳銜的前主席及會員。



**Ms HO Chiu-king, Pansy Catilina, JP, SBS**  
**何超瓊女士, JP, SBS**

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

Ms Ho is awarded SBS in recognition of her dedicated public and community service, in particular her significant contribution over promoting the empowerment of women in Hong Kong and the advancement and development of women in society. Over the years, Ms Ho has served the Hong Kong Federation of Women with enthusiasm, particularly in organising various activities and services as well as improving and protecting the legal interests of women.

何女士獲頒授銀紫荊星章，以表揚她盡心竭力參與公共及社區服務，尤其在提升婦女在社會的地位及促進婦女的發展方面建樹甚豐。何女士多年來一直熱心參與香港各界婦女聯合協進會的工作，籌辦各類活動和服務，致力改善和保護婦女的合法權益。



**Mr Anthony John HARDY, BBS**  
**何安達先生, BBS**

**HKSOA Chairman 1970-71**  
**香港船東會 1970 – 71 年度主席**

Mr Hardy is awarded BBS in recognition of his significant contribution to the maritime and shipping industry, and the arts and cultural scene in Hong Kong. He greatly facilitated Hong Kong's development into an international maritime and ship management centre. He also founded the Hong Kong Maritime Museum and donated his collection of precious artwork to the Hong Kong Museum of Art and the Hong Kong Museum of History.

何安達先生對香港的海運及航運業以及香港的藝術文化貢獻良多。他促進了香港成為國際海事及船舶管理中心的發展，並創立了香港海事博物館，並將其收藏的珍貴藝術品捐贈予香港藝術館和香港歷史博物館。現獲頒授銅紫荊星章。



**Ms. CHAO Sih-ming, Sabrina, JP**  
**趙式明女士, 太平紳士**

**HKSOA Chairman 2016-17**  
**香港船東會 2016 – 17 年度主席**

Ms Chao is appointed as Justice of Peace.

趙女士獲委任為太平紳士。

(Extracted from the 2020 Honours List published in the Government Gazette on 1 October 2020.)  
(資料來自 2020 年授勳名單在 10 月 1 日於憲報刊登。)

# 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



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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



**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**

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**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



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**Mr Zhu Jianhui**

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(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  
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**王永新先生**

招商局能源運輸(香港)  
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**Vice Chairman 副主席**

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**Hon. Treasurer 司庫**

**Mr Kenneth Lam**

Credit Agricole Asia  
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**林詩鍵先生**

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**丁磊先生**

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**Mr Richard Hext**

The China Navigation  
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**宋睿之先生**

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**Mr Robert A. Ho**

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本所的全球国际航运部由超过140名律师组成，这使得我们对航运业拥有深刻认识与理解。本所对于向客户提供航运业方面的法律意见声誉卓著，包括有关世界各地航次租船、定期租船及远期运费协议的诉讼及非诉事务。本所惯常为贸易商、租船人及船东（私营及国有企业）、造船厂、合资公司及其他商业船务机构提供各方面的业务意见，我们的客户还包括银行及其他金融机构。



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# Hong Kong Maritime Museum

## 香港海事博物館



### “A New Chapter for the Hong Kong Maritime Museum”

With new appointments on both board and management level, the Hong Kong Maritime Museum is set on a new course of journey – Richard Hext (Executive Committee member of the HKSOA) was appointed Board Chairman since August 2020, whilst Professor Joost Schokkenbroek became the Museum Director from March 2021 onwards, both steering the Hong Kong Maritime Museum to the next phase.

### A short history of HKMM (@Pier8)

The Hong Kong Maritime Museum was established back in 2003 by several leading and far-sighted members of the HKSOA. Ten years later the Museum moved from Stanley to its current “triple A - rated” location @Pier 8 and has grown into a sizeable institution with thousands of artefacts, some 47,000 square feet of exhibition, rental and office space, and over 100 staff and volunteer workers. Moreover, within less than two decades, this young yet mature museum has developed into a maritime museum that is very well respected by colleagues in the global (maritime) museum field; that has received over a million appreciative visitors; and that is much loved by the Hong Kong shipping and transport community.

The Hong Kong Maritime Museum - which occupies perhaps the most beautiful location of any maritime museum in the world - is a force to be reckoned with, playing an important part in the international field. In 2015, the museum proudly hosted the International Congress of Maritime Museums meeting, with delegates from many different maritime museums from all over the world.

### 「香港海事博物館新一頁」

在 2020 年 8 月，宋睿之先生 (Richard Hext，香港船東會執行委員會成員) 正式出任香港海事博物館的董事局主席，而肖猷思教授 (Professor Joost Schokkenbroek) 則於 2021 年 3 月上任為博物館總監。在二人的帶領下，香港海事博物館邁向新的里程。

### 香港海事博物館簡史 @ 中環八號碼頭

香港海事博物館在 2003 年由多位高瞻遠矚的香港船東會成員創立。十年後博物館由赤柱遷至中環海濱的八號碼頭，並發展成為一個具規模的機構—達 47,000 平方尺的展覽空間、可租用場地及辦公室，以及超過 100 名員工及義工。另外，於少於二十年間，這個年輕而成熟的博物館已享譽國際海事博物館界，歡迎了過百萬的參觀者，並承蒙本地航運及運輸界的厚愛。

香港海事博物館座落在世界上最美麗的地點之一，而且是在國際交流上不可或缺的重要角色。在 2015 年，博物館主辦了國際海事博物館協會的會議，接待由世界各地而來的海事博物館同儕。



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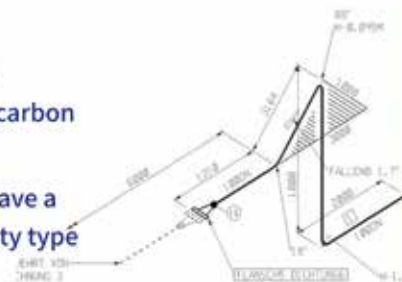
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# Hong Kong Maritime Museum

## 香港海事博物館



### 2021 - 2022 Exhibition highlights

The HKMM exhibition programming is diverse and inclusive - addressing various audiences that we would like to welcome to the museum. In 2021 we will have *Sailor-Made*, an exhibition on nautical themes and their influence on fashion design; *STEAM*, a fascinating exhibition on the development and impact of steam as the key means of ship propulsion - which changed the world; *Maritime Crossroads*, Maritime and Aviation Training Fund-supported exhibition, showcasing Hong Kong's crucial centuries-old and pivotal role as a place where people and products migrate to and from.



Of particular interest also to the HKSOA is a major exhibition scheduled for the summer of 2022 to celebrate the China Maritime Day, and 25<sup>th</sup> anniversary of the establishment of the Hong Kong SAR. The show relates to the different phases of development Hong Kong has experienced as a maritime hub between 1945 and the present day.

### New momentum

In 2022, with the generous support from the Swire Group Charitable Trust, the Swire Marine Discovery Centre will be opened within the museum's premises @Pier8. Schoolchildren will be educated about the quality of the water in Victoria Harbour, about marine life in coastal Hong Kong and the marine biodiversity, about plastics in the water and what problems are caused by the presence thereof. We have hired a marine biologist who has already organised public programs to create awareness for the need of a Blue Ocean and Green Planet amongst our audiences. The Education team currently develops plans and projects for the Science Centre. With the construction of the Marine Science Center comes a substantial 100-seat multi-purpose theater as well - for presentations, corporate events, conferences but also fundraising events.

### 2021 至 2022 焦點展覽

香港海事博物館的展覽既多元且共融，回應了博物館不同背景的觀眾。2021 年我們舉辦《水手物語：航海時尚風潮》展覽，展示航海服飾如何成為全球主流時尚及流行文化。《從 steam 找 STEAM》追溯了蒸汽用於航海的歷史，並帶出當中改變世界的發展。由「海運及空運人才培訓基金」贊助的《流轉香江·港運千年》呈獻香港百年來作為貨物流轉以至人文的交匯點。而香港船東會會員或會特別感興趣於一個將在 2022 年夏季揭幕的大型展覽，以慶祝中國航海日及香港特別行政區成立 25 周年。這個展覽將展示在 1945 年至現在，香港作為國際海運中心不同時期的發展。

### 新動向

承蒙太古集團慈善信託基金的慷慨支持，香港海事博物館將在館內興建太古海洋探知館，並在 2022 年開幕。在太古海洋探知館內，學童將可研習維港的水質、在香港海岸的海洋生態、生物多樣性、海洋污染等議題。我們聘請了海洋生物學家設計公眾活動，以提升大眾對環境的關注，提倡「綠色地球·藍色海洋」的理念。我們的教育及公眾參與團隊亦正為探知館籌備各種項目。太古海洋探知館並設有一個可容納 100 人的多功能劇場，可作為演講、企業活動、研討會或籌款活動的場地。





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# Hong Kong Maritime Museum

## 香港海事博物館



We at the HKMM feel that the museum is on the threshold of a new era, with the number '3' as a linking pin between the various developments! After its genesis at Stanley and its move to Pier 8 the museum will start its third phase. The museum is a place where a trinity of subjects - **History, Art, and Science** – can be studied. I have been appointed the third Museum Director. And soon, the HKSAR Government will let "Site Three", a major real-estate development right next door to the HKMM: this will mean substantially increased footfall @Pier8, our home.

