

香港船東會

Hong Kong
Shipowners
Association



年 YEAR BOOK
刊 2018-2019



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歡迎詞

Welcome to this new edition of the Year Book, which provides a useful reference about the various achievements of the Association in the past year and captures many happy memories of the events and functions of the maritime sector.

In particular, we enjoyed a wonderful year-long series of 60th anniversary celebrations, lasting from November 2017 to November 2018. I have no reservations in saying that all the celebration events were well attended and well received, serving the purposes of member networking, international partnership, public relations and community engagement. The successful completion of the celebrations also marked the beginning of a new era for the Association. As we move towards another 60 years, it is only natural for our members and the community at large to have even higher expectations of the Association.

Yes, there will be more in the decades to come. As a start, the Association is planning three new ventures.

Firstly, we will do more for young people. Grooming young talent is especially crucial for the local shipping industry as the sector is experiencing a period of unprecedented change on all fronts – operational, technical, commercial, legal and financial. We will be ready for these changes and challenges only if we have the right people with the right exposure. As new generations move into the maritime workforce, they are going to have tremendous impact on the way we manage the changes and handle the difficulties. Hence, as a key trade association of the industry, the Association is going to host events and functions that meet the specific needs of the younger generations.

Secondly, we will take a proactive role in Greater Bay Area (GBA) development. Following the government promulgation of a long-term plan for the GBA, we consider this an opportune time for the Association to participate actively in public policy formulation so as to help consolidate Hong Kong's strategic position as a leading global maritime centre, as well as transforming Hong Kong's maritime industry from one based on traditional investment and service industries into one driven by knowledge and innovation.

Thirdly, we will enhance collaboration with the global community. We are extremely pleased that the International Chamber of Shipping (ICS) has accepted our offer to host its first liaison office (outside London) in Hong Kong, with the setting up of a China Liaison Office. This is a milestone in the history of both the Association and the ICS, and clear recognition of Hong Kong's position as a leading maritime centre in the region. In the months ahead, we look forward to working closely with the ICS in this new, joint venture to promote and protect the interests of the shipping community.

We are indeed in for very exciting but uncertain times ahead. You might have noticed our front cover page this year to be somewhat of a reflection of our current mood. I hope you enjoy reading this Year Book and find something useful and interesting to you.

Jack Hsu
Chairman 2018/2019



歡迎大家閱覽新年刊。年刊就協會在過去一年取得的各方面成就，為讀者提供有用參考資料，並且記錄了航運界許多活動的美好回憶。

特別是，協會在 2017 年 11 月至 2018 年 11 月期間，舉辦了一系列 60 周年鑽禧慶祝活動。我可以毫無保留地說，所有慶祝活動都很受歡迎、反應熱烈，達致聯繫會員、加強與國際夥伴合作、推廣協會形象、與民同樂等目的。慶祝活動的圓滿結束，也標誌著新時代的開始。隨著我們邁向另一個 60 年，協會會員和社會大眾自然對協會寄予更高的期望。

在未來數十年，協會要做的事情還更多。而作為一個新開始，協會正在計劃三個新目標。

首先，我們會為年輕人做多點事情。培育年輕人才對本地航運業尤其重要，因為業界在營運、技術、商業、法律和金融等範疇，都經歷著前所未有的變動。我們務須培育合適和經驗豐富的專才，為種種改變和挑戰做好準備。隨著新一代投身海事行列，日後這批生力軍管理和處理困難的方式將對業界造成巨大影響。因此，作為業界的主要商會，我們將舉辦不同的活動，滿足年輕一代的需要。

第二，我們會在大灣區發展中採取積極態度。政府頒布了大灣區長遠規劃大綱，也正好是協會更多參與制定公共政策的適當時機，借此，鞏固香港作為國際航運中心的定位，以及改革香港的航運業，由傳統的投资和服務活動，轉變成為知識與創新主導。

第三，我們會加強與全球航運界的合作。我們欣悉，國際航運公會(ICS)接受了協會建議，在香港設立其第一所在倫敦以外的聯絡辦事處 - 中國辦事處。這是協會和 ICS 歷史上的里程碑，亦明確肯定了香港作為區內領先航運中心的地位。未來數月，我們期待為這個創舉，與 ICS 緊密合作，促進及維護業界的利益。

縱然，未來變幻莫測，我們仍感興奮。大家可能已經留意到年刊封面，反映了我們目前的心情。希望您喜歡閱讀這本年刊，並從中找到有用和有趣的內容。

2018/2019 年度主席
許積卓

Appreciations

鳴謝

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

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The Hong Kong Shipowners Association was incorporated in 1957 by 11 local shipowners with the purpose of creating a forum for shipowners resident in Hong Kong. Over the past 61 years, the Association has grown into one of the world's largest Shipowner Associations, its members owning, managing and/or operating a fleet with a combined carrying capacity of over 182 million or deadweight tonnes.

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

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

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

榮譽贊助人：董建華先生，大紫荊勳賢

香港船東會於1957年，由11家本地船東倡議成立，為香港的船東提供一個平台。過去61年，協會已發展成為世界最大的船東協會之一。會員成員所控制並或管理的船隊，混合噸位達1.82億載重噸。

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

協會舉辦各類活動，為會員提供平台，討論共同關心的議題。通過教育性的研討會和會員通訊等，使會員瞭解航運環境的重要變化。協會亦在國內外的許多平台，代表會員的利益。協會是以下機構的成員：國際航運公會(ICS)、亞洲船東協會(ASA)以及國際獨立油輪船東組織(INTERTANKO)。同時，協會與國際海事組織(IMO)(通過香港海事處和ICS)、國際勞工組織(ILO)、波羅地國際海事理事會(BIMCO)、國際散貨船東組織(INTERCARGO)、國際航運業協會(IMIF)以及國際商會(ICC)(透過國際航運局IMB)等機構有著密切的合作關係。

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

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.

我們的願景

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

我們的使命

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



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2018年主席年度報告
(於2018年會員大會提交)

I am privileged to start this report in an unusual fashion by diving straight into perhaps the most historically significant maritime legislation since the inception of the IMO. The MARPOL Annex 6 was originally adopted in 2008 to reduce sulphur dioxide emissions ("sulphur") by reducing the sulphur content in fuel from around 4.5% down to 0.50% in gradual stages with a long and clear runway. It was a bold measure to wean the shipping industry from reliance on Heavy Fuel Oil ("HFO") - residues from crude oil refining - to burning distillates like Marine Gas Oil ("MGO"). It was an expression of the industry's determination to move from the perception of being dirty to clean. In this final lap to cross the finishing line into the 2020 global limit of 0.5% sulphur ("2020 Sulphur Cap"), amid the sheer cacophony, what we are now beginning to see, is a rather unexpected new reality. Replete with growing pains and uncertainties, we herald the arrival of a new and fragmented multi-fuel world for global shipping.

With a little over a year to go, to say that the 2020 Sulphur Cap has been this year's hottest topic inside just about every shipping forum, convention, or boardroom would be a gross understatement. Ironically, this may be a typical example (yet again) of how the industry is often caught in the middle of a complex web of situations, not well understood even by experts and industry veterans, never mind the regulators. After being in this industry for almost 30 years, these inherent complexities never fail to intrigue me.

In the past year, the industry's focal point on "compliant fuel" (i.e., 0.5% sulphur fuel which could either be "hybrid fuels" or MGO) seems to have shifted from the question of sufficiency on the one hand, to operational safety on the other. Since MGO is a distillate product with a pricing premium, owners /



我 很希望以有別過往的方式提交這份報告，直接探討也許是國際海事組織 (IMO) 有史以來最重要的海事立法。MARPOL 附件 VI 最初於 2008 年通過，旨在透過比較長的時間，使二氧化硫的硫排放量逐步由 4.5% 降低至 0.5%。這是大膽的措施，使航運業擺脫只能依賴重油 (HFO) - 用原油殘渣煉出的燃油，過渡到使用餾分方式生產的輕油 (MGO)。這是業界表達追求「清潔」形象的決心。在眾多爭議聲音中，在即將衝過 2020 年終點 (2020 船用燃料限硫令) 的最後一圈，我們開始看到意想不到的新現狀，充滿痛苦和不確定性，預示著一個新的、存在著不同燃料的全球航運時代的來臨！

距離 2020 年還有一年多的時間，2020 限硫令上限 0.5% 成為今年最熱門的話題，幾乎每個航運論壇、學術會議或董事會議都離不開這個課題，這樣說只不過是輕描淡寫。具有諷刺意味但卻非常典型的是，業界經常陷入複雜的形勢，即使是專家和業內資深人士也很難理解，更不用說監管機構了。我在這個行業工作已近 30 年，這些長久以來的複雜問題還是讓我感到困惑。

過去一年，業界本應關注「合規燃料」(即 0.5% 硫含量的「混合燃料」或「輕油」) 供應能否滿足需求，但一下子卻轉移到燃料運作的安全性上。由於輕油是昂貴的餾分產品，船東或管理公司都會購買較便宜的混合燃料，這是多種碳氫化合物合成的產品，對每家船用燃料供應商來說，都是獨有的產品。值得慶幸的是，經過一段令人不安的冗長沈默後，一些石油巨頭終於挺身而出，願意披露混合燃料的規格和質量標準。業界非常歡迎此類舉措，可促使其他供應商仿效，從而降低船舶主機故障和事故發生的風險。

雖然絕大多數船舶將從使用較便宜的重油，轉為使用較昂貴的合格燃料，但「脫硫器」這個話題在過去六個月引起一些媒體的瘋狂報導。從最新的重油和輕油的差價 (約 200 美元 / 噸) 來看，脫硫器現象最終應是由更具



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operators would most likely buy the cheaper hybrid fuels, which are a blend of multiple hydro-carbon products, most probably unique to each marine fuel supplier. Fortunately, after a disturbing and prolonged period of silence, some oil majors have finally stepped forward with a willingness to disclose hybrid fuel specifications and quality standards. Indeed, the industry welcomes such initiatives that may spur other suppliers to follow suit, so as to reduce the risk of engine failures and accidents.

While the vast majority of ships will be switching from burning the cheaper HFO to the more expensive compliant fuels, the topic of "scrubbers" has also created some media frenzy over the past six months. Judging by the latest HFO/MGO price spread (about \$200/MT), the scrubber phenomenon is ultimately driven by the more adventurous owners of larger ships. By continuing to burn cheaper HFO, scrubber fitted vessels are better positioned to potentially benefit from this high-stakes gamble, much to the chagrin of the industry majority that desperately desires to clean up its public image.

For this existing global fleet a majority (about 96% representing about 56,000 vessels) of which will transition from HFO to compliant fuels, the increased operating costs in the order of billions of dollars will be at stake. As a highly competitive industry, where there is seldom a consensus, little wonder there is a rare collective solidarity with zero-tolerance to cheaters. The creation of a level playing field is the only way such onerous additional costs could be successfully passed to the charterers. That said, however, for the IMO regulation to work properly, it would also require coordinated efforts of policing and enforcement by the Port State Control of all IMO Member States.

The 2020 Sulphur Cap heralds the dawn of a new but fragmented multi-fuel world. Why? As stated earlier, most owners / operators will opt to buy compliant hybrid fuels over MGO due to the price gap. The hybrid fuel formulation is a blend of hydrocarbon by products that could be unique to each supplier. The hybrid fuel's material stability may be compromised by comingling hybrid fuels from other suppliers, leading to the difficulties in storage, purifying, pumping, and not to mention potential damage to engine parts. Collectively, these difficulties from incompatibility increase the risk of engine failure. Effective tank cleaning and tank segregation, heightened controls and sophisticated lab testing, and other management counter measures are needed to neutralize such risks. Be it the Master, Chief Engineer, Shore Staff or the owner / operator, all will bemoan the end of the relatively simpler HFO era.

