

Waves of Influence

A Celebration of 60 Years

浪奔潮響

六十周年慶誌



Waves of Influence

A Celebration of 60 Years

浪奔潮響

六十周年慶誌



CONTENTS

5	Thank You to Sponsors
6	Mission and Vision
8	Message from Carrie Lam, Chief Executive, HKSAR
10	Message from CH Tung, Patron, HKSOA
12	Message from Frank Chan, Secretary for Transport and Housing, HKSAR Government
14	Message from Sabrina Chao, Chairman, HKSOA, 2015-2017
16	Message from Jack Hsu, Chairman, HKSOA, 2017-2019
18	HKSOA - 60 Years of Achievement
98	Embracing the Future, Frank Chan, Chairman of the Hong Kong Maritime and Port Board
110	Challenges and Opportunities for the Next 10 Years, Maisie Cheng, Director of Marine, HKSAR Government
122	Recollections of Arthur Bowring, Senior Consultant, HKSOA
128	Shaping the Future of Hong Kong Shipping, Sandy Chan, Managing Director, HKSOA
134	Previous Chairmen and Secretaries/Managing Directors
138	Red Letter Days
146	Appreciations
186	Bibliography and Glossary

目錄

5	衷心感謝
7	願景及使命
9	香港特別行政區行政長官林鄭月娥賀詞
11	香港船東會榮譽贊助人董建華賀詞
13	香港特別行政區政府運輸及房屋局局長陳帆賀詞
15	香港船東會 2015-2017 年度主席趙式明感謝詞
17	香港船東會 2017-2019 年度主席許積阜歡迎詞
19	香港船東會 - 六十載的成就
99	迎向未來 - 香港海運港口局主席陳帆
111	繼往開來 共創新機 - 香港特別行政區政府海事處處長鄭美施
123	包榮的回憶 - 香港船東會資深顧問包榮
129	共同努力構建 香港航運未來 - 香港船東會董事總經理陳佩珊
134	歷任主席及秘書長 / 執行董事 / 董事總經理
138	大事日誌
146	鳴謝
186	資料參考及詞彙



領航香港六十載
Sailing with Hong Kong
for 60 years

“Thank You 衷心感謝”

We would like to thank the following past Chairmen of the Association for their generous sponsorship for the publication of the 60th Anniversary book.

我們衷心感謝以下歷任香港船東會主席慷慨贊助六十周年紀念特刊的出版。



Anthony Hardy
何安達
1970-71



CH Tung
董建華
1976-77



Kenneth Lo
盧強華
1986-87



David Koo
顧建舟
1990-91/2006-07



CC Tung
董建成
1994-95



Andrew Chen
程義
2000-01



Frank Tsao
曹文錦
2004-05



Peter Cremers
2008-09



Kenneth Koo
顧建綱
2010-11



Alan Tung
董立新
2012-13



Kingsley Koo
顧建新
2014-15



Sabrina Chao
趙式明
2016-17

VISION AND MISSION

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.



願景及使命

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。

MESSAGE FROM CARRIE LAM CHIEF EXECUTIVE, HKSAR



Message

My warmest congratulations to the Hong Kong Shipowners Association on celebrating its 60th anniversary.

Strategically located on the Far East trade routes and at the heart of the fast-developing Asia-Pacific Region, Hong Kong is an international hub for shipping and home to a vibrant community of shipowners. The shipping industry has long been an important pillar of Hong Kong's economy and a driving force of Hong Kong's economic growth.

Incorporated in 1957, the Hong Kong Shipowners Association has been committed to promoting and protecting the interests of shipowners and has played a pivotal role in strengthening Hong Kong's position as an international maritime centre. With the Belt and Road Initiative and the development of the Guangdong-Hong Kong-Macao Bay Area going full steam ahead, I see fresh opportunities for our shipping industry to thrive and prosper and the growing importance of the Association in enhancing our competitive edge in maritime services.

On this special occasion, I would like to extend my sincere gratitude to the Association for the significant contributions it has made to the development of Hong Kong's shipping industry and economy in the past six decades. I wish the Association and all its members every success in seizing new opportunities and attaining new heights of achievement year after year.

(Mrs Carrie Lam)
Chief Executive

Hong Kong Special Administrative Region

香港特別行政區行政長官 林鄭月娥賀詞

香港船東會六十周年誌慶

乘風破浪
茂績遐揚

香港特別行政區行政長官林鄭月娥



Carrie Lam, GBM, GBS
Chief Executive of the Hong Kong
Special Administrative Region

林鄭月娥，大紫荊勳賢、GBS
香港特別行政區行政長官

MESSAGE FROM CH TUNG PATRON, HKSOA

It is with great pleasure that I extend my congratulations to the Hong Kong Shipowners Association on its 60th Anniversary. Over the past six decades, the Association has played an important role in expanding the maritime industry in Hong Kong as well as projecting the voice of the industry to the community and government.

Shipping continues to be a crucial element of the world economy and the economy in Hong Kong. The Hong Kong Shipowners Association will continue to be the voice of the industry in both the national and international arenas.

香港船東會榮譽贊助人 董建華賀詞

我熱烈祝賀香港船東會成立六十周年。
六十年以來，協會在擴大香港航運業
方面發揮重要力量，並且經常為行業
向政府和社會各界發聲。

航運業依然是促進環球經濟和香港
經濟的關鍵要素。香港船東會將繼續
在國家層面和國際領域，擔當行業的
代表。



CH Tung, GBM

Vice Chairman of the Chinese
People's Political Consultative
Conference

Patron, Hong Kong Shipowners
Association

董建華，大紫荊勳賢
中國人民政治協商會議
全國委員會副主席
香港船東會榮譽贊助人

MESSAGE FROM FRANK CHAN SECRETARY FOR TRANSPORT AND HOUSING, HKSAR GOVERNMENT

I am very pleased to convey my warmest congratulations to the Hong Kong Shipowners Association on its 60th Anniversary.

Maritime and shipping are highly competitive international businesses. Only the fittest can survive and prosper over time. Since its establishment in 1957, the Association has grown from a small group of local shipowners into one of the largest shipowners' associations with a renowned reputation both abroad and at home. Throughout the past decades, the Association has strived to advance Hong Kong's maritime and shipping industry, represent the interests of the Hong Kong shipping community and promote the strengths and expertise of Hong Kong. All in all, it has made unique contributions to the on going development of Hong Kong as an international maritime centre.

May I wish the Hong Kong Shipowners Association every success in its future endeavours and many more prosperous decades ahead.

香港特別行政區政府 運輸及房屋局局長陳帆賀詞

香港船東會六十周年誌慶

匡導航運
續創輝煌

運輸及房屋局局長陳帆



Frank Chan, JP
Secretary for Transport and
Housing, HKSAR Government
Chairman, Hong Kong Maritime
and Port Board

陳帆，JP
香港特別行政區政府
運輸及房屋局局長
香港海運港口局主席

2015 - 2017 CHAIRMAN'S MESSAGE

Chinese astrology dictates that a sixtieth birthday is the start of a new life cycle. As the Hong Kong Shipowners Association celebrates its sixtieth anniversary, there is much to celebrate as we look back on our first sixty years, and much to look forward to for the future.

The HKSOA has served the shipping community based here in our home in countless different ways over the past six decades, both in its achievements locally and its active participation in global maritime affairs. Many of these achievements are recounted in the following pages and I am sure that our original founders would look with pride on how their original vision has developed into the respected organization that it is today.

The Association's founders included several of Hong Kong's original family shipping companies, some of which are still members to this day. Whilst we can be justifiably proud in everything that the HKSOA has achieved for the benefit of the Hong Kong shipping community, I firmly believe that one of our greatest achievements has been in creating a Hong Kong shipping family, a community that is supportive of each other through good times and bad, with shared values and a common purpose.

I am enormously proud and honoured to have served as Chairman of the HKSOA at the close of its sixth decade and I look forward to being an active member for many years to come. During my time as Chairman, I have enjoyed a fabulous level of support from the Executive Committee, the membership as a whole, and, of course, the tireless efforts of our small team at the HKSOA who make everything we do possible. To all of you, thank you for a truly memorable voyage.

2015-2017年度主席 感謝詞

以我國天象學來說，六十週歲是新生命循環的開始。香港船東會在慶祝六十周年之際，回顧上一個甲子，既有不少值得鼓舞的成就，亦滿載許多對未來的盼望。

六十年以來，香港船東會以多元化方式，服務在這裡紮根的航運界。在本地和全球航運事務，都取得豐碩成果。以下篇幅將會詳述。我相信創始人對於當初的願景終於成真，現在協會已經發展成為一個備受推崇的組織，必定深感自豪。

香港船東會的創始成員，包括一些本地家族船公司，部分至今仍然是我們的會員。固然，協會為香港航運界所取得的種種成果引以為傲；我也堅信，我們最大的成就之一，就是為香港航運業營造了一個「大家庭」。這是一個擁有共同價值、共同目標，而又能夠在順境和逆境中互相扶持的緊密社群。

我在香港船東會鑽禧之際出任主席，倍感榮幸。期望在未來歲月，繼續活躍於會務。在我掌舵期間，慶幸得到執委會和全體會員的鼎力支持，加上秘書處小小團隊的努力不懈，成就我們的一切工作。謹此衷心感謝大家，給我永誌難忘的回憶！



Sabrina Chao
Wah Kwong Maritime Transport
Holdings Ltd

趙式明
華光海運控股有限公司

2017 - 2019 CHAIRMAN'S MESSAGE

It is an honour to assume the role of Chairman of this great Association at the dawn of our seventh decade. The achievements of the HKSOA and the role it has played in both local and global maritime affairs over the past six decades give us a strong platform to move forward in what will no doubt continue to be a challenging and exciting shipping environment.

As we begin to emerge from a prolonged downturn in shipping markets, we are faced with an increasingly strict regulatory landscape and an ever increasing focus on our industry meeting its social and environmental obligations. The HKSOA is never going to be able to influence actual shipping markets, but we will remain in the vanguard of ensuring that our members are well represented in the debate on the future of shipping regulation and ensure that Hong Kong shipowners and service companies remain the globally respected industry forces they have become.

Some of the regulations which have been tabled in recent years have been well intentioned, but have needed the input of groups such as the HKSOA to ensure they are fit for purpose. That is something which the HKSOA will continue to actively campaign for, whilst ensuring that the vital services our members provide to global trade continue to be enacted in a safe, responsible manner for the benefit of all involved, both at sea and ashore.

2017-2019年度主席 歡迎詞

香港船東會即將踏進第七個十年，我在這個重要時刻擔任主席一職，與有榮焉。過去六十載，香港船東會在本地與國際航運事務中所作出的努力及取得的成就，為業界打穩了基礎，讓我們可以在持續充滿挑戰和刺激的營商環境中穩步邁前。

航運市場剛走出長期低迷的困境，我們卻要面對愈加嚴格的監管，而外間亦愈來愈重視行業的社會責任和環境責任。香港船東會雖然不可能影響航運市場，但我們堅持走在前綫，在未來規管航運的辯論中為會員發聲，確保香港的船東和相關行業服務公司，一如以往，是備受全球敬重的業界力量。

近年提出的一些規管建議乃出於好意，但仍需香港船東會等組織一起參詳，令到方案達至「合切適用」。這正是香港船東會未來積極努力的方向。同時，為了所有海上和岸上工作人員著想，我們將確保會員能夠不斷以安全、負責任的方式，繼續為全球貿易活動提供不可或缺的服務。



Jack Hsu
Oak Maritime (Hong Kong) Inc

許積卓
和合航業(香港)有限公司

THE HONG KONG SHIPOWNERS ASSOCIATION - 60 YEARS OF ACHIEVEMENT

Any organisation or company that survives 60 years in Hong Kong deserves a brief moment of self-congratulation. Not only must it have weathered the varied storms, both economic and political, that have at times lashed Hong Kong, but it also must have been doing something right.

The Hong Kong Shipowners Association (HKSOA) is invariably described as punching above its weight in its activities, but what exactly does that involve? James Hughes-Hallett, Chairman of the Association in the immediate post-handover period, once remarked: "Thank goodness it is not the Association's task to strike the pens from the brave hands of those owners who continue to defy the odds and the analysts by signing up for further new-buildings." At least that means that the HKSOA is free of any commercial remit and cannot be blamed for the frequent downturns that befall shipping. While the Association's influence in a notoriously fragmented industry has grown immeasurably over the past six decades, another former Chairman, Andrew Chen, said in 2000: "Our Association is willing to take a leading role in bringing the industry together, but I must make clear that we do not want to run things. We are here to assist cooperation by working with the other associations, not run their affairs."



香港船東會 - 六十載的成就

任何一家立足於香港的機構或公司，能夠在此地砥礪奮進六十載，都是值得慶賀，因為這些機構和公司不單必須成功面對種種在經濟和政治方面的衝擊，還必定要能夠把事情做得對、做得好。

香港船東會的會務工作，給外界一個好像總是在「參加越級賽」的印象，但當中究竟是甚麼意思？協會主席何禮泰先生在香港回歸後不久曾經表示：「幸好協會的工作，不是要在業界前景不明朗時，阻止勇敢的船東毅然簽約訂造新船」。至少這顯示香港船東會從來沒有涉及業內商業運作，因此亦不會因為航運業經常出現低迷情況而備受指責。本地航運業向來比較

The Hong Kong owned *Seawise Giant*, the largest oil tanker ever built

香港擁有的全球最大噸位的輪船
海上巨人號



Hong Kong, 1957, the year the HKSOA was founded.

香港於1957年的面貌，是年香港船東會正式成立。

The following pages outline many of the achievements of the Hong Kong Shipowners Association over its first 60 years, from its involvement in maritime affairs both international and local (including its active involvement in the establishment and success of the Hong Kong Register), the vital role it has played in the training and protection of seafarers and the sense of community it has built among those involved in all things maritime. What is reflected in these achievements and what binds the members of the Hong Kong Shipowners Association together is a common commitment to both the shipping industry and to Hong Kong itself.



鬆散，惟協會的影響力在過去六十年來顯著提升，另一位前主席程義先生在2000年曾表示：「協會願意為團結業界而牽頭，但我必須表明，我們不想去經營甚麼，我們在這裡是要透過與其他組織共事，來促進彼此合作，並不是要去處理大家的事務」。

以下篇幅概述香港船東會六十以年來參與本地及國際航運事務工作所取得的許多成就，包括積極參與籌備香港船舶註冊並促使其成功投入運作，在船員培訓和保障方面所扮演的重要角色，以及為與航運業相關參與者建立社群意識。這些成就彰顯業界對本地航運業和香港的共同承諾；亦是這一份承諾，促使香港船東會會員多年來團結一致。



MANPOWER, DEVELOPMENT AND SEAFARER PROTECTION

“**T**he success of a ship depends on her crew” was an oft quoted saying of Captain Charles Vanderperre, HKSOA Chairman in 1972. Although autonomous ships are increasingly part of a vision of the future, it remains the people onboard who are the vital link in ensuring the safe, efficient operation of global trade. The recruitment, training and ongoing welfare of seafarers has been a cornerstone of the work of the HKSOA since its inception, both in the work of the Association in Hong Kong and on the global stage.

Back in 1957 when the eleven founding companies of the HKSOA first got together, manning of ships was already a major issue. Most of Hong Kong’s shipowners were compelled to trade their ships under the British flag, which meant having to adhere to the onerous rules regarding manning, not least the requirement to have at least five officers onboard who held certificates of competency issued by the British Board of Trade. Without those five British officers, the ship could not sail, even if a highly qualified non-British officer was available. Registering ships elsewhere was not an easy solution, as there was not the proliferation of ship registries which exists today and with the more flexible Panama registry joining America in a trade embargo on China, the options were few.

人力發展及船員保障

「一艘船舶的成功，取決於她的船員」，這是香港船東會 1972 年度主席 Charles Vanderperre 船長經常獲引用的一句名言。雖然自動駕駛船隻日益成為未來憧憬，船上人員目前仍然是確保全球貿易得以安全及有效運作的重要環節。因此，海員招聘、培訓、持續福利等事宜，一直是香港船東會自成立以來無論在香港還是國際舞台上的一大工作重點。

回想起 1957 年，當 11 家創立香港船東會的公司首次聚首一堂的時候，船舶配員已是一大問題。大部分香港船東必須為船隻掛上英國旗幟，意味著他們必須遵守英國的繁瑣配員規則，包括船上至少有 5 名高級人員需持有由英國貿易委員會發出的合格證書。沒有那 5 名英籍人員，即使有高資歷的非英籍人員在船上，船舶也不得航行。選擇在其他地方註冊船舶也非易事，皆因昔時可供船舶註冊的地方遠不及今天普及，加上較靈活的巴拿馬註冊處當年已加入了美國的行列，對中國實施貿易禁運，可行方案實在不多。

隨著與培訓相關的新規定出現，特別是 1978 年訂立並於 1984 年生效的《海員培訓、發證和值班標準國際公約》（STCW），令到為香港海員提供一個有系統兼國際認可的培訓計劃變得日益重要。香港船東會 1974-75 年度主席，即華光航業趙世彭先生，成功

Seafarers have always been from many different nationalities.

不同國籍的船員在船上工作。



With the advent of new regulations relating to training, notably the International Convention on Standards of Training, Certification and Watchkeeping (STCW), which was adopted in 1978 and came into force in 1984, providing a structured, internationally recognised training programme for Hong Kong seafarers became increasingly vital. Frank Chao of Wah Kwong, the Chairman of the HKSOA in 1974-75, was widely credited with persuading the Hong Kong Government that a centralised training scheme was required, not just for the benefit of shipowners, but in order for Hong Kong to retain and enhance its position as a major port and maritime centre.

It was the support of the HKSOA and its members that proved pivotal in the establishment in 1984 of the Seamen's Training Centre, with funds provided by the Government's Vocational Training Council (VTC). The commitment of HKSOA members, in particular Valles Steamship, OOCL, Tai Chong Cheang and Wah Kwong, to take on an annual intake of cadets to their ships was a vital component in securing Government backing for this initiative. However, as Hong Kong gained in prosperity and as the shipping industry suffered a brutal recession, recruitment of local seafarers became increasingly difficult.

While there was no obligation for Hong Kong shipowners to employ local seafarers and there had been a plentiful supply of labour from nations such as the Philippines and India, maintaining a pool of locally sourced seafaring talent was considered essential and an area where the HKSOA was notably vocal. This was highlighted in the HKSOA Chairman's report of 1984, when then Chairman Dr Helmut Sohmen of World-Wide Shipping Agency referred to the declining pool of seafarers and the need for the Government to address the problem, saying: "We have emphasised that shipowners are only temporary employers of about two thirds of their ship officers who, after an estimated average of seven years, often less, give up their deep sea careers to find local jobs in the great variety of marine related occupations. We have drawn attention to the shrinking pool of local deck officers to take up future appointments, not only in the Marine Department, but with the Pilots Association,

游說香港政府推出統一培訓計劃，此舉不獨是為了船東的利益，也是為了協助香港保持和鞏固其作為主要港口和航運中心的地位。趙先生亦因此備受稱許。

有賴香港船東會和成員的支持，並受惠於職業訓練局（VTC）資金，海員培訓中心於1984年成立。同時，協會成員特別是萬利輪船、東方海外、泰昌祥和華光航業等，承諾每年僱用其學員在其船上工作，亦是政府同意支援這項倡議的主要條件。可是，香港繁榮好景之際，航運業卻碰上衰退時刻，使招聘本地海員變得漸見困難。

香港船東沒有責任必須僱用本地海員，而來自菲律賓和印度等國家的海員供應亦很多。縱使如此，各界均認為香港應備有本地航海人才，香港船東會亦在這方面甚表贊同。1984年，環球航運的蘇海文博士擔任協會主席，在主席報告中指出，政府必須處理海員數目下降的問題。他說：「我們已經強調，船東只是大約三分之二船上人員的暫時僱主。按估計這些人員平均在職七年之後，或通常會在更短時間內，放棄航海事業，轉去與航運相關的多樣化職業中尋找本地工作。鑑於將來可接替任命的本地甲板人員數目不斷收縮，除海事處外，其他如領港會、渡輪、拖船、內河船、造船廠、船級社、培訓機構、測量公司，以至本地船務代理等，均會受到影響，我們促請各方多關注這個情況。」蘇海文博士指現行的招聘安排是「分散的，並不完備，兼且沒有與港口運作的不同持份者維持聯繫」，因此代表協會進一步呼籲政府成立永久組織，專責吸引年輕人加入船運業工作。協會的意見獲有關方面接納；職業訓練局於1991年加強參與由香港理工學院的甲板學員學校。協會亦



Simulator training at the Maritime Services Training Institute.

於海事訓練學院模擬器的培訓。

the ferries, the tugs, the river trade vessels, the shipyards, the classification societies, the training institutes, the surveying companies and local shipping agencies.” Dr Sohmen, on behalf of the Association, further called on the Government to set up a special and permanent organisation, tasked with attracting youngsters to the merchant marine, stressing that the current arrangements for recruitment were “fragmented, part-time and without any ongoing liaison within the variety of different interests involved in the port operation.” The Association’s view was clearly noted and in 1991 the VTC increased its involvement with the Deck Cadet School, previously run by the Hong Kong Polytechnic. The ongoing reform of training instigated by the Association continued, with the Seamen’s Training Centre being integrated with the Hong Kong Institute of Vocational Education in 2003 and renamed the Maritime Services Training Institute (MSTI).

Securing a more structured and focused approach to training, together with raising Government awareness of the ongoing need for institutions to provide such training, was a major success for the HKSOA, but finding employment for the cadets coming out of the MSTI and its forebears was equally important. Once again, the HKSOA had considerable input. The Association was fortunately able to secure the voluntary services of a retired Hong Kong Master, Captain Tommy Lam, to undertake the interview and placement of cadets on members’ ships. While the core of owners who had always supported recruitment of Hong Kong cadets remained loyal participants in the scheme, the increasingly significant major shipmanager members have also been actively involved, recognising that not only were the graduates potential officers, but that they would be a prime source of future shore based staff. This sector has become vital to Hong Kong’s maritime cluster over the past three decades. The Association’s initiative in encouraging member companies to hire Hong Kong cadets led to Government support for the Cadet Incentive Scheme, which was a major contributor to re-populating the Hong Kong pool of experienced seafarers.

不斷策劃有關培訓的改革，及後海員訓練中心與香港專業教育學院於 2003 年合併，並改名為海事訓練學院。

能夠落實一個較為有系統且集中的培訓方法，同時讓政府進一步意識到學院需要持續提供這類培訓的重要性，這都是香港船東會的一大功績。但是，幫助剛在海事訓練學院畢業的學員和前畢業生尋找就業機會亦同樣重要，香港船東會為此亦著力甚巨。協會有幸得到退休船長林沛鴻先生義務協助，負責面試學員，並安排他們到協會成員船上工作。除了那些向來支持本地招聘計劃的核心船東仍繼續戮力參與外，地位日益重要的船舶管理公司亦積極投入襄助，因為大家明白到畢業學員不僅可以為行業增添新力，更會是將來駐岸職員的主要來源。這方面的培訓工作，構成了過去三十年香港航運團隊的重要部份。協會一向致力鼓勵會員僱用香港航海學員，亦因此促使政府支持「學員獎勵計劃」，為香港航海人才庫增添經驗成員作出貢獻。

Above: Graduates from the Maritime Services Training Institute

Below: Hong Kong SAR Chief Executive Carrie Lam at the Hong Kong Sea School

上圖：海事訓練學院畢業生

下圖：香港特別行政區行政長官林鄭月娥出席香港航海學校畢業步操



The work of the Association in structuring training programmes which are internationally recognised has continued and the HKSOA still works closely with the VTC to ensure that a set of relevant and attractive courses is offered to both new entrants and those seeking to upgrade their skills. Ensuring that a constant flow of new talent comes into the industry remains a never ending task. Successful recruitment requires awareness and in an age where old economy careers such as shipping are often considered unattractive, highlighting both the importance of the shipping industry to the lives of everyone in Hong Kong and the exciting career opportunities it offers has been an essential part of the Association's work.

In 2001, the HKSOA organised the first Maritime and Logistics Week, an event held in the centrally located shopping mall Pacific Place. Intended to introduce the maritime and logistics industries to Hong Kong youngsters, their parents and the general public, the initial event was opened by the Association's Patron and then Chief Executive of the Hong Kong SAR, CH Tung, and successfully showcased shipping to an audience not ordinarily exposed to the industry. Since then the event has grown under the name Hong Kong Maritime Awareness Week, with an increasing roster of sponsors, supporters and participants. Led by the HKSOA and with support from the Maritime and Port Board and the Education Bureau, it has moved beyond being a static exhibition in a shopping mall, with the major events now held at the Hong Kong Maritime Museum in Central.

Recognising the need to instill knowledge and enthusiasm for all things maritime in youngsters from an early age, the HKSOA has worked to expand the involvement of secondary schools. This ensures that a maritime career is on the radar as young people begin to make their career decisions. Using the Maritime Museum as the focus has enabled Maritime Week to become an interactive experience, while the Central venue allows HKSOA member Hong Kong United Dockyards to moor one of its modern harbour tugs alongside the Museum, giving visitors access to one of the workhorses of the harbour. The Association's support of Maritime Week is

協會亦致力籌辦獲國際認可的訓練課程，並持續與職業訓練局緊密合作，確保能夠為不論是行業新秀或是希望提升技能的在職人員，提供一系列具吸引力的相關培訓課程。然而，確保不斷有新晉人才投身行業，卻是一項無止境的任務。招聘人才奏效與否，固有賴大眾對行業的認知，惟現今社會亦普遍視例如航運等行業為「舊經濟體系」，殊不吸引。業界能否在這些不利因素影響下，仍然突出航運業對每一個香港人日常生活的重要性，以及這行業所能夠提供的許多職業抉擇，都是協會工作的重要部分。



2001年，香港船東會在太古廣場購物中心舉辦了首屆「航運及物流週」，是次活動由協會榮譽贊助人、時任香港特區行政長官董建華先生揭幕，目的是為香港青少年、家長和廣大市民介紹海運及物流業，並成功地向沒有接觸過這些行業的市民大眾展示了業界狀況。活動隨後進一步發展為「海事航運週」，贊助商、支持者和

參與人士數目亦不斷增長。由香港船東會帶領，並得到香港海運港口局和教育局的支持，航運週活動已由往昔一個在購物中心舉辦的靜態展覽，發展為現今在中環香港海事博物館舉行的大型活動。

香港船東會明白到有必要引起青少年從小開始對航運的知識和熱忱，因此致力推及中學的參與。如此，可使年輕人在開始思考日後就業抉擇時，把航運業

HKSOA Patron
CH Tung, pictured
with HKSOA
Chairman Andrew
Chen opens the
first Maritime and
Logistics Week.

香港船東會主席
程義先生陪同榮譽
贊助人及行政長官
董建華先生主持
首屆「航運及物流
週」揭幕儀式。

not just about recruitment of seafarers, but also about showcasing shipping and its importance to the economy of Hong Kong to the general public. Introducing the wide range of careers available in shipping has also involved Associate member companies in the events surrounding Maritime Week and the ongoing enthusiasm of this initiative confirms that results are positive for both sides.

While recruitment and training remain vital to keeping the industry alive, just as important is ensuring the welfare of seafarers once they have come into the industry. By being a member of the HKSOA, companies have signed up to be part of an organisation with the best interests of the shipping industry and those who work in it at heart. That means an acknowledgement that those who serve onboard members' ships deserve good working conditions and protection under international labour laws and conventions. Hong Kong shipowners have a well deserved reputation for being caring employers, as is reflected in the high degree of crew retention on Hong Kong-owned ships and the number of former seafarers who make long-term careers ashore with the companies they originally joined as cadets.