What once started as a small private initiative has developed into a sizeable, with emotional and financial support from the HKSAR-government and many dedicated stakeholders and donors; into a multi-disciplinary museum where academics, museum professionals, families with children and communities all can find stories of their interest;



into a professional institution that will grow in size (staff-, collection- and area-wise) to represent the fascinating story of Hong Kong as a city that owes so much to shipping and trade. In this respect I am committed to realizing the ambition of the Hong Kong Maritime Museum: "to create the best maritime museum in Asia". I hope you will help us fulfill that ambition. Please give us your support, we need it, Hong Kong deserves it.

香港海事博物館正進入一個新時代，與「三」這個數字息息相關。始於赤柱以至八號碼頭，博物館將開展第三階段的發展。香港海事博物館更會將**歷史、藝術、科學**三合為一，成為一個可讓公眾同時研習這三個範疇的平台。本人亦是博物館第三任總監。香港特區政府亦快將開發在博物館旁的中環新海濱3號用地，帶來可觀的人流。

得到來自香港特區政府、熱心贊助人及持份者的支持，香港海事博物館由一個小型的私人機構發展成為現時具規模的營運。博物館亦是一個多元化的空間，讓學者、博物館同儕、家庭、兒童，以及各式各樣的群眾在當中找到感興趣的故事。香港海事博物館更不斷成長，專業地展示著香港

引人入勝的故事，及其深遠的航運及貿易背景。作為總監，我將積極帶領博物館成為亞洲最佳的海事博物館。我希望您能協助我們達成此一宏願，為香港大眾帶來精彩的海事故事。





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# International Chamber of Shipping China Liaison Office

國際航運公會中國辦事處

When the International Chamber of Shipping (the “ICS”) China Liaison Office (“Office”) was established in November 2019, the motto for the Office was “Based in Hong Kong, Serving the Mainland and Connecting with the Globe”. With the COVID-19 pandemic, the Office encountered various unexpected challenges. The Office would like to take this opportunity to briefly introduce to all of you who care about and support its development, and share our thoughts on our future outlook.

## Based in Hong Kong

The 100-year-old ICS chose to set up its first overseas office in Hong Kong because it appreciates Hong Kong’s uniqueness under the “One Country, Two Systems” principle and Hong Kong’s status as a leading shipping, financial and trade centre in the world. As the ICS chose Hong Kong as its home, the Office is committed to taking root in the city and working with the Hong Kong shipping industry, especially the Hong Kong Shipowners’ Association (“HKSOA”), to help consolidate and enhance Hong Kong’s status as an international shipping centre and expand the development of Hong Kong’s maritime cluster.

Clearly, the social unrest that lasted from June 2019 until early 2020, followed by the COVID-19 outbreak, which began in 2020 and continues to rage around the world, brought unprecedented challenges to Hong Kong. The development of Hong Kong’s shipping industry was, of course, also affected. Some foreign shipowners and ship operators may have questions about Hong Kong’s development in the long run. The Office has therefore been communicating with ICS members from different countries about the incredible achievements of Hong Kong’s shipping industry and sharing facts through different channels, including our monthly reports and circulars. A few examples are the HKSAR Government’s various welcoming policies, such as tax incentives for ship leasing and marine insurance business, and the optimization and enhancement of ship registration services. Hong Kong has also been named a maritime arbitration venue by BIMCO in its standard arbitration clause. In view of the crew change crisis, the Office was invited to join hands with the HKSOA to explain to Hong Kong citizens the importance of crew change to ensure the stability of the global supply chain. We have also convinced the HKSAR Government not to apply a full “lockdown” for crew changes.



“立足香港，服務內地，聯系全球”是國際航運公會（“ICS”）中國辦事處（“辦事處”）於2019年11月成立迄今的自身定位。面對2020年新冠肺炎疫情爆發，辦事處需要面對各項突如其來的挑戰。因此，辦事處希望向各位關心和支持辦事處發展的同業與友好，簡單介紹一下在過去一年如何踐行自身定位，並對未來作出展望。

## 立足香港

ICS 選擇在香港設立其成立近百年以來的第一個海外辦事處，就是因為看重香港實行“一國兩制”原則，以及香港作為全球領先的航運、金融和貿易中心地位。既然選擇落戶香港，那麼辦事處必然要立足香港，紮根香港，與香港航運業界特別是香港船東會一道，協助特區政府，鞏固和提升香港作為國際航運中心的地位，擴大香港航運業集群發展。

不可否認，無論是2019年6月延續至2020年初的社會動蕩，還是2020年開始持續至今肆虐全球的新冠肺炎疫情，都給香港帶來了前所未有的挑戰，香港航運業發展也受到相應沖擊。外國船東和船舶經營人也普遍對香港長遠發展抱有疑慮。辦事處始終通過不同渠道，例如月報和專訊形式，憑借客觀事實向ICS各國會員介紹香港航運業取得的發展成就，例如船舶租賃和海事保險業務的稅務優惠措施，船舶註冊服務的優化與強化，以及香港入圍全球認可的海事仲裁中心等。在面對船員換班危機的時候，我亦受邀與香港船東會並肩攜手，向香港市民解說確保船員換班對香港和全球供應鏈穩定的重要性，並促成特區政府始終未有將船員換班“大門”完全關閉。

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# International Chamber of Shipping China Liaison Office

## 國際航運公會中國辦事處



### Serving the Mainland

As the Office is named the "China Liaison Office", we pledge to serve Chinese shipowners and operators, to strengthen ties with the Chinese government and the Chinese shipping industry, represented in particular by the China Shipowners' Association (the "CSA"), and overall, to enhance the Chinese shipping industry's status in the governance of international shipping. Because of the COVID-19 pandemic, since February last year, the Office has not been able to visit the government authorities, shipping organisations, or shipowners in the Mainland in person. But this travel restriction has not stopped the Office from serving and keeping in touch with the stakeholders in the Mainland. In fact, our collaboration with various Chinese authorities and the CSA has deepened as we team up to fight the pandemic.

At the beginning of the pandemic outbreak, the Chairman and Secretary-General of the ICS wrote to the Chairman and Secretary General of the CSA, expressing their support for the Chinese government and people in combatting the epidemic, and arranged a global shipping industry cooperation in response to the challenge of the pandemic in subsequent correspondence. The ICS also organised video conferences with the China Maritime Safety Administration (the "MSA") and the CSA separately, in which we engaged in-depth exchanges on a wide range of topics of mutual concerns, including crew change, greenhouse emission reduction, combating piracy in West Africa, and ensuring the stability of the global supply chain. The ICS and the MSA came up with a cooperation plan that involves one or two high-level meetings annually, and set up joint working groups for maritime safety and the marine environment, two areas of most concerns to the global shipping industry, to formulate relevant policies for the future, and strengthen direct communication, exchange and cooperation. The ICS is also looking forward to celebrating its 100th birthday with the CSA, which will be an epic occasion for the shipping industry. Furthermore, by issuing the ICS press releases through our Chinese shipping media partners and launching a Chinese version of the ICS 2020 Annual Review, the Chinese shipping industry are benefitting from keeping abreast of major news and developments in the global shipping industry. Of course, these efforts have also boosted the ICS profile and impact in the Mainland.



### 服務內地

顧名思義，辦事處以“中國”為名，就是為了中國而設，為了服務中國船東而設，為了加強與中國政府和以中國船東協會為代表的中國航運業界的聯系而設，為了增強中國航運業界在國際航運管治話語權而設。受到新冠肺炎疫情影響，我從去年2月就未能回到內地拜會相關政府機構、航運組織和船東公司，但這並未阻擋住我和辦事處聯系和服務中國航運業界的步伐。ICS與中國政府部門和中國船東協會的合作，反而因為共同攜手抗擊疫情而得到加深。

疫情爆發伊始，ICS主席和秘書長就分別致函中國船東協會會長和秘書長，表達對中國政府和人民抗擊新冠疫情的支持，並在之後的信函往來中達成全球航運業合作應對新冠疫情挑戰的目標。ICS亦與中國海事局和中國船東協會分別進行視像會議，就雙方共同關心的包括船員換班、航運碳減排、打擊西非海盜、確保全球供應鏈穩定等諸多議題進行了深入交流並達成廣泛共識。其中，ICS更是與中國海事局達成合作方案，每年會進行1-2次高層會議，並針對海事安全和航運環保兩個全球航運業最關心的領域分別成立聯合作業組，以便在日後相關政策制定和執行過程中加強直接的溝通、交流與合作。另外，ICS亦誠心期待能早日與中國船東協會執手相伴，共同慶賀ICS成立百年這一航運歷史重要時刻。此外，無論是ICS新聞稿通過中國航運傳媒夥伴及時發布，還是推出ICS 2020年報中文版，都使得中國航運業更便捷地同步掌握全球航運業重大新聞與發展，當然也擴大了ICS在中國的知名度與影響力。