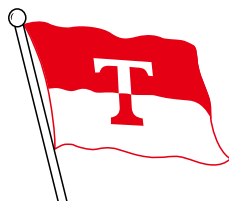
To, add insult to injury, the higher cost reality of the 2020 Sulphur Cap may enhance the economic competitiveness of other fossil fuels cousins, such as LNG, LPG, and methanol. On the surface, this abundance of choices seems like a positive development. But due to the fluctuating market pricing of these competing fossil fuels, this multi-fuel era creates a headache for an owner, especially in the tramping sector. For an asset that has a 20-year life span, which type of engine should be fitted on this new ship? How will this investment fare in the long run, competing against the others who rely on

冒險精神的大型船舶的船東推動的。通過安裝「脫硫器」而繼續使用較便宜的重油的船東將在這場豪賭中獲益，這使大多數致力清潔公眾形象的業界同仁非常沮喪。

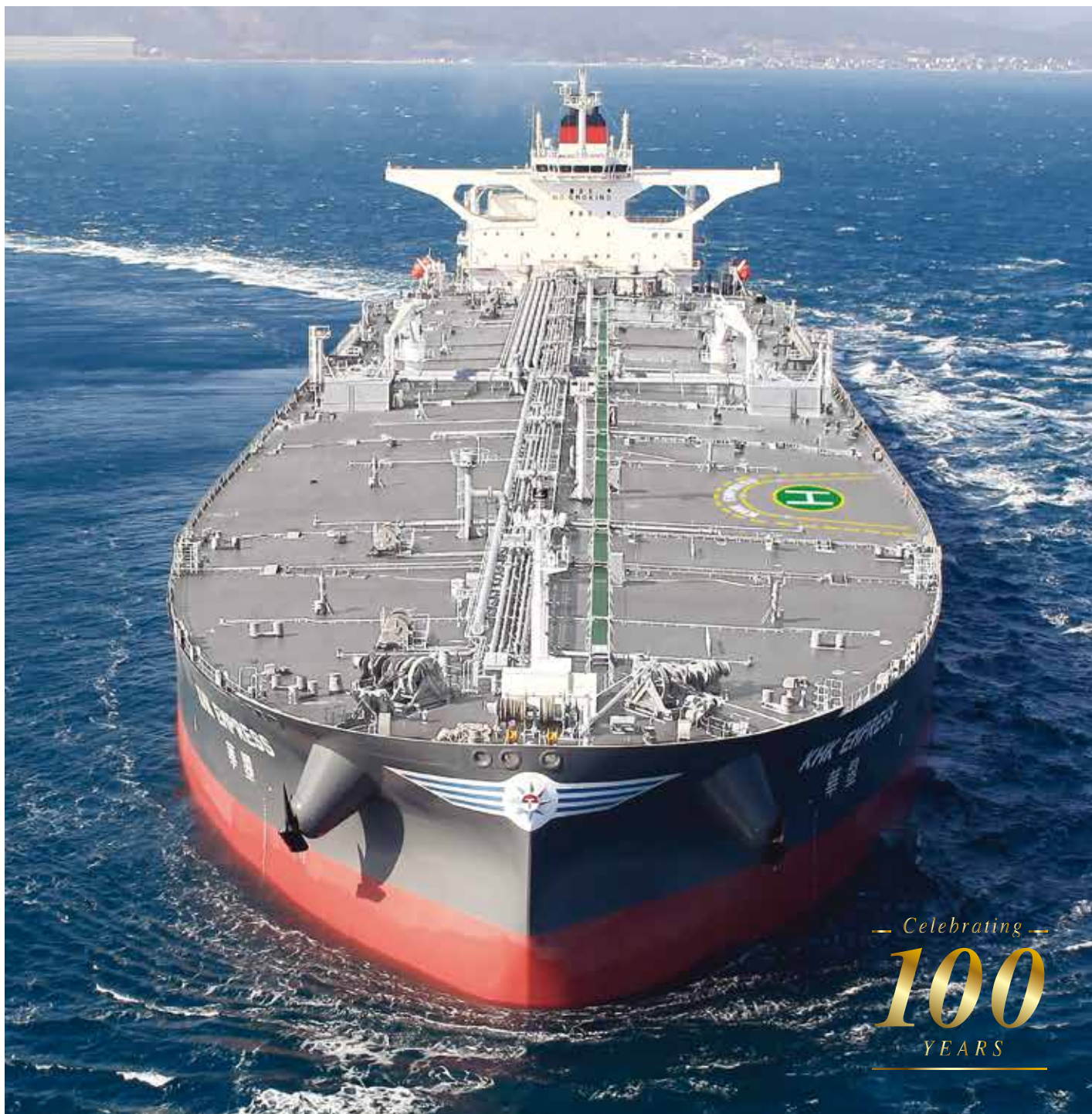
對於全球大部分將從重油過渡到合規燃油的船隊（約 96%，約 56,000 艘船），增加的數十億美元運營成本，將使他們瀕臨險境。作為一個競爭激烈的行業，一般很難達成共識，所以大家未能團結起來和對作弊者「零容忍」也不足為奇。只有創造一個公平競爭的環境，才能將繁重的額外成本成功轉嫁給租家。不過這也意味著，要使國際海事組織的規章制度正常運作，還需要港口國控制當局協調所有國際海事組織成員國的監督和執法工作。

2020 限硫令預示著全新但支離破碎的多燃料世界的開始。為什麼？如前所述，由於價格差距，大多數船東和經營公司將選擇購買比輕油便宜的混合燃料。混合燃料配方是各供應商獨有的碳氫化合物副產品的混合物，混合燃料的穩定性可能因而受到其他供應商混合燃料原料的影響，導致儲存、淨化和泵送困難，更不用說對船舶主機部件的潛在損壞。總的來說，不相容性帶來的這些困難增加了船舶主機故障的風險，需要進行有效的油缸清洗和油缸隔離、提高監控和進行複雜的實驗室測試，以及其他管理對策來減低這些風險。無論是船長、輪機長、岸上工作人員還是船東 / 管理公司，都會感嘆相對簡單的重油時代的終結。

雪上加霜的是，2020 限硫令所致的高昂成本可能會增強其他石化燃料同類產品（如液化天然氣、液化石油氣和甲醇）的經濟競爭力。從表面上看，這樣豐富的選擇似乎是一種積極的發展。但由於石化燃料市場價格的波動性，這多燃料時代的到來讓船東十分頭痛，尤其是非班輪船東。對於使用壽命長達 20 年的船舶資產，船東應該選擇在其新船上安裝哪種主機？如何為其投資作長遠定位？又如何與其他使用不同燃料的船公司競爭？簡而言之，由於多燃料世界的支離破碎，船舶主機的選擇前所未見地與潛在的技術淘汰和資產價值受損等因素聯繫起來。



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different types of fuel? In short, because of the fragmented multi-fuel world, the choice of engine selection has never before been linked to potential obsolescence and asset value destruction.

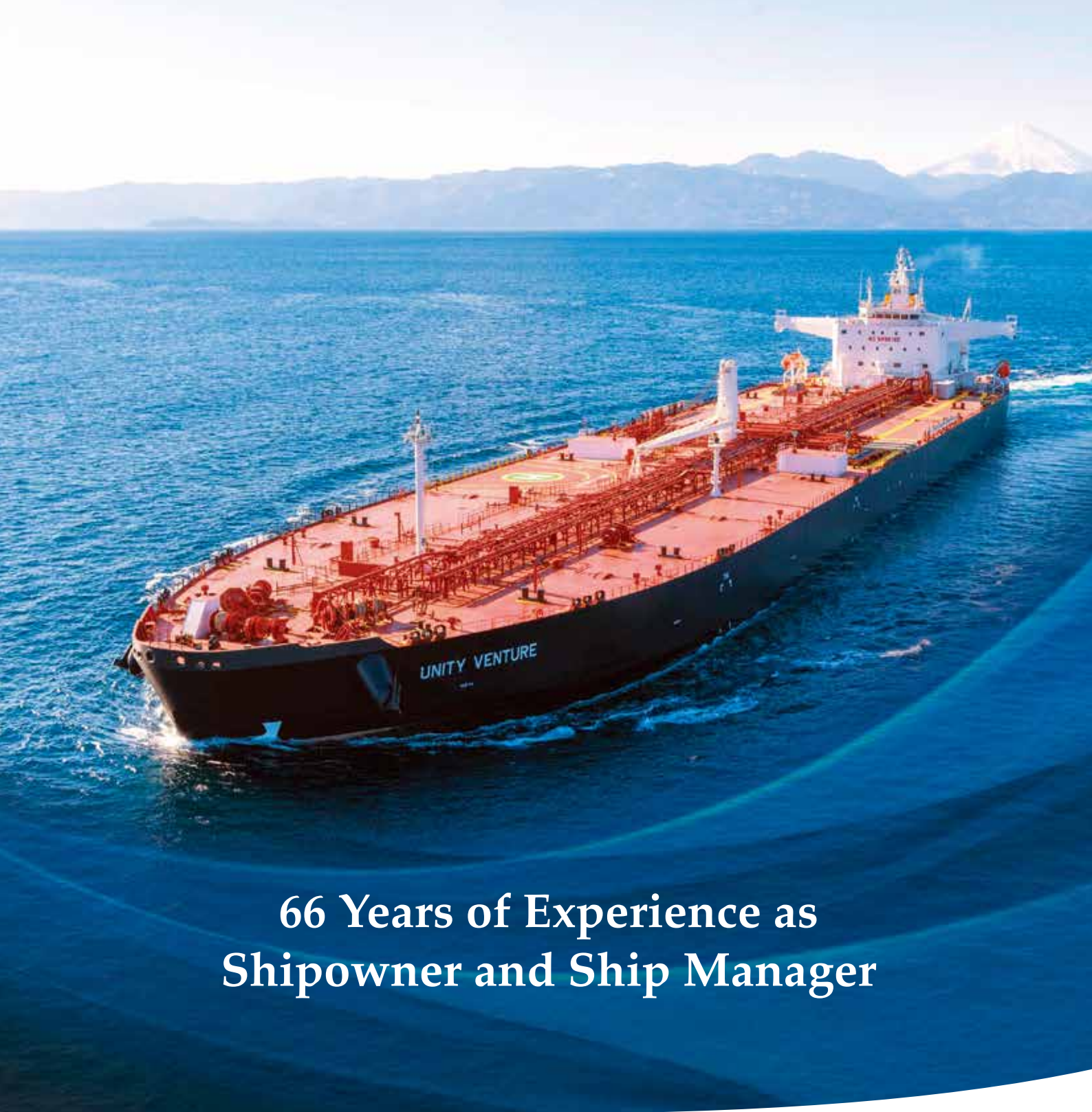
And finally, this past April, the IMO set an aspirational target for global shipping to cut its green house gas ("GHG") emissions to 50% by 2050, with an interim gain on efficiency target of 40% by 2030, both of which are extremely ambitious. A \$250/MT carbon levy by the IMO – an amount which has been previously suggested – would further increase the cost of all GHG fuels, possibly driving it past the \$1,000/MT level. Such a carbon levy may not only help fund R&D but it also may help tip the scale in favour of engines running on non-GHG fuels (i.e., hydrogen, ammonia, battery power, etc), by making them economically viable. In such a case, the GHG reduction target, whether 40% or 50%, may not be as inconceivable as originally thought. While the carbon levy may not be so visible to us yet, the possible long-term consequences to the multi-fuel world cannot be ignored.

Given these permutations, what the future holds is indeed anyone's guess. But for the current 60,000 or so vessels of the global fleet, and their owners, a fragmented multi-fuel world may mean not just higher costs, but also longer queues, higher levels of inefficiencies, and more unpredictable service turn around time. Combined with a trade war, could this spell the demise of the just-in-time maritime global delivery system? Could there be sufficient uncertainties for charterers to hedge their freight exposure by taking in more ships on Time Charters or other long-term contracts? Ultimately, we can be rest assured, because the free market will be the cure. As cruel as it may be, our industry has always been shaped by its mysterious and inexorable power. Regardless, I hope to have left you with more questions than answers in this part of my address.

今年4月，國際海事組織制定了一個全球航運的理想目標，到2050年，將溫室氣體(GHG)排放量削減50%，並到2030年將中期能效提高40%，這兩個目標都相當有抱負。國際海事組織徵收的每噸250美元的碳排放稅(這是之前建議的標準)，將進一步增加所有溫室氣體燃料的成本，可能使其超過1,000美元/噸的水平。這樣的碳排放徵稅不僅可以為研發提供資金，而且有助於推動船舶主機使用非溫室氣體燃料(氫氣、氨氣、電池等)的經濟可行性。在這種情況下，溫室氣體的減排目標，無論是40%還是50%，都不會像最初想像的那樣難以實現。雖然碳排放稅對我們來說還不是那麼明顯，但對多燃料世界可能產生的長期後果卻不容忽視。

鑑於複雜的形勢，未來確實不是任何人可以預測的。但對於目前全球6萬艘船舶及其船東而言，充斥著不同燃料的世界可能不僅意味著更高的成本，還有更長的輪候時間，更低的效率以及不可預測的服務周轉時間。再加上貿易戰，這是否意味著全球高效率海上運輸體系將被拖垮？租家是否還有足夠的信心通過定期租船或其他長期租船合同去租用更多的船舶來對沖其貨運風險？然而，自由市場最終應可解決這些問題。現實是殘酷的。我們的行業總是被自由市場神秘而不可阻擋的力量所塑造。不管怎樣，希望本文給大家留下的問題比答案要多。





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The Association

On behalf of all Association members, I would like to express my deep appreciation to my predecessor, Ms Sabrina Chao. During her tenure she laid the foundations for the transition of leadership at the Association's secretariat level. When I took over the chairmanship from Sabrina last November, the Association was not only re-organised, but also re-energised, with an enhanced committee structure and an expanded secretariat.

Building on this solid foundation, in the past 12 months, the Association has worked hard in pursuing its mission and goals. The Executive Committee met six times in the year to set the strategic plans and work programmes for the Association, and to give policy direction to the secretariat on major issues at all levels – local, national, regional and international. We continued to be the “Voice of Asia” in the global maritime arena. We also increased our presence and influence in local affairs. We are particularly pleased to see that many of the Association's suggestions and ideas have been incorporated recently in the Hong Kong Chief Executive's 2018 Policy Address.

Meanwhile, the four sub-committees have been proactive to monitor industry developments and exchange views on different issues of interest to members. I would like to take the opportunity to give a brief report on their activities.

Marine Sub-committee. The sub-committee held five meetings during the year, in which the members discussed many current technical and environmental issues that could have a great impact on the safe, efficient operation of ships. These matters included the IMO's 2020 Global Sulphur Cap, greenhouse gas emissions, ballast water, garbage management, maritime security, navigational safety, the Hong Kong Convention, and various matters relating to ship construction and design.