Amongst the Association's major achievements during its first 60 years has been the tireless advocacy role it has played in the drafting and implementation of important legislation regarding seafarers in recent years. In this area the HKSOA rose to become the Voice of Asia in ensuring that legislation drafted was fit for purpose in that it was practical and could be implemented in the complex world of commercial shipping. With the majority of global shipping now controlled in Asia, ensuring that the Asian voice was heard when legislation is generally generated from regulatory bodies in the West became increasingly vital.

Arthur Bowring, Managing Director of the Association from 1997 to 2016, ensured that the interests of members and shipowners beyond Hong Kong were represented through his position as the Maritime Employer Vice Chairman to the Special Tripartite Committee of the Maritime Labour Convention 2006 of the International

放在考慮之列。以海事博物館為焦點，有助海事航運週與之成為互動體驗。這個位於中環的場地亦停泊了一艘來自協會會員「香港聯合船塢」的現代化拖船，讓大眾可親身參觀這一種重要港口運輸工具並了解其功用。協會支持海事航運週不僅是為了海員招募，還有是為了向市民介紹航運業及展示其對香港經濟的重要性。透過舉辦航運週，協會除可藉此向大眾介紹航運業可提供的廣泛就業機會，亦使協會附屬會員公司持續積極參與各項與航運週相關的活動，而各界對活動反應熱烈，證明會方及大眾都有所得益。

招聘和培訓固然是行業能否維持興旺的一大要素，為那些已投身行業的海員謀取福利同樣重要。作為香港船東會成員，一眾會員公司均謹記，須時刻以航運業及業內同寅利益為依歸。這意味著那些在會員的船舶上工作的人員，應該享有良好的工作環境和得到國際勞工法例和公約的保障。香港船東向以優良僱主稱著，許多船員均願意留在香港船東的船舶上工作，不少前海員亦在原先加入成為學徒的公司裡出任岸上職位，反映出香港船東在這方面的聲譽是實至名歸的。



Labour Organisation (ILO), the United Nations agency responsible for setting labour standards. The ILO was charged with drafting one of the most pivotal seafarer welfare conventions of recent years, the Maritime Labour Convention, which was concluded in 2006 and came into force in 2013. Not only was the HKSOA involved in the drafting of this convention, but through Bowring's tireless efforts, it played a prominent role in the implementation and amendment of a convention that covers so many different aspects of seafarer employment and welfare. This was a game changer as far as the shipping industry was concerned and it was vital that its practical impact was addressed in the context of the stated aim of offering more protection to seafarers. The opportunities for over-zealous interpretation and even abuse of the convention were plentiful, but through the careful drafting and work of organisations such as the HKSOA, the early years of the convention can be deemed a success and have made a major contribution to seafarer welfare. In addition to ensuring that the needs of the membership were represented, the Association ensured through regular communication and seminars that the membership was well prepared for when it came into effect. The fact that Hong Kong-owned ships have been able to incorporate the convention in a relatively seamless manner is testament to the efforts of the Association in the drafting, implementation and communication of this convention.

The Association's presence in the ILO has provided an invaluable platform for the HKSOA to fight against the unfair treatment of seafarers. In a global business such as shipping, numerous jurisdictions can be involved and there are cases where seafarers have been subjected to an abuse of procedure due to local administration. While national law will always prevail, the ILO has been instrumental in providing guidelines for the treatment of seafarers and the HKSOA has always been vocal in calling attention to the plight of seafarers being unfairly treated. A specific example of the HKSOA being a voice for seafarers came in 2008, when two senior officers from the Hong Kong flag *Hebei Spirit* were detained in Korea following an oil spill. Arthur Bowring wrote in his Managing Director's report: "When two responsible

協會首六十年來取得的主要成就是不辭勞苦擔當倡議角色，近年在起草和實施有關船員的重要法規中發揮重要作用。在這方面，船東會致力確保草擬法規「切合適用」，能夠在複雜的商業航運世界中切實執行，亦因此獲得「亞洲之聲」美譽。有鑒於新法案一般仍源自西方國家監管機構，隨著現今環球航運泰半業務均掌控於亞洲，我們更須確保監管機構在制定新法案時必須聽取來自亞洲同業的意見。

國際勞工組織(ILO)，是聯合國轄下負責制定勞工條例、標準的機構。協會1997-2017年度執行董事包榮先生，透過出任組織轄下的《海事勞工公約2006》專責三方委員會的海運業僱主副主席一職，確保協會成員和船東的利益在香港以外亦同時得到保障。ILO草擬了近年最關鍵的海員福利公約，這就是在2006年達成協議並於2013年生效的《海事勞工公約》。透過包先生的努力不懈，香港船東會參與草擬工作，並且在推行和修訂這個涵蓋許多有關海員就業和福利方面的公約時，亦發揮了重要作用。對本地航運業而言，協會在這方面的參與開創了嶄新局面，確保在制定落實公約以為海員提供更多保障時，得以充分顧及新制度的實質影響。公約在實施後或許會出現過度詮釋甚或濫用的情況，但是通過一如香港船東會等組織的認真草擬工作，公約自實施至今業已數載，各界普遍認為是成功的，為海員福利



HKSAR Chief Executive Carrie Lam awards the Medal of Honour to Arthur Bowring, HKSOA Managing Director 1997-2016 in October 2017.

香港特別行政區行政長官林鄭月娥於2017年10月向香港船東會1997-2016年度執行董事包榮先生頒授榮譽勳章。

and experienced officers are so obviously made scapegoats for the failings of a large Korean corporation, and representatives of the State concerned hide behind the rather limp excuse of not being able to interfere in a clearly rigged legal system, the signs of fair treatment and respect for the seafarers, and by extension our industry, are not good.” In that same report, Bowring was also critical of the judgment of the European Court of Human Rights over the bail amount set for the Master of a ship involved in another infamous oil spill off Spain, the *Prestige*, citing the case as “having more to do with supporting a government finding someone to blame than the human rights of the seafarer”. Echoing the view of the Association’s membership, Bowring ended by saying: “We will be more outspoken on these issues in the future, in the hope that by clearly expressing our anger, our opinions might be better received by those States that treat seafarers unfairly, with no respect and with little dignity.” The Association’s presence at the ILO and the International Chamber of Shipping (ICS) has also ensured that in cases where seafarers are abandoned, usually through the bankruptcy of a shipowner, influence can be brought to bear through the flag state of the ship concerned and diplomatic channels persuaded to try to achieve a satisfactory outcome. This active involvement in protecting seafarers’ human rights has received praise from across the industry, but is a crucial part of protecting those on whom the industry depends and ensuring the industry is considered an acceptable workplace for those contemplating a career at sea.

In addition, the HKSOA has been vocal in seeking the protection of seafarers in times of conflict and in dealing with the scourge of piracy. In 1987, at the height of the Iran/Iraq war, merchant shipping was being regularly targeted in the Arabian Gulf, with considerable loss of life sustained. The collective might of the Association rallied to seek better protection for unarmed merchant ships legally plying their trade and in his report at the 1987 AGM, Chairman Kenneth Lo of Teh-Hu Cargocean, wrote: “It is with sadness that I record several of our members’ ships have been victims and our crewmen have been amongst those injured or killed. As a shipowners association, we have been both vocal and active in attempting to influence and initiate measures

作出了重大的貢獻。除了確保能有效代表協會成員及反映其需要之外，協會通過定期的溝通和研討會，確保成員在公約生效時已做好足夠準備。事實上，香港船舶能夠順暢配合新公約的施行，足證協會在草擬、實施和各項溝通工作上所作出的努力。

協會參與 ILO 的工作，亦為香港船東會提供寶貴平台，處理涉及不公平對待海員的事宜。在諸如航運等環球業務中，經常涉及多個司法管轄權，曾有個案由於地方行政機關濫用程序而導致海員受制其中。雖然一般應以國家法律為準，但是 ILO 就海員待遇提供了重要指引，香港船東會亦一直呼籲要注意海員較易受不公平對待的困境。曾有一個具體例子發生在 2008 年，來自香港的河北精神號的兩名高級人員在漏油事故後被韓國當局扣留，香港船東會遂挺身代為發聲申訴。包榮先生在他的執行董事報告中寫著：「當兩位負責任和經驗豐富的工作人員，因為一家大型韓國企業的失誤而明顯成為了代罪羔羊，有關國家的代表卻以不容干預為牽強藉口，躲在一個有缺失的法律制度背後，這實在顯示船員以至我們行業在獲得公平對待和尊重方面的保障，仍有欠理想。」在同一份報告中，包先生提到一宗發生在西班牙以外海域和廣受關注的 *Prestige* 號嚴重漏油事故，批評歐洲人權法院對船長設定保釋金額

Tankers engaged in a ship-to-ship transfer of oil at the height of the Iran/Iraq war

油輪在伊朗／伊拉克戰爭激烈期間從事船舶之間石油轉駁工作



Governor Chris Patten presents the MBE to Michael Farlie, HKSOA Director 1984-97.

港督彭定康向
香港船東會
1984-97 年度
董事霍禮宜先生
頒授員佐勳章。

to be taken to bring the situation under control. The lives of our seafarers and the safety of our ships remain our prime concern.” The HKSOA’s efforts included the then Deputy Chairman of the HKSOA, Dr. Helmut Sohmen, undertaking a personal mission to New York to speak to Javier Perez de Cuellar, the Secretary-General of the United Nations, to press for effective intervention. The Association also made direct representations to the Governments of the UK, Hong Kong, Liberia and Panama (as the major flag states under which many members’ ships were registered) and in particular enjoyed excellent co-operation from the British Royal Navy’s Armilla Patrol in the Arabian Gulf. Kenneth Lo further recounted how the Association had provided continued communication with the UK Government regarding the movement of members’ ships in the conflict zone, receiving suggestions on how best to instruct and help masters in the face of increasing and bewildering hostilities and where possible, enjoying the protection of the Royal Navy in convoys accompanying warships.

Piracy has existed in the shipping industry for centuries and the HKSOA has played an active role for decades in assisting both its members and the broader maritime community in dealing with this problem. Michael Farlie, Director of the Association from 1984 to 1997, was particularly active in bringing attention to this problem but was also instrumental in providing assistance to the International Chamber of Commerce, which succeeded in establishing the International Maritime Bureau Piracy Reporting Centre in Kuala Lumpur, which acts as a vital point of contact for ships anywhere in the world that have been either attacked or are aware of piracy activity. This information is then disseminated to ships and shipowners, ensuring a greater awareness of the threat. Farlie’s work both for the Association in general



的判決，直言案件只是「支持政府去找人問責，多於維護海員的人權」。最後他回應了協會成員的觀點：「對於這些問題，我們今後將會更加敢言，希望透過明確地表達我們的憤怒，讓那些沒有給予船員公平對待、尊重和尊嚴的國家，更明白要接納我們的意見。」協會參與 ILO 和國際航運公會工作，有助確保一旦出現船員被遺棄的情況（通常是由於船東破產），可以透過相關船舶的船旗國發揮其影響力，及通過外交渠道游說，以期取得令人滿意的結果。這積極參與保障海員人權的做法深受業界好評，但這亦是一個重要部分，用以保障行業所依賴的人員，以及確保那些考慮在海上工作的人員會視此為一個可接受的工作場所。

此外，香港船東會一直為處身戰亂衝突或海盜為患區域的海員，爭取安全保障。1987 年，正值兩伊戰爭最激烈時，身處阿拉伯海灣的商船經常成為襲擊目標，持續導致大量人命傷亡。協會集合力量，團結一致力求為合法從事商貿活動、不具備武裝的商船，提供更有效的保護。1987 年度的協會主席，德和海運的盧強華先生在會員大會報告中寫著：「我很傷感，報告我們成員中有數艘船舶成為了受害者；死傷者當中亦有我們的船員。作為船東協會，我們一直大力發聲和積極嘗試發揮影響及推動措施，務求形勢受到控制。我們海員的生命和船舶的安全經常都是我們的首要顧慮。」香港船東會為此諸多努力，時任常務副主席的蘇海文博士亦擔負重要角色，他以此為個人使命，前往紐約與聯合國秘書長 Javier Perez de Cuellar 會談，爭取國際社會的有效干預。協會還向英國、香港、利比里亞和巴拿馬等政府（這些都是許多成員船舶的註冊地方）直接表達訴求，並特別得到英國皇家海軍的“Armilla Patrol”鼎力合作，在阿拉伯海灣執行巡邏任務。盧主席進一步詳述協會如何與英國政府保持溝通，提供成員船舶在衝突地區的動向，並參考其建議，得以有效地指示和協助船長面對日趨頻密多變的敵意行動，並在可能的情況下，獲得皇家海軍軍艦護航。

海盜行為在航運界已存在了好幾個世紀，香港船東會在數十年來，一直發揮作用，積極協助成員和整體航運業界處理這個問題。協會 1984-1997 年度

Armed guards
onboard a tanker off
Somalia

武裝警衛在索馬
利亞境外的油輪上
駐守

and on piracy in particular saw him awarded an MBE by Her Majesty Queen Elizabeth II. In recent years, piracy activity in South East Asia has remained a constant threat, but it was activity off the failed state of Somalia that grabbed most of the international headlines. Farlie's successor, Arthur Bowring, was particularly active in promoting the proper training of crew to deal with piracy attacks and in ensuring that proper guidelines were put in place for protecting ships from attack, the selection and recruitment of the plethora of armed guards providers who appeared almost overnight offering their services to shipowners, and particularly in building in security features on ships at the construction stage to make them less vulnerable to attack. Kenneth Koo, Chairman of the HKSOA from 2011-12, developed relations between the Association and the Chinese PLA (People's Liberation Army) Naval Commander in Hong Kong, which greatly assisted when the Association needed to discuss piracy matters with Mainland authorities. During the height of the piracy crisis off Somalia, Hong Kong flag ships were able to enjoy the protection of convoys led by PLA Navy ships, in what was a landmark first overseas engagement for the PLA Navy.



董事霍禮宜先生，尤其積極促使大家關注海盜問題，並協助國際商會成功在吉隆坡成立了國際海事局海盜報告中心，為世界各地的船舶在遭受襲擊或者知悉到有海盜活動時，提供重要的聯繫點。這些訊息繼而傳送到船舶和船東，確保大家提高對相關威脅的意識。霍先生在協會的工作，以至他特別為解決海盜問題所作貢獻，廣受各界稱許，並獲得英女皇伊莉莎白二世頒發員佐勳章（MBE）予以表揚。過去，索馬利亞的海盜活動經常是國際頭條新聞。近年來，在東南亞的海盜行為依然是一個威脅。霍先生的繼任人包榮先生，非常積極倡議向船員提供應付海盜的適當訓練，並確保有適當的指引，以保護船舶免受襲擊，包括挑選和招聘充足武裝警衛為船東提供近乎無休的守衛服務，還特別倡議船舶在建造階段時內置保安設備，使它們不易受到攻擊。香港船東會2011-12年度主席顧建綱先生為此，與中國人民解放軍駐港海軍司令聯繫，因此非常有助協會在需要時與內地有關機構討論海盜事宜。在索馬利亞海盜危機的高峰期間，掛香港船旗的船舶得到解放軍海軍艦艇護航，成為解放軍海軍參與海外任務的里程碑。



MAINTAINING A PRESENCE IN GLOBAL MARITIME AFFAIRS

Shipping, by its very nature, is a truly global business. The vast majority of transactions involve counterparties located overseas, often involving different jurisdictions and regulations. To succeed in this industry requires reputation and relationships on a global scale.

From its earliest days, the HKSOA has been at the forefront of promoting the Hong Kong shipping community around the world. Even before the Association was formally established in 1957, groups of shipowners would travel together to discuss shipping issues with both governments and potential business partners. One such notable trip was undertaken just months before the Association came into being when Wah Kwong's TY Chao led a delegation chiefly comprising those who became the founder members of the HKSOA to Taipei, where they met Chiang Kai-shek. In subsequent years, the profile of Hong Kong shipping was aided greatly by the global presence of two shipowners in particular, YK Pao and CY Tung. As these two charismatic figures respectively grew World-Wide Shipping and Island Navigation into two globally recognised shipping enterprises, they also built long and lasting relationships with the leaders of many other countries, raising Hong Kong's profile beyond being merely a British colony in the Far East, but a shipping community now set to take its place on the world stage.

Recognition of the increasing role of Asian shipping and Hong Kong's leadership role was evidenced when Dr Helmut Sohmen, future Chairman of World-Wide Shipping and Chairman of the Association in 1988-89, was appointed as the first member for

持續參與環球航運事務

航運本身就是一個真正走遍全球的業務。大多數交易的對手均置身海外，亦通常牽涉不同的司法管轄權和法規。要在行業中取得成功，必須在全球建立聲譽和關係。

香港船東會從成立之初，已一直積極向世界各地推廣香港的航運界。在協會1957年正式成立之前，一群船東已聯合起來，共同前往各地與政府和潛在生意伙伴商討航運事宜。其中一次較特別的發生在船東會成立前的幾個月，由華光船務的趙從衍先生帶領代表團訪問台北，與蔣介石先生會面。代表團的成員後來大多成為船東會的創會成員。隨後幾年，香港航運在國際間崛起，尤其有包玉剛先生和董浩雲先生兩大具魅力的船東，分別把環球航運和金山輪船發展為在國際響負盛名的航運企業，還與多個國家的領導者建立了長遠的關係，提升香港的形象，讓外間認識到香港不再僅僅是遠東的一個英國殖民地，而是一個在國際舞台上舉足輕重的航運城市。

TY Chao (fourth from left, front row) leads a delegation of Hong Kong shipowners to Taiwan in May 1957 where they met with Chiang Kai-shek (front row, centre).

趙從衍先生（前排左4）於1957年5月率領香港船東代表團訪台並與蔣介石先生（前排中）會晤。



HKSOA Chairman Frank Tsao (2004-05) at an HKSOA lunch with guest of honour Efthimios Mitropoulos, Secretary-General of the IMO

協會 2004-05 年度主席曹文錦與國際海事組織 (IMO) 秘書長 Efthimios Mitropoulos 出席協會午餐會

Asia on the executive committee of global shipping organisation BIMCO (Baltic and International Maritime Council). Dr Sohmen went on to serve as Chairman of BIMCO and helped further strengthen the exceptionally close relationship between Hong Kong and this leading maritime organisation, a link that had been established under Anthony Hardy of Wallem's chairmanship of the HKSOA in 1970. Wallem's historic ties to Scandinavia had given invaluable access for the burgeoning Association to the people who were making decisions that had a direct impact on the fast growing Asian-controlled fleet.

Throughout the Association's first six decades, membership of international shipping organisations has been a pivotal part in ensuring that the Association is part of the global debate on shipping regulation. As well as BIMCO, the HKSOA works closely with INTERTANKO, (International Association of Independent Tanker Owners), of which YK Pao was the first Chinese chairman, notably on the debate on sulphur dioxide emissions.

The ultimate regulator on shipping remains the International Maritime Organization (IMO), the United Nations body of which Hong Kong is an associate member. HKSOA representatives have attended meetings of the IMO accompanying the Hong Kong Marine Department and their contribution has long been recognised, with the former Secretary General of the IMO, Efthimios Mitropoulos, commenting: "The Hong Kong



後來成為環球船務主席及船東會 1988-89 年度主席的蘇海文博士，被委任為全球航運組織波羅的海國際航運公會 (BIMCO) 執行委員會的首個亞洲成員，肯定了亞洲航運日益重要的角色和香港的領導地位。蘇博士及後成為 BIMCO 主席，進一步協助香港與這個航運組織建立了非常緊密的關係。此香港與 BIMCO 的聯繫最初在 1970 年由香港船東會主席、即華林公司的何安達先生建立。鑑於華林公司與斯堪的納維亞地區的歷史聯繫，令協會有機會接觸到航運界的決策者，而這些決策者的決定會直接影響當時正迅速發展的亞洲船隊。

在香港船東會成立的首六十年間，為確保協會能參與航運法規的全球討論，加入國際航運組織至為關鍵。除了 BIMCO 外，船東會亦就二氧化硫排放的議題與國際獨立油輪船東協會 (INTERTANKO) 緊密合作，而包玉剛先生是這個組織的首位華人主席。

航運方面的最終監管機構仍然是國際海事組織 (IMO)，香港是這個聯合國機構的附屬成員。香港船東會代表曾聯同香港海事處出席了多次 IMO 會議，



Shipowners Association has not been shy to speak out on topics ranging from ships' Common Structural Rules, to ship emissions and safe manning issues. This is to be welcomed as it contributes to the IMO being able to achieve, through an open debate, consensus on the regulation of the major issues facing shipping today."

The Association's mastery of technical matters has in recent years been a combination of both in-house expertise and the active contribution of members. Former Managing Director Arthur Bowring brought extensive experience as a former seafarer and shipmanager (not to mention his other skills as a freight trader, shipbroker and arbitrator) to the technical debate, while the Association's Technical Sub-Committee (subsequently part of the Marine Sub-Committee), particularly under the chairmanship of Martin Cresswell, then Fleet Director of Swire Group's China Navigation, saw active debate on a raft of technical issues. The Association is fortunate to have retained the services of both Bowring and Cresswell, who is now Technical Director of the HKSOA.

Utilising the technical expertise which exists across the whole spectrum of the Association has been a key component in allowing the Association to fight against regulatory constraints which the HKSOA has felt are onerous and avoidable. Risk management and goal-based standards have long been championed by the Association as the way to achieve the standards required across all aspects of shipping regulation. Getting this view accepted by the industry's regulators is not always easy, however, and the HKSOA has a reputation for not holding back when it feels that the regulators are not doing their job. Association Chairman David Koo was openly critical of the IMO in a lecture he gave in 2006, saying it "has got bogged down in bureaucratic red tape", adding that the intended IMO framework of ship design goals had mutated into a set of "rules for rules" whereby goal-based standards now had "more tiers than a can-can dress".

而代表們的貢獻亦早已獲得肯定；其中，IMO 前秘書長 Efthimios Mitropoulos 曾評論說：「香港船東會毫不怯於就大大小小的議題發表意見，包括船舶通用結構規則，以至船舶排放和安全配員等事項。這是值得歡迎的，因為這樣有助 IMO 透過公開辯論，就現今航運界面臨的重大議題的規管達至共識。」



Martin Cresswell,
HKSOA Technical
Director

香港船東會技術
總監祁敏鈿先生

香港船東會近年對技術議題的掌握有賴協會內部的專業知識，以及成員的積極付出。前執行董事包榮先生曾是海員和船舶經理（也曾是貨運商、船舶經紀和仲裁員），他把所累積的廣泛經驗帶到技術討論上；而協會的技術分委會（後來是海事委員會的一部分），特別是在祁敏鈿先生就任主席期間，為一系列的技術問題進行了積極討論。而祁先生當時是太古集團旗下太古輪船的船隊總監，現時是香港船東會的技術總監。協會有幸繼續得到他們兩人的協助。

香港船東會重視利用各個層面的技術專業知識，以應對繁重和本來可以避免的規管限制。協會一直擁護以風險管理和目標為本的準則，以達到各項航運法規要求。要獲得監管機構接受這個觀點並非易事，但當協會認為監管機構沒有做好工作時，協會不會退縮。協會主席顧建舟先生在 2006 年一次演說中，曾批評 IMO 「陷入官僚作風」，並指出原先設計以航運目標為本的框架驟然變成一套「為規則而定的規則」，現在的目標為本標準「比肯肯舞舞衣的疊層還要多」。

在國際舞台上積極參與制定影響航運界的法規，對提高協會和香港航運業的聲譽至關重要。也許以行使「軟實力」最能形容協會的作用。航運業很多時要努力維持盈利，協會的角色是要確保行業在符合對環境的責任和避免繁重或考慮不周的監管之間取得平衡。這使香港船東和航運服務公司在世界各地受到尊重。承租人、造船廠和其他客戶都知道，雖然香港的船東或會為自身利益

This active involvement on the international stage in forming the regulations that shape the shipping industry has been of critical importance in enhancing the reputation of both the Association and the Hong Kong shipping industry. Perhaps best described as exercising soft power, the role of the Association has been to ensure that a balance is struck between meeting the industry's environmental responsibilities while trying to avoid inflicting onerous or ill-conceived regulation on an industry that for much of the time struggles for consistent profitability. This has led to Hong Kong shipowners and shipping services companies being respected around the world. Charterers, shipbuilders and other customers have come to know that while Hong Kong shipowners might drive a hard bargain, they will be getting a partner who is a real shipowner with a passionate, long-term interest in providing a safe, reliable, transparent service and is not just short-term financial investors looking for a quick return.

The dedication shown by the HKSOA in representing the membership in regulatory forums is often under the radar in terms of the industry's broader profile. The HKSOA seeks to complement this role with a pro-active campaign to sell Hong Kong's maritime cluster to the world. Back in the mid-1970s, the HKSOA was a supporter of the initial Seatrade Asia maritime conference to be held in Hong Kong, one of the first international events to put the spotlight on Hong Kong's growing maritime sector. Since then, the Association has supported numerous conferences and events held in the city, as well as playing an active role in overseas promotion. Recognising that being a maritime centre was something many cities, particularly Asian cities, aspired to be and that competition to attract maritime businesses was increasingly fierce, the HKSOA has been an active promoter of Hong Kong overseas. There was never any chance that promotional budgets from the Hong Kong Government would be available to the extent that they are in other countries, despite solid relationships established with Government trade promotion bodies, such as the Trade Development Council, InvestHK and industry/governmental bodies such as the Hong Kong Maritime and Port Board. The Association plays an active role in events

討價還價，但是香港的船東同時是熱愛航運的合作夥伴，會顧及長遠利益，提供安全、可靠和具透明度的服務，而非只是尋求快速回報的金融投資者。

以整個行業而言，有些時候，香港船東會代表成員參與監管機制的努力和貢獻仍待進一步重視。協會積極舉辦活動，向全世界推廣香港的航運業。70年代中期，Seatrade Asia 初次在香港舉辦國際海事會議，船東會是其支持機構。這是首度世界目光聚焦於香港航運業的會議。自此，協會一直支持多個會議和活動在香港舉行，並積極推動海外推廣工作。協會明白到，許多城市，特別是亞洲城市，夢寐以求成為航運中心，而且航運業務的競爭越趨激烈，因此協會一直積極在海外推廣香港。雖然協會與政府貿易促進機構（例如貿易發展局和香港投資推廣署）及工業／政府機構（例如香港海運港口局）建立了穩固的關係，但是從來無法從政府手中得到其他國家所提供的許多推廣經費。協會在希臘國際海事展等活動中擔當重要角色，又參與以航運為焦點的訪問活動，到訪過越南、韓國、中國內地、歐洲和其他地區等。船東會經常安排與各國的業界領袖會面，並利用成員與這些領袖的個人聯繫，確保這些訪問獲得成效。

然而，船東會的個別成員才是香港航運界最有

效的市場推廣者。趙式明主席在主席的話中提及的「大家庭」，是指每當香港的航運業人員出外公幹時，他們不單是推廣自己公司的服務，還同時對外宣揚香港是一個做生意的好地方。事實上，香港船東會位處灣仔的辦事處是許多海外訪客來港時首先到訪的地方，以親身感受一下香港航運發展的景況，可見協會在國際上的地位重要和備受尊重。



Four shipping legends, four HKSOA Chairmen: George Chao, KH Koo, Frank Tsao, Andrew Chen

航運界四位傳奇人物，香港船東會主席：趙世光先生，顧國華先生，曹文錦先生，程義先生

such as the Posidonia exhibition in Greece and also participates in maritime focused visits to Vietnam, Korea, China, Europe and elsewhere. The HKSOA is usually the conduit in arranging the meetings with industry leaders in the countries that are visited and leverages on the individual contacts of members to ensure that these visits are effective.

It is, however, the individual members of the Association who have proved to be the most powerful marketing tool for Hong Kong shipping. The sense of family referred to by Sabrina Chao in her Chairman's message means that whenever Hong Kong shipping executives go on a business trip, they are not just selling their own company's services, but they are selling Hong Kong as a great place to do business. The fact that the HKSOA's office in Wanchai is one of the first ports of call for many overseas visitors wanting to get a feel for developments in Hong Kong's maritime scene is as clear an indicator as you can get of the importance of the Association internationally and the respect it is held in.