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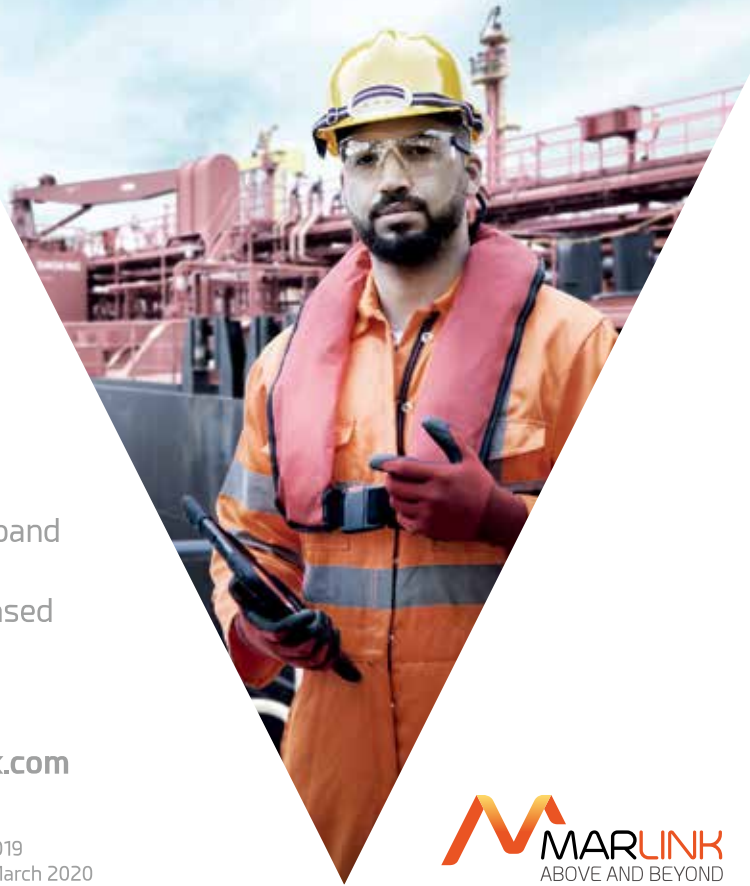
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\* Source: Comsys, December 2019

\*\* Source: Valour Consultancy, March 2020



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# International Chamber of Shipping China Liaison Office

## 國際航運公會中國辦事處



### Connecting with the Globe

At present, shipowners and operators based in the Mainland and Hong Kong represent over 15% of the world's international merchant shipping tonnage. In terms of transportation capacity, shipbuilding capacity, and the influence of global regulatory agencies such as the IMO, China has already become the world's leading maritime power. As the world is undergoing unprecedented changes, in the face of the spread of protectionism and anti-globalization, the importance of global cooperation is self-evident for the future development of China's shipping industry.

The Office has always been committed to becoming a "super connector" between the Chinese shipping industry and the ICS members, a "promoter" that conveys the voice of Chinese shipping to the international community, and a "facilitator" that drives the Chinese shipping industry to fully participate in global maritime supervision and shipping governance. As mentioned above, maritime safety and the marine environment are the two topics that the global shipping industry is currently most concerned about. In these two areas, the ICS and the Chinese government have achieved multi-level cooperation. For example, the IMO reached a mid- and short-term ship carbon emissions reduction target, modernised the Ballast Water Convention, and responded to the threat of piracy in West Africa. The Office very much looks forward to China bringing more wisdom and strength to global shipping governance and working with the ICS to shape the future of global shipping.

### Going Forward

The Office has lived up to the expectations and support of different stakeholders since our establishment. We may be small in size, but we are actively involved in various areas of ICS work, and these tasks are arduous. Going forward, the Office is keen to maintain our courage and confidence, work together with everyone, and "ride the wind, cleave the waves, and set sail to cross the sea".

Editor's note :

The Hong Kong Shipowners Association is currently represented by **Mr. Robert Ho** (Fairmont Shipping) on the board of ICS. The Association Technical Director, **Mr. Martin Cresswell**, is the Chairman of the ICS Marine Committee.

### 聯系全球

目前，中國連同香港特區控制全球超過 15% 的國際商船運力。無論是從運輸能力，還是造船能力，抑或是在 IMO 等全球監管機構的影響力等方方面面，中國業已成為世界最領先的海事勢力。在世界經歷“百年未有之大變局”之時，面對不斷蔓延的保護主義和逆全球化風潮，全球合作的重要性對中國航運業未來發展不言而喻。

辦事處始終致力於成為中國航運業界和 ICS 會員之間的“超級聯系人”，成為將中國航運聲音傳遞給國際社會的“推廣者”，成為中國航運業全面參與全球海事監管和航運治理的“促成者”。如前所述，海事安全和航運環保是全球航運業目前最關心的兩個話題，在這兩個方面 ICS 和中國政府與航運業則實現多層次合作，例如在 IMO 達成船舶碳減排中短期目標措施、更新壓載水公約、應對西非海盜威脅等。我非常期待中國為全球航運治理帶來更多智慧與力量，與 ICS 共同打造全球航運的未來。

### 展望未來

成立近兩年，辦事處應該沒有辜負不同持份者的冀許與支持。辦事處規模很小，但涉及 ICS 不同領域範疇的工作，任務繁重。辦事處期待在未來的時間裏，繼續保持勇氣和信心，與大家一起同心協力，直掛雲帆，長風破浪！

編者備註：

**何力山先生**（東昌航運）現代表香港船東會參與國際航運公會董事局。協會技術總監**祈敏鈺先生**擔任公會的海事委員會主席。



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# Association Events

## 年度活動



## 2020

9 Apr	Joint HKSOA/MedSea Webinar "Weathering the storm of Covid-19 - Changing landscape of crew health risk mitigation"
2 Jun	Joint HKSOA/StormGeo Webinar "Typhoon Outlook in Northwest Pacific 2020"
10 Jun	Webinar "How to Protect from Cyber Risks in the Maritime Industry" – by Marsh
24 Jun	Webinar on Crew change during Covid-19
25 Sep	Joint HKSOA/Pricewaterhouse Coopers seminar on US Shipping Tax
5 Oct	Association Autumn Golf Tournament
14 Oct	Webinar "Retrofit Issues 2020 and Beyond" by Cleanship Hong Kong
11 Nov	Afternoon Seminar - GERMAGIC - virus killer treatment
17 Nov	Association Annual General Meeting and Annual Cocktail Reception
20 Nov	Joint webinar on the development of GBA in Maritime Education and Training - Cooperation and Win-Win (HKSOA, DMU, SMU, PolyU & Beyond Shipping)
25 Nov	Webinar "Maritime Procurement 2.0 – Digital Platforms are here to stay!" by Shipkart

## 2021

9 Feb	Webinar "IMO 2021 Cyber Readiness Overview – be ready to leave port in 2021" – by Cyberowl
15 Mar	Association Spring Golf Tournament
17 Mar	Meeting with Segumar Hong Kong Office, Panama Maritime Authority
22 Mar	Meeting with the Liaison Office of the Central People's Government in the HKSAR
23 Mar	CNY visit to the Office of the Commissioner of the Ministry of Foreign Affairs in the HKSAR
24 Mar	Webinar "A New Method for carrying out Remote Surveys Onboard Ships" by Cleanship Hong Kong
30 Mar	Joint Webinar "The Development of Maritime Regulations in China and its impact on Shipping" HKSOA co-organized by DMU, SMU, CMACHKAC

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# Association Activities

## 活動剪影



24 June 2020

Joint Webinar on Crew change during Covid-19

2020年6月24日

線上研討會 - 新冠疫情期間進行船員換班的挑戰



### HKSOA webinar on Crew Change during COVID-19

Date: 24th June (wednesday)

Time: 4.00pm-6:30pm



5 October 2020

Association Autumn Golf Tournament

2020年10月5日

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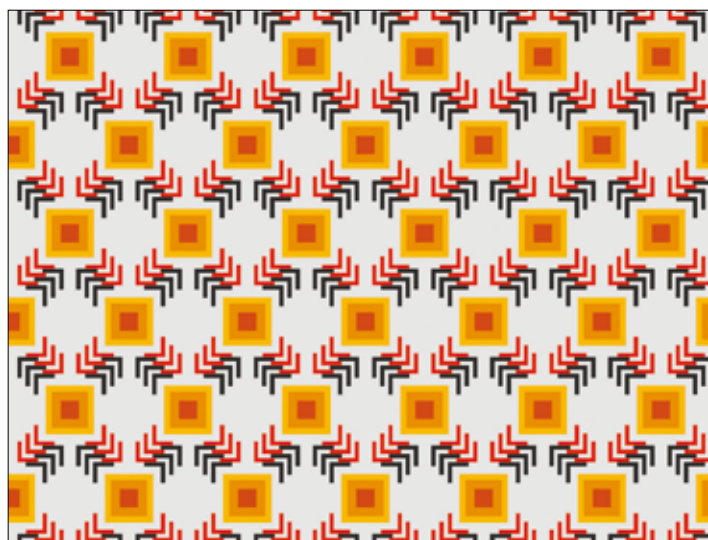


We are proud to have established the ICS (China) Liaison Office in Hong Kong to help further develop the shipping industry's relations with China, as we collectively seek to keep the world connected.