香港船東會

我謹代表所有協會會員，向前任主席趙式明女士，表示深切的感謝。在她任期內，為協會秘書處領導層的交接奠定了很好的基礎。去年11月，當我接任主席一職時，協會不僅重組，而且重新煥發了活力，增強了委員會的架構並擴大了秘書處。

在這堅實的基礎上，過去12個月來，協會一直在努力追求自己的使命和目標。今年執行委員會舉行了六次會議，為協會制定策略計劃和工作方案，並就本地、國家、區域和國際層面的重大問題，向秘書處提供政策指導。我們繼續扮演全球海事舞台的「亞洲聲音」。同時，我們也加強了在本地事務方面的存在感和影響力。我們特別高興地注意到，協會的許多建議和想法最近已獲納入香港行政長官2018年的施政報告。

同時，四個分委員會積極留意行業的發展，並就會員關注的不同議題交換意見。我想藉此機會簡要介紹情況。

海事委員會年內舉行了五次會議，討論了當前對船舶安全和有效運作的許多重要技術和環境問題，包括：國際海事組織2020限硫令、溫室氣體排放、壓載水、廢物管理、海事安全、



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

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

China Sub-committee. The sub-committee was very active during the year. Members arranged meetings, visits and gatherings, which were all instrumental for the Association in building relationships and trust with stakeholders, including the Central People's Government; in the Mainland, and in organizing an extremely successful trip to Beijing very recently.

There was also the ad hoc working group for the Association's 60th anniversary celebrations. The working group not only provided useful support for the secretariat but also assisted in raising money for the celebration activities. Throughout the year-long anniversary celebrations, we have hosted a total of nine events and projects, including the kick-off cocktail reception,

航行安全、「香港公約」以及與船舶建造和設計相關的各種事項。

海事教育及培訓委員會也舉行了五次會議，追蹤影響海員及其福利的問題、岸上工作人員的教育和培訓以及海事行業青年人的就業機會等。委員會還就協會主辦的各類活動和一年一度與香港海事博物館合辦的「香港海運週」提供意見。

保險和責任委員會年內舉行了四次會議，提供了有用的平台，討論有關法庭就 Prestige 號輪和 Erika 號輪漏油事件的爭議性判決；「海事勞工公約」和「海洋危險和有害物質公約」的批准進展；涉及保護公海生物多樣性的新「聯合國海洋法公約」以及與航運有關的各類制裁。

中國委員會今年非常活躍，安排了各種會議、訪問和聚會，有助協會與中央人民政府以及其他利益相關方建立關係和互信。最近還成功組織了代表團訪問北京。

此外，協會還設立了 60 週年慶典活動的特別工作小組。小組不僅為秘書處提供了有力的支持，還協助籌集慶祝活動所需的





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the launch of an anniversary book, an analyst's luncheon, Race Day, the annual general meetings of the International Chamber of Shipping (ICS) and Asian Shipowners' Association (ASA), the golf tournament, a research project on the challenges and opportunities of the development of the Mainland's free ports, the Yangtze Delta and the Greater Bay Area, and the upcoming gala dinner scheduled for this Friday (23rd November). All these events have been very well received, raising the profile of the Association and serving the purposes of members networking, community engagement and international partnership.

I would also like to take this opportunity to thank all my colleagues in the Executive Committee and all the sub-committee and working group chairmen, vice chairmen and members, for their dedication and hard work. Your expert advice has added great value to the work of the Association.

Of course, I should also express my gratitude to the secretariat. Though it is a small team with very limited resources, its output has been enormous. With different professional knowledge and different backgrounds, the re-organised secretariat now provides us with greater capacity to enhance the services the Association provides for members. A big thank you to you all.

Last but not least, our new members. I would like to acknowledge and thank our new members. We have been very pleased to see many new members join the Association in the past year. They are:

經費。在為期一年的慶祝活動中，我們共舉辦了九項活動，包括：開幕酒會、印製週年紀念冊、市場分析午餐會、賽馬日、國際航運公會(ICS)和亞洲船東協會(ASA)的年度大會、高爾夫球錦標賽、內地自由港建設和長江三角洲及大灣區發展的挑戰和機遇等研究項目，以及11月23日舉行的慶祝晚宴。所有活動都得到了很好的反響，不但提升了協會的形象，也為會員加強網絡、提升社區參與和建立國際夥伴關係。

我還想藉此機會，感謝執行委員會的所有同事以及所有分委員會和工作小組的主席、副主席及成員的奉獻和辛勞。你們的專業意見，為協會的工作增添了寶貴價值。

當然，我還要向秘書處表示感謝。雖然這是一個資源非常有限的小小團隊，但能量驚人。憑藉不同的專業和知識背景，重組後的秘書處現在為會員提供了更好的服務。非常感謝大家！

最後，但也是非常重要的，我要感謝協會的新會員。很高興看到過去一年有許多新會員加盟，包括：

New Members 新會員

ICIL Maritime Leasing (Int'l) Co Ltd
工銀租賃(國際)有限公司

Portline Holdings Maritime Corporation

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

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

Commonwealth Bank of Australia
澳洲聯邦銀行

Navarino HK Limited
拿法尼諾有限公司

New Navigator Group Limited
新拓展集團有限公司

Metro Excel Limited
卓都有限公司

Steel Ships Ltd

Alfa-Laval (China) Ltd
瑞典阿拉法伐(中國)有限公司

Overseas Security Guardians (Hong Kong) Co. Ltd
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Conclusion

In closing, I would like to say that the past year was a particularly busy year for the Association. Fortunately, we had you in this big family. I would like to thank the many members for their generous donations and sponsorships for the Association's 60th anniversary celebrations and China Promotion Fund. While we hosted many more events and activities than usual in these past 12 months, our goal remains the same – to promote and protect members' interests on all fronts. We need and value your continued support and loyalty.

Thank You.

Jack Hsu
Chairman

總結

最後，我想說的是，過去一年，協會特別忙碌。我們慶幸有您們在協會這個大家庭。我要感謝許多會員為協會成立 60 周年慶典和中國推廣基金的慷慨捐贈和贊助。我們在過去的 12 個月內舉辦了比過往更多的活動，但我們的目標依舊不變 - 在所有方面促進和保護會員的利益。我們需要並珍惜大家持續的支持和愛護。

謝謝。

主席
許積皋





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



	Built	DWT
ULTRAMAX & SUPRAMAX		
Darya Brahma	2006 - Japan	56,056
Darya Mahesh	2008 - Japan	56,056
Darya Lakshmi	2009 - Japan	55,469
Darya Padma	2015 - Japan	60,935
Darya Rama	2018 - Japan	61,212
tbn Darya Sita	2019 - Japan	61,200
HANDYSIZE		
Darya Ganga	2012 - S. Korea	36,845
Darya Jamuna	2012 - S. Korea	36,845
Darya Krishna	2016 - Japan	34,874
tbn Darya Sindhu	2020 - Japan	34,500



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

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Association Annual Review 2018

(Presented to Members at the 2018 Annual General Meeting)

2018 年協會年度回顧

(於2018年會員大會提交)

In 2018, the maritime industry has again faced many challenges. The business environment remains difficult. As a major local trade organisation representing the shipping community, it is most important for us to continue to promote and protect our members' interests on all fronts.

This Annual Review explores issues in which the Association is engaged with stakeholder sectors of different levels that affect our members.

Environmental Issues

As in the past few years, environmental issues remain the focus of the industry. The fact that the Association's Technical Director Mr. Martin Cresswell is the Chairman of the International Chamber of Shipping (ICS) Marine Committee also gives the Association more involvement in the debate on many of these issues.



Sulphur regulations

Last month (October 2018), the 73rd session of the International Maritime Organisation's (IMO) Marine Environment Protection Committee (MEPC 73) reiterated the irreversibility of its position that the sulphur switch at midnight on 31 December 2019 would go ahead, requiring all ships trading outside of sulphur Emission Control Areas (ECAs) to use fuel with a sulphur content not exceeding 0.5%. The carriage ban on non-compliant fuel after 1 March 2020 was also confirmed. After this date, no ship will be allowed to carry fuel with sulphur content exceeding 0.5%, unless the vessel has a certified alternative arrangement, i.e. an exhaust gas scrubber. For ships without a scrubber, the only exception for bunkering non-compliant fuel is only in a situation where compliant fuel is not available and a Fuel Oil Non-Availability Report (FONAR) is submitted.

To help ships prepare for the global sulphur cap, MEPC 73 approved a non-mandatory guidance for developing a ship implementation plan for ships to consistently implement the 0.5% sulphur limit, which will soon be made available. It is strongly recommended that all ships adopt such a plan as evidence that they are complying with the new regulations.

2018 年，航運業再次面臨諸多挑戰，營商環境仍然困難。作為代表本地航運界的主要商會，繼續在各方面促進和維護會員的權益，是我們最重要的工作。

此年度報告探討協會與影響會員業務的社會各界議題。

環境議題

過去幾年，環境問題仍然是業界關注的焦點。由於協會的技術總監祁敏鈿先生擔任國際航運公會 (ICS) 海事委員會主席，讓我們能更多參與有關這個範疇討論。

限硫法規

上月 (2018 年 10 月)，國際海事組織 (IMO) 海洋環境保護委員會第 73 屆會議 (MEPC73) 上，重申將執行 2019 年 12 月 31 日午夜後船用燃料的硫含量限制。這個立場不可逆轉。即要求所有在硫排放控制區 (ECA) 以外水域航行的船舶，使用硫含量不超過 0.5% 的燃料。還確認 2020 年 3 月 1 日後，對不合規燃料船舶的禁令。此後，除非船舶具有替代方案，例如安裝廢氣脫硫裝置，否則任何船舶均不得使用硫含量超過 0.5% 的燃料。對於沒有安裝脫硫裝置的船舶，使用不合規燃料的唯一例外是：無法提供合規的燃料並提交沒有合規燃油可供使用的報告 (FONAR)。

為幫助船舶準備全球船用燃料限硫工作，MEPC 73 已批准了一項非強制性的指引，供船舶制定實施 0.5% 燃料限硫令的計劃，並很快將頒布。強烈建議所有船舶採用這樣的計劃，作為遵守新規定的證據。

MEPC 73 經過激烈討論後，拒絕接受“體驗建設階段”的意見，同意考慮有系統地收集和分析燃料質量和可用性的數據，以監測全球限硫令的實施情況。數據將在國際海事組織網站公佈。



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While rejecting the idea of an “Experience Building Phase”, after a heated discussion, MEPC 73 agreed to consider systematic data gathering and analysis of fuel quality and availability to monitor the implementation of the global sulphur cap. The data will be made public on the IMO website.

Reduction of GHG emissions

In April 2018, MEPC 72 adopted a GHG reduction strategy, with three levels of ambition: (1) the carbon intensity of ships is to decline through implementation of further phases of the energy efficiency design index (EEDI) for new ships; (2) the carbon intensity of international shipping is to decline by reducing CO₂ emissions per transport work, as an average across international shipping, by at least 40% by 2030, pursuing efforts towards 70% by 2050, compared to that in 2008; (3) GHG emissions from international shipping are to peak as soon as possible and decline by at least 50% by 2050, compared to that in 2008.

At MEPC 73 held last month (October 2018), there was no agreement on an action plan for MEPC 74, owing to the lack of data, especially EEDI information. The discussion on the details of potential reduction measures will be held at MEPC 74, scheduled in May 2019.

Ballast water

The Ballast Water Management (BWM) Convention is a complex and controversial set of technical regulations, which address the serious problem of invasive marine organisms which if advertently transported in ships' ballast water tanks can have damaging impact on local ecosystems. China already ratified the BWM Convention on 22 October 2018, and the Convention will apply to the mainland and Macao on 22 January 2019. In Hong Kong, the local legislation in giving effect to the Convention has been adopted by the Legislative Council in June 2018. The government is processing the formality of extending the Convention to Hong Kong.

Now, 79 contracting Governments, representing 81% of the world merchant fleet, have ratified the Convention.

MEPC73 approved new guidance requiring that the International Ballast Water Management Certificate should not be issued until commissioning testing, including sampling of the ballast water after treatment, has been successfully completed at the shipyard where the installation takes place. It also adopted amendments to the G4 guidelines to include contingency measures to be taken in case the ballast water to be discharged is not compliant with the D-2 biological standard.

Labour Affairs Issues

Crew-related costs form a significant part of the operating costs of a vessel. It is only natural, therefore, that the matters concerning labour affairs have continued to be a focus area of the Association's efforts.

Mr. Arthur Bowring, the Association's former Managing Director and Senior Consultant, chaired the 3rd meeting of the Special Tripartite Committee (STC) for the Maritime Labour Convention (MLC), 2006 held in April 2018.