Given the geographical and political position of Hong Kong in relation to China, it is inevitable that relations with the Chinese Government and the Chinese shipping industry have played a significant role in the work of the Association since its inception. With so many of the leading Hong Kong shipping families having originally hailed from Shanghai and Ningbo, there has always been a great affinity with Mainland China among Hong Kong's shipping community, evidenced by the considerable acts of philanthropy in areas such as education which have been made by Hong Kong shipowners. As business opportunities in the Mainland opened up, particularly in the early 1990s, the Hong Kong shipping community was in the vanguard of developing relationships with charterers, shipbuilders and the emerging services sector in China, with the HKSOA playing a pro-active role in strengthening shipping links between Hong Kong and the PRC. These were initiated in 1991 when Association Chairman Peter Cowling led a delegation of eleven members on an official visit to Shanghai as guests of the Minister of Communications. With the

鑑於香港的地理和政治位置，香港船東會成立之初的工作必然連繫到中國政府和中國航運業。香港的航運界與中國內地有密切關係，很多香港主要的航運家族均來自上海和寧波，從船東們在教育等方面的慈善捐獻可見一斑。隨著內地開放商機，特別是在 90 年代初期，香港航運界率先與租船人、造船廠和中國的新興服務行業建立關係，而船東會則積極加強香港與中國的航運聯繫。1991 年協會主席 Peter Cowling 先生應交通部部長的邀請，帶領由 11 位成員組成的代表團到上海作正式訪問。代表團成員均與上海有著歷史聯繫，當中包括前任和後來的協會主席顧國敏先生、他的兒子顧建舟先生、曹文錦先生、梁敏行先生、趙世彭先生和程義先生。這次訪問鞏固了香港與內地航運界的聯繫，對在 97 年香港主權回歸中國前的那段日子特別重要，因當時有多個關於航運的議題需要討論。Cowling 的繼任人、董建成主席在 1994 年帶領一個較小的代表團，繼續與交通部部長建立聯繫。他在當年的主席報告中評論說，業界充分理解應該及時為香港於 1997 年回歸前準備完整和有效的航運法規。已故趙世光先生在香港即將回歸中國前出任協會主席，在任期間，他曾三次率領由資深香港船東組成的代表團到訪北京，與當地高級領導人商討重要議題。代表團得到難能可貴的保證，在回歸以後，不但「運作如常」，而且

Shipowners
representing
HKSOA meet
Lu Ping, Secretary-
General of Hong Kong
and Macau Affairs,
PRC on 31 January
1986.

1986 年 1 月 31 日
香港船東會船東
代表與國務院港澳
辦主任魯平先生
會面。



delegation comprising a roll call of members with historic ties to Shanghai, including past and future Association chairmen KM Koo, his son David, Frank Tsao, MH Liang, Frank Chao and Andrew Chen, the visit helped cement the bonds between the Hong Kong and Mainland shipping communities. These ties became particularly important in the period preceding the return of sovereignty of Hong Kong to China in 1997, when numerous maritime related issues needed to be discussed. Cowling's successor as Chairman, CC Tung, continued to build the links with the Minister of Communications, leading a smaller delegation in 1994, commenting in his Chairman's report of that year that there was full understanding that complete and effective shipping legislation should be prepared in good time for the Hong Kong Special Administrative Region in 1997. The late George Chao, as Chairman of the Association in the immediate period prior to the return of Hong Kong, led three delegations of senior Hong Kong shipowners to Beijing during his chairmanship to discuss key issues with senior leaders in Beijing. The assurances these delegations received that it would continue to not just be business as usual post-handover, but that Hong Kong's role as a shipping centre would be enhanced, were invaluable in allowing the HKSOA to continue to promote Hong Kong as a maritime centre, despite some spirited campaigns from other cities to entice established shipping companies away. The Chinese Government's acknowledgement of the important role Hong Kong shipowners could play was further proved by George Chao's appointment to lead a group of shipowners to discuss concerns about Hong Kong and Taiwanese ships calling at each other's ports after the handover. An agreement was reached in May 1997, fully endorsed by Premier Li Peng and the Minister of Communications.

Close co-operation on Mainland shipping issues has been maintained through the Association regularly undertaking visits to Beijing and Shanghai to meet Government officials, major shipping companies and to continue to build the close links the Association has established with the China Shipowners Association. The Association's China Sub-Committee, initially made up of past-chairmen and others with impeccable credentials on the Mainland and subsequently broadened in both

還會加強香港作為航運中心的地位。雖然當時其他城市嘗試誘使具規模的航運公司離開香港，但因獲得中國的保證，協會得以繼續推廣香港成為航運中心。此外，趙主席獲委任帶領一群船東商討在回歸後，香港和台灣籍船舶在對方港口停泊的問題，及後得到李鵬總理和交通部部長認可，在 1997 年 5 月達成協議，可見中國政府認同香港船東的重要地位。

協會定期訪問北京和上海，與政府官員和主要船公司會面，並繼續與中國船東協會建立聯繫，就內地航運事宜保持緊密合作。香港船東會的中國委員會初時由協會前主席和非常熟悉內地的人士組成，及後擴大範圍及成員基礎。該委員會的成立是為了確保能夠與這個全世界最重要的航運業市場，就任何航運議題保持坦誠對話。

船東會在中國發展航運教育機構方面發揮重要作用，此舉為香港船舶提供相當數目的海員。在協會船員委員會顧建綱主席的領導下，協會向中國相關機構引入高於 STCW95 指引的標準培訓，使中國海員可以完全融入主流。

從航運角度而言，自 1997 年回歸以來，愈來愈多公司選擇駐紮香港，積極參與香港船東會事務，而中遠航運、中外運航運、明華和招商局等近期成為協會執行委員會的成員，足見香港和內地在船務利益上有著更緊密的合作。



HKSOA Chairman Sabrina Chao leads a delegation to Beijing in September 2017 and is received by Hu Zucai, Deputy Director of the National Development and Reform Commission.

2017 年 9 月，香港船東會趙式明主席率領代表團訪問北京並與國家發展和改革委員會胡祖才副主任見面。

scope and membership, ensures that an open dialogue on all things maritime can be maintained with the world's most important market for the shipping industry.

One area where the HKSOA has played a significant role is in the development of the maritime education institutions in China, which now provide a significant number of seafarers for Hong Kong flag ships. Under Kenneth Koo, then Chairman of the HKSOA Manning Committee, the Association worked on Chinese institutions to bring standardised training over and above STCW95 guidelines and fully integrate Chinese seafarers into the mainstream.

From a shipping point of view, the period since 1997 has seen a much closer level of co-operation between Hong Kong and Mainland shipping interests, with an increasing number of companies choosing to have a strong presence in Hong Kong and playing an active role in the work of the HKSOA, with COSCO, Sinotrans, Ming Wah and China Merchants all having recently been members of the HKSOA Executive Committee.

The Association's continued recognition of the need for a close working relationship with Mainland shipping institutions, and the view that a symbiotic relationship is more worthwhile than open competition with Shanghai to be a maritime centre, was further demonstrated in August 2017 with the establishment of the Shanghai-Hong Kong International Maritime Research Centre. This development was a result of the Association's China Sub-Committee visiting Shanghai in the early summer of 2017 and discussions with the Shanghai International Shipping Institute, an organisation founded by the PRC Ministry of Transport and the Shanghai Municipal People's Government in 2008. The Institute is operated by the Shanghai Maritime University, one of the premier Chinese maritime education institutions, with which the Association and many of its members have worked closely for many years. The aim is for the centre to serve as a collaborative platform between the Shanghai International Shipping Institute and the Association to carry out research, training and exchange projects that are conducive to the development of an international

協會明白到需要繼續與內地航運機構緊密合作，香港與上海兩者共存發展航運中心地位，較互相競爭更有意義。2017年8月，協會與上海國際航運研究中心共同成立了滬港國際航運研究中心，進一步確立這個共存理念。這發展項目是協會中國委員會在2017年初夏訪滬時，與上海國際航運研究中心共同磋商後的成果。這研究中心是交通運輸部和上海人民政府在2008年成立的，由上海海事大學管理，而這所大學是國家重點航運教育學院之一，亦是協會和眾多成員多年來與之緊密合作的教育機構。成立滬港國際航運研究中心的目的，是為滬港雙方提供一個合作平台，就如何發展國際航運樞紐的功能進行研究、培訓和項目交流，還可為現有船東會成員加強服務。協會積極參與這合作項目，包括由協會馮佳培先生擔任中心副秘書長，支援中心的高級管理層。這個項目亦得到香港特區政府支持，運輸及房屋局局長和香港海運及港口發展專員均撥冗見證諒解備忘錄的簽署儀式，香港一方是由董事總經理陳佩珊女士代表簽署這份備忘錄。



maritime hub, as well as enhancing the services available to the current HKSOA membership. The Association's active involvement in this initiative includes the Deputy Secretary-General, Gilbert Feng, who is supporting the senior management of the new centre. The initiative also has the support of the Hong Kong Government with the Secretary for Transport and Housing and the Commissioner for Maritime and Port Development both witnessing the signing of the Memorandum of Understanding on the establishment of the centre, which was signed by Association Managing Director Sandy Chan on behalf of the Hong Kong side.

With the growing influence of Asia in global maritime affairs, both in terms of the amount of actual tonnage controlled in the region and as the key driver of trade growth, it was increasingly felt that a stronger Asian voice was needed with so much of the regulatory decisions on shipping still being focused in Europe. In 1992, a group of eight Asian shipowner associations formed the Asian Shipowners Forum to strengthen the region's voice in international shipping matters. As one of the founders, the HKSOA has always been one of the most vocal members and an active participant in the work of the committees within what was renamed the Asian Shipowners Association (ASA) in 2016. With the ASA now controlling over 50 per cent of the world's merchant shipping, the chairmanship and annual meeting of the ASA rotates between the various member countries, with HKSOA Chairman Sabrina Chao being the 2017 Chairman. The HKSOA has devoted considerable energies to ensuring active participation in the work of the ASA through sharing its presence and knowledge in the international forums it participates in for the benefit of the Asian shipping industry in general.

From initially starting as a primarily social grouping of eleven Hong Kong shipowners, the global reach of today's HKSOA and its achievements over six decades could not have been foreseen by the original founders. While at its heart it has always been there to represent the interests of its members, the global presence and influence of the HKSOA today cannot be under-estimated in projecting Hong Kong to the world.

無論是在區域的實際載重量，還是貿易增長的主要動力，亞洲對全球航運事務的影響力越來越大。許多監管航運的決定依然集中在歐洲，因此有需要加強來自亞洲區的聲音和意見。1992 年，八個亞洲區船東組織組成了亞洲船東論壇，目的是加強在區內就國際航運事宜發表意見。身為創會成員之一，船東會經常發聲，並積極參與委員會工作。2016 年，論壇改名為亞洲船東協會 (ASA)。ASA 成員現時有全球超過 50% 的商業船務，其主席和會員大會的地點分別由各成員國輪流擔任和舉辦，而 ASA 2017 年度主席由香港船東會趙式明主席擔任。香港船東會投入大量資源，積極參與 ASA 工作，透過國際論壇和分享知識，為亞洲整體航運業的福祉出一分力。

協會當初只是一個由 11 家香港船東組成的社團組織。過去六十年不斷演變，今天足跡遍佈全世界，成就實非創辦者當年所能預視。協會代表成員的利益，亦把香港推向全世界，今時今日的影響力不容低估。



RAISING AWARENESS, FOSTERING CO-OPERATION - THE HKSOA IN HONG KONG

Shipping has always been an important part of Hong Kong life. From its origins as the best deep water anchorage on the South China Coast to when YK Pao appeared on the cover of *Newsweek* magazine under the title King of the Sea and shipowner CH Tung became the first post-handover Chief Executive of Hong Kong, shipping has contributed immeasurably to Hong Kong life. While much of the work of the HKSOA over the past six decades has been played out on the international stage, the Association's role in its home city has been equally important.

Any trade association needs to ensure that it has access to the corridors of power in government, both to represent its views and raise awareness of the importance of the specific sector that the association represents. The HKSOA has always sought to work closely with the Hong Kong Government, although it is only in recent years, after some fairly vocal representations, that the Association has made progress in getting shipping issues on the Government agenda and ensuring awareness in Government of the importance in maintaining Hong Kong's position as a maritime centre.

With the local shipping industry falling under the auspices of the Transport and Housing Bureau, it is perhaps no surprise that an industry not renowned for being politically active sits well down the agenda compared to more pressing issues such as housing and public transport. For many years, the laissez-faire attitude of Government to business and the lack of interference and regulation were seen as

香港篇 - 提升關注 加強合作

航運一直是香港生活的重要部分。由作為華南海岸最深水港口，到包玉剛先生以「大海之王」標題現身《新聞週刊》封面，以至船東董建華先生成為香港回歸後首任行政長官，航運對香港社會貢獻甚鉅。過去六十年，協會在國際舞台上開展了大量工作，同時亦在本地擔當著同樣重要的角色。

任何行業組織作為業界代表，必須時刻確保有渠道通往政府權力核心，才能有效反映業界觀點，以及提高當局的認知，使其了解組織所代表界別的重要性。協會一直尋求與政府緊密合作，惟仍須經過多番努力表達意見之後，方於近年取得進展，使航運業相關事宜，以及維持香港作為航運中心的重要性等議題，獲得政府恆常關注。

本地航運業屬運輸及房屋局轄下範疇，也許由於業界向來並不熱衷參與政治活動，因此與房屋和公共交通等較為迫切議題相比，航運課題往往不受重視。這實在不足為奇。多年來，政府傾向以較自由放任態度對待商貿活動，較少干預或規管，各界亦視此管治方針為「香港優勢」的主要部份，是吸引公司到來營運的重要因素。隨著二十一世紀的來臨，以及全球一體化，導致不少城市與香港競爭，大力吸引香港航運業成員遷冊。業界有見及此，呼籲重新審視這「放任」取態，以不加強監管為前提，通過讓政府認識到紮根香港的航運業的價值，以及確保業界是推廣「香港品牌」的重要組成部分等方法，應對轉變。

The HKSOA actively advocates for the Government to enhance Hong Kong's status as a maritime centre.

香港船東會經常倡議政府提升香港作為航運中心的地位。

being a key part of the Hong Kong advantage which made the city such an attractive place to run a company. Since the turn of the century, globalisation and an onslaught of competing cities wanting to poach Hong Kong's maritime community have called for a re-evaluation of that hands-off approach, not in terms of increased regulation, but in Government being both aware of the value of Hong Kong's locally based maritime industries and making sure that they are an integral part of the marketing of Brand Hong Kong.



Frank Tsao, Chairman of International Maritime Carriers and Association Chairman from 2004-06, remarked in his Chairman's report in 2005 that: "Hong Kong is strong because of the historical laissez-faire nature of government, but it is important that laissez-faire is not taken as an excuse for disinterest"; while in 2010, another former Chairman, George Chao, launched a blistering attack in the pages of the *South China Morning Post*. Chao called for the Government to appoint a shipping minister to bolster the interests of Hong Kong's maritime community and counter the mounting threat posed by Singapore and Shanghai.

"Hong Kong is waiting to be attacked," said the Chairman of Wah Kwong and he proposed that as an alternative to appointing a shipping minister, the Government could upgrade the Marine Department into a separate policy bureau. He further added that compared to the efforts being made by Singapore and Shanghai, the Hong Kong Government was "at most passive rather than active" and that the Transport and Housing Bureau was too large and as a result the maritime sector was being overlooked, despite its massive size. Frank Tsao's 2005 statement had said "reports have shown that on a per capita basis, our industry contributes more to Hong Kong's visible and invisible earnings than any other industry".

萬邦航運主席、亦是協會 2004-06 年度主席的曹文錦先生，在其 2005 年主席報告中說：「香港的優勢是由於政府向來採取自由放任政策。但重要的是，『自由放任』不可以作為不關心的藉口。」2010 年，另一位前主席趙世光先生也在《南華早報》撰文加以批評，並建議政府委任一名海事首長，為香港航運團體利益提供支援，並且應對來自新加坡和上海的威脅。這位華光海運主席說：「香港正等待著被攻擊。」他建議政府亦可把海事處升格為獨立政策局，替代委任海事首長的做法。他進一步補充，相比新加坡和上海付出的努力，香港政府是「被動多於主動」。由於運輸及房屋局管轄範圍過大，航運業即使規模龐大，業界仍感到被忽視。曹文錦先生在 2005 年報告中曾說：「資料顯示，以人均收入來計算，我們行業在可見及不可見收入方面，對香港的貢獻均較其他行業為多。」，趙世光先生認為政府在 2003 年成立，以促進政府與業界討論如何加強競爭力為目標的香港航運發展局，未能完全發揮應有作用、往往忽略業界意見。許多會員都認同趙先生的憂慮。



Chao echoed the frustration of many Association members who agreed with his view that the Maritime Industry Council, set up by the Government in 2003 to promote discussion between Government and industry on boosting competitiveness, had been ineffectual and the industry's views largely ignored.

The frustrations that spilled over on to the front page of the *Post* echoed what Peter Cremers, Chairman of the Association from 2008-09, wrote in his report to members as his period in office ended. Commenting on the positive response to the Association's trips to government bodies in Beijing, he further added that: "In Hong Kong, however, a different picture emerges in our relationship with our Government. It would appear that the maritime sector is increasingly seen to be submerged in the logistics sector, and apart from the easily read statistics of the Hong Kong Shipping Register, has no real place in Government thinking. While drawing attention in the past to this apparent disdain of an important factor in Hong Kong's economy, we have been content in some ways to allow Government to rely on its reluctance to produce sector specific proposals, so as to avoid government intervention in our industry. But we now realise that Government's apparent ignorance of our sector goes far deeper than we had thought, in that we are becoming unable to get responses on immediate and important issues, and certain Government departments find it difficult to understand how our industry works so as to be able to handle our issues in a constructive and urgent manner."

Cremers' comments were based on an increasing number of issues that were hampering the daily operations of shipping companies in Hong Kong and undermining companies' competitiveness. Amongst these were issues such as the length of visas for crew onboard ships calling in Hong Kong, together with the difficulty of getting visas for staff such as naval architects and superintendents who needed to come to Hong Kong for extended periods, something which was a particularly difficult problem in the fast-growing shipmanagement sector.



George Chao took shipping on to the front page of the *South China Morning Post* in 2010.

2010 年趙世光先生就航運業的言論刊載於南華早報頭版。

業界的憂慮陸續在《南華早報》出現，並一度進佔頭版位置，與 2008-09 年度主席 Peter Cremers 先生在其任內最後報告中所持觀點，互相呼應。Cremers 先生提及協會曾到訪北京，得到當地相關政府部門的正面回應，他進一步補充：「然而，在香港，我們與政府的關係並不相同。航運界似乎正日漸被隱沒在物流業當中。儘管香港船舶註冊的統計數字顯而易見，航運業在政府心目中仍沒有明確地位。雖然我們過去曾敦促各界，關注政府忽略業界作為香港重要經濟支柱之現象，但我們為了避免引入政府干預，或多或少接受了政府的一貫做法，即是不會輕易為個別行業推出特定措施。但我們現在才明白，原來政府對業界情況的不瞭解較我們所想像為嚴重。政府往往在業界遇上重大及迫切問題時沒法即時回應，而一些政府部門亦由於不理解業界如何運作，無法迅速有效地處理我們的問題。」

The Association was committed to addressing this problem on a number of fronts. George Chao had commented that part of the problem was that officials tasked with overseeing the maritime and logistics sector in the Transport and Housing Bureau “never stay in the job long enough”, with their tenure being no more than three years before they were transferred. The active engagement programme with Government officials was therefore stepped up, with more regular meetings across a broader range of the civil service in order to stress the role of the maritime services and shipowning industries in Hong Kong.

During these regular dialogues, it became clear that many officials saw the success of Hong Kong shipping being linked to the amount of tonnage being placed on the Hong Kong Register. Around this period and assisted by the huge influx of new ships into the market following shipping’s boom years, the Hong Kong flag was growing at a phenomenal rate, as it increasingly became the flag of choice for many shipowners. The HKSOA and its members had played a significant role in this, working with the Marine Department to ensure that it was one of the most respected and efficient registries in the world. While the headline figures for the register, together with its very useful contribution to government coffers, were a source of pride for the Marine Department, they did little address the key issues facing shipping related companies in what had become an intensely competitive environment among cities in the region keen to woo maritime businesses away from Hong Kong.

It was deemed by the HKSOA Executive Committee that the Association should endeavour to make recommendations to Government to be incorporated in the annual Chief Executive’s Policy address. While there were several years of disappointment where the shipping industry got a cursory reference, at best, in the address, it was clear that some progress was being made. David Koo had maintained the momentum, when in addition to arranging for the then Permanent Secretary for Economic Development, Eva Cheng, to visit a panamax bulkcarrier and get a bit of hands-on experience, he met with CY Leung, then the Convenor for the non-official

Cremers 先生所作評論，是有見於妨礙香港公司日常運作和損害其競爭力的問題愈來愈多，當中包括船隻抵港時船員簽證有效期的長短，以及難以為海事工程師和監督人等需留港較長時間的人員取得簽證等問題，均為快速增長中的船舶管理業界帶來特別嚴重的困難。

協會致力處理這個問題，並決定須從多方面著手。趙世光先生曾評論說，部份原因是運輸及房屋局內部負責航運和物流業的官員的任期甚少多於三年，往往在位時間仍未夠長便會調職。因此，為了加深官員對本地航運及船東業務的認識，以助其了解業界在香港所發揮的重要作用，協會加強與官方的交流，透過舉行更頻密定期會議，務求能夠與更多不同範疇的公務員接觸。

這些定期對話，顯示許多官員明白到香港航運業的成功，與本港註冊處註冊船隻的噸位息息相關。在這期間內適逢船運業暢旺，大量新船湧入市場，在港註冊船舶數量遂以非凡速度增長，許多船東亦以香港為註冊地首選。香港船東會及成員為此肩負重要角色，與海事處合作，確保香港得以置身全球最受重視和最具效率的註冊地之列。不過，當船舶註冊數目和其收入對政府庫房貢獻均足以令海事處引以為傲之際，當局未有正視一些正在困擾著航運業相關公司的問題，包括區內競爭日漸變得非常激烈，以及其他城市正積極謀求奪走香港航運業務等問題。

船東會執行委員會認為，協會應致力提出建議，並使其得以納入行政長官每年的施政報告中。惟經過諸多努力，於隨後數年間的施政報告中只有一次獲簡略提及，業界雖然失望，但亦足證業界努力初見成效。

The flags flown
by all Hong Kong
registered ships
post 1997

1997 後香港註冊
船舶所懸掛的
旗幟



members of the Executive Council. When CY Leung was subsequently elected as Chief Executive of the Hong Kong SAR in 2012, it was hoped that the efforts made over the preceding few years by Koo, Chao and other members of the HKSOA would at least mean that shipping had a better chance of getting on the Government radar with some practical support.

Over the past few years there has been a greater recognition by Government of the importance of the maritime industries and some concrete developments have taken place. In response to the need to ensure that there was a steady flow of new entrants to the shore based side of the industry, the Maritime and Aviation Training Fund was approved by the Legislative Council in January 2014 and came into force in April that year. The HK\$100 million fund helped to support internships with companies in the maritime and aviation sectors, as part of the recognition of the role they play in the Hong Kong economy. It was crucial that this investment in the training of the next generation was recognised by the industry, and the HKSOA played a pivotal role in enlisting the support of members to accept interns under the scheme.

In 2016, a new body was set up to replace the previous Maritime Industry Council, the Hong Kong Maritime and Port Board (HKMPB). Unlike previous advisory bodies where individual company interests had often taken precedent over the needs of the broader industry, the HKMPB set out to be a genuine platform in advising on Government policy and addressing some of the key areas which had not received proper attention, such as immigration procedures for seafarers. The formation of the HKMPB had been recommended by a team of consultants employed by the Government to look at Hong Kong's maritime industries and its formation was mentioned in the 2015 Chief Executive Policy Address. The Association worked closely with Government in the setting up of this new body during the Chairmanship of Kingsley Koo who actively pushed to ensure that it came into being as quickly as possible, noting in his 2015 Chairman's statement: "We cannot afford to stand still with the development of suitable policy, because with developments elsewhere, we

顧建舟先生亦趁此機會加添助力，除安排前任經濟發展及勞工局局長鄭汝樺女士登上一艘巴拿馬型散貨船親身參觀體驗，還跟時任行政會議非官守成員召集人梁振英先生見面。隨著梁先生在 2012 年獲選為香港特別行政區行政長官，大家都希望顧主席、趙主席，以及協會諸位同寅於過去幾年所作出努力，至少可以讓航運界在政府內得到較多關注及實質支持。

在過去幾年間，政府進一步認同航運業界的重要性，並為此開展了一些具體工作。立法會在 2014 年 1 月通過成立海運及空運人才培訓基金，並於同年 4 月生效，以回應業界需要，確保有穩定數目新血加入業界出任相關岸上職務。這一億港元基金，為海運和空運界見習生計劃提供資助，顯示政府認同業界對香港經濟的貢獻。是項培訓計劃旨在為行業培養下一代，所作投資成功與否，實有賴計劃能得到業界認同，有見及此，協會在尋求成員支持計劃和接納實習生等方面工作，發揮重要作用。

香港海運港口局於 2016 年成立，以取代之前的香港航運發展局。以往在此類諮詢組織中，個別公司一般較為重視自身利益，遠多於關注業界整體需要。與過往組織並不相同，海運港口局旨在提供一個真正平台，就政府政策及如何處理一些仍有待當局適當關注的重要問題，例如海員入境手續等，提供建議。香港海運港口局是按政府就審視香港航運業界狀況委任的顧問團所作建議成立，並於 2015 年行政長官施政報告中公布。協會在成立香港海運港口局過程中與政府緊密合作，期間適逢顧建新先生出任協會主席，他積極參與，並務求能以最快速度完成籌組工作。他在 2015 年主席報告中表示：「我們一定不能容許讓制定合適政策的工作停滯不前，因為其他地區正邁步前進，而我們卻不進反退。」船東會是海運港口局的機構成員，此身份讓協會得以更有效地代表會員影響政府政策。趙式明女士在她的 2016 年主席的話中：「這些年來通過了不少理事會和委員會，務求與政府有更緊密聯繫，效果不算顯著。新組成的香港海運港口局，標誌著一個新的開始。」

will effectively be going backwards.” The HKSOA is represented on the Board as an institutional member, thus strengthening its ability to represent the membership in Government policy. In her 2016 Chairman’s address, Sabrina Chao remarked that: “Over the years there have been a number of boards and committees established to foster closer links with Government, but their impact was generally fairly minimal. The formation of the new HKMPB marked a fresh start.”

The progress made by the HKSOA in not only strengthening the relationship with Government, but achieving some tangible results from its engagement, has been a notable success over the past few years, although it is an area where the Association is committed to making further progress. This was shown in 2016 when Sandy Chan was appointed as Managing Director of the Association. With her Chinese networks and many years of experience as a former market regulator and Administrative Officer in the Hong Kong Government, Chan has brought extensive knowledge of strategic planning, policy analysis and political lobbying to the work of the HKSOA.

While overseas trips by the Association, both with and without Government support, had generated some success, notably the mission to Greece led by Deputy Chairman Sabrina Chao in 2015, it was becoming more important than ever to raise awareness of the maritime sector both locally and internationally. In 2011, the Government, together with the Trade Development Council, launched the first Asia Logistics and Maritime Conference. The HKSOA has been heavily involved in this event, working closely with the Government departments involved, particularly in ensuring that speakers of the highest quality are invited and running events alongside the conference which promote Hong Kong. The event now attracts over 2,000 visitors from over 30 countries and has become a key annual event in the maritime calendar.