**Want to know more?**

Contact Edward Liu at  
[edward.liu@ics-shipping.org](mailto:edward.liu@ics-shipping.org)

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# Association Activities

## 活動剪影



9 November 2020  
Executive Committee Meeting

2020年11月9日  
協會執行委員會會議



11 November 2020  
Association Seminar with GERMAGIC on virus killer treatment

2020年11月11日  
協會午間研討會 -GERMAGIC- 病毒處理



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# Association Activities

## 活動剪影



17 November 2020

Annual General Meeting and Annual Cocktail at the Hong Kong Maritime Museum

2020年11月17日

協會會員大會及周年酒會於香港海事博物館內舉行。



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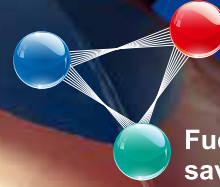
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# Association Activities

## 活動剪影



20 November 2020

Joint webinar on the development of GBA in Maritime Education and Training - Cooperation and Win-Win

2020年11月20日

大灣區海事教育和培訓線上研討會



15 March 2021

Association Spring Golf Tournament

2021年3月15日

協會高爾夫球春季賽事

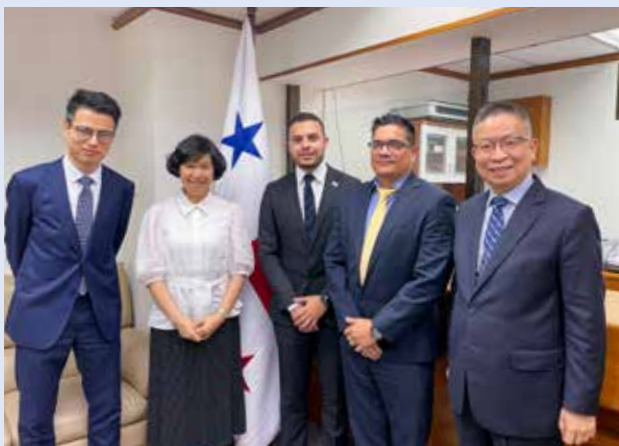


# Association Activities

## 活動剪影

17 March 2021

**Visit to the Consulate of Panama in Hong Kong and the Segumar Hong Kong Office, Panama Maritime Authority**  
HKSOA Managing Director Ms. Sandy Chan and Deputy Director Mr. Gilbert Feng, accompanied by Mr Ray Chen (RINA representative), were warmly received by Consul General Mr Jaime Andrés Campuzano Meléndez and Mr Eng. Rolando Hernandez V., Chief of Segumar Hong Kong Office.



2021年3月17日

拜訪巴拿馬駐港總領事館及巴拿馬海事局 Segumar 辦公室  
協會董事總經理陳佩珊女士與副總監馮佳培先生在意大利船級社代表陳富國先生的陪同下拜會巴拿馬駐港總領事 Jaime Andrés Campuzano Meléndez 及 Segumar 香港辦公室主管 Eng. Rolando Hernandez V. 先生。



22 March 2021

**Mr Bjorn Hojgaard, Association Chairman led a delegation to visit the Liaison Office of the Central People's Government in the HKSAR to exchange views with Ms Ye Liping, Deputy Director-General of the Economic Affairs Department on issues of concern to the shipowners sector.**

2021年3月22日

協會主席 Bjorn Hojgaard 先生率代表團拜訪中央人民政府駐港聯絡辦公室，與經濟部副部長葉莉萍女士，就船東關注問題交換意見。



# Association Activities

## 活動剪影



**23 March 2021**

Association Chairman, Mr Bjorn Hojgaard, led a delegation for CNY visit to the Office of the Commissioner of the Ministry of Foreign Affairs in the HKSAR. The delegation was warmly received by Acting Commissioner Yang Yirui, who exchanged views with the industry on many issues of common interest.

**2021年3月23日**

協會主席 Bjorn Hojgaard 率團新春拜訪外交部駐港特派員公署，獲楊義瑞署理特派員親切接待。大家就許多航運界議題交流經驗。

**30 March 2021**

Joint Webinar "The Development of Maritime Regulations in China and its impact on Shipping"

**2021年3月30日**

中國海事法規發展及對航運的影響線上研討會



# Activity Statistics 2020 - 2021

## 活動統計 2020 – 2021

### Hong Kong Shipowners Association Activities 2020 - 2021

#### 香港船東會活動 2020 - 2021

Type 分類	No. of activities 數目	No. of participants (approximately) 參與人數 (大約)
Seminar / Webinar / Forum 研討會 / 論壇	12	795
Cocktail 酒會	1	120
Visit 拜訪	2	20
Special Event 特別活動	2	50
<b>Total 總數</b>	<b>17</b>	<b>985</b>

#### Note

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

#### 備註

由於疫情，許多原定於年度舉辦的活動必須取消或延期。

# Association Sub-committees

## 香港船東會各分委會



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

### China Sub-committee

The China Sub-committee 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 (Hong Kong) Company Limited  
Mr. Zhu Jianhui, China COSCO Shipping (Hong Kong) 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

### Insurance and Liability Sub-committee

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

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

#### Chairman

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

#### Members

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

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和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 新冠肺炎疫情帶來的影響、大灣區規劃、「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（香港）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  
何熠明先生，倫敦保賠協會香港分會  
陳水良船長，遠航集團有限公司  
劉昕宇女士，標準保賠協會管理賠會

### 保險和責任委員會

保險和責任委員會審視當前的法律和保險方面的議題，包括 2019 新冠肺炎疫情帶來的影響、船員收容地、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》的財政安全規定、網絡風險、保賠及船殼險、以及制裁的影響等。

這個分委會的主席也代表協會，主持亞洲船東協會船舶保險和責任委員會的會議。

#### 主席

宋睿之先生，太古輪船有限公司

#### 委員

貝仕船舶管理（香港）有限責任合夥公司  
Rajiv Tetarbe 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  
Sanjeev Verma 船長，嵐橋控股有限公司  
張岳峰先生，泰昌祥輪船（香港）有限公司  
黃淑琴女士，太古輪船有限公司  
顧之灝先生，萬利輪船有限公司

# 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

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 James Tai, Chinese Maritime Transport Ltd  
Mr Sanjay Chandra, Fleet Management Limited  
Mr David J. Schaus, Irwin Group  
Mr Gautam Chellaram, KC Maritime Hong Kong Limited  
Capt Sanjeev Verma, Landbridge Holdings Limited  
Mr Matt Treadwell, Lloyd's Register Asia  
Mr Matthew Shu, Marine Department HKSAR  
Mr Jack Hsu, Oak Maritime (Hong Kong) Inc. Limited  
Mr Vikram Dhingra, Pacific Basin Shipping (HK) Limited  
Mr Ashoke Day, Shulte Marine Concept  
Mr Alex Slee, Taylor Maritime (HK) Ltd  
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 review 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 activities and 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 Zhenzhong Li, China Merchants Group  
Mr Matthew McAfee, Fairmont Shipping (HK) Ltd  
Capt Vikrant Gusain, Fleet Management Limited  
Capt Sanjeev Verma, Landbridge Holdings Limited  
Capt Sam Bao, Orient Overseas Container Line Ltd  
Capt Lothair Lam, Parakou Shipping Ltd  
Capt Carlos Antao, Seaspan 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 新冠肺炎疫情帶來的影響、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)、集裝箱船火災和救助、船舶排放、防範海盜和《香港公約》相關的拆船指引。

#### 主席

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  
戴聖堅先生，中國航運股份有限公司  
Sanjay Chandra, Fleet Management Limited  
薛大衛先生，伊榮集團  
Gautam Chellaram 先生，KC Maritime Hong Kong Limited  
Sanjeev Verma 船長，嵐橋控股有限公司  
Matt Treadwell 先生，勞氏船級社－亞洲  
蕭邦泰先生，香港海事處  
許積阜先生，和合航業(香港)有限公司  
Vikram Dhingra 先生，太平洋航運(香港)有限公司  
戴逍客先生，Shulte Marine Concept  
Alex Slee 先生，Taylor Maritime (HK) Ltd  
歐勞立先生，懋德航運(香港)有限公司  
周建峰船長，華光海運控股有限公司  
Ioannis Stefanou 先生，華林集團有限公司

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

### 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 新冠肺炎疫情帶來的影響，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  
Sanjeev Verma 船長，嵐橋控股有限公司  
包輝船長，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，Seaspan 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, through its Sub-committees, plays a major part in the work of the Asian Shipowners' Association (ASA).