減少溫室氣體排放

2018年4月，MEPC 72 通過了溫室氣體減排的三個層次的目標：(1) 通過實施為新船實施新階段的能源效率設計指數 (EEDI)，使船舶的碳強度下降；(2) 國際航運船舶的碳強度將通過減少每個運輸環節的二氧化碳排放量來降低，與 2008 年相比，2030 年最少下降 40%，2050 年爭取減少 70%；(3) 與 2008 年相比，國際航行船舶的溫室氣體排放量將盡快達到頂峰，2050 年將至少下降 50%。

上月 (2018 年 10 月) 舉行的 MEPC 73，由於缺乏數據，特別是 EEDI 信息，會議沒有就 MEPC 74 的行動計劃達成協議。關於潛在減排措施的細節，將於 2019 年 5 月舉行的 MEPC 74 上討論。

壓載水

《壓載水管理公約》(BWM) 公約是一套複雜和備受爭議的技術法規，針對不當排出壓載水所攜帶的外來生物對當地生態環境造成嚴重破壞的問題。中國已於 2018 年 10 月 22 日批准了《壓載水管理公約》，該公約將於 2019 年 1 月 22 日適用於內地和澳門地區。香港立法會於 2018 年 6 月通過了有關的立法，特區政府正積極開展《公約》全面延伸到香港的有關手續。

現在，已有 79 個締約國政府批准了《公約》，佔世界商船隊的 81%。

MEPC73 批准了新的指引，要求新船在造船廠未完成測試之前，包括壓載水經處理後的取樣等，不應獲發國際壓載水管理證書。此外，還通過了對 G4 指引的修訂，加上了在排放壓載水不符合 D-2 生物標準時應採取的應急措施。

勞工議題

與船員相關的開支，佔船舶營運成本很大的比重。因此，有關勞工的議題，自然仍是協會努力的焦點。

協會的前任董事總經理和高級顧問包榮先生 (Mr. Arthur Bowring) 主持了 2018 年 4 月舉行的《2006 年海事勞工公約》(MLC) 專責三方委員會 (STC) 第 3 次會議。經過深入談判，

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After intensive negotiations, the STC reached an agreement in respect of the payment of wages to seafarers when they are held hostage on or off the ship in an act of piracy or armed robbery, and made four resolutions concerning action to be taken in relation to seafarer abandonment, amendments to the Flag State Inspection and Port State Control guidelines, decent work in the inland navigation sector, and the facilitation of shore leave and transit.

In August 2018, China deposited with the International Labour Organisation (ILO) an instrument of extending the MLC, 2006 to the Hong Kong SAR. The MLC, 2006 will apply to Hong Kong from 20 December 2018.

The application of the MLC, 2006 to Hong Kong is considered of particular importance since the total merchant fleet registered under its flag is among the most important worldwide, representing gross tonnage of about 122 million as at October 2018. Hong Kong is also one of the largest ports in terms of total cargo and container volume.

Liability Issues

Limitation of liability, while not a concept exclusive to the shipping industry, is challenged more often than is conducive for commercially viable trade. This again has to do with the global nature of the shipping industry. It transcends international boundaries and diverse political sentiments of constituencies within these boundaries.

The Spanish Supreme Court's judgement in the 'Prestige' oil spill case and the French law concerning liability for environmental damages, enacted after the 'Erika' oil spill case, have both caused concern within the industry regarding the potential ramifications of such actions on maritime trade and its commercial viability.

STC 達成協議，涉及海員在船上或非船上遭遇海盜或武裝搶劫並被扣為人質時海員工資的支付問題，並就遺棄船員所採取的行動、船旗國檢查和港口當局控制準則修正案、內陸航行業界體面工作以及船員上岸休假和過境便利化等形成四項決議。

2018年8月，中國向國際勞工組織（ILO）遞交了《2006年海事勞工公約》延伸到香港特別行政區的文件。香港將於2018年12月20日起實施此《公約》。

香港實施《海事勞工公約》具有特別重要的意義，因為香港船舶註冊在全球具有舉足輕重的地位，截止2018年10月的其總噸位約為1.22億噸。香港同時亦是全球貨物和集裝箱總吞吐量最大的港口之一。

責任議題

責任限制雖然不是航運業獨有的概念，但受到的挑戰卻遠高於一般的商業貿易。這再次是與航運業的全球性質有關，它超越了國際邊界和邊界內不同國家的政治氣候。

西班牙最高法院對「Prestige」漏油案件的判決以及「Erika」漏油事件後，法國頒布針對環境損害賠償責任的法律。兩者都引起業界關注此類行動對海運貿易的潛在影響，包括商業運作的影響。

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Hong Kong Affairs

The regulatory regime

During the year, the Association maintained regular dialogue with the authorities, reflecting members' views and feedback. We are pleased to see the continual enhancement of the services of the Hong Kong Shipping Register (HKSR).

Timely delivery of certificates of registration (CORs) is important to secure immediate sailing after registration to avoid any commercial loss. Now, the Marine Department has taken the Association's advice to provide COR collection service for shipowners or their representatives at the Government's overseas Economic and Trade Offices (ETOs). In parallel, the Marine Department is developing an authentication system for verifying the authenticity of issued CORs by electronic means.

In the Chief Executive's 2018 Policy Address delivered last month (October 2018), the Government further pledged to set up Regional Desks of the HKSR in selected ETOs and Mainland Offices and Liaison Units to render more direct and prompt support to shipowners at the ports concerned and to promote the HKSR.

Exemption and dispensation issues are another major concern of the shipping industry. Currently, only the Director of Marine has the authority to approve exemptions and dispensations. We understand that the Government is reviewing the laws with a view to proposing legislative amendments to provide for the Director to delegate powers to her senior colleagues. We are most ready to support the Government to seek Legislators' support.

Meanwhile, we have repeatedly asked the Government to expedite the ratification of international maritime conventions (including the Hong Kong Convention on ship recycling) and the integration of global maritime legislation into local legislation to avoid Hong Kong flagged ships being targeted by port State inspectors, and to safeguard Hong Kong's reputation in the global arena.

Finally, the so called "14-day" rule, allowing non-local contract seamen on board ocean-going vessels to extend their stay in Hong Kong due to unforeseeable circumstances, has been extended from 14 days to three months. This initiative allows much more flexibility for ship operators and managers in crew deployment.



香港事務

監管制度

年內，協會與特區政府保持緊密聯繫，反映和回應會員的意見。我們高興看到香港船舶註冊 (HKSR) 的服務在不斷提高。


為避免任何商業損失，準時送遞船舶註冊證明書 (COR)，確保船舶註冊後能即時啟航非常重要。現在，海事處已採納協會的建議，安排船東或其代表在海外的香港經濟貿易辦事處領取有關證書。與此同時，海事處正在開發電子核實系統，以核實船舶註冊證明書的真實性。

行政長官上月 (2018 年 10 月) 發表的 2018 年施政報告中，政府進一步承諾，在選定的政府海外經貿辦、駐內地辦事處及聯絡機構，設立香港船舶註冊區域支援服務台，向有關港口的船東提供更直接和迅速的支援，並推廣香港船舶註冊。

簽發豁免證書是航運業遇到的另一個主要問題。目前，只有海事處處長本人有豁免的批准權。我們了解到，政府正在檢討有關法例，以期提出修訂的法例，處長可將相關權力下放給其他高級同事。我們全力支持政府並尋求立法會議員的支持。

同時，我們多次要求政府加快批准國際海事公約 (包括「香港船舶再循環公約」) 延伸至香港，並將全球海事法例納入本地立法，以避免香港註冊的船舶，可能成為港口國檢查員的目標，並且維護香港在國際舞台上的聲譽。

最後就是所謂的“14 天”規則，政府已經允許遠洋船上非本地合同海員在不可預見的情況下，可延長在香港逗留的期限，由 14 天延長至 3 個月。這一舉措使船舶營運和管理公司在船員調配方面更加靈活。



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* Source: Valour Consultancy, November 2018

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Maritime education and manpower development

The Association has always urged the Government to develop long-term plans to expand the talent pool of the maritime industry. In August this year, after consultation with different community stakeholders including the Association, the Government promulgated its first “Talent List of Hong Kong” to attract professionals with needed qualifications and experience to the city, by giving them bonus points under the existing Quality Migrant Admission Scheme. The Talent List comprises, among others, three maritime-related professional groups, namely marine insurance professionals, naval architects, and marine engineers and superintendents of ships. This is good. As the Government will review the Talent List from time to time, the Association will put forth further suggestions on potential professional groups to be included in the list.

Meanwhile, in her Policy Address, the Chief Executive has indicated an injection of additional \$200 million (currently \$100 million) into the Maritime and Aviation Training Fund to enhance the training and nurturing of talent for the maritime and aviation industries. We welcome the plan, but we will also urge the Government to expand the scope of the Fund to cover more manpower development initiatives of individual companies.

We are also pleased to see that the Government is devoting more financial resources (\$709,000) this year to support the activities that are hosted jointly by the Association and the Hong Kong Maritime Museum in the Hong Kong Maritime Week to promote our industry to the general public and, in particular, to attract youngsters to consider careers in the maritime sector. The subsidies sent an important message – that the Government is working in partnership with the industry.

海事教育和人力資源發展

協會一直敦促政府制定長遠計劃，擴大航運業的人才儲備。今年8月，政府在與社會各界有關人士磋商後，頒布了首個「香港人才名錄」，在現有的「優秀人才入境計劃」下給予額外獎勵分數，以吸引具備相關資格和經驗的專業人士。「人才名錄」包括三個與海事有關的專業群體，即海上保險專業人才、造船師、輪機員及船舶主管。這是很好的開始。由於政府將不時檢討這份名錄，協會將建議更多具潛力的專業團體加入名錄中。

同時，行政長官在施政報告中表示，將向「海運及空運人才培訓基金」注資額外2億港幣（現時為1億港幣），加強海事及航空業的人才培訓和教育。我們歡迎這項計劃，但也將敦促政府擴大基金的範圍，涵蓋更多個別公司的人力發展計劃。

我們也高興看到，政府於今年投入了更多財政資源（709,000港幣），支持協會和香港海事博物館在香港海運週共同舉辦向公眾宣傳行業的活動，特別是藉此吸引年輕人加入航運業。這些資助傳達了一個重要信息 – 政府與業界同行。





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Financial incentives

The Chief Executive obviously attaches great importance to the maritime industry. In the 2018 Policy Address, the Government has pledged to attract more commercial principals to Hong Kong and to use tax measures to foster the ship-leasing business and the marine insurance sector.

Meanwhile, the Government is now working on possible “substantial activities requirements” for the shipping tax regime. Briefly, the Organisation for Economic Co-operation and Development (OECD) is expecting Hong Kong and other jurisdictions to ensure that companies that benefit from preferential treatments, such as tax exemptions or concessions, have a business substance in respective jurisdictions to counter “Base Erosion and Profit Shifting”. To comply with the OECD’s requirement, our Government is now considering the necessary threshold requirements for ship owners and operators. We are exchanging views with the Government on this matter, as we believe any such thresholds must be reasonable and practical.

The institutional issues

Perhaps nice a surprise for the industry in the 2018 Policy Address is that the Chief Executive has agreed with the industry consensus that the Transport and Housing Bureau is overburdened and that there is a need to split the Bureau into two. Currently, the Bureau oversees all transport-and housing-related policy matters. But the rationale behind this arrangement of putting global trade sectors such as sea transport and air transport under the same bureau as local housing has never been clear. Besides, the portfolio is obviously too large to manage under a single policy bureau. This is no good for the shipping industry, or for the community at large. We hope the Government will implement its re-organisation plan as early as possible in the interest of all parties.

Conclusion

Finally, I would like to thank all the members who have so generously given their time and effort to assisting in Association affairs. I would also like to thank the Executive Committee and sub-committees and working groups for their advice and steer. This year was a particularly busy year. We launched many more events and projects than the previous years. We have been hosting a series of 60th anniversary activities too. My sincere thanks go to my secretariat colleagues for their support. The Association will continue to do more and to aim high.

Sandy Chan
Managing Director

財政鼓勵政策

行政長官顯然非常重視航運業。在其 2018 年施政報告中，政府承諾吸引更多商業主體到香港，並採取稅務措施，促進船舶租賃業務及海上保險業。

與此同時，政府正為航運稅收制度制定可能的「實質事項需求」。簡言之，經濟合作暨發展組織（OECD）期望香港和其他司法管轄區，能確保受益於優惠待遇（如免稅或特許）的公司，能在各自的管轄區內有業務實體，來對抗「稅基侵蝕和利潤轉移」。為符合 OECD 的要求，政府現正考慮對船東和管理公司提出一些門檻要求。我們正就此與政府交換意見，確保相關門檻的合理性和實際性。