An area where the HKSOA responded vigorously to the Government’s desire for promotion and greater use of Hong Kong services was in the promotion of Hong Kong as an arbitration centre. Dispute resolution services have long been considered

香港船東會不單在加強與政府關係上有所進展，還取得可見成果，是協會過去數年間的顯著成就。協會承諾將會進一步努力，以期獲得更大進展。2016 年陳佩珊女士加入協會擔任董事總經理，亦體現協會爭取進一步加強與政府聯繫的承諾。陳女士在內地廣交人脈，亦擁有多多年市場監管和出任香港政府政務官的經驗，協會深信業界將受惠於其策略規劃、政策分析及聯絡游說等工作的豐富知識。

多年來香港船東會多次外訪，不論有否政府的參與，均取得成效。2015 年由副主席趙式明女士帶領出訪希臘便是明顯例子。協會亦充分體會到此方面工作至為重要，我們因此更需要在本港及海外多做工作，以提高各界對香港航運界的認識。2011 年，政府聯同貿易發展局開辦了首個亞洲物流及航運會議。

The first Asia Logistics and Maritime Conference is held in 2011.

第一屆亞洲物流及航運會議於 2011 年舉行。



a key component for a city to classify itself as a maritime centre and there was a strong desire to establish this, particularly as the increase in Asian maritime trade meant that an increasing number of disputes were intra-Asian. The Association has been at the forefront of promoting this crucial service through a strong level of co-operation with the Hong Kong International Arbitration Centre, both in promoting the inclusion of Hong Kong in contracts as the designated place of arbitration and in helping recruit new arbitrators with maritime expertise. Hong Kong's qualities as a maritime arbitration centre, together with its can-do attitude and ability to take on a challenge, were well promoted in 2015 when at very short notice following the cancellation of the event in Shanghai, the Association in conjunction with the Hong Kong Maritime Arbitration Group organised and hosted the International Congress of Maritime Arbitrators.

Ask almost anyone what they consider to be the worst thing about Hong Kong and they will invariably say air quality. Shipping has long been portrayed as one of the major culprits when it comes to air pollution, despite the efficiencies of sea transportation, and the worsening air quality in Hong Kong has seen public attention focus on the shipping industry as one of the worst polluters. There is nothing quite like seeing a ship belching clouds of black smoke as it fires up its engine to inspire the inner eco-warrior in everyone. Air emissions have been a major area of work for the Association for over a decade, not just within our local community but also on the international stage. In 2006, the HKSOA held a seminar on corporate social responsibility where a proactive role for the industry was promoted in the face of the environment becoming the single biggest issue for shipping in the future.

With the debate on air pollution in Hong Kong becoming increasingly passionate and the realisation that given a choice, people would relocate their business out of Hong Kong rather than subject their families to such poor air quality, the Hong Kong shipping industry set out to address its own contribution to this problem. The first immediate result was the Fair Winds Charter of 2011, where the HKSOA joined forces

船東會在這活動中肩負重任，與政府有關部門緊密合作，確保能邀請最合資格的講者出席會議，同時於會議期間舉辦多項活動以推廣香港。這項活動現已成功吸引超過 2,000 名來自超過三十個國家的訪客，並已成為航運界的主要年度活動。

政府大力向外推廣香港所提供的各項服務，使其得以廣受應用，而推動香港成為仲裁中心，正是當中重要一環，船東會對此亦甚表支持。調解糾紛服務長久以來一直被認為是一個城市歸類為航運中心的一個關鍵組成部分，香港對此也很重視。特別是如今，隨著亞洲航運貿易的增多，越來越多的糾紛也在亞洲範圍內發生。在推動這關鍵服務方面，協會一直走在前沿，透過與香港國際仲裁中心通力合作，一方面促使立約各方於合約中指定須以香港作為仲裁地點，同時亦協助招募具海事專長的新仲裁員。2015 年，國際海事仲裁員大會取消原定於上海召開的會議，協會在接獲通知後，於極短時間內聯同香港海事仲裁小組立刻採取行動，展開籌辦工作，使會議得以改由香港主辦並成功舉行。香港具備海事仲裁中心的實力及優勢，及其「做得到」的態度和能力，在此事中得到很好的推廣。



with the Hong Kong Liner Shipping Association and independent think tank Civic Exchange. This created a voluntary emission reduction area in Hong Kong whereby ships would switch to low sulphur fuel when berthed in Hong Kong. The initiative was supported by a number of Association members, but inevitably its impact was limited in that it was a voluntary agreement with considerable costs incurred by the participants. Where it succeeded was in prompting the Government to bring in legislation making the sulphur cap on fuel used in port to become mandatory as well, legislation which was eventually introduced in 2015. Chairman Alan Tung commented in 2013: “The Association is pleased to see the Government moving towards legislation and we continue to call on the Government to ensure that the regulatory framework should be technically achievable, operationally practical and in line with international regulation.” The work of the Fair Winds Charter participants laid the ground rules for Domestic Emission Control Areas in Mainland China, with the governments in Shenzhen and Guangdong province paying particularly close attention to the work being conducted in Hong Kong, with a view to establishing a Pearl River Delta Domestic Emission Control Area.

While the HKSOA had been a prime mover in emissions reduction in Hong Kong, it was equally active in the global debate, where there was a distinct risk of legislation being enacted that was simply unworkable. Reducing sulphur dioxide emissions had been on the table in organisations such as the IMO for some time and many countries were seeking to introduce Emission Control Areas with various limits being set on the sulphur content of fuel which could be used. The HKSOA was at the heart of the debate, pointing out some of the key problems which lay in introducing varying levels of permissible sulphur content, not least the availability of fuel, the consistency of quality of low sulphur fuel and the risks associated with switching fuel grades when entering port, normally one of the riskiest points in a voyage. The Association’s technical committee was also approached by several leading marine diesel engine manufacturers expressing concern about the changeover procedure from high viscosity, high heat fuels to low viscosity, low heat fuels. The HKSOA ambitiously

若問一般認為香港最糟糕的事情是甚麼，相信大多會說是空氣質素。海運雖然效率甚高，卻一直被指是空氣污染的源頭之一，而香港市民大眾亦一直視航運業為導致空氣質素惡化的嚴重污染者。沒有甚麼更像看到一艘船舶啟動引擎冒出濃煙時，更能激發起每個人內心的環保戰士。空氣排放於過去十多年來，一直是香港船東會在本地及國際舞台上的一大工作範圍。有鑒於環境將於日後成為船運業界必須面對的單一最大問題，協會於 2006 年舉辦了一個企業社會責任研討會，促進業界主動擔當更積極角色，為此做好準備。

隨著香港空氣污染的討論日趨激烈，各界亦明白到如果可以選擇，不少人寧將業務遷離香港，也不願讓家人在惡劣質素的空氣中生活。有見及此，香港船運業遂開始研究如何解決由自己行業所引致的污染問題。第一個成果，是 2011 年由協會與香港定期班輪協會和獨立智庫組織思匯通力合作訂立的《乘風約章》。約章透過建立自願性減排計劃，要求參與計劃的船舶，在香港指定範圍地點內停泊時，須轉用低含硫量燃油。約章得到協會部分成員支持，但由於只屬自願性質，參與者亦需支付相當高昂費用，因此效果不甚顯著。惟此計劃後來最終得以成功，因其促使了政府立法，並在 2015 年實施新法例，規定船隻在港口內使用燃油的含硫量上限。2013 年，董立新主席評論說：「協會樂見政府在這方面立法，我們將繼續呼籲政府確保監管框架須在技術及運作上均切實可行，並且符合國際規定。」《乘風約章》參與者的努力，亦進一步為國內排放控制區奠定基本規則，現階段已獲深圳和廣東省政府密切關注在香港實施情況，以期將來在珠江三角洲設立國內排放控制區。

船東會作為香港境內減排的主要動力之餘，於國際上亦同樣積極參與關於減排的商討，可是協會留意到，這方面的發展當前正面對著一定風險，源於一些將由不同地區頒布的新法案，明顯是無法有效實施的。減少二氧化硫排放，是 IMO 等組織關注已久的問題，許多國家亦正設法引進排放控制區，並為可用燃油的含硫量設立不同規限。協會亦有積極參與商討，並指出引入不同燃油

The multipurpose ship *Atlantic Maru* at anchor in Hong Kong in 1980s

1980 年代，多種用途船 *Altantic Maru* 號於香港港內停泊



proposed an industry-wide global cap of one per cent sulphur content for ships' fuel. This prompted a response from oil refiners that this was impracticable as there was not the ability to produce such fuel, quickly countered by the HKSOA that if the demand was there and a level playing field established, ensuring availability would be feasible.

The debate on emissions continues to be robust and ongoing and ultimately legislation was agreed requiring a global 0.5 per cent sulphur limit from 1 January 2020 and reduction of NOx from all new marine diesel engines. The Association's continued role in this debate to ensure that a practical solution is found, combined with a commitment to address the industry's undeniable environmental responsibility, has been among its most significant achievements in recent years and its ability to participate in all levels of the debate reflects the depth of expertise across both the secretariat and the membership.

含硫量水平將會帶來的一些主要問題，包括燃油可供性和低硫量燃油的質量穩定性等，還有是當進入港口時轉用不同等級燃料所引起的風險，這一般亦是航行中風險最高的情況之一。幾間重要的船用柴油引擎製造商曾因此與協會的技術委員會接洽，表達了他們對由使用高黏度、高熱燃油，轉為低黏度、低熱燃油的轉換程序的關注。船東會本著理想目標，建議整個行業的全球性船用燃油含硫量上限為 1%。這即時引來煉油廠回應，表示這目標並非切實可行，因為他們沒有能力生產這等燃油。協會快速反駁並指出，只要有充足需求及建立公平競爭環境，確保此種燃油有充足供應，是切實可行的。

關於排放的討論仍激烈地持續，最終各方同意立法規定由 2020 年 1 月 1 日起，全球將以 0.5% 為含硫量上限，所有使用柴油引擎新船均必須減少 NO_x 排放。協會在這次商討中持續參與並不斷發揮作用，在確保各方可找出實際解決方法之餘，亦同時致力面對業界不可否認的環境責任，這些都是協會近年來最重要的成就。協會在參與各級商討的過程中，充分顯示其卓越能力，亦反映協會秘書處和各會員間對相關專業知識均掌握甚深。



THE HONG KONG SHIPPING REGISTER

“With so many other registration options, the new Hong Kong Register is not an essential requirement of the industry.” So stated Association Chairman Dr Helmut Sohmen in his 1989 report to members as discussions with Government over the structure of the new Hong Kong Register risked faltering over the issue of profits tax liability. The fact that the Hong Kong Register went on to become extremely successful was another example of Hong Kong producing a product that was attractive in a highly competitive global marketplace, while the role of the HKSOA in its creation and development was hugely significant.

Prior to December 1990 and the opening of the Autonomous Hong Kong Register of Shipping, ships registered in Hong Kong were effectively British flag. Following the signing of the Sino-British Joint Declaration on the return of sovereignty of Hong Kong in 1984, the issue of a separate Hong Kong register took on a degree of urgency as it was clear that the existing arrangements would not be applicable after 1 July 1997. The challenge was to create a new Hong Kong registry which would be suitable for both Hong Kong shipowners and for mainland Chinese companies, but would be a register of unimpeachable quality and avoid the criticism levelled at so-called flags of convenience. This was set out in a Hong Kong Government document published in 1986, entitled *The Hong Kong Register of Shipping, general principles to be adopted for the modified register*.

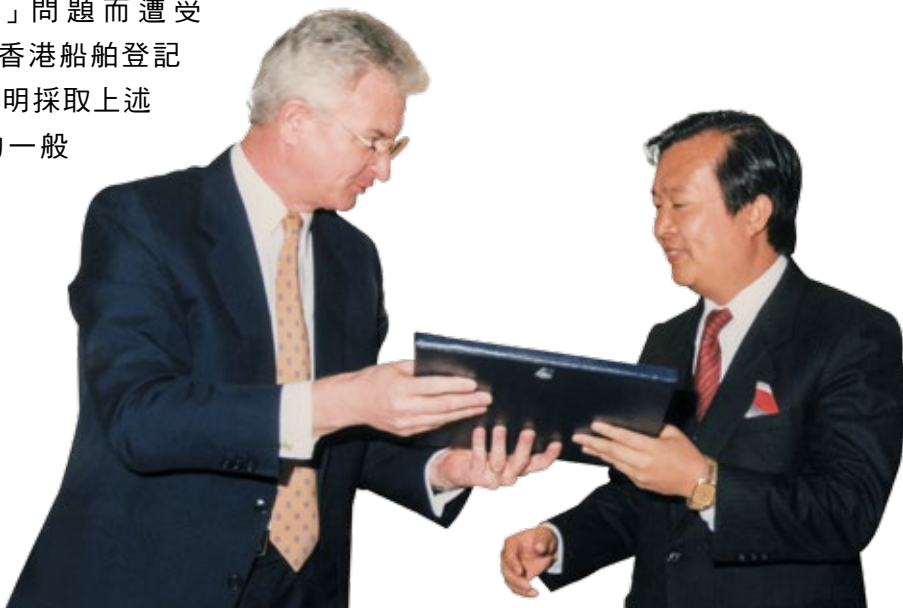
香港船舶註冊

香港船東會主席蘇海文博士於1989年向會員所作報告中表示：「有這麼多其他註冊地可供選購，新的香港船舶註冊並不一定是業界所必需的」。其時正值協會與政府商討新成立的香港船舶註冊的架構，並因利得稅責任問題面臨拉倒之際。事實上，香港船舶註冊最終得以成立並取得甚佳成績，是另一個在環球市場激烈競爭環境下，香港產品仍具吸引力的好例子。香港船東會在它的成立和發展過程中發揮極之顯著的作用。

在1990年12月及自主營運的香港船舶註冊開始運作之前，香港註冊的船舶實際上是掛英國旗的。隨著1984年就香港主權回歸簽署了中英聯合聲明，在香港建立船舶註冊制度成為需急切處理的問題，明顯因為是於1997年7月1日後原有安排將不再適用。面對的挑戰是要確保新成立的註冊制度，除切合香港船東和中國內地公司所需之外，並須具備無可非議的素質，同時亦不會因為所謂的「方便旗」問題而遭受批評。1986年，政府公布《香港船舶登記一般註冊修改原則》文件，表明採取上述要點為改變船舶登記制度的一般性原則。

Passing the baton: incoming HKSOA Chariman Helmut Sohmen takes over from his predecessor, Kenneth Lo.

權力移交：蘇海文博士從盧強華先生手上接棒，成為新一任主席。



Peter Thompson,
Architect of the
Hong Kong Register

Peter Thompson –
香港船舶註冊的
設計者



The HKSOA was involved in the creation of the new register from the very beginning. The architect of the new register was the experienced maritime lawyer and former Vice Chairman of the Association, Peter Thompson, who together with his Johnson Stokes & Master colleague Dan Bradshaw, who also served as Vice Chairman of the Association, worked on bringing the aims of the new register into being. If the new register was to succeed in attracting shipowners, it needed not only to be top quality in terms of its standards, but it also had to be competitive with

other registries in terms of taxes and fees. MH Liang, Association Chairman from 1984-85, added input from the shipowners' perspective, in what was initially a slow process, to get the new registry constituted. In his Chairman's report of 1987, Kenneth Lo commented that: "Following the publication of the General Principles for the new Hong Kong Register of Shipping by the Hong Kong Government in 1986, with the exception of two committee meetings, there was no visible action on this project by the Hong Kong Government for the ensuing twelve months." He went on to further thank Thompson and Bradshaw and Eddie MacKay for their invaluable contribution, whilst adding: "I am convinced the best momentum can only be obtained if the initial drafting of working papers is put in our hands."

By 1989, progress had been made to the point where Association Chairman Dr Sohmen was able to report that "all important aspects of the new register have now been agreed, except for the remaining issue of taxation and charges," upon which he issued his warning that the new register was not essential to local owners, adding that "it will not necessarily be attractive to local owners unless the profits tax liability is removed or - if profits tax liability was to remain on the books - all initial and annual charges are kept at the current nominal level." In December 1990, the new Hong Kong Register of Shipping was opened, with the hope that the efforts put

協會從一開始就參與創建新註冊制度。新註冊的設計師是經驗豐富的海事律師及協會前副主席的 Peter Thompson 先生，他與其在孖士打律師行同事、亦是曾任協會副主席的白丹尼先生，攜手合作，按既定宗旨和目標成功建立新註冊。新註冊能否成功吸引船東，除了在標準方面

須達到最高水平外，還必須確保在稅項和費用方面可與其他註冊處競爭。鑒於新註冊制度籌建過程初時甚為緩慢，1984-85 年度協會主席梁敏行先生遂從船東角度出發，積極投身參與其中，為籌建工作出力，使其得以落實。1987 年主席盧強華先生指出：「香港政府在 1986 年公布香港船舶登記一般註冊原則，但除了兩次委員會會議外，在接下來的 12 個月，未見香港政府對這項目作出任何明顯的行動。」他又再次感謝 Thompson 先生，白丹尼先生和 Eddie MacKay 先生的寶貴貢獻，並補充說：「我相信，我們需要落手參與草擬文件工作推動項目。」

1989 年，當這項目已取得一定進展時，協會主席蘇博士在報告中說：「除了剩下來有關稅項和費用問題外，所有新註冊的重要事項已商定好。」惟他亦發言提示，新註冊對本港船東來說並非是必需的：「除非可免除繳付利得稅的責任，又或者即使利得稅不獲豁免但初始和年度費用均能維持在現有的象徵性額度，否則新註冊處未必可以吸引本地船東使用。」在 1990 年 12 月，新成立的香港船舶註冊正式啟用，各界對這個藉相關團體努力所建立並具高素質標準的註冊制度，均寄予成功吸引船東使用的厚望。此外，協會董事



CC Tung (HKSOA Chairman 1994-95), Zhou Nan and Dan Bradshaw at an HKSOA lunch

協會 1994-95 年度主席董建成先生、周南先生及白丹尼先生於香港船東會午餐會上

in would attract shipowners to what was aimed to be a quality register driven by high standards. In addition, Michael Farlie, Director of the HKSOA, told members: "Its purpose is not to create revenue, but to comply with the Sino-British agreement for the return of Hong Kong's sovereignty to China in 1997."

Initial growth of the registry was slow. The core fleet comprised ships that had previously been under the British Hong Kong flag and by 1992, the register had 206 ships of over seven million gross tons on its books. Farlie noted that the register was failing to attract large ships such as VLCCs and capesize bulk carriers for which at the time several members had placed newbuilding orders. Proposals were made that costs for ship registration should be capped in the hope of attracting larger ships. This move had no noticeable impact on tonnage growth and Farlie further noted that "we are satisfied that Hong Kong registration is efficient and that standards are high, but its chief advantages are not yet sufficiently self-evident." The HKSOA proposed that further cost reductions should be introduced through a modification of survey fees and a simplification of other procedures in order to attract further tonnage. The following year, meagre growth to 217 ships of just under eight million gross tons led to a tentative move by Government to increase annual tonnage charges, but in what was a tough shipping market and with an eye on trying to nurture the register, the Association firmly resisted such increases.

The darkest hour for the register, but also the pre-dawn of its renaissance, was in the period around the handover of Hong Kong in 1997. In July that year, tonnage dropped to 180 ships of 5,774,719 gross tons, as vessels that had remained when the British Hong Kong register became autonomous were withdrawn, but also a number of owners were encouraged to change register by charterers concerned about post-handover politics. This prompted the Association to reinvigorate its efforts to work with the Marine Department to make the register more attractive to Hong Kong owners, and when incoming Hong Kong Chief Executive CH Tung was Guest of Honour at an Association lunch in June 1997, Association Chairman George Chao

霍禮宜先生告訴會員：「成立註冊處目的並不是要創造收入，而是因應中英聯合聲明，為香港於 1997 年主權回歸中國後所作的安排。」

註冊處在營運初期時，船隻註冊數目增長緩慢，核心船隊主要來自過往懸掛英國旗的香港船隻，到 1992 年，仍只錄得 206 艘船舶註冊，總噸量合共超過 7 百萬。霍禮宜先生注意到註冊處仍未能吸引例如 VLCCs（超級油輪）和好望角型散貨船（縱使當時有好幾位協會成員均已訂購建造此類貨船）等較大型船隻。為吸引較大型船舶，有建議認為應為船舶登記費設上限。此舉對註冊噸量增長沒有明顯幫助，霍先生進一步指出：「我們滿意香港船舶註冊制度的效率和高標準，只是它的主要優勢仍未能得以充分彰顯。」協會建議可透過調整測量費和簡化其他程序以進一步減低成本，從而吸引多些註冊船舶和噸量。惟一年後仍只錄得輕微增長至 217 艘船舶，總噸量少於 8 百萬，此數量卻已導致政府增加每年按噸量的收費。鑒於當時船運市場不景，亦從協助本地註冊處成長的角度著眼，協會堅決反對增加收費。



1997 年香港回歸，是香港船舶註冊前景最暗淡的時刻，也是復興前的黎明。該年 7 月，註冊數目跌至 180 艘船共 5,774,719 總噸量，這是由於原本在香港仍為英國屬地時在此地註冊的船舶，於自主營運的香港船舶註冊處成立並投入運作之際撤走了，亦有船東因為租船人擔心回歸後政治情況而鼓勵船東更改註冊地。這促使協會重新啟動

與海事處的合作，為吸引多些香港船東在港註冊出力。1997 年 6 月，香港候任特首董建華先生以榮譽嘉賓身份出席協會午餐會，席間協會趙世光主席表示，超過 150 萬載噸量，屬香港船東擁有的新造和現有船舶，已經承諾在香港註冊。

James Hughes-Hallett
(HKSOA Chairman
1998-99) with
CH Tung (Chairman
1976-77)

協會 1989-99 年度
主席何禮泰先生與
1976-77 年度主席
董建華先生

mentioned that over 1.5 million deadweight tons of new and existing ships had been committed to the register by Hong Kong owners.

The desire of the HKSOA's members to show loyalty and support to Hong Kong in the immediate period after the handover saw the Association's membership vigorously promoting Hong Kong as still a great place to do business and that there were no fears to be had in registering their ships in the new SAR. It was clear, however, that the registry was still in need of a significant overhaul. In 1998, the Shipping Committee of the Port and Maritime Board, chaired by future HKSOA Chairman Frank Tsao, set up a Ship Register Sub-Committee which set out to benchmark the register against other registers to make it more competitive and attractive. The committee, chaired by Dan Bradshaw and with considerable input from Arthur Bowring and future Vice Chairman Alastair Macaulay, made recommendations to Government which were announced by Financial Secretary Donald Tsang in his March 1999 budget speech, and almost immediately as a consequence of the 1998 reforms, the number of ships and tonnage started increasing. The reforms to the register were accompanied by vigorous lobbying by the HKSOA of the Government to enter into double taxation relief arrangements with major shipping centres which did not provide for reciprocal exemption in their legislation. This is a task that continues to this day with varying degrees of success.

By 2002, the register had crossed the 15 million gross tons mark, firmly establishing itself as one of the top ten shipping registries in the world. The 2002 Association Chairman KH Koo was one of the great promoters of the register, not only through the inclusion of the TCC fleet but through his tireless promotion of putting ships under the Hong Kong flag, addressing the membership saying: "Your Association needs your continued support in supporting the continued growth of the HKSAR Register as one of the world's premier Flag States. A major objective of your Association's forays abroad involves the promotion of awareness of the HKSAR Register as the quality register it indeed is."



彼時香港正值回歸後初期，出於忠於香港、支持香港的信念，協會成員向各界大力推薦香港仍然是做生意的好地方，任何關於在新成立的香港特別行政區註冊船舶的憂慮，均全無依據。當然，註冊處明顯仍須作重大改革。1998 年，香港海運港口局船運委員會（其主席亦是將於其後出任協會主席的曹文錦先生）成立了

船舶註冊小組委員會，將香港註冊處以其他註冊處為基準作詳細比較，務使其更具競爭力和吸引力。Dan Bradshaw 為主席的小組委員會，得力於包榮先生和後來出任協會副主席的 Alastair Macaulay 的出謀獻策，向政府提交建議。時任財政司司長的曾蔭權先生，在 1999 年 3 月的財政預算案中公布了這些建議。差不多與此同時，註冊船舶數目和噸量開始增長，這明顯是 1998 年改革後的成果。協會在推行註冊制度改革之餘，亦同時大力游說政府，與未有立法為香港提供互惠稅務豁免的主要航運中心所屬地政府商討，希望可以引入雙重課稅減免安排。這項工作直至今天仍在繼續，亦已取得不同程度的成績。

2002 年，香港船舶註冊錄得超過 1,500 萬總噸的註冊量，躋身世界十大船舶註冊處之列。協會 2002 年度主席顧國華先生，是其中一位全力推廣船舶註冊的支持者，不但把泰昌祥艦隊列入冊內，還不遺餘力地促進更多船舶加入香港旗船行列。他對會員表示：「協會需要你們繼續支持，協助香港特區船舶註冊持續增長，以成為世界首要船旗之一為目標。協會開展海外工作的一大重點，就是提升對香港船舶註冊處的認知，好讓外地人士知悉我們擁有真正具質素的註冊制度。」

George Chao and CH Tung at an HKSOA lunch in 1997

1997 年，趙世光主席及行政長官董建華先生於香港船東會午餐會上

The panamax bulkcarrier *Pacific Winner*, the ship which took the Hong Kong Register past 100 million gross tons

巴拿馬型散貨船
明成號為香港船舶
註冊突破一億總噸
的船隻

Fuelled in part by the massive influx of newbuildings into the market in recent years, the Hong Kong Register has now established itself as the fourth largest ship register in the world and by July 2017, 2,326 ships totalling 110,882,916 gross tons flew the Hong Kong flag. While this growth is impressive and a source of pride for the Marine Department, the HKSOA has continued to do its job in ensuring that any concerns from members regarding quality of service are put forward and a robust but co-operative dialogue with the Marine Department is maintained. Dr Sohmen's words of 1989 are as true today as they were then and with intense competition from other registries run as commercial enterprises, the HKSOA endeavours to ensure that in all areas, the Hong Kong Register remains up to scratch. A recent roundtable of members saw a wide range of topics such as opening hours, speed and procedures of issuing certificates and availability and cost of surveyors all covered, with proposals put forward as part of the constructive dialogue with Government which has been the hallmark of the Association for decades.



近年由於得到大量新造船舶湧入市場等因素的助力，香港船舶註冊已經成為全球第四大船舶註冊。直至 2017 年 7 月，已有 2,326 艘合共 110,882,916 總噸的船舶掛上香港船旗。錄得如此可觀增長，固足以令海事處引之為傲，惟協會仍將繼續以堅定立場及同心協力態度，致力與處方保持聯繫，確保協會成員對服務質素的任何關注，均得以向當局反映。蘇海文博士在 1989 年所說的話，到了今天仍然適用，尤其當面對著來自其他註冊處的激烈競爭，當中不少更早已以商企模式運作，協會須努力確保香港船舶註冊在各方面依然保持良好優勢狀態，以符合各方所望。近期在一個於成員間舉行的「圓桌會議」中，與會人士就廣泛議題作討論，例如註冊處的開放時間，簽發證書的速度和程序，測量員的可供性及收費等，並提出建議，方便協會與政府維持建設性對話，這亦是協會數十年來工作的一貫特點。



The joint HKSOA/ Marine Department lunches are a long standing tradition. Guest of Honour in March 2009 is Chief Secretary Henry Tang. Also attending are Secretary for Transport and Housing Eva Cheng, Director of Marine Roger Tupper, Chairman of HKSOA Peter Cremers and the award winners.