The members of the ASA are seven Shipowner Associations in the Asia-Pacific region. Since 2019, the ASA has admitted 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 29<sup>th</sup> meeting was hosted by Australia (MIAL), held online on 28 May 2020, and the 30<sup>th</sup> meeting was also held online and hosted by the Japanese Shipowners' Association on 18 May 2021. 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 is Chairman of the Ship Insurance and Liability Committee, and the HKSOA secretariat acts as the secretary for this Committee. Representatives of the Association sit on all five Committees.

The ASA Seafarers Committee (SC) held its 26<sup>th</sup> Interim meeting held online on 14 April 2021. 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, STCW Convention and Code, ILO Maritime Labour Convention, crew change and repatriation during the Covid-19 pandemic, designation of seafarers as key workers, mental health problems among seafarers, rest and work hours recording on board. (The HKSOA representative is Captain Lothair Lam, Parakou Shipping Limited.)

The ASA Ship Insurance and Liability Committee (SILC) held its 26<sup>th</sup> Interim meeting online on 18 March 2021 under the Chairmanship of Mr. Richard Hext. Its objective is to keep members apprised and updated on matters concerning insurance and liability that might impact their interests. Subjects discussed in this interim meeting include the Impact of Covid-19 on insurance and liability, Environmental Damage and Limitation of Liability, the HNS Convention, Places of Refuge, Ocean Governance, Fair Treatment/Unfair Criminalisation of Seafarers, Cyber Risks, Unmanned & Maritime Autonomous Surface Ships, Sanctions, IG Re-insurance programme, Piracy, Insurance issues arising from the use of Low Sulphur Fuels, JWC War Risk Areas and Peru – Hague Rules denunciation and new legislation affecting contracts of carriage.

香港船東會在在亞洲船東協會扮演重要角色。

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

現時，亞洲船東協會的辦事處設於新加坡，通常每年舉行年會。第 29 屆由澳洲船東協會主辦，於 2020 年 5 月 28 日在網上舉行。而第 30 屆於 2021 年 5 月 18 日由日本船東會主辦，亦在網上舉行。協會現任秘書長為園田裕一先生。

亞洲船東協會的日常事務由 5 個委員會負責。香港船東會積極參與亞洲船東協會的事務。香港船東會宋睿之先生擔任船舶保險和責任委員會主席，同時本會還負責該委員會的秘書工作。本會的代表也參與了所有五個委員會的事務。

船員委員會於 2021 年 4 月 14 日舉行了第 26 次中期網上會議。船員委員會的宗旨是確保和維持海員培訓的基本標準、提高亞洲海員僱用的穩定性和競爭力、監察和研究新的有關海員福利、配員和培訓的國際海運法規並提出意見。委員會討論的題目包括本地船員的發展、《2010 STCW 公約》、《2006 國際勞工組織海事勞工公約》、新冠肺炎疫情期間船員換班及遣返原居地的安排、確立船員為主要員工、船員的精神健康問題、作息時間的記錄等。(香港船東會的代表是林銘鋒船長，巴拉歌船務有限公司。)

船舶保險和責任委員會於 2021 年 3 月 18 日在香港舉行了第 26 屆網上中期會議。會議由主席宋睿之先生主持。委員會的宗旨是讓成員瞭解可能影響其利益的保險和責任事宜的最新發展。中期會議所討論的議題包括新冠肺炎疫情可能帶來的保險和責任問題、環境破壞、責任限制、《HNS 公約》、船員收容地、海洋管治權、船員的公平對待及刑事指控、互聯網風險、無人及自主船舶、制裁、國際保賠協會再保險計劃、防範海盜、使用低硫燃料聯合戰爭委員會劃定戰區引起的保險事宜、以及終止《秘魯—海牙規則》和影響運輸合同的新立法。

The ASA Safe Navigation and Environment Committee (SNEC) held its 37<sup>th</sup> Interim meeting online on 22 March 2021. 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 introduction of the International Maritime Research Board, EU Emissions Trading Scheme (ETS), Greenhouse Gas Emissions and Piracy & Armed Robbery, amongst other issues. (The HKSOA representative is Mr. Vikrant Bhatia, KC Maritime Hong Kong Ltd.)

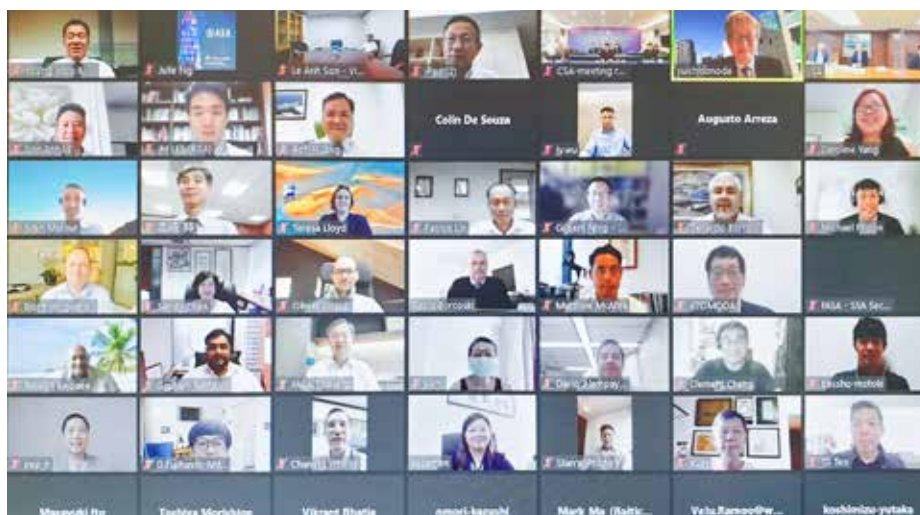
The Shipping Policy Committee (SPC) held its 33<sup>rd</sup> Interim meeting online on 31 March 2021. The purpose of the Committee is to promote the continuous and healthy development of the Asian shipping industry through a frank exchange of views, which is also designed to foster fair competition, 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, Anti-Trust Immunity and US Maritime Regulation, Shipping Regulation Protectionist Measures in the world, Canal Issues, and Anti-Corruption Issues in the maritime industry. (The HKSOA representative is Mr. Kenny Ye, Orient Overseas Container Line Ltd.)

The ASA Ship Recycling Committee (SRC) held its 24<sup>th</sup> Interim meeting via email from 25 – 31 May 2021. The purpose of the Committee is to exchange views on the international trends in 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 view 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 Impact of Covid-19 pandemic, Hong Kong Convention on Ship Recycling and its related Guidelines, upgrading safety measures in ship recycling yards, the Development in the European Union, the European Regulation on Ship Recycling and issues related to the improvement of Ship Recycling Yards. (The HKSOA representative is Mr. Matthew McAfee, Fairmont Shipping (HK) Ltd.)

安全航行及環境保護委員會於2021年3月22日舉辦了第37次網上中期會議。該委員會的宗旨是討論有關加強船舶安保、船舶航行安全以及保護海洋環境的相關事務。會議議題包括介紹國際海事研究委員會，歐盟排放交易計劃(ETS)、溫室氣體排放、防範海盜及海上武裝搶劫等其他議題。(香港船東會的代表是Vikrant Bhatia先生，KC Maritime Hong Kong Ltd.)

航運政策委員會於2021年3月31日在新加坡舉行了第33屆網上中期會議。該委員會的宗旨是通過坦誠地交換意見，促進亞洲航運業持續健康地發展。同時促進亞洲船東之間的公平競爭、相互信任和合作。委員會所討論的議題包括2019 新冠肺炎疫情對航運業的持續影響、國際海事政策的發展、反壟斷議題及美國海事法規、世界保護主義措施、運河問題及航運業的反貪污等議題。(香港船東會的代表是葉建平先生，東方海外貨櫃航運有限公司。)

船舶再循環委員會於2021年3月25 – 31日通過電郵舉辦了第24次中期會議。委員會的宗旨是就船舶回收業的國際趨勢和船舶回收法規交換意見。其目標是分享有關法規發展和船舶回收能力的信息，並發表亞洲觀點，確保有更多的國家能夠提供環保的船廠、並以經濟和穩定的方式進行及時的船舶回收。討論的主題包括2019 新冠肺炎疫情對航運業的持續影響、《香港公約》及其相關拆船指引、提昇拆船廠的安全管理、歐盟的發展、歐洲拆船法規以及與改善拆船廠條件有關的問題。(香港船東會的代表是馬正明先生，東昌航運(香港)有限公司。)