憲制

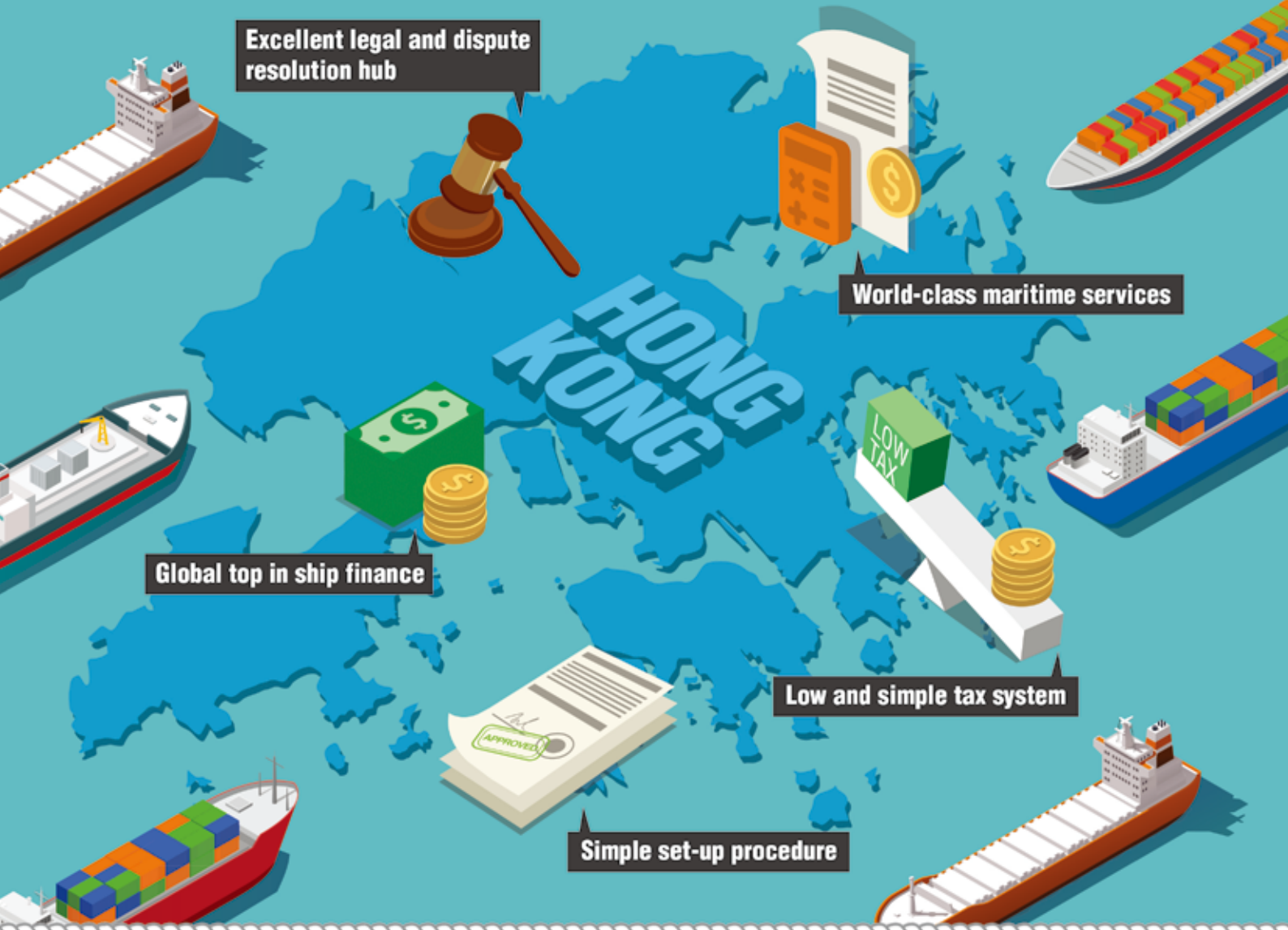
2018 年行政長官「施政報告」中，喜見行政長官認同業界的共識，即：運輸及房屋局的工作負擔確實過於繁重，需要將該局一分為二。目前，運輸及房屋局負責監督所有與運輸和房屋有關的政策事宜。但是，將海上和航空運輸等全球貿易行業，置於和本地房屋事宜同一個局中的安排，背後的緣由卻從未明確。此外，現時架構顯然過大，無法由單一的政策局去管理。這對航運業或整個社會都沒有好處。我們期望政府為了各方的利益，儘早實施重組計劃。

總結

最後，感謝所有為協會慷慨奉獻時間和精力的會員，還要感謝執行委員會、各分委員會和工作小組的建議和指導。今年是特別忙碌的一年。與前幾年相比，我們推出了更多的活動和項目，也主辦了一系列的 60 周年慶祝活動。衷心感謝秘書處同事的支持。協會將繼續努力，追求更遠大的目標。

董事總經理
陳佩珊

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👤 Benjamin Wong, Head of Transport and Industrial
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HONG KONG
MARITIME AND PORT BOARD
香港海運港口局

航運界市場回顧

The world fleet of all ships over 300 gross tons (gt) at 1 January 2019 consisted of 53,732 ships of 1,882 million deadweight tonnes, 1,262 million gt or 24.285 million TEU, an increase of 687 ships, 48 million deadweight tonnes or 1,183 thousand TEU on the year before. 1,219 newbuildings of 78.1 million deadweight tonnes were delivered in 2018, and 564 ships of 29 million deadweight tonnes were sent to the breakers. Interestingly, by deadweight tonnes, bulk carriers made up 34.6% of newbuildings and 14.5% of ships sent for recycling, while tankers made up 44.5% of newbuildings and 76.1% of ships sent for recycling. Over the past 3 years, the world fleet has increased by 4.5% in number of ships and 5.3% in deadweight tonnes.

It is also interesting to note that by a very simplistic calculation, total deadweight divided by total number of ships, the average deadweight per ship has increased from 33,384 tonnes to 35,018 tonnes over the past 3 years, evidence that ship sizes continue to get larger.

World seaborne trade increased year-on-year by **2.7%** in 2018 to **11,892 million tonnes**. Over the past three years, world seaborne trade in tonnes has increased by **10.2%**.

By country of control, the Hong Kong fleet of ships over 1,000gt as of 1 January 2019 was **932 ships of 37.584 million deadweight tonnes** with an average age of **14.3 years**, which puts it in the position of being the world's **12th** largest country of control (2018: 12th). Out of the top 15 countries of control, Hong Kong has by far the largest percentage of its fleet under the local Ship Register. The average age of the world fleet of ships over 1,000gt as of 1 January 2019 was **14.8 years**.

In terms of the Gross Tonnage and Deadweight of vessels of over 300gt at 1 January 2019, Hong Kong was again the **4th** largest ship register, coming after Panama, the Marshall Islands, and Liberia, and followed by Singapore, Malta and P.R. China. The deadweight tonnage of ships flying the Hong Kong twin flags represented **10.5%** of the world total.

(All statistics taken from Shipping Statistics and Market Review, Volume 63, No. 1/2 - 2019, Institute of Shipping Economics and Logistics)

截止 2019 年 1 月 1 日，全球 300 總噸以上的商船數量是 53,732 艘，合計 18.82 億載重噸、12.62 億總噸或 2,428.5 萬標箱，較去年同期增長 687 艘、4,800 萬載重噸或 118.3 萬標箱。2018 年共有 1,219 艘合 78.1 萬載重噸的新船交付，約 564 艘合 2,900 萬載重噸的船舶拆船。有趣的是，在交付的新船中，以載重噸計算，散貨船約佔 34.6%，油輪約佔 44.5%，而以拆船的載重噸位計算，則分別佔 14.5% 和 76.1%。過去三年，世界船隊增幅以艘次計算約佔 4.5%，但以載重噸計算約佔 5.3%。

如果以載重總量除以船舶總數，就能簡單地得出過去三年單船載重噸增幅是 33,384 至 35,018 載重噸，證明船體規模增大的趨勢繼續存在。

2018 年世界海運貿易量同比增加 **2.7%** 達 **118.92 億噸**。過去三年，世界海運貿易量增加了 **10.2%**。

以國家或地區統計，截止 2019 年 1 月 1 日，香港超過 1000 總噸的船舶數量為 **932 艘** 合計 **3,758.4 萬載重噸**，平均船齡為 **14.3 年**，位居世界 **第十二位** (2018 年為第十二位)。而在世界前十五位船舶控制地區中，香港是本地註冊船舶數量最多的地區。截止 2019 年 1 月 1 日，世界船隊平均船齡為 **14.8 年**。

截止 2019 年 1 月 1 日，世界超過 300 總噸的船舶總噸和載重噸排位，香港繼續位居 **第四**，僅次於巴拿馬、利比里亞和馬紹爾群島，緊隨其後的是新加坡、馬耳他和中國內地。香港註冊的船舶載重噸總量約佔世界總量的 **10.5%**。

(數據來源：航運經濟與物流研究所出版的《航運統計和市場回顧》2019 年第 1、2 期第 63 欄)



Previous Chairmen and Secretary/Managing Director

歷任主席及秘書長 / 董事總經理

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

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

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



Year	Chairman	Secretary / Managing Director
1990 – 91	Mr. David C.C. Koo Valles Steamship Co Ltd	Mr. Michael Farlie
1992 – 93	Mr. Peter J. Cowling Wallem Group Ltd	Mr. Michael Farlie
1994 – 95	Mr. C.C. Tung Island Navigation Corporation International Ltd	Mr. Michael Farlie
1996 – 97	Mr. George S.K. Chao, JP Wah Kwong Shipping Holdings Ltd	Mr. Michael Farlie, MBE Mr. Arthur Bowring (Jul 97 -)
1998 – 99	Mr. James Hughes-Hallett John Swire & Sons (HK) Ltd	Mr. Arthur Bowring
2000 – 01	Mr. Andrew Y. Chen Grand Seatrade Shipping Agency Ltd	Mr. Arthur Bowring
2002 – 03	Mr. K.H. Koo Tai Chong Cheang Steamship Co (HK) Ltd	Mr. Arthur Bowring
2004 – 05	Mr. Frank Tsao International Maritime Carriers Ltd	Mr. Arthur Bowring
2006 – 07	Mr. David C.C. Koo Valles Steamship Co Ltd	Mr. Arthur Bowring
2008 – 09	Mr. Peter Cremers Anglo-Eastern Ship Management Ltd	Mr. Arthur Bowring
2010 – 11	Mr. Kenneth Koo, JP Tai Chong Cheang Steamship Co (HK) Ltd	Mr. Arthur Bowring
2012 – 13	Mr. Alan Tung Island Navigation Corporation International Ltd	Mr. Arthur Bowring
2014 – 15	Mr. Kingsley Koo Valles Steamship Co Ltd	Mr. Arthur Bowring
2016 – 17	Mr. Sabrina Chao Wah Kwong Maritime Transport Holdings Limited	Mr. Arthur Bowring, MH Ms. Sandy Chan (Dec 16 -)

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

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

2018 至2019 年度執行委員會



Chairman 主席
Mr. Jack Hsu
Oak Maritime (HK) Inc Ltd
許積臯先生
和合航業(香港)有限公司



Deputy Chairman 常務副主席
Capt. Bjorn Hojgaard
Anglo-Eastern
Univan Group



Member 委員
Mr. Angad Banga
The Caravel Group
Limited



Member 委員
Mr. Mats Berglund
Pacific Basin Shipping
(HK) Ltd
貝律銘先生
太平洋航運(香港)
有限公司



Member 委員
Mr. Pier Carazzai
American Bureau
of Shipping
美國船級社



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



Member 委員
Mr. Tim Eyre
Noble Group Ltd



Member 委員
Mr. Kenneth Koo
Tai Chong Cheang
Steamship Co (HK) Ltd
顧建綱先生
泰昌祥輪船(香港)
有限公司



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



Member 委員
Mr. Kwai Sze Hoi
Ocean Line
Holdings Limited
桂四海先生
遠航集團有限公司



Member 委員
Ms. Kenneth Lam
Credit Agricole Asia
Shipfinance Limited
林詩鍵先生
東方匯理亞洲船務
融資有限公司



Member 委員
Ms. Linda Lam
Union Apex Mega Shipping
Limited
林群小姐
聯合佳成船務有限公司



Vice Chairman 副主席

Mr. Zhu Jianhui

COSCO Shipping
(Hong Kong) Co Ltd

朱建輝先生

中遠海運(香港)有限公司



Vice Chairman 副主席

Mr. Su Xingang

China Merchants
Group Ltd

蘇新剛先生

招商局集團有限公司



Vice Chairman 副主席

Mr. Jon Zinke

Keesal, Young & Logan
奇術揚洛根律師行



Hon. Treasurer 司庫

Mr. Alan Ng

PricewaterhouseCoopers
吳偉倫先生

羅兵咸永道有限公司



Member 委員

Mr. Robert Ho

Fairmont Shipping
(HK) Ltd

何力山先生

東昌航運(香港)
有限公司



Member 委員

Mr. Chris Howse

Howse Williams Bowers



Member 委員

Mr. Andrew Jones

Thomas Miller
(Hong Kong) Ltd

**托馬斯米勒(香港)
有限公司**



Member 委員

Mr. Vishal Khurana

Chellaram Shipping
(Hong Kong) Ltd



Member 委員

Mr. William Peng

Chinese Maritime Transport
(Hong Kong) Ltd

彭士孝先生

香港中國航運
有限公司



Member 委員

Mr. Alan Tung

Island Navigation
Corporation International
Ltd

董立新先生

金山輪船國際
有限公司



Member 委員

Mr. Benny Wu

Arrow Asia
Shipbrokers Ltd

胡文彬先生

箭亞船舶經紀有限公司



Member 委員

Mr. Xie Chunlin

China Merchants
Energy Shipping Co Ltd

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List of Seminars 2018-2019 (until March 2019)

2018年及2019年研討會(直至2019年3月)

2018

11 Jan

Joint Association/Northrop Grumman Sperry
Marine Seminar "New Sold State Gyro and Radars"

12 Jan

Joint Association/Hong Kong and Mainland Legal Profession
Association Evening Seminar
"They say that breaking up is hard to do..." - or is it?"

18 Jan

Peter Hinchliffe, ICS Secretary General -
meeting with members

23 Jan

Joint Association/Total Seminar
"Future Marine Fuels and Lubricants"

2 Feb

Joint Association / RST Marine Seminar
"Scrubbers, SCR's and Bio Fouling solutions"

9 Feb

Joint Association / Info Marine Seminar
"Diagnostic Solutions - How to lengthen Machinery
TBO's and reduce maintenance costs"

7 Mar

"Use of Disruptive Technology against Cyber Threats"
by Cyber Smart

14 Mar

Joint Association / MacGregor Seminar
"Innovative Ideas for Shipping"

18 Apr

Joint Association / WinGD -
2nd Annual Joint Seminar

24 Apr

"Safety and Competence Management"
by Seagull Maritime A/S

12 Jun

"Technology Solutions Driving change"
by MariApps Marine Solutions Pte Ltd., and
Ingenium Marine Solutions Pvt Ltd.