香港船東會與海事處的聯合午餐聚會是悠久的傳統。2009 年 3 月，主禮嘉賓是政務司司長唐英年先生。其他出席者包括運輸及房屋局局長鄭汝樺女士、海事處處長譚百樂先生、香港船東會主席 Peter Cremers 先生及眾得獎者。

HKSOA - THE BEDROCK OF A UNIQUE COMMUNITY

In the book *Changing Places*, published in 2007 to mark the HKSOA's 50th anniversary, then Chairman David Koo of Valles Steamship spoke of "the unique sense of community and belonging which exists here" as one of the prime reasons behind Hong Kong's growth as a major maritime centre. Throughout its history, the HKSOA has been pivotal in bringing together the many diverse companies operating in the Hong Kong shipping sector, not just creating a unique social environment with invaluable networking opportunities, but also providing a unified voice for the industry as a whole.

For many years, the Association's regular lunch events have been the major rallying point for the membership. Guest speakers come from a broad spectrum, ranging from the Lord Mayor of the City of London to local radio personalities, together with global industry figures such as the Secretary-General of the IMO and other organisations with which the Association has close connections. The lively question and answer sessions reflect the fact that our members are always willing to participate in a debate. These events are popular not just with the membership attending, but the fact that high profile guests are so keen to speak further reflects the global standing of the Association.

The start of each year usually kicks off with an analyst lunch, when a leading expert from the field of shipping economics gives his forecast for the coming year. This event invariably attracts a full house, particularly when the doyen of maritime research, Dr Martin Stopford, has been the speaker. When the Association celebrated its 50th

香港船東會 - 一個獨特社群的基石

香港船東會於2007年出版《Changing Places》，以慶祝成立五十周年。當時主席、萬利輪船的顧建舟先生曾提及協會的「獨特的社群和歸屬感」，是推動香港發展成為主要航運中心的主因之一。回顧過去，香港船東會一直積極匯聚航運界的同儕，不但為大家創造了獨特的社會環境，提供機會建立網絡，還為整個行業發聲。

多年來，協會定期的午餐活動已成為會員的聚腳點。演講嘉賓來自五湖四海，由倫敦市市長、本地廣播界名人以至環球航運界代表人物，如國際海事組織（IMO）秘書長與其他與協會有緊密聯繫的機構人物等。會員通常在午餐活動的答問環節都非常踴躍，這反映了大家一貫熱衷參與討論。這些活動受到會員的歡迎及支持，有份量的嘉賓也樂意出席演講，正好體現了協會在國際社會的地位。

每逢新年伊始，協會通常會舉辦分析員午餐會，邀請海事經濟專家，為來年進行預測。這個活動例必座無虛席，尤其是在航運研究有傑出成就的Martin Stopford博士擔任演講嘉賓之時，場面就更加哄動。2007年協會慶祝成立五十周年時，Stopford博士就「航運：未來五十年會否與過去一樣混亂？」發表演講。演講結論是下半個世紀，航運業將會「更加混亂和迷惘」，雖然這不是部份與會者想聽到的答案，但在香港船東的優良傳統下，亦有一些人視之為良機的呼召。協會在業界享負盛名，不但能夠吸引到首屈一指的演講嘉賓，還有助其他講者建立名聲。有一次協會邀請了Clarkson Research的一位年輕分析員Tom Cutler先生於周年分析員午餐會發言，他呼籲香港船東會

anniversary in 2007, Dr Stopford gave a speech entitled “Shipping: Will the next 50 years be as chaotic as the last?” His conclusion that the next half century would be “more chaos and confusion” was perhaps not what some wanted to hear, but was seen by others as a rallying cry to seize opportunities in the best traditions of Hong Kong shipowners. While the Association’s reputation in the industry allows it to draw big name speakers to its events, it has also helped establish the reputation of others. When the annual analyst lunch featured a presentation from a youthful Tom Cutler of Clarksons Research, he called on the HKSOA members to prepare for a “perfect storm” which would see earnings and values rise to all time highs. Experienced hands, battered by years of lacklustre markets, muttered darkly about the “impetuosity of youth”, but time proved the young analyst right. Shipping entered an unprecedented super-cycle from 2006-09, with earnings that had never been seen before and have certainly not been seen since.

In recent times, the Association has utilised its regular lunches to give members the chance to hear directly from those in Government about areas which specifically affect them. Guests have included the Secretary for Constitutional and Mainland Affairs, Raymond Tam, and the Under Secretary for Financial Services and the Treasury, James Lau. An annual highlight is the joint lunch hosted with the Hong Kong Marine Department where the guest of honour is usually the Secretary for Transport and Housing, the Hong Kong Government official who has the most direct influence on shipping policy.

The joint lunch is also the occasion when the Marine Department presents a range of awards to the shipping industry, several for owners whose ships marked various milestones in the growth of the Hong Kong Register, but more importantly, awards for outstanding performance in Port State Control Inspections and for bravery shown by seafarers on Hong Kong-registered ships. These informal opportunities to meet the Government officials responsible for maritime affairs provide an invaluable forum for members to understand the thought process behind Government workings.



會員要準備迎接一個「完美風暴」，該風暴會將業界的盈利和價值推至歷史新高。那些多年來備受停滯不前的市況打擊的經驗老手，暗地輕嘆這分析員「年少氣盛」，但時間卻證明這位年輕分析員是正確的。航運業在2006至2009年期間進入了一個史無前例的

Prepare for a boom: Tom Cutler predicts a bright future.

預備盛世的來臨：
Tom Cutler 先生預測
前景光明。

「超級周期」，行業錄得空前絕後的盈利收入。

協會近期亦利用定期午餐聚會，讓會員聆聽政府官員講解關乎行業切身利益的課題，受邀嘉賓包括前任政制及內地事務局局長譚志源先生和前任財經事務及庫務局副局長劉怡翔先生。協會每年的亮點則是與海事處合辦的午餐會，由對航運政策最有直接影響力的特區政府官員－運輸及房屋局局長，擔任特別嘉賓。

在這個聯合午餐會上，海事處會藉此機會向航運業界頒發獎項，嘉許不少為香港船舶註冊作出重要貢獻的船東，更重要的是表揚在港口國監督檢查表現出色及在香港註冊船舶有英勇表現的海員。這些與航運事務官員的非正式交流，不僅為會員提供寶貴的溝通平台，認識相關政府部門的決策過程，並同時讓政府官員有機會看到，航運業界對於香港及確保香港繼續成為亞洲航運中心領導地位抱有使命及熱誠。

此外，協會另一個年度焦點是「船舶自動互助救援系統 (AMVER)」頒獎典禮午餐會，這個活動亦肯定了協會在全球航運界所擔當的角色。船舶自動互助系統是一個自願性通報機制，由美國海岸防衛隊統籌，當商船自發地報告所在位置或一旦有其他船舶遇險時，系統會作出協助。這個系統廣受會員

They also and more importantly give Government officials a chance to see just how committed and passionate the shipping community is about Hong Kong and ensuring Hong Kong remains Asia's leading maritime centre.

A further important annual event which acknowledges the Association's role in the global maritime community is the annual AMVER awards lunch. AMVER (Automated Mutual-Assistance Vessel Rescue System) is a voluntary reporting system co-ordinated by the US Coast Guard whereby merchant ships report their position and in the event of another vessel being in distress, they can then be directed to assist. AMVER has been very much embraced by the members of the HKSOA, with a very significant portion of the vessels owned and managed by the Association participating in the scheme. The annual awards ceremony sees the US Coast Guard acknowledging this active humanitarian role played by HKSOA members with the most recent awards ceremony seeing Captain Mike Wampler, the US Coast Guard Liaison Officer to China attached to the US Embassy in Beijing, presenting awards to participating companies and expressing his gratitude to the Hong Kong shipping community who once again participated in a number of life saving rescues over the past twelve months. The event also serves to strengthen the Association's ties with both the US Coast Guard and the US Consulate in Hong Kong which have long been enthusiastic supporters of the Association.

The Association's lunchtime events also give the chance for members to invite their own guests along and many overseas visitors have had the chance to meet the broader Hong Kong shipping community by attending them. Such is the reputation of these events as a networking opportunity that some overseas shipping executives time their trips to Hong Kong to coincide with Association functions. Henrik Hartzell, Managing Director of the Singapore office of leading tanker operator Heidmar, said: "HKSOA lunches are the best opportunity to meet many old friends from Hong Kong and experience the vibrancy of Hong Kong's shipping community. I always try and get to as many as possible."

認同，大部分由會員擁有和管理的船舶均參與此系統。美國海岸防衛隊亦對香港船東會會員發揮人道主義精神作出肯定，在最近一次頒獎典禮上，美國海岸防衛隊船長兼美國駐北京大使館聯絡主任 Captain Mike

Wampler 親自頒發獎項予參與系統的公司，並向在過去一年參與多次拯救行動的香港航運社群表示謝意。由此可見，這個活動有助加強香港船東會與美國海岸防衛隊和美國駐香港領事館的關係，我們亦一如以往，獲得防衛隊及領事館的鼎力支持。

協會歡迎會員邀請賓客一同出席午餐會，出席的海外賓客因此有機會接觸到香港航運業社群。這些活動實在是建立關係網絡的良機，一些海外航運業的人員甚至會特意安排訪港行程，以配合協會所舉辦的活動。主要油輪營運商 Heidmar 的新加坡分公司董事總經理 Henrik Hartzell 先生曾說：「香港船東會的午餐會是我與許多香港老朋友聚舊的好機會，同時也讓我感受到香港航運業的活力。因此，我經常儘量抽空參加協會的活動。」

此外，香港船東會亦會透過定期舉辦研討會，與會員就重要議題進行溝通。新科技對船舶和岸上的影響，船運衍生的新貿易平台發展、壓艙水處理及業界一直辯論的硫磺排放等，都是研討會討論的議題，會員透過分享觀點和意見，促進業界就與其有切身關係的事宜集思廣益。



David Koo (HKSOA Chairman 1990-91 and 2006-07) hosts the annual AMVER awards ceremony.

香港船東會 1990-91 年度及 2006-07 年度主席顧建舟先生主持「船舶自動互助救援系統」(AMVER) 年度頒獎典禮。

Communication with members on some of the serious topics of the day is undertaken through regular seminars. The impact of new technology, both on ships and ashore, the development of new trading platforms for shipping derivatives and key subjects such as ballast water treatment and the ongoing debate on sulphur emissions have all been the subject of well attended seminars, where the sharing of views and opinions among members has enhanced the collective knowledge of issues which have a serious impact on many areas of the industry.

A much anticipated and popular component of the Association's social programme is the twice yearly golf tournament held at the famous Fanling course of the Hong Kong Golf Club. With a round of golf being an important part of many shipping business relationships, these tournaments are always keenly contested. It is no surprise that the organisation of these events has for many years been undertaken by the bon viveurs of the shipping community, the shipbrokers, with Michael Birley of Victoria Shipbrokers, Simon de Courcy Hughes of Rodskog and latterly Adam Goodman of Arrow all taking on the organisation of the events with commitment and passion. Other sporting involvement by the Association has included participation in the Round-The-Island yacht race, while a highlight of the Association's 50th anniversary celebration in 2007 was the running of the Hong Kong Shipowners Association Cup at the Happy Valley Racecourse. Sponsored by the former Chairman George Chao of Wah Kwong, this event coincided with a meeting of BIMCO and was a great opportunity for the Association to extend hospitality to many global shipping leaders in a uniquely Hong Kong setting.

The sense of community and belonging which David Koo referred to has also enabled the Association to be an ideal platform to gather its membership in support of local maritime related charities. The Association is represented on the Marine Department's Port Welfare Committee, usually in the role of committee chairman, which helps raise funds and awareness for the Sailors' Home, Mission to Seafarers and the Danish Seamen's Church. In addition the Association's members have been



另一個受到會員歡迎及期待的聯誼活動是協會每年舉辦兩次的哥爾夫球比賽，該活動在粉嶺香港哥爾夫球會舉行，每次比賽都非常激烈，是航運業界的重要聯誼活動。

負責籌辦此哥爾夫球活動的多年來都是航運社群中講究生活質素的業界人士，包括船舶經紀 Victoria Shipbrokers 的 Michael Birley 先生、Rodskog 的 Simon de Courcy Hughes 先生和較近期箭亞船舶的顧德民先生，他們均非常投入和熱心。

此外，協會亦有份參與「環島帆船比賽」，以及 2007 年為慶祝協會成立 50 周年在

香港跑馬地馬場舉行的「香港船東會杯」賽事，此賽事得到前華光船運有限公司主席趙世光先生贊助，適逢波羅的海國際航運公會（BIMCO）會議亦在香港舉行，讓協會有一個千載難逢的機會一盡地主之誼，在香港這個獨特的環境接待來自世界各地的航運界領袖。

顧建舟先生所指的社群和歸屬感亦促使協會成為一個理想的平台，團結會員以支持與本地航運相關的慈善活動。協會是海事處港口福利委員會成員，通常擔任委員會主席，為海員之家、海員傳道會及丹麥海員教堂籌款和提高對它們的關注。此外，協會會員是每年海員傳道會年度晚宴和船員會晚宴的主要支持者，兩者都是為海員的福利籌款。

說到香港船東會最受觸目的社區參與項目，必然要包括廣受好評的香港海事博物館。博物館在 2003 年成立，是前協會主席曹文錦先生長期以來的抱負，透過由會員組成的註冊非牟利慈善機構籌辦。在前協會主席何安達的領導和會員的慷慨捐助下，海事博物館在歷史悠久的赤柱梅利樓開幕並啟用，後來才遷往現址中環海濱 8 號碼頭，毗鄰香港天星小輪碼頭。現時海事博物館發展完善，每年吸引超過十萬名訪客，並令公眾更加認識航運業在香港過去、

HKSOA Golf
Convenor Simon
de Courcy Hughes
presents the winner's
trophy to Dean Young.

香港船東會哥爾夫球
比賽籌辦人 Simon de
Courcy Hughes 先生
頒發冠軍獎杯予
Dean Young 先生。

major supporters of the annual Mission to Seafarers dinner and Sailors' Society gala, both of which raise funds for seafarer welfare.

Perhaps the most highly visible involvement of the Association with the wider community has been the Association's role in the development of the widely acclaimed Hong Kong Maritime Museum. The establishment of the museum in 2003 was a long held ambition of Association Chairman Frank Tsao and was initiated through the formation by members of a non-profit registered charity. Led by former Association Chairman Anthony Hardy and through generous contributions from members, the Maritime Museum originally opened in the historic Murray House in Stanley, prior to moving to its current home at Pier 8 on the Central waterfront, adjacent to another Hong Kong institution, the Star Ferry. Now a well established attraction welcoming over 100,000 visitors each year, the Maritime Museum has greatly helped to raise the general public's awareness of the vital role shipping has played in Hong Kong's past, present and future. Most of the main galleries were individually sponsored by members of the Association and provide an insight into the people, events and ships that have played a role in Hong Kong's maritime life.

The Maritime Museum has also become the de facto village hall for the Association, with members hosting numerous cocktail parties, seminars and other events in this unique setting, which also provides the venue for the annual Hong Kong Maritime Week.

The Association's role in bringing the Hong Kong shipping community together cannot be understated. Barely a day goes by without people who have met through the Association talking, socialising, building friendships and doing business together. As one long time veteran of Hong Kong shipping said: "Being part of the HKSOA has been one of the most valuable and worthwhile aspects of my career."



現在和未來的角色。博物館大部分的展覽廳均由個別協會會員贊助，展現香港航運界重要的人物、事件和船舶。

海事博物館亦實際上成為了協會會員的聚首一堂的地方，會員都喜歡在這個獨特場境舉辦酒會、討會和其他活動。博物館也成為每年舉辦香港海事週的場地。

Above: George Chao welcomes HRH Princess Anne to the Mission to Seafarers 1997.

Below: The Hong Kong Maritime Museum located at Pier 8 in Central, Hong Kong

上圖：1997年趙世光主席歡迎安妮公主探訪海員傳道會。

下圖：香港海事博物館位於中環8號碼頭

香港船東會把香港航運社群匯聚在一起，當中所發揮的作用不容忽視。透過協會而互相認識的業界人士，幾乎每天都在交往、聯誼和一起做生意。正如一位香港資深航運人士說：「成為香港船東會的一分子，是我職業生涯中最寶貴和值得珍惜的一頁。」



LOOKING TO THE FUTURE

Whether at a local or an international level, the achievements of the HKSOA over its first six decades can justifiably be a source of pride for the Hong Kong shipping community. Growing from a group of eleven Chinese shipowners meeting socially to the current membership of nearly 200 companies drawn from all aspects of the shipping industry is recognition of the importance and value of the Association to those in the business. The presence of the Association in both local and international maritime affairs has been pivotal in ensuring that the Hong Kong shipping industry remains in the public eye and that Hong Kong retains its position as a global maritime centre. The tireless efforts of the Association and its secretariat were duly recognised when former Managing Director Arthur Bowring was awarded the Medal of Honour by the Chief Executive of the Hong Kong Special Administrative Region on the 20th anniversary of the establishment of the Hong Kong SAR. The citation to Bowring's award read: "for his dedicated public and community service, particularly his contribution to promoting the development of Hong Kong's maritime industry."

Looking to the future, the HKSOA will seek to continue to maintain its high profile role as an advocate of sensible, well formulated regulation that benefits seafarers, shipowners and the broader community, while also promoting the development of Hong Kong as a shipping centre. Ensuring that this vision is realized and that Hong Kong's shipping industry is represented on both the global and regional stage was just one of a wide range of issues covered in a delegation led by Chairman Sabrina Chao and China Sub-Committee Chairman Kenneth Koo to Beijing

展望前景

無

論是在本地或國際的層面上，香港船東會在過去六十年的成就，足以令香港航運界引以為傲。協會從最初只有十一位華人船東，發展到今時今日會員由近二百家來自航運界不同領域的公司組成，肯定了協會在業界舉足輕重的地位。透過參與本地和國際航運事務，協會令香港航運業受到公眾關注，並且確保香港作為國際航運中心的地位。前執行董事包榮先生在香港特別行政區成立二十週年時，獲行政長官頒授榮譽勳章，引文中指該項榮譽是「以表揚他對公共和社群的盡心服務，特別是在促進香港航運業發展所作出的貢獻。」這是對香港船東會和其秘書處努力不懈的工作的高度肯定。

展望前景，香港船東會將繼續採取鮮明立場，倡議合理和完善的法規，令海員、船東和廣大社群受惠，同時，我們致力鞏固香港作為航運中心的發展。2017年9月底，協會主席趙式明小姐及中國委員會主席顧建綱先生率領代表團訪問北京，而眾多議題中就包括了如何推動香港成為航運中心，及確保香港業界在國際及地區不同的平台都能夠發聲。為了令到會內代表團有更廣泛的參與，不同範疇的會員均獲邀參加是次代表團，並藉此展現香港航運服務涉及廣泛範圍，同時提供了機會讓會員就多個議題表達意見，例如香港航運界在珠江三角洲（或現在所指的粵港澳大灣區）以及「一帶一路」中能夠發揮的角色。是次訪京團的主要目的是與內地航運業界建立更緊密的聯繫，在航運事務尋求共識，促進互惠互利。二十六年來 Peter Cowling 先生率領協會首次到訪

in late September 2017. Ensuring that the full spectrum of the Association's diverse membership was represented, all members were invited to join the delegation, not only showing the depth of maritime services available in Hong Kong but also providing an opportunity for a broad range of views to be discussed including the role Hong Kong's maritime industry can play in the continued commercial development of the Pearl River Delta (or Greater Bay Area as it is now referred to) together with China's Belt and Road Initiative. The visit to Beijing focused on building a closer bond and developing a more unified voice in maritime affairs with the PRC shipping industry for the mutual benefit of shipping interests in both Beijing and Hong Kong. Coming a full twenty-six years after Peter Cowling led the first formal Association visit to China, this visit cemented links built over decades and set the stage for a greater level of future co-operation.

The challenges that face the industry will be as daunting in the future as they have been in the past six decades. But with the continued strength of Hong Kong's traditional shipowners, many of whom are now successfully passing to the third generation, together with new shipowners and the plethora of shipping services which make up our maritime cluster, Hong Kong is well placed to build on its recognised advantages. The Hong Kong Shipowners Association will no doubt be in the vanguard of these developments while ensuring that Hong Kong shipping retains its unique sense of community and belonging. ■

內地，今次代表團鞏固了過去數十年協會與內地建立的聯繫，為未來的長遠合作奠下基礎。

業界未來所面對的挑戰，將與過去六十年同樣艱巨。然而，不少傳統船東家族已成功傳承到第三代。憑藉傳統船東的實力，再加上新船東和大量船運服務，香港必定能夠利用這些優勢，蓄勢待發。毫無疑問，香港船東會將繼續領導香港航運業的發展，並會保留香港航運業界的獨特社群特色及歸屬感。■



EMBRACING THE FUTURE

Hong Kong is Asia's World City. Located at the heart of Asia, Hong Kong has long established itself as an important gateway to the Mainland of China and a major trading port since its early days as a centre of international trade over a century ago.

Strengths of Hong Kong

While the global landscape of the shipping market has evolved over time, the maritime and port industry is still serving as a key foundation to Hong Kong's economic development. Being the fifth busiest container port, the Hong Kong Port handled about 19.8 million TEUs in 2016. With frequent scheduled liner services connecting to some 470 destinations, we are a major transshipment hub in the Asia-Pacific region.

The Port aside, Hong Kong has thrived with a longstanding shipping and maritime tradition, with a mature and comprehensive maritime cluster. Over 800 maritime services companies are operating in Hong Kong offering a wide range of professional services including shipping agency, ship management, ship owning and operations, ship broking, marine insurance, as well as maritime legal and arbitration services. The Hong Kong Shipowners Association (HKSOA) is one of the largest shipowners associations worldwide, and its members own or manage almost 10% of the world's merchant fleet (in terms of deadweight tonnage).

迎向未來

香港是亞洲國際都會。位處亞洲要衝，逾一個世紀前，香港已是國際貿易中心，奠下其作為連接中國內地的重要通道和主要貿易港的地位。

香港的優勢

儘管全球船運市場的形勢不斷轉變，海運及港口業仍是香港經濟發展的重要支柱。2016 年，香港是全球第五大最繁忙的貨櫃港，處理了 1,980 萬個標準貨櫃；香港港口提供航班頻密的貨櫃班輪服務，前往全球約 470 個目的地，乃亞太區內主要的轉運樞紐。

港口以外，香港具備悠久的船舶及海運業傳統，海運業群發展成熟，業務全面。香港現有超過 800 間海運服務公司，提供多元化的專業服務，包括船務代理、船舶管理、船舶擁有及操作、船舶經紀、海事保險及海事法律與仲裁服務等。香港船東會是全球最具規模的船東會之一，其會員現時擁有或管理的船舶（以載重噸位計）佔全球商船船隊近 10%。



Frank Chan, JP
Secretary for Transport and
Housing, HKSAR Government
Chairman, Hong Kong Maritime
and Port Board

陳帆，JP
香港特別行政區政府
運輸及房屋局局長
香港海運港口局主席

Hard-earned Success

As an old proverb goes, Rome wasn't built in a day. The hard-earned success and world-renowned reputation of the industry hinge on the solid foundation of the institutional strengths of Hong Kong, the diligence and commitment of everyone in the trade, as well as the ceaseless support from the HKSAR Government. Throughout the decades, be it in the days of glory or amidst uncertainties, the Government has been committed to collaborating with the trade and spurring the growth of the maritime and port industry. The 60th anniversary of the HKSOA provides a prime occasion for all of us to reflect, look ahead and join hands to embrace the future.

The Hong Kong Maritime and Port Board

The inception of the Hong Kong Maritime and Port Board (HKMPB) in April 2016 is a timely and powerful driving force to boost the development of the industry. As its vision statement goes, "building on the vibrant port and established shipping heritage as an international maritime centre, Hong Kong will be further consolidated into a major maritime services hub through effective governance, policies and practices for the maritime cluster, with good synergy with shipping and port operations." The HKMPB consists of 19 non-official members, eight institutional members and three ex-officio members. Such a wide representation of expertise and knowledge from the industry, academia and relevant statutory bodies enables seamless communication and collaboration between the HKSAR Government and the trade. The formation of the HKMPB marked an important milestone in the Government's efforts to join hands with the shipping and maritime sector to further promote the development of the industry.

To further strengthen industry participation, industry leaders have been invited to chair the three functional committees under the HKMPB to spearhead maritime and port development, manpower development, as well as promotion and external

得來不易的成就

古諺語云：偉業非一日之功。香港海運和港口業的成就和享譽全球的名聲得來不易，全賴各項制度優勢奠下的穩固基礎、業界孜孜不倦的努力和香港特區政府永無間斷的支持。數十年來，不論環境順逆，特區政府一直致力與業界並肩合作，推動海運及港口業的長遠發展。香港船東會六十周年慶誌正是一個重要契機，讓大家回顧過去，攜手展望，迎向未來。

香港海運港口局

香港海運港口局於 2016 年 4 月成立，為行業發展注入了適時而強勁的動力。誠如其願景所言：「我們會藉著發展蓬勃的港口和作為國際海運中心的既有海運承傳，透過便利海運業群運作的有效管治、政策和措施，鞏固香港作為主要海運服務中心的地位，並與船務和港口運作發揮協同效應。」海運港口局共有 19 名非官方成員、八名機構代表及三名官方成員。他們均來自業界、學術界及相關法定組織，具廣泛代表性，可讓政府與業界保持緊密溝通和合作。海運港口局的成立是一個重要的里程碑，標誌着政府與船務及海運業界共同努力，進一步推動業界發展。



relations – the three major policy directions underpinning the further development of the maritime industry. Valuable insights and sound advice offered by the HKMPB Members (including the HKSOA) shed much light on the formulation of effective measures to reinforce and enhance Hong Kong's status as an efficient port and an international maritime centre.

Through continuous interaction with the shipowners and the industry, the Marine Department has introduced various measures over the years to further enhance the services of the Hong Kong Shipping Register, which has the world's 4th largest and quality fleet and is highly recognised worldwide. Meanwhile, with the advice of the ship management sector, we have drawn up a framework of immigration arrangement to facilitate and enable non-local contract seamen whose ocean-going vessels (OGVs) are stranded in Hong Kong due to unforeseeable circumstances to continue to work on specified OGVs within a certain timeframe. We have also reviewed and refined the Maritime and Aviation Training Fund to cater for the industry's needs and widen the talent pool. Various new scholarship schemes have been introduced under the Fund for local and Mainland students to undertake maritime-related courses in Hong Kong starting from the 2017/18 academic year, so that they will serve in Hong Kong's maritime industry upon graduation.

Furthermore, we have strived to promote Hong Kong's maritime and port industry through organising the city's first-ever Maritime Industry Week in November 2016 and conducting various promotion visits with fruitful results. The eight-day event was well-received by the industry and general public, with 4,600 participants attending 29 events organised by 34 local and overseas organisations. To maintain the momentum, the Hong Kong Maritime Week was held in November 2017, with a view to making it a signature event of the maritime sector in Hong Kong.