30<sup>th</sup> ASA e-AGM  
第30屆亞洲船東  
協會網上年會

# HKSOA Representation on External Committees, Statutory Boards and Advisory Bodies (as at 31 March 2021)

## 香港船東會出任外界組織的代表 (截至 2021 年 3 月 31 日)

### Hong Kong Maritime and Port Board

Mr. Bjorn Hojgaard, Anglo-Eastern Univan Group

- **Maritime and Port Development Committee**

Mr. Bjorn Hojgaard, Anglo-Eastern Univan Group

- **Manpower Development Committee**

Mr. Kishore Rajvanshy, Fleet Management Limited

- **Promotion and External Relations Committee**

Mr Matthew McAfee, Fairmont Shipping (HK) Ltd

### 香港海運港口局

Bjorn Hojgaard 先生，中英聯運集團

- **海運及港口發展委員會**

Bjorn Hojgaard 先生，中英聯運集團

- **人力資源發展委員會**

Kishore Rajvanshy 先生，Fleet Management Limited

- **推廣及外務委員會**

馬正明先生，東昌航運(香港)有限公司

### Hong Kong International Arbitration Centre - Appointment Advisory Board

Mr. Patrick Lo, Teh-Hu Cargocean Management Co Ltd

### 香港國際仲裁中心 - 仲裁員委任諮詢委員會

盧培德先生，德和海運管理有限公司

### Marine Department - Hong Kong Fleet 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

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

### 海事處 - 領港事務諮詢委員會

張洪文先生，中遠海運(香港)有限公司

### Marine Department - Seafarers' Advisory Board

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

### 海事處 - 海員諮詢委員會

Vinay Singh 船長，中英聯運集團  
Vikrant Singh Gusain 船長，Fleet Management Limited  
胡斌船長，海宏輪船(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><b>AMANN SHIPPING</b></p> <p><b>Amann Shipping (Hong Kong) Limited</b></p> <p>Shipowner 船東</p>	 <p><b>CLP Holdings Limited</b> 中電控股有限公司</p> <p>Power Businesses and Energy Management Services in Asia Pacific 提供亞太區電力及能源管理</p>	 <p><b>CSSC (Hong Kong) Shipping Company Ltd</b> 中國船舶(香港)航運租賃 有限公司</p> <p>Shipowner / Ship Charterer 船東 / 船舶租賃</p>
 <p><b>Germagic Biochemical Technology (HK) Limited</b></p> <p>Germicidal Coating</p> <p>Marketing of "Germagic" Disinfectant Solutions Products 營銷 "Germagic" 防疫產品</p>	 <p><b>GTLK Asia Ltd</b></p> <p>Ship leasing 船舶租賃</p>	 <p><b>Lau, Horton &amp; Wise LLP</b> 劉賀韋律師事務所 有限法律責任合夥</p> <p>Legal Service 法律事務</p>
 <p><b>Norsepower Asia Pacific Ltd</b></p> <p>Rotor Sail Solutions 簡轉帆航進技術(方案)</p>	 <p><b>Pacific Bulk Enterprises Company Limited</b></p> <p>Shipowner 船東</p>	 <p><b>SparesCNX Pte Ltd</b></p> <p>Development of other software and Programming activities 研發軟件及電腦程式</p>



# HKSOA 30 Year Club (as at Nov 2020)

## 入會三十年會員名單 (截至 2020 年 11 月)

A. Bilbrough & Co Ltd	Grand Seatrade Shipping Company Ltd 隆星航業有限公司	PricewaterhouseCoopers 羅兵咸永道有限公司
American Bureau of Shipping (HK) Ltd 美國驗船協會	Holman Fenwick Willan 夏禮文律師行	Reed Smith Richards Butler 禮德齊伯禮律師行
Anglo-Eastern Ship Management Ltd 中英船舶管理有限公司	Hong Kong Ming Wah Shipping Co Ltd 香港明華船務有限公司	Richards Hogg Lindley 國際理霍海損理算事務所
Aon Hong Kong Ltd 怡安保險顧問有限公司	Hongkong and Shanghai Banking Corpn Ltd, The Transport Services and Infrastructure, Corporate Banking 香港上海匯豐銀行	RINA Hong Kong Branch Office 意大利船級社
Bernhard Schulte Shipmanagement (Hong Kong) Ltd Partnership 貝仕船舶管理(香港)有限責任合夥公司	HUD Group 香港聯合船塢集團	Rodskog Shipbrokers Ltd
BNP Paribas Hong Kong Branch 法國巴黎銀行	Ince & Co	Seatrade Organisation, The
BP Hong Kong Ltd 碧辟香港有限公司	International Maritime Carriers Ltd 萬邦航運有限公司	Shun Tak - China Travel Shipping Investments Ltd 信德中旅船務投資有限公司
Britannia Steam Ship Insurance Association (Hong Kong) Limited, The	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	Simpson Spence Young Hong Kong Limited
Bureau Veritas 法國國際驗檢局	Interocean Shipping Co Ltd 海洋船務有限公司	Skuld (Far East) Ltd
China Classification Society Hong Kong Branch 中國船級社香港分社	Island Navigation Corporation International Ltd 金山輪船國際有限公司	Steamship Mutual Management (Hong Kong) Ltd
China Navigation Co Ltd, The (Swire Group) 太古輪船有限公司	Lambert Brothers Insurance Brokers (Hong Kong) Ltd 華寶保險顧問	Swedish Club Hong Kong Ltd, The
China United Shipbuilding Co Ltd 華聯船舶有限公司	Lloyd's Register Asia 勞氏船級社 - 亞洲	Tai Chong Cheang Steamship Co (H.K.) Ltd 泰昌祥輪船(香港)有限公司
Clarksons Platou Asia Limited	MAN Diesel & Turbo Hong Kong Ltd	Taiship Development Ltd 泰山航運有限公司
Clyde & Co 其禮律師行	Marsh (Hong Kong) Ltd 達信風險管理及保險服務(香港)有限公司	Teh Hu Cargocean Management Co Ltd 德和海運管理有限公司
CM Houlder Insurance Brokers Ltd 招商海達保險顧問有限公司	Mayer Brown JSM 孖士打律師行	Unique Shipping (H.K.) Limited 懋德航運(香港)有限公司
Credit Agricole Asia Shipfinance Limited 東方匯理亞洲船務融資有限公司	Mitsui & Co (H.K.) Ltd 三井物產(香港)有限公司	Univan Ship Management Ltd 聯運船務管理有限公司
Det Norske Veritas AS 挪威船級社	New Asian Shipping Company, Limited 新亞船務有限公司	Valles Steamship Co Ltd 萬利輪船有限公司
Fairmont Shipping (H.K.) Ltd 東昌航運(香港)有限公司	Nippon Kaiji Kyokai 日本海事協會	Wah Kwong Shipping Holdings Ltd 華光航業控股有限公司
Fenwick Shipping Services Ltd 鋒偉船務有限公司	Oak Maritime (HK) Inc Ltd 和合航業(香港)有限公司	Wallem Group Ltd 華林集團有限公司
Feoso Oil Ltd 東方石油有限公司	Orient Overseas Container Line Ltd 東方海外貨櫃航運有限公司	Wartsila China Ltd 瓦錫蘭中國有限公司
Fratelli Cosulich (HK) Ltd 高素理兄弟(香港)有限公司		Wealth Ocean Services Ltd 裕洋服務有限公司
Germanischer Lloyd Hong Kong Ltd		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, HK Marine Department  
香港海事處處長