20 Jun

Joint Association / British Standards Institution Joint Seminar
"E.U. General Data Protection Regulation"

22 Jun

"Tropical Cyclones, Effects on Voyage Planning and
Evaluation" by StormGeo Limited

15 Aug

"Challenges ahead for EU Ship Recycling Regulation -
Inventory of Hazardous Materials" by Metizoft Asia Pte Ltd

28 Aug

"Ship Safety and Energy Efficiency Improvements"
by Hoppe Marine GmbH

4 Sep

Joint Association / Sinopec Lubricant Company Seminar
"SINOPEC Solutions for 2020 Sulphur Cap"

6 Sep

Joint Association / Wartsila Seminar
"Wartsila Technology"

11 Sep

Joint Association / Reed Smith Richards Butler Seminar
on Sanctions

10 Oct

"MTI Best Practice - How to Manage A Crisis"
by MTI Network Asia

16 Oct

"Challenges in Managing the Maritime Internet -
Improving Costs, Efficiency & Security" by Dialog

31 Oct

Joint Association / Alfa Laval Seminar
"Marine 2020 & Beyond - Be a Step Ahead"

15 Nov

"PSC Actions / IMO Policies & Regulations Updates"
by The Marshall Islands Registry

20 Nov

Joint HKSOA / BIMCO / Lloyd's Register Seminar
"The 2020 Sulphur Switch; Managing the Transition
for Tomorrow - Preparing Today"

5 Dec

"Inventory of Hazardous Materials (IHM) Preparation for
Newbuilding and Existing Ships Comply with HKC & EU SRR"
by CTI Marine Services

List of Seminars 2018-2019 (until March 2019) 2018 年及 2019 年研討會(直至 2019 年 3 月)

2019

23 Jan

HKSOA/MAN Technical Seminar -
“Fuels 2020 - MAN 2 & 4 Stroke Engines”

24 Jan

HKSOA and AST Joint Seminar
“Managing Maritime Cyber Security & New Technologies”

18 Feb

“Incentive Programs for Supporting Green Shipping”
by Vancouver Fraser Port Authority

21 Feb

Joint HKSOA/Northrop Grumman Sperry Seminar
“Cyber Safe Navigation”

22 Mar

“Development in the amendments to Maritime Code of China”
by Prof. Chu Beiping, Dean, Faculty of Law, Dalian Maritime University

26 Mar

“Safe and Smart Shipping”
by Seagull, Navtor, Palantir, Dualog

29 Mar

Joint HKSOA/ ABB Seminar



Luncheons and Other Events (until March 2019)

午餐會及其他活動（直至 2019 年 3 月）

2018

5 Jan

Executive Committee Luncheon for Mr. Allan Schwartz, General Manager, Operation of Australian Maritime Safety Authority (AMSA)

8 Jan

Chairman's lunch for new members

13 Jan

60th Anniversary – HKSOA Race Day

17 Jan

Executive Committee Luncheon for Mr. Peter Hinchliffe, Secretary General of International Chamber of Shipping

5 Feb

Association 60th Anniversary Analyst Luncheon for Dr. Martin Stopford, President of Clarkson Research Services Ltd

12 Mar

Association Spring Golf Tournament at Fanling (Eden Course)

7 May

Joint HKSOA/Marine Department Luncheon and Awards Ceremony (Guest of honour: Dr. Raymond So Wai-man, BBS, JP, Under Secretary for Transport and Housing)

24 May

Arthur Bowring's Retirement Dinner

10 Jul

Association Annual Summer Buffet luncheon

19 Sep

Association Luncheon for Dr. Xie Xie, Senior Research Fellow, Waterborne Transportation Research Institute, the Ministry of Transport, China

19 Sep

National day Joint Cocktail Party

27-30 Sep

Association delegation visit to Beijing

29 Oct

AMVER Awards Presentation and Luncheon (Guest of Honour: Capt. Kathleen A. Duignan, Coast Guard Attaché, US Embassy, Beijing)

16 Nov

Executive Committee Luncheon for Mr. Kevin Peter Turnquest, Deputy Prime Minister & Minister of Finance of the Bahamas and his delegation

18 Nov

Association Annual Yacht Race

19 Nov

Association Annual General Meeting and Annual Cocktail Reception

23 Nov

Association 60th Anniversary Gala Dinner

2019

21 Jan

Annual Analyst Luncheon for Mr. Parash Jain, Head of Transport Research, Asia Pacific, HSBC

25 Feb

Welcome Lunch for New Members

4 Mar

Association Chinese New Year Luncheon



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活動剪影



5 January 2018
2018 年 1 月 5 日

Mr. Allan Schwartz, General Manager, Operation of Australian Maritime Safety Authority (AMSA) attended an Executive Committee Luncheon.
澳大利亞海事安全局 (AMSA) 運營部總經理 Allan Schwartz 出席執行委員會午宴。

17 January 2018
2018 年 1 月 17 日

Mr. Peter Hinchliffe, then Secretary General of International Chamber of Shipping attended an Executive Committee Luncheon.
時任國際航運公會秘書長 Peter Hinchliffe 先生應協會邀請出席執行委員會午宴。



7 May 2018
2018 年 5 月 7 日

Joint HKSOA/Marine Department Luncheon and Awards Ceremony (Guest of Honour : Dr. Raymond So Wai-man, BBS, JP, Under Secretary for Transport and Housing).
協會與海事處聯合舉辦年度頒獎典禮暨協會午餐會，並邀請運輸及房屋局副局長蘇偉文博士 BBS，JP 擔任主禮嘉賓。

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10 July 2018
2018年7月10日

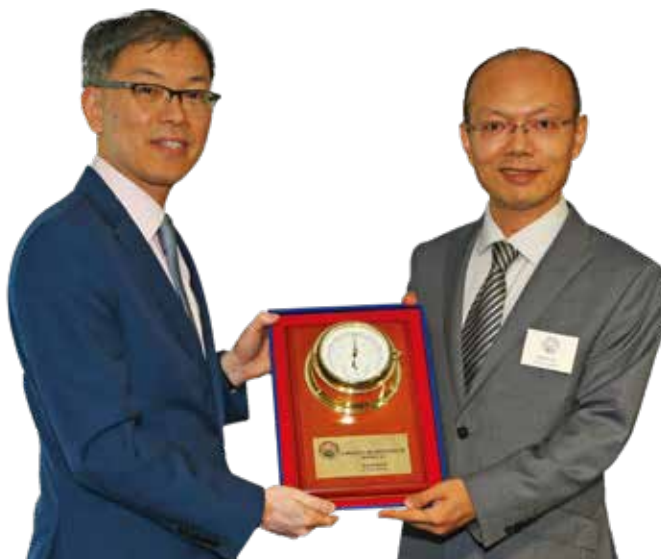
Members enjoyed very much the games and lucky draw at the Association Annual Summer Buffet luncheon.

會員非常投入協會年度夏日自助午餐的遊戲及抽獎環節。

19 September 2018
2018年9月19日

The Association invited Dr. Xie Xie (right), Senior Research Fellow, Waterborne Transportation Research Institute, the Ministry of Transport, China to share his thoughts on the hot topic of Sulphur Cap 2020.

協會邀請中國交通運輸部水運科學研究院研究員謝燮博士(圖右)分享他對2020限硫令等熱點話題的看法。



19 September 2018
2018年9月19日

Mr. Bjorn Hojgaard, Association Deputy Chairman spoke on behalf of the Association at a joint National Day Cocktail party jointly organized with other local shipping associations to celebrate China's 69th Founding Anniversary.

Bjorn Hojgaard 常任副主席代表協會在協會與其他航運協會聯合舉辦的慶祝中華人民共和國成立69周年酒會上致辭。





舉辦國際郵輪遊艇節（香港）



舉辦國際郵輪就業資訊日



舉辦郵輪資訊與就業學術講座



與VTC 簽訂郵輪運作文憑合作備忘錄



首設亞洲超級遊艇管理服務中心



受邀參加韋西利亞遊艇展2019



與Voyager 簽訂亞洲超級遊艇管理服務中心合作備忘錄

關於香港郵輪及遊艇業協會

香港郵輪及遊艇業協會乃集合業界力量，推動香港郵輪及遊艇業長遠發展，維護行業利益；並致力促進香港與國際郵輪遊艇市場的交流和合作，提供郵輪及遊艇業最新資訊及人才支援以增強在區內以至在全球郵輪遊艇市場的競爭力。



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27-30 September 2018
2018年9月27-30日

A 30-member delegation of the Hong Kong Shipowners Association, led by Chairman Mr. Jack Hsu, paid a visit to Beijing. During the various meetings with the Mainland authorities, views were exchanged on various policy, regulatory, technical and environmental issues of concern to the Hong Kong maritime community.

2018年9月27-30日，香港船東會主席許積阜先生率領一行30人的代表團訪問北京。代表團拜訪了多家政府機構，雙方就香港航運界關注的政策、法規、技術和環境等議題交換了意見。



China Maritime Safety Administration (MSA)
交通運輸部海事局

The delegation was received by Mr. Li Shixin, (middle of front row), Deputy Director of China Maritime Safety Administration.
代表團與海事局李世新副局長（圖前排中）合影。



China State Shipbuilding Corporation (CSSC)
中國船舶工業集團公司

The delegation was received by Mr. Nan Daqing (middle of front row), Deputy President of CSSC.
代表團拜會中國船舶工業集團公司副總經理南大慶先生（圖前排中）並合影。



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China Shipbuilding Industry Corporation (CSIC)
中國船舶重工集團公司

The delegation was received by Mr. Wu Yongjie (middle of front row), President of China Shipbuilding Industry Corporation (CSIC).
代表團與中國船舶重工集團公司董事總經理吳永杰先生（圖前排中）會面並合影。



National Day dinner banquet in the People's Great Hall.
代表團出席在人民大會堂舉行的國慶晚宴，慶祝國慶。



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National Development and Reform Commission

國家發展與改革委員會

The delegation visited Mr. Zou Xiaoqi (middle), Deputy Director of the Department of Basic Industries, National Development and Reform Commission.
代表團拜會國家發展與改革委員會基礎產業司周小棋副司長（圖中）並合影。



Hong Kong and Macau Affairs Office of the State Council

國務院港澳辦公室

The delegation was received by Mr. Huang Liu Quan (middle of front row), Deputy Director of the Hong Kong and Macau Office of the State Council.
代表團拜會國務院港澳事務辦公室黃柳權副主任（圖前排中）並合影。



Industry and Commercial Bank of China (ICBC)

中國工商銀行

The delegation was received by Mr. Gu Shu (left), President of Industrial and Commercial Bank of China.

代表團獲中國工商銀行谷澍行長（圖左）接見。



ZhongJun JunHong Group
中軍中弘集團

The delegation was received by Mr. Wu Guohua (middle of front row), Chairman of ZhongJun JunHong Group.
代表團與中軍中弘集團董事長吳國華先生(圖前排中)會面並合影。



29 October 2018
2018年10月29日

AMVER Awards Presentation and Luncheon

Guest of Honour: Capt. Kathleen A. Duignan, Coast Guard Attaché, US Embassy, Beijing.

協會與美國駐港總領事館聯合舉辦「2018 船舶互助援助計劃」頒獎典禮暨午餐會

美國海岸防衛隊駐北京新任領事館專員 Kathleen A. Duignan 船長應本會邀請出席午餐會並發表講話。



16 November 2018
2018 年 11 月 16 日

Executive Committee Luncheon for Mr. Kevin Peter Turnquest, Deputy Prime Minister and Minister of Finance of the Bahamas and his delegation.

協會執委會設宴歡迎巴哈馬副總理及其代表團訪港。

19 November 2018
2018 年 11 月 19 日

Mr. Jack Hsu, Association Chairman and other officers at the 61st Annual General Meeting.

許積臯主席和其他協會高層
在第 61 屆年會上。



19 November 2018
2018 年 11 月 19 日

Ms. Vicky Cheung, Acting Deputy Secretary for Transport and Housing Bureau (L-3) and Mr. S.Y. Wong, Acting Director of Marine (L-5) join us for a group photo at the Association Annual Cocktail.

運輸房屋局署理副秘書長張潔華女士(左三)及海事處署理處長王世發先生(左五)在酒會上與協會代表合影。



Luncheons and Other Events 午餐會及其他活動

21 January 2019
2019 年 1 月 21 日

The Association invited Mr. Parash Jain, Head of Transport Research, Asia Pacific, HSBC to speak at our Annual Analyst Lunch. The lunch sponsor, Mr. William Fairclough of Wah Kwong Maritime Transport Holdings Ltd (Photo R-1), presented a souvenir to Mr. Jain on behalf of the Association.

香港上海滙豐銀行亞太區運輸業研究主管 Parash Jain 先生出席協會年度市場分析午宴並發表講話。圖為午宴贊助單位華光海運控股有限公司首席商務官 William Fairclough 先生(中右 1)代表協會致送紀念品。



13-15 February 2019
2019 年 2 月 14-15 日

The Association paid a CNY visit to Government Authorities in Beijing to exchange views on regulatory policies and the ICS China Liaison Office.