為加強業界參與，香港海運港口局轄下設有三個由業界人士領導的執行委員會，就海運及港口發展、人力資源發展及推廣外務這三個支撐海運業未來發展的主要政策範疇提出意見。成員們（包括香港船東會）所提出的真知灼見，對政府制定有效措施以加強和提升香港作為高效率港口及國際海運中心的地位，大有助益。

香港船舶註冊素以全球第四的註冊船舶數量和其船隊質素優良而聞名國際。透過與船東和業界持續不斷的溝通，海事處推行了多項改善措施，以進一步提升其服務。同時，因應船舶管理業的意見，政府制定了相關出入境安排，以促進和協助非本地合約海員，當其服務的遠洋輪船因不可預計的原因滯留香港時，仍可留在該輪船上工作一段時間。政府亦已檢討及完善海運及空運人才培訓基金的運作，以滿足業界要求和擴闊人才庫。基金已設立多項新的獎學金計劃，讓本港及內地的大學生由 2017/18 學年開始修讀與海運有關的課程，並在畢業後服務香港海運界。

再者，為推動本港的海運港口業，香港海運港口局於 2016 年 11 月籌辦了首屆「香港海運週」，並進行多次宣傳外訪，成果豐碩。為期八天的海運週共有 29 項活動，由 34 個本地及海外團體舉辦，獲 4,600 名人士參與，大獲業界及公眾好評。為了持續良好勢頭，第二屆香港海運週將於 2017 年 11 月舉行，並成為每年一度的海運業界盛事。

此外，香港海運港口局已就如何善用香港的多項制度優勢制訂方向，並探討針對性的措施，促進各高增值海運服務的發展，包括海事保險、海事仲裁及船舶融資等。海事保險方面，國際海上保險聯盟於 2016 年 10 月在香港設立首個分支組織亞洲區中心，是德國漢堡總部以外的首個海外分支組織。亞洲區中心的成立鞏固香港作為區內海事保險中心的地位，尤其在人才培訓方面的角色更顯突出。香港保險業聯會為該中心提供秘書處支援服務，並與本地院校緊密合作，例如香港大學專業進修學院，推出培訓課程，培育海事保險專才。就此，我們會繼續尋求業界支持，推動有關行業的發展。

The Secretary for Transport and Housing, Frank Chan (front row, centre), on behalf of the Hong Kong SAR Government, signed an agreement with the President and Vice-Chancellor of the University of Hong Kong, Professor Peter Mathieson (front row, left), and the President of the Shanghai Maritime University, Professor Huang Youfang (front row, right), regarding the University of Hong Kong – Shanghai Maritime University Academic Collaboration Scheme. Sabrina Chao (back row, second from right), Chairman of HKSOA and Kenneth Koo (back row, right), Chairman of HKSOA China Subcommittee, witnessed the ceremony.

In addition, we have set the direction to capitalise on Hong Kong's many institutional strengths and identify sector-specific measures to further nourish the high value-added maritime services, including marine insurance, maritime arbitration and ship finance services, etc. On marine insurance, the International Union of Marine Insurance (IUMI) established its Asian Hub in Hong Kong in October 2016. As its first overseas presence outside its headquarters in Hamburg, this has very much raised our profile as a marine insurance hub in the region, in particular for manpower training for the sector. The Hong Kong Federation of Insurers, which provides secretariat support for IUMI's Asia Hub, is working closely with various educational institutions, such as HKU Space to provide training programmes for in-service insurance practitioners on marine insurance. On this front, we will continue to seek the industry's support to foster the development of these sectors.

Opportunities and Challenges

What is more, opportunities continue to surge under various initiatives promulgated by the Mainland Government. China's grand vision behind the Belt and Road Initiative, spanning across 9,000 kilometres and covering more than 60 countries in Asia, Africa and Europe, is going to unleash immense economic demand in terms of cargo movement, quality professional maritime services, construction as well as financial investment.

In the meantime, under the National 13th Five-Year Plan promulgated in March 2016, the Mainland Government has pledged support for Hong Kong to consolidate and enhance its status as an international transport centre. Specifically, the development of the Guangdong-Hong Kong-Macao Bay Area will significantly increase the flow of people, goods, capital and information among Hong Kong, Macau and the Bay Area cities, thereby bolstering Hong Kong's maritime and port industry and the overall economy.

機遇與挑戰

更甚的是，中國內地政府近來頒布多項措施，為業界帶來不少機遇。國家的「一帶一路」倡議橫跨亞非歐大陸，涵蓋 9,000 多公里及六十多個國家，當中龐大的經濟動力將帶動以貨物運輸、高質素專業海運服務、建設及投資為主的需求。

同時，國家於 2016 年 3 月發布的「十三五」規劃中，支持香港鞏固和提升其國際航運中心地位。其中，粵港澳大灣區的發展，將大大促進港澳與大灣區內其他城市的人流、物流、資金流與信息流通，讓香港海運及港口業，以至整體經濟，肯定受益。

香港是一個適應力強的外向型經濟體，一直發揮「促進者」的重要角色。憑藉「一國兩制」、法治制度、低稅率及簡單穩定的稅制優勢，我們無疑已成為國內企業「走出去」的「超級聯繫人」，亦是海外企業開拓國內市場的「跳板」。

運輸及房屋局局長陳帆先生（前排中）代表香港特別行政區政府，與香港大學校長馬斐森教授（前排左）和上海海事大學校長黃有方教授（前排右），就「香港大學 - 上海海事大學學術合作計劃」簽訂協議。香港船東會主席趙式明小姐（後排右二）與香港船東會中國委員會主席顧建綱先生（後排右一）參與見證儀式。



As an adaptive and externally oriented economy, Hong Kong has all along played a significant facilitator role. Leveraging on our strengths, in particular the unique One Country, Two Systems, the rule of law and a low, simple and predictable tax regime, we are, without doubt, a super-connector for Mainland enterprises to go global and serve as a springboard for overseas entities to tap the Mainland market.

As for the international arena, we see further opportunities arising from the collaboration with other maritime centres. In September 2017, on behalf of the HKMPB, I signed a Memorandum of Understanding (MoU) with Maritime London, a major promotional body of the maritime industry in the United Kingdom. The MoU marks an important milestone in strengthening our partnership and collaboration between Hong Kong and London in promoting high value-added maritime services and the nurturing of maritime practitioners. Looking ahead, the HKMPB will further continue its commitment to reach out to overseas markets through delegation visits to various countries and cities which have a vibrant maritime community.

Notwithstanding all those opportunities, there will inevitably be challenges ahead, such as the fluctuation and uncertainties of the global market, the intense competition from our neighbouring cities and the imminent need for new and younger blood to join the maritime sector to underpin the sustainable development of the industry. Not only should we foster stronger, closer and lasting ties of collaboration to seize the possibilities, but it is also equally if not more important for us to gear up and overcome the challenges together.

Collaboration for the Future

Over the years, the HKSAR Government is blessed to have the strongest support from the many crucial trade organisations in Hong Kong, including the HKSOA. We have joined hands to create value and reap benefits for both the maritime and port industry as well as Hong Kong's economic development. Through the HKMPB, we will

至於國際市場，香港與其他海運中心的合作亦帶來無窮機遇。2017 年 9 月，我代表香港海運港口局與倫敦海事服務協會（一個英國主要推廣海運業的組織），簽署合作備忘錄，加強兩地聯繫，共同推廣高增值海運服務及人才培訓合作。展望未來，香港海運港口局會繼續出訪海運業蓬勃的國家及城市，以開拓海外市場，創造商機。

縱使機遇當前，挑戰亦在所難免。舉例而言，香港正面對環球市場的波動及不明朗因素，來自鄰近城市的競爭；以及行業極需更多年輕人投身，以確保其得以持續發展。我們不但應與外界締結更強大、更緊密和更持久的合作關係，而且要裝備好自己，共同迎接挑戰。

為未來攜手合作

多年來，香港特區政府深慶能獲眾多業界主要商會鼎力支持，包括香港船東會。我們一直攜手為香港的海運及港口業，以至整體經濟發展和福祉出謀



EMBRACING THE FUTURE

continue to work together to formulate holistic strategies to entrench Hong Kong's position as an international maritime centre. We will embrace possible opportunities in shipping and maritime services both in the local and overseas markets, and we will seek to reinforce Hong Kong's strengths as a preferred base for operating maritime business and raise the community's support of Hong Kong's maritime industry. ■



迎向未來

獻策，創造成就。我們將繼續透過香港海運港口局，與各方同心協力，制定全方位策略，鞏固和提升香港作為國際海運中心的地位。我們亦會把握本地及海外船務和海運服務業的種種機遇，鞏固香港作為經營海運業務的理想地點之優勢，並提升普羅大眾對香港海運業界的支持。

在此，我再次衷心恭賀香港船東會六十周年慶誌。■



CHALLENGES AND OPPORTUNITIES FOR THE NEXT 10 YEARS

The 60th Anniversary of the Hong Kong Shipowners Association (HKSOA) offers a welcome opportunity to salute the Association and its dedicated people and team whose guidance has propelled Hong Kong's shipping sector to the top of the league in terms of global and regional rankings.

Hong Kong Maritime Industry

Hong Kong's maritime tradition has come a long way in its history of almost two centuries. In the mid-19th century, Hong Kong was just a minor fishing village among countless others strung along the coast of South China. However, a small but thriving, business community was emerging there. It is interesting to note that in the Companies Registry in the earliest days of the then Hong Kong Government in the 19th century, the second and the fourth companies appearing in the records were shipping-related¹. Over the past 170 years, the economy in Hong Kong has experienced a succession of peaks and troughs. But no matter whether the city has enjoyed phenomenal economic growth, as during the 1970s and 1980s with rapid industrialisation and commercialisation, or suffered a dramatic downturn, as in the 1998 Asian financial crisis, the shipping sector has consistently remained one of the important pillars supporting Hong Kong's development into an international financial and business centre.

¹ The second company was *The Hong Kong Canton & Macao Steamboat Co. Ltd* that was dissolved in 1958. The fourth company was *The Hong Kong and Whampoa Dock Company Limited* that merged with the *Taikoo Dockyard and Engineering Company* in 1970s to form *Hongkong United Dockyards (HUD)*.

繼往開來 共創新機

今

年是香港船東會成立六十周年，正是向協會和其下盡心竭力服務的人士和團隊致意的合適時機。在他們的引領下，香港航運業在全球和區域排名方面均位居前列。

香港的航運業

香港的航運業有差不多兩個世紀的悠久歷史。在十九世紀中期，香港只是華南海岸邊上無數小漁村之一。然而，一個細小但繁榮的商業社區正在逐步成形。有趣的是，在十九世紀初期，香港政府的公司註冊處記錄顯示，第二和第四家註冊公司都與航運業有關¹。在過去 170 年間，香港經濟經歷了多個高峰和低谷。不過，香港不論是在七十和八十年代受惠於高速工業化和商業化的龐大經濟增長，還是遭遇 1998 年亞洲金融風暴的經濟大幅下滑，航運界一直是香港發展為國際金融和商務中心的重要支柱之一。



Maisie Cheng, JP
Director of Marine,
HKSAR Government

鄭美施，JP
香港特別行政區政府
海事處處長

¹ 第二家公司是 1958 年解散的省港澳輪船公司。第四家公司是香港黃埔船塢有限公司，於七十年代與太古造船和工程公司合併後成為香港聯合船塢（HUD）。

Hong Kong Shipowners

With its long-entrenched history in the international maritime sector, Hong Kong is home to a strong cluster of shipowners who own and manage about 9% of the world's merchant fleet. Founded in 1957 by 11 local shipowners, the Hong Kong Shipowners Association has kept pace with the economic development in Hong Kong and is a regular and active participant in shipping-related international forums. Today, the HKSOA has 200 members from a variety of maritime disciplines, representing over 2,200 ships with a combined carrying capacity of over 178 million deadweight tonnes.

The Hong Kong Shipping Register (HKSR) has recorded a continuous upward trend in fleet size since its establishment. Upon its inception in 1990, the HKSR had a mere 765 ships with a total gross tonnage of six million. To date, with a total of 2,541 ships, or 4.3% of the global fleet, we have just crossed the 112 million gross tonnage mark. Currently, HKSR ranks first in Asia and fourth in the world in terms of gross tonnage. Not only are we strong in numbers, Hong Kong-registered ships are also among the best performers in the world. The detention rate of ships flying Hong Kong flags is slightly below 1%, compared with the world average of 3.1%. The success of our shipping register owes a large part to the strong support provided by our Hong Kong shipowners and our excellent partners in the maritime sector.

But aside from our world rankings and fleet size, we are delighted that the HKSR has become such a reputable flag of choice and quality. The top priority of the HKSR is to provide high quality and efficient services to shipowners. For its part, the Government has collaborated closely with the shipowners, the financial and legal institutions, unions and other stakeholders internationally and locally, to strategise the development of Hong Kong's shipping sector and assist in its drive for international excellence. To this end, we are much indebted to the invaluable

香港船東

香港在國際海運領域的悠久歷史上一直屹立不倒，是大量船東的根據地，約 9% 的全球商船隊由他們擁有和管理。香港船東會在 1957 年成立，由 11 名本地船東組成。協會與香港的經濟同步發展，並積極參與國際航運事務，如今共有 200 名來自不同海事領域的會員，船舶數目超過 2,200 艘，綜合承載能力超過 1.78 億載重噸。

香港船舶註冊自設立以來，註冊船隻數目不斷上升，在 1990 年成立時，只有 765 艘，總噸位六百萬。迄今註冊船隻數目已達 2,541 艘，佔全球船隊的 4.3%，總噸位剛創下 1.12 億的新高。目前，香港註冊船舶在總噸位方面位居亞洲第一，世界第四。我們不僅船隻數量眾多，表現也排行在世界前列。懸掛香港旗的船隻扣留率不足 1%，而世界平均是 3.1%。香港船舶註冊的成功，香港船東的大力支持和航運界的優良合作伙伴實在居功不少。

除了世界排名和船隊規模驕人之外，香港船舶註冊更是信譽和質量都良好的船旗選擇。香港船舶註冊最重視的是為船東提供優質高效的服務。政府方面一直與船東、金融及法律機構、工會及國際和本地的持份者緊密合作，策劃香港航運界的發展，協助業界追求優越的國際表現。為此，我們非常感謝業界，特別是香港船東會，一直與政府緊密合作促進和不斷提高香港船舶註冊的吸引力。



Maisie Cheng attends the Third Joint Ministerial Conference of the Paris and Tokyo Memoranda of Understanding (MOU) on Port State Control (May 2017).

鄭美施處長出席巴黎和東京港口國監督備忘錄第三次部長聯席會議（2017 年 5 月）。

partnership between the Government and the industry, in particular the HKSOA, in promoting and continuously improving the attractiveness of the HKSR.

Over the years, the HKSOA has played a pivotal role in fostering a differentiated yet interlocking system which allows each participant in the maritime sector to excel in its distinctive role. The HKSOA acts like a gangway between the Government and the industry. It played a key advisory role in establishing and promoting the autonomous HKSR in the 1990s. To achieve its mission of protecting members' interests, the HKSOA is also keen to voice the shipowners' concerns with concrete proposals and practical solutions on regulatory matters in different consultative or steering committees established by the Government. Indeed, we are proud of the active role played by the HKSOA at various local, regional and international industry forums and its hard work in championing progressive changes in areas like safety, environment protection and labour protection. With the HKSOA's continuous role as a vital bridge between the administration and the industry, we are confident that our maritime sector will grow from strength to strength and guarantee our future success in economic development.

The HKSOA is also a platform for sharing knowledge and exchanging valuable information that keeps its members abreast of important developments in the maritime industry. It provides a great opportunity for the industry to discuss issues of importance via the HKSOA's dedicated committees (e.g. Maritime Education and Training Sub-committee, Marine Sub-committee, etc.). It also promotes ideas, services or products to the maritime community through a wide range of forums and seminars to educate its members and the people in Hong Kong. Whilst these efforts may not bring about revolutionary change to the Hong Kong maritime community, they will surely generate evolutionary change.

多年來，香港船東會致力推廣一個分工精細但又互為聯繫的系統，使航運界每位參與者都能夠在其崗位上發揮獨特的作用。協會就像政府和業界之間的“舷梯”，在九十年代在建立和推廣自主的香港船舶註冊方面，扮演重要的諮詢角色。為履行保障會員權益的使命，協會在政府設立的各個諮詢委員會或督導委員會上，都積極表達船東的關注，就監管事宜提出具體建議和切實可行的方案。香港船東會一直在本地、區域和國際層面積極參與，又致力在安全、環境保護和勞工保障等方面倡導漸進的改變，協會的努力實在讓我們感到自豪。有協會繼續擔任當局與業界的重要橋樑，我們深信航運界的發展將會再創高峰，為香港日後經濟發展的成功提供保證。

香港船東會也是分享知識和交流寶貴信息的平台，讓會員了解航運業的重要發展。通過協會的專責委員會（例如海事教育及培訓委員會、海事委員會等），業界有充分機會討論重要的議題；協會又藉着舉辦多個論壇和研討會，向業界



Challenges Ahead

The shipping industry is a cyclical and volatile industry that encounters challenges that can emerge at any time. Although Hong Kong is renowned as an international maritime centre with a well-established maritime heritage, strategic geographical location and a vibrant maritime cluster, we face fierce regional and international competition from time to time. Moreover the industry also has to tackle the accelerating speed of technical and socio-economic change.

Green Issues

Innovation is one of the main drivers for the sustainable development of maritime economies. With climate change and environmental issues high on the international maritime agenda (e.g. the emission control requirements under the MARPOL Convention, the Ballast Water Management Convention and the Hong Kong Convention on Ship Recycling) and a global trend to create a low carbon economy, the shipping sector has substantial demand for green technologies or renewable energy sources in order to stay competitive. We can see that the shipping sector will adopt new business models that transform the life cycle of ship operations, from design to recycling, in an environmentally more friendly way.

Technological Change

The shipping industry as a whole should make full use of innovative thinking, and strive to build an international shipping information platform so that Hong Kong's shipping sector can continue to provide high value-added services. We should not underestimate the challenges posed by artificial intelligence in future remote and autonomous shipping operations, a topic that has been openly debated under the IMO's agenda. The benefits of information and communications technology (e.g. big data, automation, etc.) to enhance vessel performance and improve the business environment are crucial to the future development of the maritime industry.

推廣構思、服務或產品，以及教導會員及香港市民。上述種種雖然未必為香港航運界帶來革命性的改變，但肯定是穩步發展的動力。

未來的挑戰

航運業是個有週期性和波動性的行業，任何時間都可能遇上挑戰。香港雖然是一個國際知名的海運中心，擁有悠久的海事傳統、策略地理位置和充滿活力的海事組織，但也正在面對激烈的區域和國際競爭，航運業亦必須應付技術和社會經濟的急速變化。

綠色議題

創新是海運經濟可持續發展的主要推動力之一。隨著氣候變化和環境問題成為國際海洋議程上的高度優先議題（例如「防污公約」內對排放控制的規定、「壓載水管理公約」和「香港拆船公約」）和創造低碳經濟的全球趨勢，航運界為保持競爭力，對綠色技術或可再生能源的供應有巨大需求。我們可以預見，船舶營運的週期將會有所改變，航運界從設計以至回收都會採用更為環保的新經營模式。

技術變革

整個航運業都應充分運用創新思維，力爭建立國際航運信息平台，使香港航運界能夠繼續提供高增值的服務。我們不應低估人工智能在「未來遠程和自動船舶操作」所帶來的挑戰，這個議題已列入國際海事組織的議程並已公開討論。信息和通信技術（例如大數據、自動化等）為提高船舶性能和改善業務環境帶來的好處，對航運業的未來發展至關重要。業界需要共同推展海洋數據重新分析和應用，攜手開發智能海洋技術，推動公共信息共享平台，為社會經濟發展服務。

Collaboration to work together on marine data re-analysis and application is needed in order to jointly develop smart marine technologies to launch public information sharing platforms that serve socio-economic development.

Talent

Hong Kong is a major international maritime centre for providing worldwide maritime services, such as ship management, finance, insurance, logistic and legal services. We also encounter problems of global competition for qualified marine-related personnel. To further develop such excellent maritime services and port businesses in Hong Kong, the maritime sector must focus on the development of local capabilities and expand the pool of young talents pursuing a career in the industry.

To nurture talented personnel for the long-term development of the maritime and port industry, the Government has established a variety of incentive schemes (e.g. the Sea-going Training Incentive Scheme, the Maritime and Aviation Training Fund, the Maritime Law Scholarship Scheme, the Hong Kong Nautical and Maritime Scholarship Scheme, etc.) for them to advance their professional qualifications. Moving forward, the Government and the shipping sector will continue to promote the maritime industry to young people through a variety of channels (e.g. secondary schools and tertiary education institutions) as part of our efforts to maintain Hong Kong as an international maritime centre.

Opportunities

Belt and Road Initiative

In the past two decades, the locomotive of global growth has shifted to the emerging economies in the East which have accounted for the growth in seaborne trade volumes. However, the intensification of trade protectionism and slack market demand still pose risks and challenges to the shipping sector.

人才培訓

香港是提供全球海事服務，如船舶管理、金融、保險、物流和法律等服務的主要國際航運中心，也同樣面對全球競爭合資格航運相關人才的問題。為進一步發展香港的優質海運服務和港口業務，航運界必須注重發展本地人才，吸引更多年青人才投身航運事業。

為培育人才以推動海運和港口業務的長期發展，政府制定了多個獎勵計劃（如航海訓練獎勵計劃、海運及空運人才培訓基金、香港海事法律獎學金計劃、香港航海及海運獎學金計劃等），讓有志在海事界發展的人士取得專業資格。展望未來，政府和航運界將繼續通過各種渠道（例如中學和高等教育機構）向年青人推廣航運業，致力維持香港作為國際海運中心的地位。

機會

一帶一路建設

在過去 20 年，全球經濟增長的動力逐漸轉移向東方的新興經濟體，促使海運貿易量上揚。但是，貿易保護主義加劇和市場需求疲弱仍然是航運界要面對的風險和挑戰。



In 2013, China launched the Belt and Road Initiative of jointly building the Silk Road Economic Belt and the 21st Century Maritime Silk Road. The Initiative advocates openness, cooperation and inclusive development by opening up the market, improving the investment environment, eliminating trade barriers and facilitating trade and investment. We anticipate this Belt and Road Initiative will enhance the orderly free flow of economic factors and the efficient allocation of resources, and definitely will create additional trade flows and generate demand for shipping and port services. The Hong Kong shipping sector should make good use of our strengths and competitive edge in professional maritime services and prepare for realising the full potential of the combined forces generated from the Initiative.

The Way Forward

To maintain Hong Kong's position as an international maritime centre, the HKSAR Government will continue to work hand in hand with the shipping industry to meet future challenges. We will ensure that the strengths of the HKSAR are sufficiently conveyed to the trade and society through suitable channels. We are certain that the Hong Kong shipping industry will continue with its efforts to enhance collaboration in the fields of education and training in order to facilitate the application of state-of-the-art technology and to garner support from the community and the new generation to achieve the continued growth of the industry. ■

2013 年，中國提出共同建設絲綢之路經濟帶和二十一世紀海上絲綢之路的一帶一路倡議。這項倡議通過開放市場；改善投資環境；消除貿易障礙以及利便貿易和投資以促進開放、合作及包容發展。我們預計「一帶一路建設」將加強經濟因素的有序自由流動和資源的有效配置；而且肯定會創造額外的貿易流量，增加對運輸和港口服務的需求。香港航運界應善用我們在專業海事服務方面的專長和競爭優勢，為「一帶一路建設」所產生的巨大潛力做好準備。

發展方向

為維持香港作為國際海運中心的地位，香港特區政府將繼續與航運業攜手應付未來的挑戰。我們會確保透過適當的渠道把香港船舶註冊的優勢充分傳達給商界和社會。我們深信香港航運業會繼續努力加強在教育和培訓領域的合作，以促進尖端科技的應用，並取得社會各界和新一代的支持，使行業得以持續發展。■

RECOLLECTIONS OF ARTHUR BOWRING

From my early experience of the Association, in giving a seminar to members at the China Club on the concept of Quality and sub-standard shipping (remember that discussion?) and then joining the Secretariat as a consultant to assist Michael Farlie, my predecessor, on technical issues, there has been no time to be bored. Perhaps the fast passing of time is due to the volume of work we have tried to accomplish; being busy makes time pass quickly. But the handling of that work would not have been possible without the dedicated team in the Secretariat; it has been a small team, but an extremely efficient one.

Readers will know of our work to reduce air emissions from shipping in Hong Kong, but might not know of the Association's leading role in shaping global opinion on other environmental issues. Readers might also know of our work at the ILO, in the debate that led to the Maritime Labour Convention, 2006, and work that has taken place since this important Convention came into effect. Readers, however, might not know of our work on the abandonment of seafarers, the safety of Bulk Carriers, at a time when several ships experienced hold framing failures, or of corrosion standards, or many other perhaps deeply technical issues.

While trying our best to handle every issue that is brought to the Association, we have been most active in environmental and seafarer welfare issues. These are both essential issues, issues that the members of the Association feel very strongly about. It is quite possible that a reason behind their concern is that these two issues capture

包榮的回憶

歲月看似漫長，其實轉瞬即逝。我對香港船東會最早的回憶，是在「中國會」為會員主持以「優質」與低於標準的航運為主題的研討會。（還記得那次討論嗎？）其後，我加入秘書處擔任顧問，協助我的前任霍禮宜先生處理一些技術課題，自始一直沒有閒下來了。也許正是要經常埋首大量工作，真的感到時光飛逝。儘管只是一個小小的秘書處，但大家都全情投入、效率奇高。否則，根本不可能完成任務。



Arthur Bowring, MH
Senior Consultant

包榮，MH
香港船東會資深顧問

讀者可能知道我們致力減少香港航運界的氣體排放，卻未必知悉香港船東會在其他環境議題上亦影響全球輿論。讀者或許也知道我們參與「國際勞工組織」的辯論，促成了重要的 2006 年《海事勞工公約》，以及生效以來的後續工作。然而，讀者可能未有聽聞，我們亦處理遺棄海員、散貨船安全、鏽蝕標準，及其他非常技術性的議題。近期多艘船舶接踵遇上貨艙結構故障，此際航運安全更形重要。

香港船東會竭力應對所有眼前問題的同時，尤其關注環保和海員福利。會員非常重視這兩個重要範疇，其中一個可能原因是這些都是大眾關注的課題。倘若公眾的關注一旦轉化成負面印象，將對整個航運業的形象構成嚴重傷害。

public attention, and if that attention turns negative, the perception of the industry as a whole may be seriously affected.

Perception and reputation are important, possibly more important than reality. The Association has worked hard to improve the way the industry is perceived, both in Hong Kong and globally, by governments, the general public and also by the various NGOs who have an increasing, but not always fair, interest in what our industry does. We started our series of Maritime Weeks in 2001 (then named Maritime and Logistics Week), to better inform and educate politicians and the general public about our industry. We have taken part in seminars, conferences and other events, many of which have been held by organisations outside the maritime sector, in order to promote our work and to describe how we are regulated. It is essential that this work continues, that we keep our contact with organisations outside the maritime sector, inviting them to be speakers at our lunches, whether we agree with their opinions or not. It is only by addressing them head-on and listening to their concerns that we can start to shape what is sometimes a very naïve perception of the maritime sector.

The Association has also worked hard to promote Hong Kong's role as one of the world's major maritime centres. By being seen as providing intelligent participation in international debate and a passion for the maritime industry, we have gained a reputation that attracts visitors and business to Hong Kong, both of which promote our members' interests. We have not been so fortunate with keeping policy updated, however, despite active lobbying, although the new Maritime and Port Board is already actively working to resolve many of the issues that we have raised over the years.

Shipping is a global industry, and Hong Kong is one of the most interesting and active global centres for that industry. As supply chains continue to shorten and integrate with advances in digital technology, Hong Kong's unique role will only become more essential to global trade.

印象和聲譽不但重要，而且可能較現實情況更重要。無論在本地或全球，香港船東會一直努力經營行業在政府、公眾和許多非政府組織心目中的形象。有些對於我們業界作業的關注，並不一定是公道的。因此，我們在 2001 年開始舉辦「航運週」（前名為「航運及物流週」），向政界和普羅大眾推介行業。我們也參與形形色式的研討會、會議和活動，介紹行業的運作及解釋有關業界規管；這些項目大多是由非海運機構主辦的。此重要工作必須持之以恆。同時，無論我們是否贊同業界以外一些人士的觀點，都應該邀請他們到我們的午餐會中發言，保持彼此聯繫。我們只有坦誠面對和細心聆聽大家所關切的課題，才能夠逐步改變他人對航運業有時過於天真的想法。

同時，協會致力推動香港作為世界主要航運中心之一。我們在國際舞台上所展示的識見和對航運業的熱誠，贏取了美譽，為香港帶來旅客和商機，這兩者都同時促進了我們會員的利益。不過，儘管我們積極游說，新成立的香港海運港口局也正努力解決我們多年以來所提出的種種課題，現在有些政策仍待與時俱進。



My first Chairman when I was appointed Director (later renamed by KH Koo when he became Chairman to Managing Director) was George Chao. It is perhaps significant, and a pointer to the passing of time, that my last Chairman for my time as Managing Director, was George's daughter, Sabrina Chao. I would like to thank the Chao family for an interesting and fascinating 20 years at the helm.