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

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

### Shipowners, Ship Managers, Ship Operators

#### 船東、船舶經營公司及船舶管理公司

Amann Shipping (Hong Kong) Limited	FMG Hong Kong Shipping Limited	Pacific Bulk Enterprises Company Limited
Anglo-Eastern Univan Group	Grand Seatrade Shipping Company Ltd 隆星航業有限公司	Parakou Shipping Ltd 巴拉歌船務有限公司
Asia Maritime Pacific (Hong Kong) Ltd	Greathorse Shipping Holdings Ltd	Port Dragon Bulk Inc. (Portline Group)
Associated Maritime Company (Hong Kong) Limited 海宏輪船(香港)有限公司	GTLK Asia Ltd	Santana Shipping Services Ltd
Bernhard Schulte Shipmanagement (Hong Kong) Ltd Partnership 貝仕船舶管理(香港)有限責任合夥公司	Hong Kong Ming Wah Shipping Company Limited 香港明華船務有限公司	Seaspan Corporation
BG Shipping Co., Limited 北港航運有限公司	HUD Group 香港聯合船塢集團有限公司	Shun Tak - China Travel Shipping Investments Ltd 信德中旅船務投資有限公司
Bocimar Hong Kong Limited	ICIL Maritime Leasing (International) Company Limited	SITC International Holdings Co Ltd 海豐國際控股有限公司
Caravel Group Limited, The 拓維集團	International Maritime Carriers Ltd 萬邦航運有限公司	Spiritchina Services Limited (member of SpiritWorld Group-GREECE)
Celsius Tech Limited	Interocean Shipping Co Ltd 海洋船務有限公司	Standard Chartered Leasing Group Limited
Chellaram Shipping (Hong Kong) Ltd	Island Navigation Corporation International Ltd 金山輪船國際有限公司	Star Cruises (HK) Ltd 麗星郵輪香港有限公司
China LNG Shipping (International) Co Ltd 中國液化天然氣船務(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)	Tai Chong Cheang Steamship Co (H.K.) Ltd 泰昌祥輪船(香港)有限公司
China Merchants Energy Shipping Company Limited 招商局能源運輸股份有限公司	KC Maritime Hong Kong Limited	Taiship Development Ltd 泰山航運有限公司
China Merchants Group Ltd 招商局集團有限公司	Landbridge Holdings Limited 嵐橋控股有限公司	Taylor Maritime (HK) Ltd
China Navigation Co Ltd, The (Swire Group) 太古輪船有限公司	Maersk Shipping Hong Kong Ltd 馬士基香港船舶管理有限公司	Teh-Hu Cargocean Management Co., Ltd. 德和海運管理有限公司
Chinese Maritime Transport (Hong Kong) Ltd 香港中國航運有限公司	Mandarin Shipping Ltd	Uni-Asia Shipping Limited 聯亞船舶有限公司
Cido Shipping (H.K.) Co., Ltd	Max Glory Enterprise Limited 百輝企劃有限公司	Union Apex Mega Shipping Ltd 聯合佳成船務有限公司
COSCO Shipping (Hong Kong) Co., Limited 中遠海運(香港)有限公司	New Navigator Group Limited 新拓展集團有限公司	Unique Shipping (H.K.) Limited 懋德航運(香港)有限公司
CSSC (Hong Kong) Shipping Company Ltd 中國船舶(香港)航運租賃有限公司	Nordic Hamburg Shipmanagement (HK) Ltd	Valles Steamship Co., Ltd. 萬利輪船有限公司
Delphis HK Limited	Oak Maritime (Hong Kong) Inc. Limited 和合航業(香港)有限公司	Wah Kwong Maritime Transport Holdings Limited 華光海運控股有限公司
Euronav Hong Kong Limited	Ocean Line Holdings Limited 遠航集團有限公司	Wallem Group Ltd 華林集團有限公司
Exmar Hong Kong Limited	Orient Overseas Container Line Ltd 東方海外貨櫃航運有限公司	Wealth Ocean Services Ltd 裕洋服務有限公司
Fairmont Shipping (H.K.) Ltd 東昌航運(香港)有限公司	Pacific Basin Shipping (HK) Limited 太平洋航運(香港)有限公司	
Feoso Oil Ltd 東方石油有限公司		
Fleet Management Limited		

# 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  
法國國際驗檢局

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

DNV AS

Lloyd's Register Asia  
勞氏船級社 - 亞洲

Nippon Kaiji Kyokai  
日本海事協會

RINA Hong Kong Limited  
意大利船級社

### Marine Equipment Suppliers, Shipbuilders, Repairers and Engine Builders

#### 船用設備供應商、船廠、修船公司及航海機器製造商

ABB Turbo Systems (Hong Kong) Ltd

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

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

Hempel (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

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

Clyde & Co  
其禮律師行

Hill Dickinson Hong Kong  
希得律師行

Holman Fenwick Willan  
夏禮文律師行

Howse Williams  
何韋律師行

Ince & Co  
英士律師行

Keesal, Young & Logan  
奇術揚洛根律師行

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

Mayer Brown  
孖士打律師行

Reed Smith Richards Butler  
禮德齊伯禮律師行

Stephenson Harwood  
羅夏信律師事務所

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

### Ship Finance - Bankers, Financiers

#### 船舶融資 - 銀行、融資公司

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

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

BNP Paribas Hong Kong Branch  
法國巴黎銀行

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

# Membership List

## 會員錄



### Other Services to Shipping 其他航運相關服務行業

ATPI Travel (Hong Kong) Ltd

AUSCA Shipping Limited

Beyond Shipping International Co., Limited

Brookes Bell Hong Kong Limited

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

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

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

Cleanship Hong Kong Limited

CLP Holdings Limited  
中電控股有限公司

CTI-Maritec  
華測控股(香港)有限公司

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

Eight Ships Limited

Germagic Biochemical Technology  
(HK) Limited  
劼科生物科技(香港)有限公司

Gulf Oil Marine Ltd  
海灣船舶石油有限公司

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

Huayang (Hongkong) Shipping Limited  
華洋(香港)船務有限公司

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)

ITOCHU Hong Kong Ltd  
伊藤忠商事(香港)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

Medsea Asia Limited

Mitsui & Co (H.K.) Ltd  
三井物產(香港)有限公司

MOL LNG Transport (Asia) Limited

MTI Network Asia Ltd

Navarino HK Limited  
拿法尼諾有限公司

Norsepower Asia Pacific Limited

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

PricewaterhouseCoopers  
羅兵咸永道有限公司

SkillsPlus Limited

SparesCNX Pte Ltd

StormGeo Limited  
啟濤國際科技有限公司

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

Telemar Hong Kong Ltd

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

Videotel Marine Asia Ltd  
唯視導海事亞洲有限公司

Zim Integrated Shipping Agencies  
(HK) Limited  
以星航運代理有限公司

# Fleet Statistics

## 會員船隊資料

Vessels and Tonnage by Register Owned, Managed and/or Operated by Members as at 1<sup>st</sup> December 2020  
截至 2020 年 12 月 1 日會員擁有及 / 或管理的船舶註冊分布情況

Register 註冊地	Number of Ships 艘數	Deadweight 載重噸	Gross Tonnage 總噸
Bahamas 巴哈馬	26	2,455,041	1,444,480
Belgium 比利時	19	1,501,999	895,761
British (Bermuda) 英國 (百慕達)	12	588,026	535,810
British (Cayman Islands) 英國 (開曼群島)	13	452,911	163,596
British (Gibraltar) 英國 (直布羅陀)	13	358,416	289,977
British (Isle of Man) 英國 (馬恩島)	3	73,105	57,770
British (UK) 英國	3	112,749	70,185
Canada 加拿大	1	28,418	20,236
China (PRC) 中國	23	855,252	519,818
Curaçao 庫拉索	7	381,860	297,460
Cyprus 塞浦路斯	2	45,771	33,606
Denmark 丹麥	6	533,904	380,547
Hong Kong 香港	1,095	113,122,852	69,791,511
India 印度	6	171,104	121,487
Indonesia 印度尼西亞	7	238,451	143,031
Japan 日本	2	131,401	83,060
Liberia 利比里亞	173	19,185,701	11,684,891
Malta 馬爾他	64	2,577,468	2,033,649
Marshall Islands 馬歇爾群島	427	25,619,003	15,597,212
Norway (NIS) 挪威	42	2,470,418	1,467,316
Panama 巴拿馬	256	20,753,449	13,453,612
Philippines 菲律賓	1	54,053	46,515
Portugal 葡萄牙	7	1,190,331	626,784
Saudi Arabia 沙地阿拉伯	4	183,745	119,164
Singapore 新加坡	202	19,097,701	11,618,086
South Africa 南非	3	414,453	212,524
St. Kitts & Nevis 聖基茨和尼維斯	2	4,346	3,023
Thailand 泰國	23	13,779	4,161
UAE 阿拉伯聯合酋長國	1	634	490
United States of America 美國	1	22,749	16,803
Vanuatu 瓦努阿圖	1	55,435	31,069
<b>Grand Total</b>	<b>2,445</b>	<b>212,694,525</b>	<b>131,763,634</b>

# Fleet Statistics

## 會員船隊資料



### Vessels and Tonnage by Ship Type Owned, Managed and/or Operated by Members as at 1<sup>st</sup> December 2020 截至 2020 年 12 月 1 日會員擁有及或管理的船舶類別分佈情況