協會新年赴京拜年。拜訪期間，協會與多家政府機關就海事法規等事項進行了商談。



Hong Kong and Macau Office of the State Council
國務院港澳辦

Picture L-R

Mr. Liu Wenda (Deputy Director of Exchange), Ms. Sandy Chan (Managing Director of HKSOA), Mr. Huang Liuquan (Deputy Minister), Mr. Zhou Liliang (Deputy General Manager of COSCO Shipping (Hong Kong) Co., Limited) and Mr. Gilbert Feng (Deputy Director of HKSOA).

圖左起：劉文達副司長(港澳辦交流司)、陳佩珊董事總經理、黃柳權副主任、周黎亮副總經理(中遠海運(香港)有限公司)及馮佳培副總監。

Office of Hong Kong, Macau and Taiwan Affairs,
The Ministry of Transport

交通運輸部港澳台辦

Ms. Sandy Chan presenting an ICS publication to Mr. Shan Hongjun, Deputy Director.

陳佩珊董事總經理向單紅軍副司長介紹國際航運公會。



Luncheons and Other Events 午餐會及其他活動



China Maritime Safety Administration (MSA) **中國海事局**

Visit to Mr. Cao Desheng, the Director and his colleagues.
拜訪曹德勝局長及其高級同僚。

The Office of the HKSAR Government in Beijing

香港特區政府駐北京辦事處

Visit to Mr. John Leung, the Director (middle) and Mr. Desmond Wong, Senior Administrative Officer (right),
拜訪梁志仁主任(圖中)及高級政務主任黃志珩先生(圖右)。



20 February 2019
2019年2月20日

Mr. Jack Hsu, the Association Chairman led a delegation to pay a CNY visit to Mdm Qiu Hong, Deputy Minister of CPG Liaison Office in HKSAR.

協會主席許積臯先生率協會代表團新春拜訪中聯辦副主任仇鴻女士。

22 February 2019
2019年2月22日

The delegation paid a CNY visit to the Commissioner Office of the Ministry of Foreign Affairs in the HKSAR and was received by Mr. Yang Yirui (middle), the Deputy Commissioner.

協會主席許積臯先生率協會代表團新春拜會外交部駐港特派員公署楊義瑞(圖中)副特派員。





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Luncheons and Other Events 午餐會及其他活動



25 February 2019
2019年2月25日

Association Chairman Mr. Jack Hsu hosted a welcome lunch for new members
許積臯主席宴請新會員



4 March 2019
2019年3月4日

Association Chinese New Year Luncheon jointly hosted with the Association's China Sub-Committee
中國委員會聯辦春茗聚餐

Mr. Kenneth Koo, Chairman of the Association's China Sub-Committee together with the Vice Chairman Ms. Linda Lam and other China Sub-Committee members proposed a toast at the Association CNY Luncheon.

中國委員會主席顧建剛先生(圖中)與副主席林群女士及其他中國委員會成員到台上祝酒。



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The 60th Anniversary Celebrations

六十周年慶典

14-17 May 2018
2018 年 5 月 14-17 日

The Association hosts the 27th Asian Shipowners' Association (ASA) AGM and the 2018 International Chamber of Shipping (ICS) AGM in Hong Kong.

協會在香港舉辦了第 27 屆亞洲船東協會 (ASA) 年會和 2018 年國際航運公會 (ICS) 年會。





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The 60th Anniversary Celebrations 六十周年慶典

23 November 2018
2018 年 11 月 23 日

The Association concluded its year-long 60th Anniversary Celebrations with its Grand Finale - The 60th Anniversary Gala Dinner.
協會 60 周年晚宴圓滿結束了本會為期一年的 60 周年慶典。

The Hon Carrie Lam, GBM, GBS, Hong Kong Chief Executive gave a keynote speech at the Gala Dinner.

香港特別行政區行政長官林鄭月娥大紫荊勳賢，GBS，於慶祝晚宴上致辭。



*Historic Group Photo for the Chief Executive, VIP guests, past Chairmen, former Managing Directors and members of the Executive Committee.
歷史大合照：香港特別行政區行政長官、貴賓，協會前主席，前董事總經理與及執行委員會成員。*



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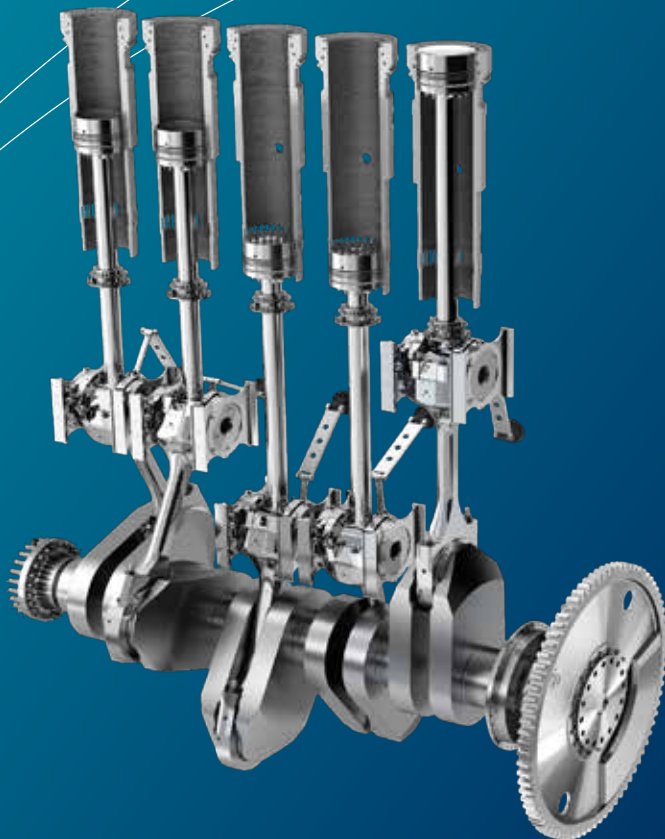
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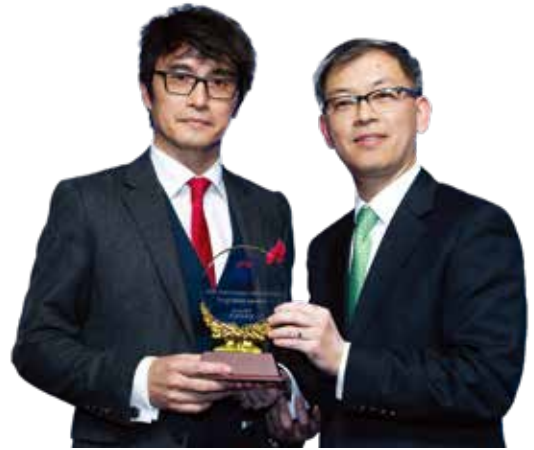
The 60th Anniversary Celebrations 六十周年慶典

Souvenir Presentations 致送紀念品



Mr. Huang Liu Quan (right), Deputy Minister of the Hong Kong and Macao Affairs Office of the State Council presented a souvenir to the Title Sponsor - Ocean Line Holdings Limited (Mr. Kwai Sze Hoi).

國務院港澳辦副主任黃柳權先生(圖右)頒贈紀念品予晚宴
冠名贊助單位 - 遠航集團有限公司(桂四海先生)。



Mr. Jack Hsu (right), the Association Chairman presented a souvenir to the Programme Sponsor - InvestHK (Mr. Benjamin Wong).

協會主席許積阜先生(圖右)頒紀念品予場刊
贊助單位 - 投資推廣署(王國藩先生)。



Mr. Huang Liu Quan (middle), Deputy Minister of the Hong Kong and Macao Affairs Office of the State Council presented certificates of recognition to the Four Longest Standing Members of the Association to show its appreciation to them for their loyalty and generosity over the past 60 years. From left : International Maritime Carriers Ltd (Mr. Ryan Chan), Valles Steamship Co., Ltd (Mr. Wellington Koo), Island Navigation Corporation International Limited (Mr. Alan Tung), Wah Kwong Maritime Transport Holdings Ltd (Mr. Hing Chao).

國務院港澳辦室副主任黃柳權先生(圖中)向協會四家公司創會會員頒發表彰證書, 表彰他們 60 年來對協會的忠誠和慷慨的支持。
圖左起: 萬邦航運有限公司(曾柏榮先生)、萬利輪船有限公司(顧之灝先生)、金山輪船國際有限公司(董立新先生)、
華光海運控股有限公司(趙式慶先生)。

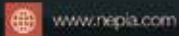
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The 60th Anniversary Celebrations 六十周年慶典

Mr. Jack Hsu, the Association Chairman presented the "Long Service Award" to staff who have served the Association for more than 20 years.

協會主席許積阜先生頒發長期服務獎予服務本會超過 20 年的員工。

Photo L-R 圖左至右：

Mr. Harry Chu (朱在行先生)、
Ms. Peggy Kan (簡佩薇小姐)、
Mr. Gilbert Feng (馮佳培先生)。



Live Auctions 現場競投



Two paintings drawn by international award-winning painter Kenny Lau, a 13 year old boy were put for live auctions at the dinner. The proceeds supported the Association and charity projects. A souvenir was presented by Ms. Betty Fung JP, Head of the Policy Innovation and Co-ordination Office.

年僅 13 歲的劉見之為本慶祝晚宴特地捐出兩幅作品作現場競投，所得款項將用作支持本會及慈善項目。政策創新與統籌辦事處總監馮程淑儀太平紳士代表致送紀念品。



Performances 表演項目



Dancing performance by Glenda Allen Dance Academy.
Glenda Allen Dance Academy 舞蹈表演。



Singing performance by
Ms. Elisa Chan.
著名歌手陳潔靈小姐。

Hong Kong Shipowners Association Activities 2018-2019 香港船東會活動2018-2019		
Type 分類	No. of activities 數目	No. of participants (approximately) 參與人數(大約)
Seminars 研討會	24	1404
Luncheons 午宴	9	762
Cocktails 酒會	2	550
Dinners 晚宴	3	558
Visits 拜訪/參觀	6	742
Special Events 特別活動	2	1020
Total 總數	46	5036

2018 Asian Shipowners Association and International Chamber of Shipping Annual General Meeting held in Hong Kong 2018年亞洲船東協會及國際航運公會週年大會		
Type 分類	No. of activities 數目	No. of participants (approximately) 參與人數(大約)
AGM 週年大會	2	210
Luncheons 午宴	2	250
Cocktails 酒會	2	340
Dinners 晚宴	2	490
Special Events 特別活動	4	235
Total 總數	12	1020

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

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

The ASA, with its office in Singapore, normally meets once a year. The 27th meeting was hosted by the Association, held in Hong Kong from 14 to 16 May 2018, and the 28th meeting was hosted by FASA – Thailand, held in Bangkok from 27 to 29 May 2019. The current Secretary General is Capt. Ang Chin Eng.

The on-going work of the ASA is carried out by the 5 Standing ('S') Committees; the Seafarer's Committee (SC), the Ship Insurance and Liability Committee (SILC), the Safe Navigation and Environment Committee (SNEC), the Shipping Policy Committee (SPC), and the Ship Recycling Committee (SRC). The Association is active in the work of the ASA; Mr. William Peng is Chairman of the Ship Insurance and Liability Committee, and the Association secretariat acts as secretary for this Committee. Members of the Association sit on all 5 Committees.

The ASA Seafarers Committee (SC) held its 24th Interim meeting in Xiamen, China from 15 to 18 October 2018. The main objectives of the Committee are to ensure and maintain common standards of training, to promote the stability of employment and competitiveness of Asian seafarers and to monitor, consider and comment on any new international maritime legislation on Seafarer's Welfare, and Manning and Training. Subjects discussed included Local Seafarer Development, Piracy and Armed Robbery, the ILO Maritime Labour Convention, 2006, the STCW 2010 Convention, the facilitation of movement of seafarers, Internet on board and Cyber Security, and Autonomous Ships and the Impact on Seafarer Development.

The ASA Ship Insurance and Liability Committee (SILC) held its 24th Interim meeting in Hong Kong on 19 March 2019 under the Chairmanship of Mr. William Peng. Its objective is to keep members appraised and updated on matters concerning insurance and liability that might impact their interests. Subjects discussed in this interim meeting include the Environmental Damage, Limitation of Liability, the HNS Convention, Long-tail impact of use of scrubbers as crew claims, originating from exposure to and handling of scrubber waste, or, environmental claims arising from disposing of scrubber waste, Places of Refuge, Ocean Governance, Sanctions, Fair Treatment / Criminalisation of Seafarers, the financial security requirements of the Maritime Labour Convention, Cyber Risks, and Autonomous Ships, amongst other issues.