It has been my honour and privilege to represent and serve Hong Kong's shipowners and maritime community for the past 20 years, and I deeply thank all the members of the Association for their support, both for me and for the many issues that we promoted. ■



航運是環球性的行業，而香港正是全球最有活力和生氣的航運中心之一。隨著供應鏈持續縮短並與躍進中的數碼技術融合，香港在國際貿易中的獨特性愈加重要。

當年趙世光先生擔任協會主席時，我獲任命為「董事」（後由顧國華主席易名為「執行董事」）。趙先生的千金趙式明小姐，是我擔任執行董事期間的最後一位主席。或許這是一個時代的標誌。我要感謝趙氏家族給予機會，讓我帶領香港船東會，度過豐盛多采的二十年。

非常榮幸在這二十年來，代表和服務香港船東與航運業界。衷心感謝所有會員的支持、及共同致力完成我們的許多工作。■



SHAPING THE FUTURE OF HONG KONG SHIPPING

Let me say at the outset how proud I am to be with shipping in the second half of my life. With so many years of work experience, I am used to being honest with myself. I know how privileged I am to play a role in the maritime sector, to represent the Hong Kong Shipowners Association on all fronts and to be part of Hong Kong's illustrious shipping history.

Shipping is a great business, as marine transport has been, and will continue to be, the principal mode of delivering essential goods and commodities to all corners of the world, thereby contributing to the well-being of mankind.

Hong Kong's economic success has its origins in shipping and trade, whose combination initiated Hong Kong's growth as a global business and financial centre.

Very soon after joining the Association in December 2016, I realised how fortunate I was to be working with a big family of entrepreneurs and professionals, who are so dedicated to their jobs and committed to the industry. I am eager to work with them to shape the future of Hong Kong shipping.

In the past 60 years, the Association has done a great job. But there is no room for complacency in this fast-changing world. As a trade association, our core function is to add value to members' operations, in good times and bad. In the coming years, we will seek changes to discharge our duties at all levels – internal, national, and international.

共同努力構建 香港航運未來

在 人生下半場，我能夠投身航運業，值得驕傲。經過多年歷練，我已習慣坦然面對一切。如今實在有幸，可以在業界擔當重任：在多個領域代表香港船東會，並且有份參與建設香港航運的輝煌歷史。

航運是偉大事業。一貫以來，海上交通主導送遞必需品和原材料到世界不同角落，為人類福祉作出莫大貢獻。

香港經濟的成功也是源於航運和貿易；兩者的結合成就了香港作為全球金融和商業中心。

自從 2016 年 12 月加入香港船東會，我很快意識到，與這個大家庭中的許多企業家和專業精英攜手是何等幸運。大家全情投入，委身行業發展。我也熱切期盼，共同構建香港航運的未來。

過去 60 年，香港船東會的確做了大量出色的工作。不過，世事多變，不容自滿。一個商會的核心功能，就是無論在順境、逆境，都應該為會員謀取業務增值。所以，未來歲月，我們在內部、在國家及在國際上多個領域，都必須繼續應變，尋找實踐理想的機遇。



Sandy Chan
Managing Director
Hong Kong Shipowners Association

陳佩珊
香港船東會董事總經理

First, at the internal level, we aim to enhance the capacity and competence of the Association so as to ensure that the Association is more effective in protecting and promoting members' interests. In this connection, I am grateful for the support of the Executive Committee in strengthening the manpower of the secretariat. Now, we are able to use more effective channels, including a new website, to improve communication. We have enhanced the committee structure to leverage members' expertise and resources. And we intend to grow our membership to increase the representativeness of the Association.

We are also becoming more adaptable in pursuing the Association's goals. We are expanding our networks in order to raise awareness of the shipping sector among all stakeholders, including politicians, regulators and the general public. We would like to impress upon the community at large the significance of the contribution of local shipowners and the shipping industry to the economy.

We are doing this not just for the interests of our members, but also for the long-term growth of our city to help consolidate Hong Kong's position as a leading maritime centre in the region.

Second, at the national level, we aim high and dream big, because we see the shift of global economic power to the East. We must ride on the Belt and Road Initiative and the recently promulgated Greater Bay Area development plan to seek more opportunities for the shipping industry.

Indeed, Hong Kong is blessed with a superb harbour, an excellent geographical location, strong support from the central government, and a unique position under the One Country, Two Systems model.

Hence, we will build closer working relationships with the Mainland authorities, trade associations and professional organisations, promoting more information and technical exchange. We are confident that the many new initiatives will result in an

首先，在內部，我們致力提高香港船東會的能量，務求更有效地維護和促進會員利益。在這方面，我要感謝執行委員會加強了秘書處的人手。我們現在使用更有效果的溝通渠道，包括一個新網站；鞏固了多個委員會的結構，更加善用會員的專長和資源；也準備增加會籍，提升整個船東會的代表性。

我們將更靈活地達致目標。我們正在擴大網絡，提高其他持份者包括從政人士、規管機構和社會大眾等，對航運業的認識。我們希望各界知道，本地船東和航運業對經濟的重大貢獻。

如此努力，不僅是為了會員的利益，同時是為了這個城市的長遠發展。我們必須鞏固香港航運中心在區域的領導地位。

第二，在國家的平台，我們更是目標高遠、志氣宏大，因為我們看到全球經濟實力正在東移。我們必須藉著「一帶一路」，以及最近頒布的「大灣區」發展計劃等，為航運業尋求更多機會。



increase in trade and infrastructure building. With trust and rapport, we can make the full use of both One Country and Two Systems to support Association members in shipping and shipping-related services, including for example, ship management, ship brokerage, marine insurance, ship financing, and maritime arbitration.

Third, at the international level, we will, as always, support the principles of free trade and fair competition. We understand very well the essential role of a level playing field, which is conducive to economic growth for many nations and regions.

Of course, it is rarely easy to get consensus, particularly on complex, sensitive issues. As part of the global business community, we gladly accept civic responsibilities. For sustainable, long-term development, however, laws and regulations must be practical and practicable, striking the right balance between conflicting goals or interests. The Association will continue to actively participate in, and contribute to, international affairs, with useful advice and constructive proposals to ensure a reasonable regulatory arena and a shipping-friendly operating environment.

In fact, the Association has always been very vocal in both the regional and global arenas. We will continue to work and collaborate with the International Chamber of Shipping, the Asian Shipowners' Association and many counterpart organisations in other parts of the world. It is more important than ever for us to act together.

All in all, we can, and we will, do more. Better days lie ahead so long as we have the vision, the mission, and the action. No doubt, the industry has faced difficult times in recent years. But I have every confidence that with members' support, we will take the lead in shaping the future of Hong Kong shipping. ■

無可置疑，香港是一塊福地，水深港闊，地理位置優越，深得中央政府的大力支持，又能夠在「一國兩制」的獨特處境中運作。

因此，香港船東會將與內地機關、行業協會及專業組織等建立更密切的工作關係，加強信息交流和技術交流。我們深信，國家眾多的發展大計將會帶來更多貿易和基礎設施建設。在互信和良好的關係之下，我們可以充分利用「一國」與「兩制」，支持會員在航運及相關服務，例如船舶管理、船舶買賣、航運保險、船舶融資和海事仲裁等。

第三，在國際領域，我們一如既往，支持自由貿易與公平競爭。我們非常明白，公平競爭環境是促成許多國家和地區經濟增長的要素。

當然，要在個別複雜敏感的議題方面達成共識從來不易。作為全球商界的一份子，我們欣然肩負公民責任。不過，為了實現可持續的長遠發展，任何法律和規則必須是切實可行、在互相矛盾的目標和利益之間取得適當平衡。在國際事務，香港船東會將繼續積極參與，貢獻本身的力量，提供實用的意見和具建設性的建議，以達致合理的監管機制和有利於航運的營商環境。

事實上，香港船東會一直在全球和多個區域性平台主動發聲。我們與國際航運公會、亞洲船東協會及世界各地的友好機構保持合作。相較從前，我們現時更須團結一致。

總括而言，我們應該做得更多、也可以做得更多。只要我們有遠見、有使命、有行動，就會有更好的明天。近年，行業的確面臨種種困難。但是，我充滿信心，在眾多會員的支持下，香港船東會必定可以牽頭，構建香港航運的未來。■

PREVIOUS CHAIRMEN AND SECRETARIES/MANAGING DIRECTORS

歷任主席及秘書長 / 執行董事 / 董事總經理

Year 年份	Chairman 主席	Secretary / Managing Director 秘書 / 執行董事 / 董事總經理
1957 - 61	Mr. Andrew Lam Jebshun Shipping Co Ltd 捷順船務有限公司	Mr. P.C. Chen
1962 - 63	Mr. James C.H. Lu 盧金熊先生 Great Southern Steamship Co Ltd 大南輪船有限公司	Mr. P.C. Chen
1964 - 65	Mr. C.K. Hui Shun Cheong S.N. Co Ltd 順昌航業有限公司	Mr. P.C. Chen
1966 - 67	Mr. Y.S. Zee World-Wide Shipping Agency Ltd 環球航運有限公司	Mr. P.C. Chen
1968 - 69	Mr. Y.S. Kung Island Navigation Corporation Ltd 金山輪船有限公司	Mr. P.C. Chen
1970 - 71	Mr. Anthony J. Hardy 何安達先生 Wallem & Co Ltd 華林航運有限公司	Mr. Sam Chang (Jan-Jun 70) Mr. Garfield Chao (Jul-Oct 70) Mr. P.R. Walton (Nov 70 ~)

1972 - 73	Capt. C.A.J. Vanderperre (Acting Chairman) Wallem & Co Ltd 華林航運有限公司	Mr. P.R. Walton
1974 - 75	Dr. Frank S.B. Chao, JP 趙世彭博士 Wah Kwong & Co (HK) Ltd 華光 (香港) 有限公司	Mr. P.R. Walton
1976 - 77	Mr. C.H. Tung 董建華先生 Island Navigation Corporation Ltd 金山輪船有限公司	Mr. P.R. Walton
1978 - 79	Mr. John L. Marden Wheelock Marden & Co Ltd 會德豐有限公司	Mr. P.R. Walton
1980 - 81	Mr. K.M. Koo 顧國敏先生 Valles Steamship Co Ltd 萬利輪船有限公司	Mr. P.R. Walton
1982 - 83	Mr. D.D.B. McLeod Jardine Shipping Co Ltd 怡和船務有限公司	Mr. P.R. Walton
1984*- 85	Mr. M.H. Liang 梁敏行先生 Island Navigation Corporation Ltd 金山輪船有限公司	Mr. P.R. Walton Mr. Michael Farlie, (Dec 84 ~) 霍禮宜先生 (1984 年 12 月 ~)
1986 - 87	Mr. Kenneth K.W. Lo 盧強華先生 Teh-Hu Cargocean Management Co Ltd 德和海運管理有限公司	Mr. Michael Farlie 霍禮宜先生
1988 - 89	Dr. Helmut Sohmen 蘇海文博士 World-Wide Shipping Agency Ltd 環球航運有限公司	Mr. Michael Farlie 霍禮宜先生

1990 - 91	Mr. David C.C. Koo 顧建舟先生 Valles Steamship Co Ltd 萬利輪船有限公司	Mr. Michael Farlie 霍禮宜先生
1992 - 93	Mr. Peter J. Cowling Wallem Group Ltd 華林集團有限公司	Mr. Michael Farlie 霍禮宜先生
1994 - 95	Mr. C.C. Tung 董建成先生 Island Navigation Corporation International Ltd 金山輪船國際有限公司	Mr. Michael Farlie 霍禮宜先生
1996 - 97	Mr. George S.K. Chao, JP 趙世光先生 Wah Kwong Shipping Holdings Ltd 華光航業控股有限公司	Mr. Michael Farlie, MBE 霍禮宜先生 Mr. Arthur Bowring (Jul 97 ~) 包榮先生 (1997 年 7 月 ~)
1998 - 99	Mr. James Hughes-Hallett John Swire & Sons (HK) Ltd 香港太古集團有限公司	Mr. Arthur Bowring 包榮先生
2000 - 01	Mr. Andrew Y. Chen 程義先生 Grand Seatrade Shipping Agency Ltd 隆星航業有限公司	Mr. Arthur Bowring 包榮先生
2002 - 03	Mr. K.H. Koo 顧國華先生 Tai Chong Cheang Steamship Co (HK) Ltd 泰昌祥輪船 (香港) 有限公司	Mr. Arthur Bowring 包榮先生
2004 - 05	Mr. Frank Tsao 曹文錦先生 International Maritime Carriers Ltd 萬邦航運有限公司	Mr. Arthur Bowring 包榮先生

2006 - 07	Mr. David C.C. Koo 顧建舟先生 Valles Steamship Co Ltd 萬利輪船有限公司	Mr. Arthur Bowring 包榮先生
2008 - 09	Mr. Peter Cremers Anglo-Eastern Ship Management Ltd 中英船舶管理公司	Mr. Arthur Bowring 包榮先生
2010 - 11	Mr. Kenneth Koo, JP 顧建綱先生 Tai Chong Cheang Steamship Co (HK) Ltd 泰昌祥輪船(香港)有限公司	Mr. Arthur Bowring 包榮先生
2012 - 13	Mr. Alan Tung 董立新先生 Island Navigation Corporation International Ltd 金山輪船國際有限公司	Mr. Arthur Bowring 包榮先生
2014 - 15	Mr. Kingsley Koo 顧建新先生 Valles Steamship Co Ltd 萬利輪船有限公司	Mr. Arthur Bowring 包榮先生
2016 - 17	Ms. Sabrina Chao 趙式明小姐 Wah Kwong Maritime Transport Holdings Ltd 華光海運控股有限公司	Mr. Arthur Bowring 包榮先生 Ms. Sandy Chan (Dec 16 ~) 陳佩珊女士(2016年12月~)

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

(由於D.D.B. 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。)

Red Letter Days 大事日誌



Former Chairmen of the HKSOA KM Koo and Frank Chao entertain a delegation of Greek shipowners in the sumptuous surroundings of the Hong Kong Shipowners Executive Club in 1980.

1980 年，協會前主席顧國敏先生及趙世彭先生在環境優雅的香港船東會會所接待希臘船東代表團。

Helmut Sohmen, Peter Cowling, Sir William Purves (Chairman HSBC), CC Tung and Frank Chao at an Association lunch in 1992.

1992 年，蘇海文博士、Peter Cowling 先生、浦偉士爵士（匯豐銀行主席）、董建成先生及趙世彭先生於協會午餐會。



Chairman David Koo, Vice Chairman Dan Bradshaw and Anson Chan, future Chief Secretary of the HKSAR, at an Association lunch in 1990.

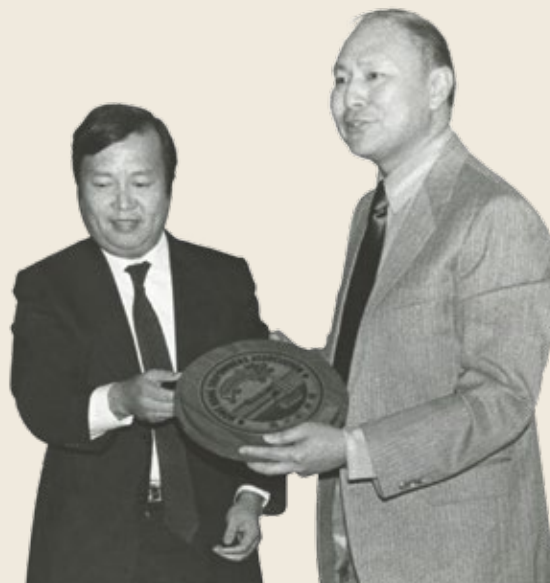
1990 年，顧建舟主席、白丹尼副主席及未來香港特別行政區政務司司長陳方安生女士在協會午餐會上。





Chairman David Koo, Managing Director Arthur Bowing and Deputy Chairman Peter Cremers welcome Eva Cheng, Permanent Secretary for Economic Development and Labour and Spyros Polemis, Chairman of ICS and ISF at a dinner to celebrate the ICS and ISF meeting in Hong Kong in 2007.

2007 年，顧建舟主席、執行董事包榮先生、副主席 Peter Cremers 先生歡迎時任經濟發展及勞工局（經濟發展）常任秘書長鄭汝樺女士及國際航運公會兼國際海運聯盟主席 Spyros Polemis 先生出席兩家協會慶祝於香港舉行的會議。



Kenneth Lo takes over from MH Liang as Association Chairman in 1986.

1986 年，盧強華先生接替梁敏行先生成為協會主席。



Peter Cowling (fourth from right) leads a delegation of Hong Kong shipowners to Shanghai in 1991 on the Association's first formal visit to China, where they hosted a dinner for Mr Huang Zhengdong, Minister of Communications.

1991 年，Peter Cowling 先生（右 4）率領協會代表團首次正式訪問中國內地，並在上海設晚宴招待交通部部長黃鎮東先生。

Red Letter Days 大事日誌

David Koo presents Martin Stopford with a memento after the renowned analyst posed the question 'Shipping: Will the next fifty years be as chaotic as the last?' at an Association lunch during the 50th anniversary celebrations in 2007.

2007 年，顧建舟先生在慶祝協會成立五十周年的午餐會上向著名分析師 Martin Stopford 先生贈送紀念品，表彰他發表「航運：未來五十年會不會與上一個五十年一樣混亂？」。



Former Chairmen Helmut Sohmen and Anthony Hardy (also Founding Chairman of the Hong Kong Maritime Museum) at an Association function.

協會前任主席蘇海文博士及何安達先生（香港海事博物館創立人）於協會的活動。



HKSOA delegation attends the China National Day banquet in the Great Hall of The People, Beijing 2017.

2017 年，香港船東會代表團出席於北京人民大會堂舉行的國慶晚宴。



Sabrina Chao presents trainer John Moore with a trophy for training the winning horse in the Hong Kong Shipowners Cup race at Happy Valley, June 2007.

2007 年 6 月，趙式明小姐在跑馬地舉行的香港船東會杯的賽馬活動中，向冠軍練馬師 John Moore 頒發獎項。



Former HKSOA Chairman CH Tung becomes the first Chief Executive of the HKSAR and addresses the membership in 1997.

1997 年，協會前任主席董建華先生成為香港特別行政區首任行政長官並向協會會員致詞。



Anson Chan (centre) with Chairman David Koo and Director Michael Farlie accompanied by executives from the Seatrade Organisation at the opening of the inaugural Expoship Far East exhibition in 1988.

1988 年，陳方安生（圖中）、顧建舟協會主席、協會董事霍禮宜先生在 Seatrade Organisation 負責人的陪同下，出席遠東航運博覽的開幕典禮。



Governor Chris Patten is welcomed by Chairman CC Tung and cadets from the Hong Kong Sea School in 1994.

1994 年港督彭定康先生在董建成主席及香港航海學校學生的歡迎下，出席協會的午餐會。



Capt. Norman McNee, Master of MV *Chengtutu* receives the 2013 bravery award from Director of Marine Francis Liu in recognition of the bravery of the crew of his ship in rescuing two sailors in the South Pacific.

2013 年，海事處處長廖漢波先生向輪船 *Chengtutu* 號 Norman McNee 船長頒發英勇獎，表揚他的船員於南太平洋拯救兩名水手的英勇行為。



Three pillars of Hong Kong shipping: Edward Cheng, Kenneth Lo and MH Liang at an Association lunch 2007.

香港航運的三大支柱：鄭承忠先生、盧強華先生及梁敏行先生於 2007 年協會午餐會上。

George Chao welcomes then Financial Secretary and future Chief Executive of the HKSAR Donald Tsang to an Association lunch.

趙世光先生迎接時任財政司司長及未來行政長官曾蔭權先生出席協會午餐會。



Red Letter Days 大事日誌

Deputy Chairman Kenneth Koo, Chairman Peter Cremers, Managing Director Arthur Bowring and Treasurer David Cheng take questions from members at the 2008 AGM.

顧建綱副主席、Peter Cremers 主席、包榮執行董事及鄭輔國司庫在 2008 年的年會上回答會員的提問。



Show Me The Money: Tim Huxley chairs a panel of ship finance experts debating the future of ship finance at the Foreign Correspondents' Club in 2012.

2012 年，克士利先生在外國記者俱樂部主持船舶融資專家小組論壇，討論船舶融資問題。

Chairman Sabrina Chao hosts a lunch for previous HKSOA Chairmen in 2016.

2016 年，趙式明主席為前任船東會主席舉行午餐會。





Alan Tung (HKSOA Chairman 2012-13), CY Leung and CH Tung at the HKSOA AGM cocktail party in 2012.

協會 2012-13 年度主席董立新先生、行政長官梁振英先生及董建華先生於 2012 年協會會員大會酒會上。

Local radio personality and journalist Steve Vines receives a copy of *Changing Places* from Arthur Bowring after giving a speech to members in 2013.

2013 年，包榮先生在一次協會午餐會上向發言嘉賓，本地電台名人、記者 Steve Vines 贈送船東會五十周年紀念書籍。



Sabrina Chao leads a delegation of HKSOA members and government representatives on a successful mission to Greece in 2016.

2016 年，趙式明主席率香港船東會及政府代表成功訪問希臘。

A sporting event with a maritime element: HKSOA is a long-term supporter of the Hong Kong Around The Island yacht race.

具有航運元素的體育活動：香港船東會長期支持香港的環島帆船比賽。



Cartoonist Bill Yim with a drawing of BIMCO's Thomas John Timlen at the Association's dinner at Shek O on the occasion of the ASF meeting in 2007.

2007 年，香港漫畫家 Bill Yim 在協會為亞洲船東論壇年會舉行的晚宴上與會者 Thomas John Timlen (BIMCO) 作畫。

Red Letter Days

大事日誌



George Chao and Premier Li Peng in November 1997 on the first post-handover visit to Beijing of a delegation from the HKSOA.

1997 年 11 月，趙世光先生率領香港船東會代表團於香港回歸後首次訪問北京，並拜會國務院總理李鵬。

Peter Cremers and Sabrina Chao with Belgian shipowners and long time HKSOA supporters Benoit Timmermans (left) and Marc Saverys (second right) at the HKSOA 50th anniversary dinner.

Peter Cremers 先生及趙式明小姐在香港船東會五十周年晚宴上與比利時船東、香港船東會長期支持者 Benoit Timmermans 先生（左）及 Marc Saverys 先生（右二）合影。



Signing of Hong Kong SAR / Taiwan Shipping Accord post 1997 on 24 May 1997.

1997 年 5 月 24 日在台北簽署“港台海運商談紀要”簽字儀式。



Incoming HKSAR Chief Executive Carrie Lam met with Executive Committee members in March 2017.

2017 年 3 月，行政長官候選人林鄭月娥女士與香港船東會執行委員會成員見面，交流意見。

Two generations of shipping success: Frederick Chavalit Tsao (Chairman of INTERCARGO) receives a memento from his father and HKSOA Chairman Frank Tsao in 2004.

兩代航運成功人士：2004 年，曹慰德先生（INTERCARGO 主席）從其父親 - 香港船東會主席曹文錦先生手中接過紀念品。



The HKSOA was instrumental in helping organize at short notice the 19th International Congress of Maritime Arbitrators in 2015.

2015 年，香港船東會以極短籌備時間協助主辦第 19 屆海事仲裁國際會議。



ANGLO-EASTERN

Leading with
integrity

- Ship Management
- Crew Management
- Technical Services
- Offshore
- Education
- Training

20th ANNIVERSARY

ARROW ASIA SHIPBROKERS LIMITED

Capesize

Tel (852) 2520 0168

Email cape@arrowship.com

Sale & Purchase / Newbuilding

Tel (852) 2520 0701

Email sandp.hk@arrowship.com

Panamax

Tel (852) 2521 0391

Email pmx@arrowship.com

Tankers

Tel (852) 2522 2698

Email projects@arrowtankers.com

14/F Printing House, 6 Duddell Street, Central,
Hong Kong

LONDON MONACO COPENHAGEN ATHENS GENEVA SAO PAULO NEW YORK
HONG KONG SHANGHAI SINGAPORE SYDNEY TOKYO SEOUL



ARROW

Arrow Shipbroking Group

www.arrowship.com

An Ocean of Expertise

Complete Solutions from a Trusted Partner

Newbuilding & Conversion
Crew, Technical & Commercial Management
Maritime Training
Catering & Housekeeping
Seafarer & Corporate Travel
Software Application Solutions
Global Support & Expertise

Safe, Reliable and Cost Effective Ship Management



www.bs-shipmanagement.com

BSM
BERNHARD SCHULTE
SHIPMANAGEMENT

Together, we go further



北港航運有限公司
BG SHIPPING CO., LTD.

Rooms 06-07, 45/F, China Resources Building, 26 Harbour Road, Wanchai, Hong Kong
Tel: (852) 2163 7300 Fax: (852) 2895 0838 Email: info@bg hk.com.hk

Port | Industry | Trading | Logistics | Investment | Finance

Beibu Gulf Port Group 北部灣港集團

IN A CHANGING WORLD,
**YOUR BUSINESS CAN BLOSSOM
ON A GLOBAL SCALE.**



CONNECTING ASIA PACIFIC AND BEYOND

With a dynamic presence across 14 markets in Asia Pacific, we provide your business with a combination of local know-how and global expertise, connecting your business to the rest of the world.

www.apac.bnpparibas



BNP PARIBAS

The bank
for a changing
world



BRITANNIA P&I

TRUSTED SINCE 1855

SUPPORTS HONG KONG SHIP OWNING AND THE HKSOA
CONGRATULATIONS ON YOUR 60TH ANNIVERSARY

britanniapandi.com



*Meeting the challenges of today and tomorrow
We are with you, all the way*

Find out more: www.bureauveritas.com

Contact us: ZPMM_HKG@bureauveritas.com



Move Forward with Confidence





Pioneering New Standards



Headquartered in Hong Kong, The Caravel Group is a diversified global conglomerate focused on providing leading maritime services, the trading and logistics of dry bulk raw materials, investment management and strategic asset ownership.

Combining the knowledge of our experienced team with the agility of our namesake, The Caravel Group continuously pushes the boundaries of what is possible, and is committed to delivering excellence in everything we do.



CARAVEL

The Caravel Group Limited

21st Floor, Central Plaza
18 Harbour Road, Wanchai
Hong Kong

T +852 2100 2000

E info@caravel-group.com

W www.caravel-group.com



Chellship



DREDGERS

	Built	CBM
TSHD Darya Manthan	2007 - China	4,500
TSHD Darya Kanchan	2009 - China	7,048

The Fleet

KAMSARMAX

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

ULTRAMAX & SUPRAMAX

mv Darya Brahma	2006 - Japan	56,056
mv Darya Vishnu	2006 - Japan	56,056
mv Darya Mahesh	2008 - Japan	56,056
mv Darya Lakshmi	2009 - Japan	55,469
mv Darya Padma	2015 - Japan	60,935

HANDYSIZE

mv Darya Ganga	2012 - S. Korea	36,845
mv Darya Jamuna	2012 - S. Korea	36,845
mv Darya Tapti	2015 - Japan	35,947
mv Darya Krishna	2016 - Japan	34,874

Chellaram Shipping (Hong Kong) Ltd.