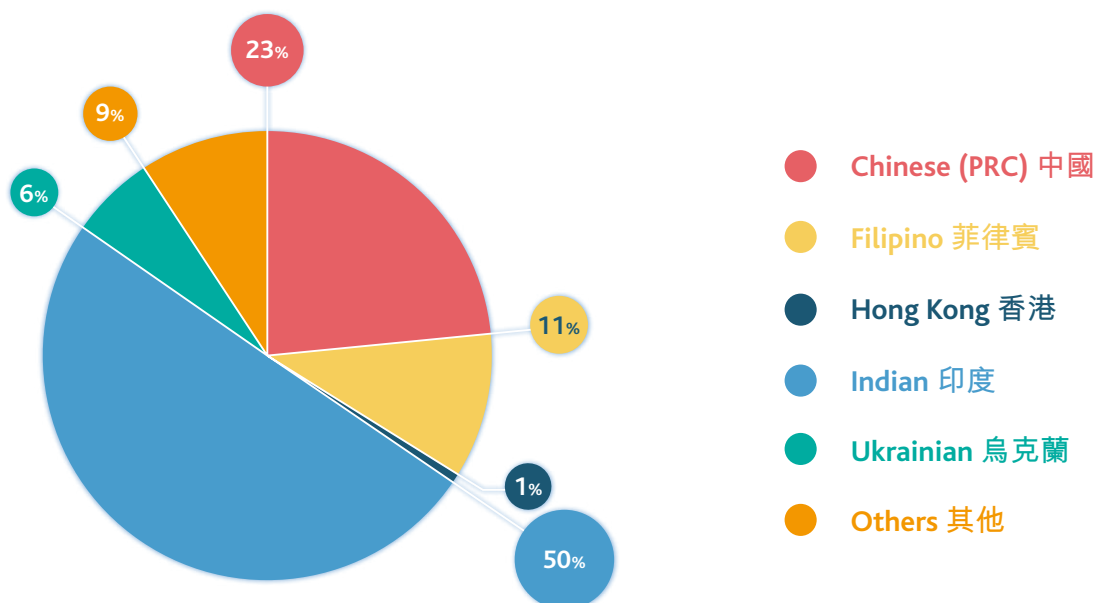
Ship Type 船舶類別	Number of Ships 艘數	Deadweight 載重噸	Gross Tonnage 總噸
Bulk Carrier 散貨船	1,235	117,435,126	63,963,407
Car Carrier 載車船	38	881,410	1,878,212
Cement Carrier 水泥船	1	27,238	16,833
Container Ship 貨櫃船	404	30,874,996	29,120,582
Floating Storage 浮塢	1	305,704	159,016
Gas Carrier (LNG) 液化天然氣船	64	3,435,216	2,939,614
Gas Carrier (LPG) 液化汽船	9	341,759	291,482
General Cargo 乾貨船	21	443,812	281,749
Heavy Lift 重吊	11	634,942	474,937
Livestock Carrier 牲口運輸船	2	9,702	23,344
Multi-Purpose 多用途船	7	81,294	66,247
OBO 油礦石船	2	53,418	42,858
OSV / Tug 離岸支援船 / 拖輪	13	111,192	118,430
Passenger/Cruise 客輪、遊輪	20	6,798	41,290
PCTC / Ro-Ro / Car Carrier 載車船	23	296,407	728,584
Reefer 冷藏船	3	42,420	42,183
Tanker 油輪	312	44,797,398	24,054,481
Tanker (Chemical) 化學品油輪	95	2,898,380	1,672,286
Tanker (Product) 產品油輪	159	9,751,034	5,623,212
Tug 拖船	19	20,402	20,977
Woodchip Carrier 木屑運輸船	4	209,743	177,935
Others 其它	2	36,134	25,975
<b>Grand Total</b>	<b>2,445</b>	<b>212,694,525</b>	<b>131,763,634</b>

# Seafarers Employed by Owners and Managers

## 船東和管理公司僱用的船員情況

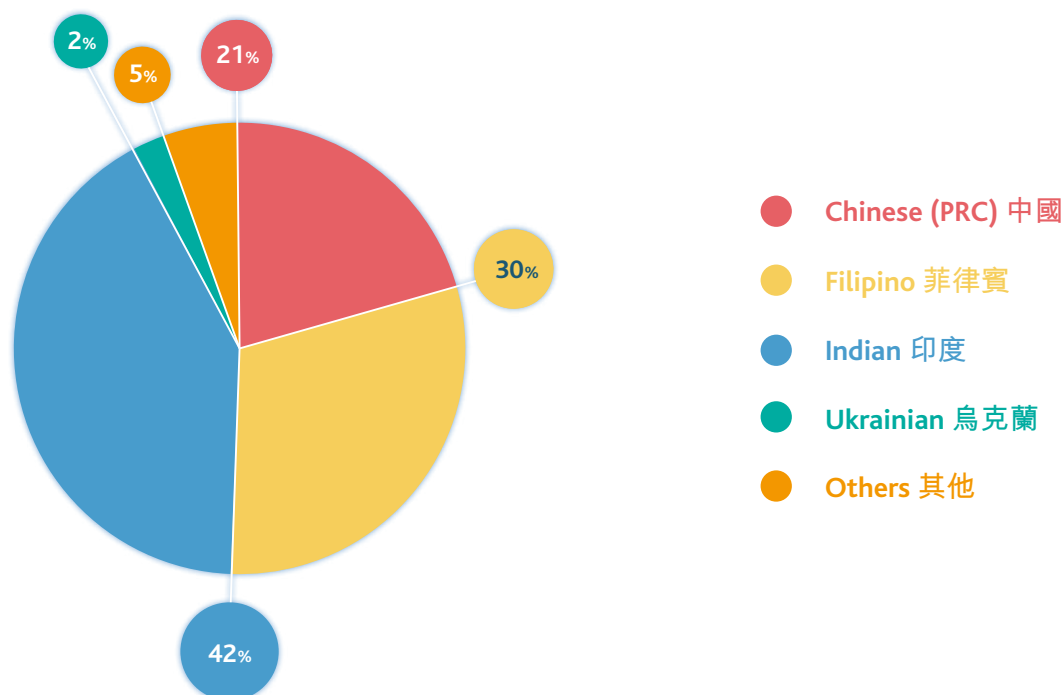
### Nationality of Officers 高級船員國籍分配

December 2020  
2020年12月



### Nationality of Ratings 普通船員國籍分配

December 2020  
2020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 welcome. To arrange such functions about two-month 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 small and large groups. 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 media may be invited to a media conference afterwards, and non-member guests are usually welcome.

### Executive Committee Lunches

These are exclusive and arranged as required for the Committee to receive important overseas visitors or officials.

### Casual Lunches and Cocktail Receptions

These can be arranged 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 Secretariat.

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

該類研討會通常每月在會址鄰近酒店或會議中心舉辦兩次。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、影像放映機及幻燈機。會場可根據需要容納不同人數。講者如能提供講稿更佳。

### 午餐會

此類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會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，非會員通常也可以參加。

### 執委員午餐會

此類午餐會特別是為那些海外的重要人士或政要舉行。

### 輕便午餐與雞尾酒會

此類活動通常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，請聯絡協會秘書處。

# 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 : 12<sup>th</sup> 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

# Membership Application Form

## 入會申請表



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

This may be either mailed/  
Emailed: hksoa@hksoa.org  
Or faxed to (852) 2529-8246

Dear Sirs,

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

We are a company registered in \_\_\_\_\_ (place) in \_\_\_\_\_ (year)

and our principal business is \_\_\_\_\_

we own/and or\* manage \_\_\_\_\_ vessels aggregating \_\_\_\_\_ dwt.

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

We nominate (1) Mr./Ms.\* \_\_\_\_\_ (2) Mr./Ms.\* \_\_\_\_\_

and/or\* (3) Mr./Ms.\* \_\_\_\_\_ (4) Mr./Ms.\* \_\_\_\_\_

to represent us at any meeting called by the Association.

(#For Associate membership application)

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

For future co-ordination, please address all your circulars and notices to our chief representative named as (1) above.

Our full name is : \_\_\_\_\_ (English)

\_\_\_\_\_ (Chinese)

Address : \_\_\_\_\_

Telephone\*\* : \_\_\_\_\_ Fax\*\* : \_\_\_\_\_

Website : \_\_\_\_\_ Email\*\* : \_\_\_\_\_

Signature and company chop : \_\_\_\_\_

Title : \_\_\_\_\_ Date : \_\_\_\_\_

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

\_\_\_\_\_  
Proposer

\_\_\_\_\_  
Seconder

\* Please strike out that which does not apply.

\*\* Please give general line numbers.

# Membership Application Form

## 入會申請表

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

請填妥表格後寄回本會 /  
電郵：hksoa@hksoa.org  
或傳真致 (852) 2529-8246

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

本公司於 \_\_\_\_\_ (年份) 在 \_\_\_\_\_ 註冊，公司的主要業務是 \_\_\_\_\_。

本公司擁有或管理的船舶數為 \_\_\_\_\_ 艘，共計載重噸為 \_\_\_\_\_。

本公司簡介、董事會成員名單及商業登記証副本見附件。

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

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

(# 只適合附屬會員申請人填寫)

# 本公司希望成為貴會附屬會員的原因是 \_\_\_\_\_。

本公司全稱：\_\_\_\_\_ (英文)

\_\_\_\_\_ (中文)

地址：\_\_\_\_\_

電話 \*\*：\_\_\_\_\_ 傳真 \*\*：\_\_\_\_\_

網站：\_\_\_\_\_ 電子郵件 \*\*：\_\_\_\_\_

簽署加公司蓋章：\_\_\_\_\_

職務：\_\_\_\_\_ 日期：\_\_\_\_\_

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

推薦人

第二推薦人

\* 請刪去不適用處

\*\* 請填寫公司總機號碼



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**海事處**  
Marine Department  
The Government of the  
Hong Kong Special  
Administrative Region

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

☎ (852) 2852 4387  
☎ (852) 2541 8842

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

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🌐 [www.mardep.gov.hk](http://www.mardep.gov.hk)