1801, Dina House, 11 Duddell Street, Central, Hong Kong

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

E-mail: mail@chellship.com

www.chellship.com

創世界一流航運企業

Building a World-Class Shipping Enterprise



- 油輪運輸

Crude Oil Tanker

打造世界一流VLCC船隊
Building a World-Class VLCC Fleet

- 乾散貨運輸

Dry Bulker

建立特色大型化VLOC船隊
Building a Large VLOC Fleet with Characteristics

- LNG運輸

LNG

發展中國領先的LNG船隊
Developing China's Leading LNG fleet

- 其它航運業務

Other Shipping Business

特色經營
Unique Operation



招商局能源運輸股份有限公司
CHINA MERCHANTS ENERGY SHIPPING CO.,LTD.



恭賀 香港船東會60周年 誌慶



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

地址:香港皇后大道中183號中遠大廈52樓

電話:(852) 2809 8888 傳真:(852) 2548 5653 網址:www.cosco.com.hk

**Congratulations to
Hong Kong Shipowners Association
on its 60th Anniversary**

With the Compliments of



CREDIT AGRICOLE ASIA SHIPFINANCE LIMITED



MODERN CLASS FOR SMARTER OPERATIONS

Today's market needs smarter solutions – and a modern classification partner. Find out how our modern classification solutions can turn possibilities into opportunities – and make your operations safer, smarter and greener.

Learn more at dnvgl.com/maritime



FAIRMONT-MAGSAYSAY MARITIME SERVICES

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

contact@fairmontshipping.com
www.magsaysay.com.ph



Practical advice for shipowners from the experts in maritime law

“They’re very impressive at assisting clients to solve problems and they provide good legal advice.”

“A very good firm, with competent personnel covering a large area of expertise.”

Chambers and Partners Asia-Pacific 2017

24/7 emergency response:
+44 (0)20 7280 9300

HILL DICKINSON

hilldickinson.com/marine

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

Bryan O'Hare
+852 2525 7655
bryan.o'hare@hilldickinson.com

Caroline Thomas
+852 2525 7019
caroline.thomas@hilldickinson.com

Room 3205, 32nd Floor
Tower Two, Lippo Centre
89 Queensway, Admiralty
Hong Kong



BIGGER GREENER SAFER 2018



NICARAGUA GRAND CANAL

21st Century Maritime Silk Road



276 km-long, to connect the Atlantic and Pacific Oceans




Designed to accommodate:
Container vessels of up to **25,000** TEUS,
Super tankers of **320,000** DWT.





As a dynamic maritime centre, Hong Kong is home to a diverse and established group of influential shipowners. Hong Kong Maritime and Port Board was set up in April 2016 to enable the Government to work more closely with the community to enhance communication and co-operation and to ensure the provision of quality services to the global shipping industry. We are dedicated to developing and enhancing our position as a leading maritime and service hub. The HKMPB looks forward to the continuation of our productive partnership, working with all members of the shipping community to promote the expansion and prosperity of Hong Kong's maritime and service sectors as world class players on the international stage.


香港船東匯聚，擁有龐大的船隊，是一個充滿活力的海運中心。香港海運港口局於二零一六年四月成立，旨在促進政府與業界緊密溝通和合作，致力為全球海運業提供優質的服務，發展和鞏固香港國際海運和服務中心的領導地位。放眼未來，香港海運港口局將繼續與海運業界通力合作，高瞻遠航，共同推廣香港海運和服務業，推動香港成為首要海運中心和服務樞紐。


22/F East Wing, Central Government Offices, 2 Tim Mei Avenue, Tamar, Hong Kong
香港添馬添美道2號政府總部東翼22樓


 (852) 3509 8133

 (852) 2523 0030


 hkmpb@thb.gov.hk


 www.hkmpb.gov.hk

 Hong Kong
Maritime and Port Board

 Hong Kong
Maritime and Port Board

 #HKMPB

 香港海運港口局

 Hong Kong
Maritime and Port Board

THE MARSHALL ISLANDS REGISTRY

world's second largest flag



White List Flag of Tokyo and Paris MoU

USCG Qualship 21 for the 13th Consecutive Year

27 Offices Worldwide Dedicated to Providing the Most Efficient Flagging Services

Real Time Technical Services and Support to PSC Incidents

Electronic Certificates With QR Code Verification



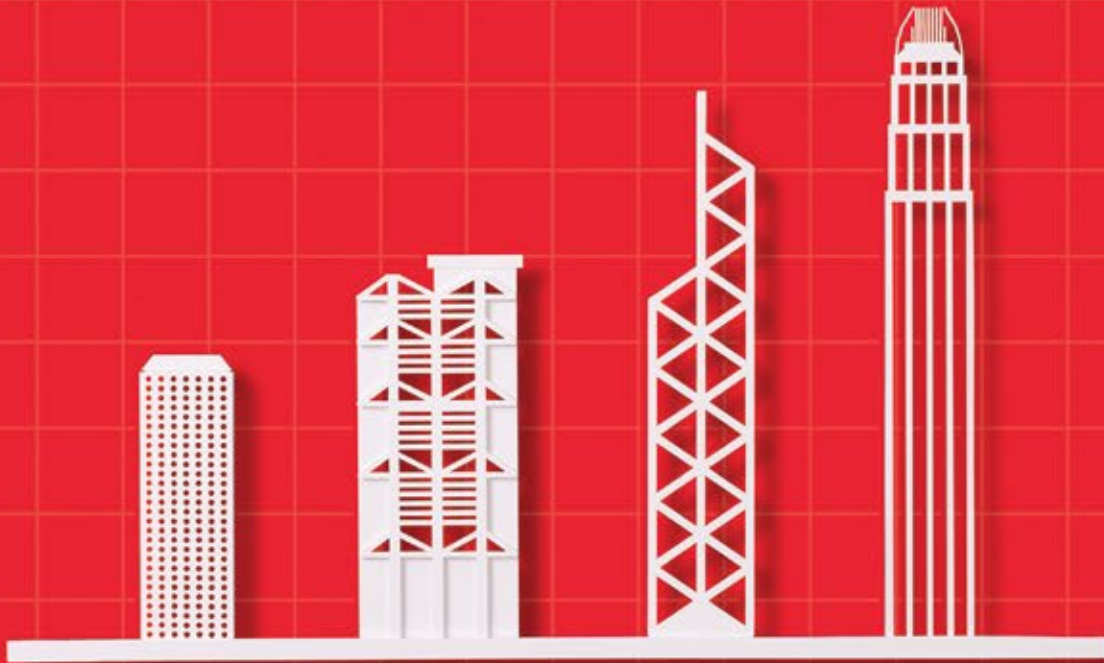
International Registries (Far East) Limited

in affiliation with the Marshall Islands Maritime & Corporate Administrators

tel: +852 2526 6641 | hongkong@register-iri.com

blog.register-iri.com | www.register-iri.com

Setting up Your Business in Hong Kong



Hong Kong's strategic location, world class infrastructure and financial platform make it an ideal maritime hub in Asia. As one of the world's busiest container port and the fourth largest shipping register, its low tax regime, rule of law, excellent professional services and easy access to Asia's fastest growing markets make it the perfect place for your business.

Invest Hong Kong has the expertise to help you set up smoothly in our city. Our services are free, confidential and tailored to your needs.

Get in touch at investhk.gov.hk

InvestHK

The Government of the Hong Kong
Special Administrative Region

Where Business Goes to Grow

Hong Kong office: 25/F, Fairmont House,
8 Cotton Tree Drive, Central, Hong Kong

Benjamin Wong, Head of Transport and Industrial
Tel: (852) 3107 1088 Email: bwong@investhk.gov.hk

#investhk



Follow us on [in](#)

QUALITY, RELIABILITY, INTEGRITY



Ships & Relationships



KC
MARITIME
Hong Kong Ltd.

15 th Floor, South China Building, 1 Wyndham Street, Central, Hong Kong Telephone (852) 2523 3161 Fax (852) 2912 7000
mail@kcmaritime.com www.kcmaritime.com



Mandarin Shipping. Investing in global trade. Directly.

Mandarin Shipping Limited

2501, Tower One, Lippo Centre
89 Queensway, Admiralty, Hong Kong

T +852 2523 9113
F +852 2523 9115

mandarinshipping@mandarinshipping.com
www.mandarinshipping.com

MANDARIN
SHIPPING





HKSR



香港船舶註冊處

Hong Kong Shipping Registry

以優質及良好服務著稱的世界級
船舶註冊

A world-class shipping register with a
reputation for excellent quality and service

簡易使用程序及全年無休服務

Round-the-clock, 365 days a year service

船舶註冊總噸位超越 1.12 億，位列
世界五大排名之內

One of the world's top 5 registers
with the registered gross tonnage in excess
of 112 million

建基香港，放眼世界

Based in Hong Kong with world vision

Marine Department

Government of the Hong Kong
Special Administrative Region



香港特別行政區政府

海事處

Enquiries:

Hong Kong Shipping Registry

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

Tel: (852) 2852 4387

Fax: (852) 2541 8842

Email: hksr@mardep.gov.hk

Website: www.mardep.gov.hk

查詢：

香港船舶註冊處

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

電話：(852) 2852 4387

傳真：(852) 2541 8842

電郵：hksr@mardep.gov.hk

網址：www.mardep.gov.hk

Congratulations to Hong Kong Shipowners Association



OAK Maritime Group

Hong Kong

Taipei

Singapore

Canada

United Kingdom

Congratulations on the 60th Anniversary of HKSOA



Ocean Line Holdings Ltd.

遠航集團有限公司

Ocean Longevity Shipping & Management Co., Ltd.

長海船務管理有限公司

Ocean Line Holdings Ltd. was founded by Mr. Kwai Sze Hoi in 1990 with International shipping as its core business. Presently it owns a fleet of 30 bulk carriers totaling 3.3 million deadweight tonnes, including Handysize, Supramax, Panamax, PostPmax, Cape and VLOC, all trading worldwide and managed by Ocean Longevity Shipping and Management Company Ltd. Ocean Line Holdings has additional investments in other shipping related sectors including ports, terminals, stockyards, mining, crew manning and logistics. Besides, it is also involved in real estate, finance, securities, trading and hotels etc., providing a diversified portfolio both on and off shore to continue its strategic goal of sustainable greater development whilst remaining globally competitive.

Address: Suite 2101, 21/F., Two International Finance Centre, No. 8 Finance Street, Central, Hong Kong.
Tel: (852) 2858 8818 Fax: (852) 2858 8733 email: biz@oceanlongevity.com.hk



Ship Owner Ship Operator Ship Agent

Hong Kong • Tokyo



ISLAND NAVIGATION CORPORATION
INTERNATIONAL LIMITED

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



Every supply chain demands precision, speed and coordination to achieve the best results in today's tough and ever-changing business environment.

At OOCL, we understand the importance of teamwork and how we can all work in sync with your business to get the job done.

OOCL makes every part of your business a part of ours: *we take it personally.*



We take it personally

www.oocl.com



Ocean Alliance -
In Sync with Your Global Business



Pacific Basin



Congratulations Hong Kong Shipowners Association on 60 years of service and support for Hong Kong's shipowners and maritime cluster

Pacific Basin is a leading owner and operator of quality Handysize and Supramax bulk carriers. Our global network of 12 offices enables us to accurately understand our customers' needs and offer an industry-leading, localised, tailored and responsive dry bulk freight service.



Connect with us     



On the occasion of the 60th Anniversary of the Hong Kong Shipowners Association, I extend my personal best wishes and congratulations on a tradition-steeped organization that represents the accumulated experience of over 100 years and Five Generations of shipowning experience. May the Hong Kong Shipowners Association continue to carry out its role as the "Voice of Asia" to the world maritime and shipping industry.

-- Celebrating --
100
YEARS



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

SUITE 1308, TWO PACIFIC PLACE, 88 QUEENSWAY, HONG KONG
TEL: (852) 2522 5171 FAX: (852) 2845 9307 WEBSITE: WWW.TCCFLEET.COM

A high-contrast, black and white photograph of a person in profile, wearing a dark jacket and holding a thick rope. The person's face is partially visible, showing their nose and mouth. The background is a solid, bright yellow. The overall mood is professional and focused.

UK P&I CLUB



PREVENTING LOSSES STARTS WITH PEOPLE

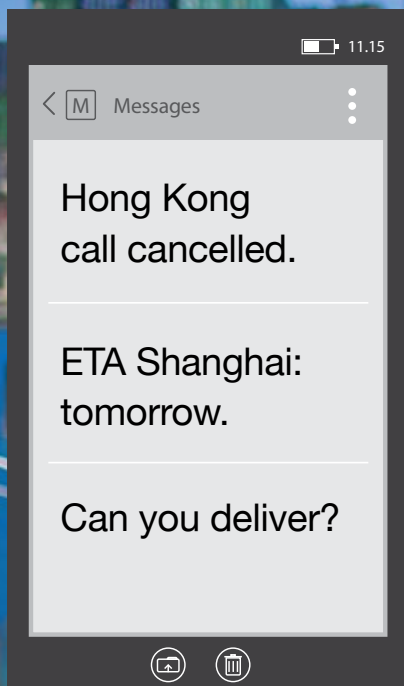
With better know-how, board to crew members benefit from the industry's most extensive loss prevention programme.

ukpandi.com



TOTAL

COMMITTED TO BETTER ENERGY



© Cyril Abad

We make it possible

No matter where you need us to be, our agile network of experts can safely deliver the right lubricant. We cover 1,000 ports and have offices in all the major maritime hubs.

Visit us at www.totallubmarine.com





VALLES STEAMSHIP CO., LTD.

www.vallesgroup.com

HONG KONG

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



CANADA

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



JAPAN

Valles Steamship Co., Ltd.
4-16-7-101 Nakameguro,
Meguro-Ku,
Tokyo 153-0061 Japan.
Telephone: (81-3) 5721-8981
Facsimile: (81-3) 5721-8983
E-Mail: tokyo@vallesfleet.com



CHINA

Valles Steamship Co., Ltd.
Shanghai Representative Office
Room 1603,
Shanghai Times Square Office Building,
93 Huai Hai Zhong Road, Shanghai 200021 China.
Telephone: (86-21) 6445-9993
Facsimile: (86-21) 6472-0893
E-Mail: shanghai@vallesfleet.com





OUR 65-YEAR SHIPOWNING HISTORY YOUR SHIP MANAGEMENT PARTNER

WAH  KWONG
MARITIME TRANSPORT HOLDINGS LIMITED

*We provide the best
service to our clients*



Congratulations to Hong Kong Shipowners Association on your 60th Anniversary!

Providing reliable & efficient solutions to Hong Kong Shipowners since 1925
Ship Management • Ship Agency • Commercial Services • Technical Support

Delivering Maritime Solutions
www.wallem.com



WALLEM
ESTD 1903



CHINA NAVIGATION



www.swirecnco.com



CMT

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



Clarksons Platou Asia

30 Year Club

CLARKSONS PLATOU ASIA LIMITED

ADD: ROOM 3209-14 SUN HUNG KAI CENTRE,
30 HARBOUR ROAD, WANCHAI HONG KONG.

TEL: +852 2866 3111 FAX: +852 2866 3068

EMAIL: sandp.hk@clarksons.com

WWW.CLARKSONS.COM

Lloyd's List
Awards 賞
Asia | 2015

Winner
Deal of the Year

「一帶一路」將重塑21世紀經濟版圖。

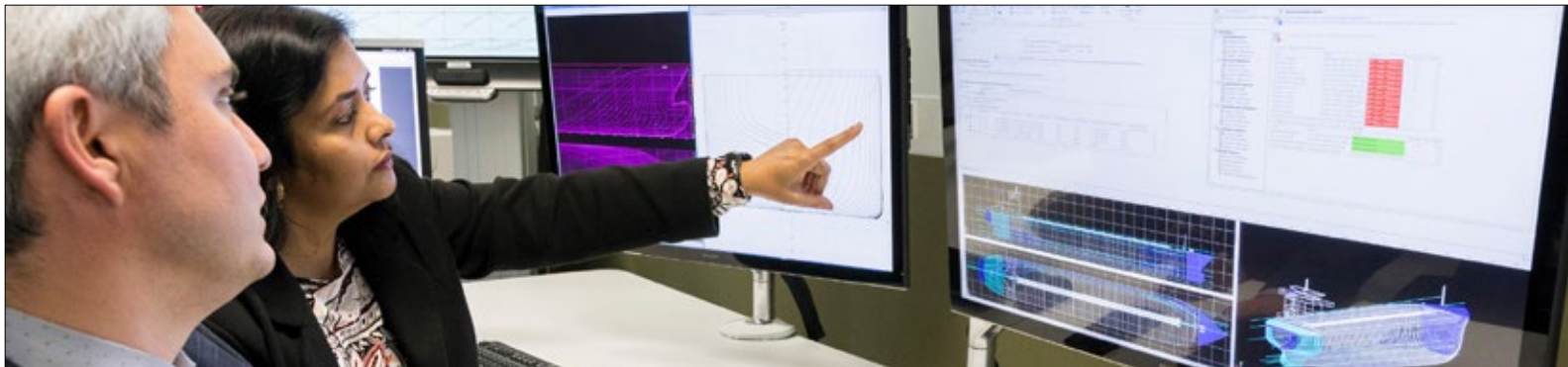
我們，引領新絲路。

CHINA'S BELT AND ROAD WILL RESHAPE
THE 21ST CENTURY ECONOMY.
WE KNOW THE WAY.

瀏覽 Visit hsbc.com.hk/belt-and-road
致電 Call 2748 8288

由香港上海滙豐銀行有限公司刊發
Issued by The Hongkong and Shanghai Banking Corporation Limited

HSBC 滙豐



Stability tools for safer and more efficient assets:

LR SEASAFE provides powerful, modern statutory compliance tools for design, operation and cargo planning.

Discover more at www.lr.org/seasafe



Working together
for a safer world

Lloyd's Register and variants of it are trading names of Lloyd's Register Group Limited, its subsidiaries and affiliates. Copyright © Lloyd's Register Group Limited. 2017.

CONGRATULATIONS

FROM ALL AT NORTH TO

The Hong Kong Shipowners Association on their 60th Anniversary

1957 - 2017

NORTH OF ENGLAND P&I ASSOCIATION LIMITED

Hong Kong Office Room 3011, COSCO Tower, 183 Queen's Road Central, Hong Kong
Telephone: +852 2544 6813 Facsimile: +852 2542 4424 Email: HongKongOffice@nepia.com

UK Office 100 The Quayside, Newcastle upon Tyne, NE1 3DU UK
Telephone: +44 191 2325221 Facsimile: +44 191 2610540



©2017 The North of England P&I Association



**Congratulations to HKSOA
on their 60th Anniversary**

70 years of expertise dedicated to the maritime industry

- Integrated bridge and navigation solutions
- Multi-technology satellite portfolio combining VSAT, MSS & terrestrial services
- Innovative digital solutions for IT, Network Security & Filtering, Online Management
- Global Servicing Network & local support, supporting 1 in 3 vessels globally



Telemar Hong Kong
Tel: +852 2370 0350

inquiry@telemarhk.com
www.telemarhk.com

Simply a better different

For a smarter perspective
on marine propulsion



"Many congratulations
to the Hong Kong Ship
Owners Association on
your 60th Anniversary".

Do you want control, compliance and continuous improvement?

Partner WinGD for a better different and future benchmark performance. We have a hands-on approach and passion for engines to help you focus on the possible.

Simply a better different

wingd.com

WIN GD
Winterthur Gas & Diesel



© Nightman1965/Shutterstock

LEADING THE WAY IN MARINE SOLUTIONS

ABS is a marine classification leader. The depth and breadth of our experience across all major sectors of the industry is unparalleled.

Our team of knowledgeable, experienced professionals is helping members, clients and industry stakeholders around the world find solutions to technical and regulatory challenges. We offer practical answers today as we prepare for tomorrow's challenges, providing help for every phase of the project life cycle.

Contact us today to learn more about how ABS is developing practical and sustainable solutions.

www.eagle.org

LEADING CLASS INTO THE FUTURE



翟玉英律師事務所

BRENDA CHARK & CO

Maritime Law Firm

We have successfully represented substantial or state-owned shipowners, managers, charterers, P&I Clubs, hull underwriters and other related intermediaries in the shipping industry. The cases that we have handled include:

Contentious

Dry

- Insurance covers – H&M / P&I / FD&D
- Carriage of goods-damage / short or non or mis-delivery
- Charterparty- demurrage / wrongful delivery / unsafe berth
- Defence to personal injuries by crew / stevedores

Wet

- Collision
- Grounding
- Salvage

Non-contentious

- Ship Building
- Ship Finance
- Sale of ship
- Ship Registration

香港灣仔軒尼詩道 338 號北海中心 9 樓 E & F 室

9E & F, CNT Tower, 338 Hennessy Road, Wanchai, Hong Kong

Tel: (852) 3590 5620 Fax: (852) 3020 4875

E-mail: info@brendachark.com

KEESAL, YOUNG & LOGAN
proudly supports the
**Hong Kong
Shipowners Association**



“An industry heavyweight, that maintains a presence in several West Coast cities, as well as in Hong Kong. Regularly advises on contentious maritime issues, including environmental and criminal cases.” - Chambers USA

**KEESAL
YOUNG
LOGAN**

Long Beach | San Francisco | Seattle | Anchorage | Hong Kong | kyl.com

www.pwchk.com

Co-creating solutions to achieve success

Transport and logistics organisations have to stay relevant amidst today's rapidly evolving marketplace. Businesses need to focus on new technology, new market entrants, new customer expectations, and new business models to thrive tomorrow. We can work with you to co-create solutions and address the complex needs of this sector.

To discover how we can help your business succeed in the transport and logistics industry, visit www.pwchk.com

pwc

© 2017 PricewaterhouseCoopers Limited. All rights reserved.



STEAMSHIP MUTUAL



Congratulations to the Hong Kong Shipowners Association in celebrating its 60th Anniversary.

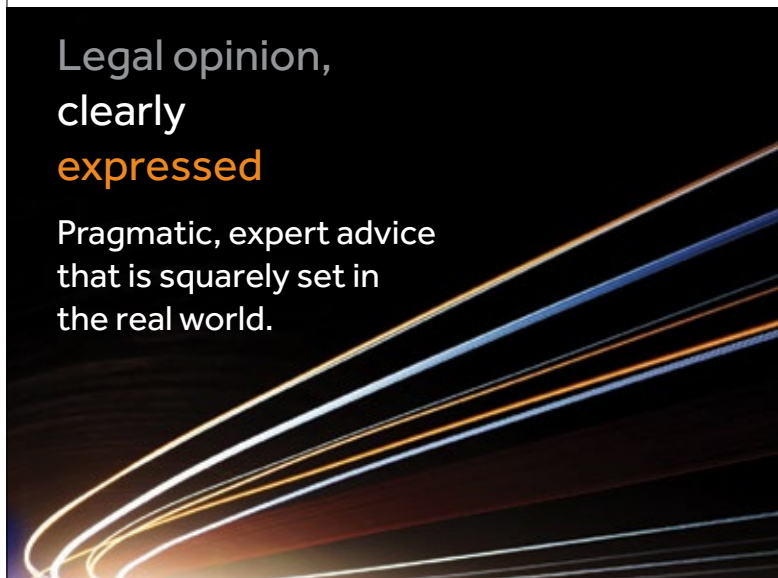
We wish it every success for the future.

**STEPHENSON
HARWOOD**

罗夏信律师事务所

Legal opinion,
clearly
expressed

Pragmatic, expert advice
that is squarely set in
the real world.



With you at all times

The Swedish Club would like to congratulate
The Hong Kong Shipowners Association
on its 60th Anniversary.

www.swedishclub.com

Gothenburg — Piraeus — Hong Kong — Tokyo — Oslo — London

West of England



The West of England extends its
warmest congratulations to ***The
Hong Kong Shipowners Association***
on its **60th** Anniversary!

The following members would like to offer their warmest congratulations to the Hong Kong Shipowners Association on 60 years of admirable achievement.

以下會員誠意祝賀香港船東會六十年引以為榮的成就。

INCE & CO
英士律師行

 **Kawasaki**
Powering your potential


The London P&I Club


Max Glory Enterprise Limited

MAYER • BROWN
JSM

孖士打律師行

Richards Hogg Lindley
Average Adjusters and Marine Claims Consultants



StormGeo
Applied Weather Technology

ReedSmith
Richards Butler
禮德齊伯禮律師行



(Union Apex Mega Shipping Limited
聯合佳成船務有限公司)

BIBLIOGRAPHY

參考資料

Changing Places: The remarkable story of the Hong Kong Shipowners -
Stephanie Zarach (HKSOA 2007)

South China Morning Post - 24 June 2000
《南華早報》(2000 年 6 月 24 日)

Seatrade magazine - HKSOA 50th anniversary supplement
《Seatrade 雜誌》- 香港船東會 50 周年特刊

A Tale of Two Ventures - Basil Pao, (Wah Kwong 2012)
《雙船記》- 鮑皓昕(華光海運, 2012 年)

HKSOA Chairman & Director Reports, 1987-2016
香港船東會主席及董事報告(1987-2016 年)

GLOSSARY

詞彙

AMVER- Automated Mutual Assistance Vessel Rescue System

ASA- Asian Shipowners Association

BIMCO- Baltic and International Maritime Council

GBM- Gold Bauhinia Medal

HKMPB- Hong Kong Maritime and Port Board

HKSAR- Hong Kong Special Administrative Region

HKSOA- Hong Kong Shipowners Association

INTERTANKO- International Association of Independent Tanker Owners

ICS- International Chamber of Shipping

ILO- International Labour Organisation

IMO- International Maritime Organisation

MSTI- Maritime Services Training Institute

PLA- People's Liberation Army

STCW- Standards of Training Certification and Watchkeeping

VTC- Vocational Training Council

The Hong Kong Shipowners Association

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

Telephone: (852) 2520-0206

Facsimile: (852) 2529-8246

E-mail: hksoa@hksoa.org

Website: www.hksoa.org

Secretariat:

Sandy Chan, Managing Director
Arthur Bowring, Senior Consultant
Martin Cresswell, Technical Director
Gilbert Feng, Assistant Director
Peggy Kan, Executive Manager
Harry Chu, Communications Officer

Membership:

For the updated membership list of the Hong Kong Shipowners Association, please visit our website.

Special thanks to the following member companies who kindly supplied us with photographs:

COSCO Shipping (Hong Kong) Co Ltd
Hong Kong Ming Wah Shipping Co Ltd
MOL Liner Limited
Orient Overseas Container Line Ltd
Pacific Basin Shipping (HK) Ltd
The China Navigation Co Ltd
Wah Kwong Maritime Transport Holdings Ltd

© All rights reserved. No part of this publication may be reproduced, stored in a retrieval system or transmitted in any form or by any means, electronic, mechanical photocopying, recording or otherwise.

Designed by Graphicat Limited
Written and edited by Anna Healy-Fenton
Subedited by Jonathan Sharp
Printed and bound in Hong Kong

HKSOA is committed to protecting the environment.
This book is printed on FSC™ certified paper with soy ink.

**香港船東會**

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

網址： www.hksoa.org

秘書處：

陳佩珊女士，董事總經理
包榮先生，資深顧問
祁敏鈿先生，技術總監
馮佳培先生，助理執行董事
簡佩薇小姐，執行經理
朱在行先生，電腦系統支援主任

會員名冊：

有關香港船東會最新的會員名冊，請查閱我們的網址。

協會對下列為本刊提供有關照片的會員公司深表謝意：

中遠海運（香港）有限公司
香港明華船務有限公司
三井商船有限公司
東方海外貨櫃航運有限公司
太平洋航運（香港）有限公司
太古輪船有限公司
華光海運控股有限公司

© 版權所有，未經書面許可，不準以任何方式翻印、節錄或轉載本書內容。

高天龍設計有限公司
撰稿及校對 Anna Healy-Fenton
副校對 Jonathan Sharp
香港印製

香港船東會肩負起推廣環保用紙的使命。
這份刊物採用 FSC™ 認證紙張及大豆
油墨印製。