香港船東會通過其各分委會，在亞洲船東協會的事務中起了重要的作用。

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

亞洲船東協會的辦事處設於新加坡，通常每年舉行年會。第 27 屆由香港船東會主辦，於 2018 年 5 月 14 日至 16 日在香港舉行。而第 28 屆由東盟船東協會 – 泰國船東會主辦，已於 2019 年 5 月 27 日至 29 日在曼谷舉行。協會現任秘書長為洪振榮船長。

亞洲船東協會的日常事務由 5 個委員會負責，分別是船員委員會、船舶保險和責任委員會、安全航行及環境保護委員會、航運政策委員會以及船舶再循環委員會。香港船東會積極參與亞洲船東協會的事務。彭士考先生擔任船舶保險和責任委員會主席，同時本會還負責該委員會的秘書工作。本會的會員也十分積極地參與了所有五個委員會的事務。

船員委員會於 2018 年 10 月 15-18 日在中國廈門舉行了第 24 次中期會議。船員委員會的宗旨是確保和維持海員培訓的基本標準、提高亞洲海員僱用的穩定性和競爭力、監察和研究新的有關海員福利、配員和培訓的國際海運法規並提出意見。委員會討論的題目包括本土船員的發展、防範海盜及海上武裝搶劫、《2006 國際勞工組織海事勞工公約》、《2010 STCW 公約》、簡化船員流動程序、船上互聯網及網絡安全、自動化船舶及其對船員發展的影響等。

船舶保險和責任委員會於 2019 年 3 月 19 日在香港舉行了第 24 屆中期會議。會議由主席彭士考先生主持。委員會的宗旨是讓成員瞭解可能影響其利益的保險和責任事宜的最新發展。中期會議所討論的議題包括環境破壞、責任限制、HNS 公約、船員因使用船舶分油器而接觸和處理分油器廢物對有關索賠的長遠影響、或因棄置分油器而引致的環保索賠、船員收容所、海洋管治權、制裁、船員的公平



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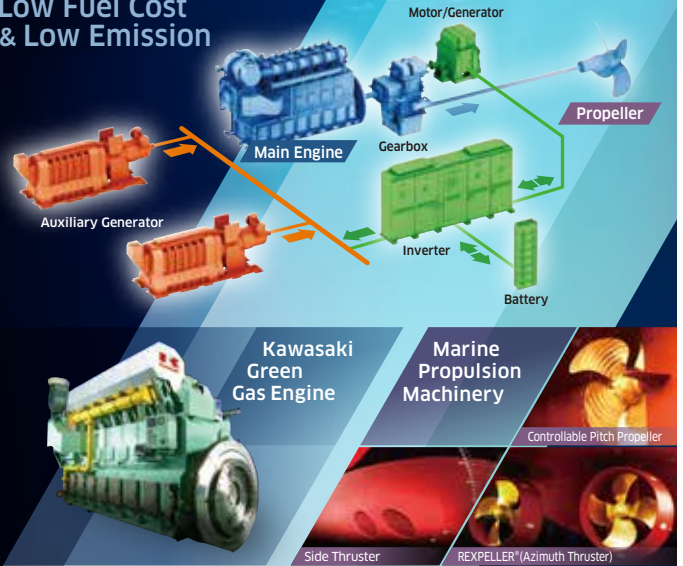
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The ASA Safe Navigation and Environment Committee (SNEC) held its 35th interim meeting in Singapore on 18 October 2018 and 36th Interim meeting in Singapore on 12 March 2019. The objective of the Committee is to discuss topics and issues relating to the enhancement of security, safe navigation of ships and protection of the marine environment. Subjects discussed include the 2020 global fuel Sulphur cap, Piracy and Armed Robbery, Air Pollution, Greenhouse Gas Emissions, and the Ballast Water Convention, amongst other issues.

The Shipping Policy Committee (SPC) (formerly named “Shipping Economics Review Committee (SERC)” held its 31st Interim meeting in Singapore on 13 March 2019. The purpose of the Committee is to promote the continuous and healthy development of the Asian shipping industry through a frank exchange of views, which is also designed to foster fair competition, mutual trust and cooperation amongst Asian carriers. Subjects discussed include the developments of international maritime policy, Protectionist Measures in the world, Canal Issues, Anti-Trust Immunity and Shipping Regulation, and Anti-Corruption Issues in the maritime industry.

The ASA Ship Recycling Committee (SRC) held its 22nd Interim meeting in Taipei on 14 – 15 March 2019. The purpose of the Committee is to exchange views on the international trends in ship recycling industry and ship recycling regulations. Its objective is to share information on developments of regulations and ship recycling capacity and to voice the Asian view in order to ensure environment-friendly yards in as many countries as possible for economic and stable ship recycling in a timely manner. Subjects discussed included the Hong Kong Convention on Ship Recycling and its related Guidelines, the European Regulation on Ship Recycling and issues related to the improvement of Ship Recycling Yards.

對待及刑事指控、「海事勞工公約」的財務擔保要求，互聯網風險和自動化船舶等問題。

安全航行及環境保護委員會分別於 2018 年 10 月 18 日及 2019 年 3 月 12 日在新加坡舉行了第 35 次及第 36 次中期會議。該委員會的宗旨是討論有關加強船舶安保、船舶航行安全以及保護海洋環境的相關事務。會議議題包括 2020 全球燃料硫含量上限、防範海盜及海上武裝搶劫、空氣污染、溫室氣體排放及「壓載水公約」等其他議題。

航運政策委員會(前身為「航運經濟觀察委員會」)於 2019 年 3 月 13 日在新加坡舉行了第 31 屆中期會議。該委員會的宗旨是通過坦誠地交換意見，促進亞洲航運業持續健康地發展。同時促進亞洲船東之間的公平競爭、相互信任和合作。委員會所討論的議題包括國際海事政策的發展、世界保護主義措施、運河問題、反壟斷及海事法規以及航運業的反貪污等議題。

船舶再循環委員會於 2019 年 3 月 14-15 日在台北舉辦了第 22 次中期會議。委員會的宗旨是就船舶回收業的國際趨勢和船舶回收法規交換意見。其目標是分享有關法規發展和船舶回收能力的信息，並發表亞洲觀點，確保有更多的國家能夠提供環保的船廠、並以經濟和穩定的方式進行及時的船舶回收。討論的主題包括「香港公約」及其相關拆船指引，歐洲拆船法規以及與改善拆船廠條件有關的問題。





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Association Sub-committees

香港船東會各分委會

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

China Sub-committee

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

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

Insurance and Liability Sub-committee

Chairman: Mr. William Peng, Chinese Maritime Transport (Hong Kong) Ltd

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

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

Marine Sub-committee

Chairman: Capt. Bjorn Hojgaard, Anglo-Eastern Univan Group

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

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

協會下設的四個分委會向執行委員會提出，協會應如何面對目前航運業關注議題和保障業界利益的建議及應對措施。

中國委員會

主席：顧建綱先生 泰昌祥輪船(香港)有限公司

中國委員會向執行委員會提出有關中國事務方面的建議，同時協助執行委員會處理與中央政府和中國不同地區持份者的關係，包括組織訪問代表團，作專業、資訊和技術方面的交流。目前的議題包括大灣區計劃、「一帶一路」倡議、自由貿易港發展，以及影響香港航運業的各項海事和環保法規。

保險和責任委員會

主席：彭士考先生 香港中國航運有限公司

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

這個分委會的主席更代表協會，主持亞洲船東協會船舶保險和責任委員會的會議。

海事委員會

主席： Capt. Bjorn Hojgaard, Anglo-Eastern Univan Group

海事委員會審查和討論影響船舶安全、環保、技術以及營運等議題。目前討論的議題包括：燃料硫含量轉換、溫室氣體減排、壓載水、能源效率設計指標，最低安全功率、RightShip（評估船舶安全和效率機構）、集裝箱船火災和打撈、船舶排放，防範海盜和「香港公約」相關的拆船指引。

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

Maritime Education and Training (MET) Sub-committee

Chairman: Mr. Wellington Koo, Valles Steamship Co Ltd

The MET Sub-committee discusses current manpower and training, labour affairs and other issues affecting onshore and offshore staff, including the formulation of the Hong Kong "Talent List", the scope of the Maritime and Aviation Training Fund, the grade structure review of the Hong Kong Marine Department, the International Labour Organisation's Maritime Labour Convention, and the revision of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers.

The sub-committee also plays a major role in planning and organising many activities and projects for the annual Hong Kong Maritime Week.

海事教育及培訓委員會

主席：顧之灝先生 萬利輪船有限公司

海事教育及培訓委員會討論現時有關人力、培訓、勞工事務和其他影響岸上和海上員工的議題，包括：制定香港「人才名錄」、海事及航空訓練基金範圍、檢討香港海事處的職系架構、國際勞工組織的《海事勞工公約》以及修訂《海員培訓、發證和值班標準國際公約》。

這分委會亦為一年一度的「香港海運週」籌辦多個活動和項目。



HKSOA Representation on Government Committees, Statutory Boards and Advisory Bodies

香港船東會出任政府、法定委員會及諮詢組織的代表

Hong Kong Maritime and Port Board (HKMPB)

Mr. Jack Hsu, Oak Maritime (Hong Kong) Inc. Limited

香港海運港口局

和合航業(香港)有限公司 許積阜先生

Hong Kong International Arbitration Centre - Appointment Advisory Board

Mr. William Peng, Chinese Maritime Transport (Hong Kong) Ltd

香港國際仲裁中心 - 仲裁員委任諮詢委員會

香港中國航運有限公司 彭士考先生

Marine Department – Hong Kong Fleet Operations Advisory Committee (HKFOAC)

Ms. Sandy Chan, Hong Kong Shipowners Association

海事處 - 香港船隊運作諮詢委員會

香港船東會 陳佩珊女士

Marine Department – Port Welfare Committee (PWC)

Mr. Gilbert Feng, Hong Kong Shipowners Association

海事處 - 港口福利事務委員會

香港船東會 馮佳培先生

Marine Department – Port Operations Committee (POC)

Capt. Jiao Jie, Orient Overseas Container Line Ltd

海事處 - 港口行動事務委員會

東方海外貨櫃航運有限公司 矯杰船長

Marine Department – Pilotage Advisory Committee (PAC)

Capt. Lothair Lam, Parakou Shipping Ltd

海事處 - 領港事務諮詢委員會

巴拉歌船務有限公司 林銘鋒船長

Marine Department – Seafarers' Advisory Board (SAB)

Mr. Kottayil Menon, Anglo-Eastern Univan Group
Capt. Gautam Ramaswamy, HKSOA
Mr. Zhao Yao Ming, China Merchants Energy Shipping Co., Ltd.

海事處 - 海員諮詢委員會

Mr. Kottayil Menon, Anglo-Eastern Univan Group
香港船東會 Gautam Ramaswamy 船長
招商局能源運輸(香港)有限公司 趙耀明先生

Trade Development Council – Logistics Services Advisory Committee (LSAC)

Ms. Sandy Chan, Hong Kong Shipowners Association

香港貿易發展局 - 物流服務諮詢委員會

香港船東會 陳佩珊女士

Vocational Training Council – Maritime Services Training Board (MSTB)

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

職業訓練局 - 海事服務業訓練委員會

華光海運控股有限公司 趙式明女士
巴拉歌船務有限公司 林銘鋒船長

Vocational Training Council – Transport Logistics Training Board (TLTB)

Ms. Lily Cheng, Orient Overseas Container Line Ltd

職業訓練局 - 物流貨運業訓練委員會

東方海外貨櫃航運有限公司 鄭婉芝女士



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 <p>FMG Hong Kong Shipping Ltd</p> <p>Ship Owning and Operating 船東及船舶經營</p>	 <p>HK Cruise & Yacht Industry Assn 香港郵輪及遊艇業協會</p> <p>Support Cruise & Yacht Industry Development 支持郵輪及帆船業發展</p>	 <p>Landbridge Holdings Limited 嵐橋控股有限公司</p> <p>Shipping Business, Port & Energy Investment 海運業務/港口及能源投資項目</p>	 <p>Marine Money Asia (Pte) Ltd.</p> <p>Publishing/Convention & Conference Organisers 出版業務/會議籌劃</p>
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 <p>Overseas Security Guardians (Hong Kong) Co. Ltd 海衛隊(香港)有限公司</p> <p>Maritime Security/Security Consultancy/Security Training 海事安全/安全顧問/安全培訓</p>	 <p>SITC Container Lines Company Limited 新海豐集裝箱運輸有限公司</p> <p>Transportation, Shipping Agency and Forwarding 運輸/船舶代理/物流</p>	 <p>Waterfront Marine Solutions (HK) Limited</p> <p>Consulting and Alternate Dispute Resolutions 顧問/替代性爭端解決</p>	 <p>Beyond Shipping International Co Limited</p> <p>Shipping News, Consultancy, Maritime Technology 航運資訊/顧問/海事技術</p>
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A. Bilbrough & Co Ltd	Lambert Brothers Insurance Brokers (Hong Kong) Ltd 華寶保險顧問
American Bureau of Shipping (HK) Ltd 美國驗船協會	Lloyd's Register Asia 勞氏船級社 - 亞洲
Anglo-Eastern Ship Management Ltd 中英船舶管理有限公司	MAN Diesel & Turbo Hong Kong Ltd
Aon Hong Kong Ltd 怡安保險顧問有限公司	Marsh (Hong Kong) Ltd 達信風險管理及保險服務(香港)有限公司
Bernhard Schulte Shipmanagement (Hong Kong) Ltd Partnership 貝仕船舶管理(香港)有限責任合夥公司	Mayer Brown JSM 孖士打律師行
BNP Paribas Hong Kong Branch 法國巴黎銀行	Mitsui & Co (H.K.) Ltd 三井物產(香港)有限公司
BP Hong Kong Ltd 碧辟香港有限公司	New Asian Shipping Company, Limited 新亞船務有限公司
Bureau Veritas 法國國際驗檢局	Nippon Kaiji Kyokai 日本海事協會
China Classification Society Hong Kong Branch 中國船級社香港分社	Oak Maritime (HK) Inc Ltd 和合航業(香港)有限公司
China Navigation Co Ltd, The (Swire Group) 太古輪船有限公司	PricewaterhouseCoopers 羅兵咸永道有限公司
China United Shipbuilding Co Ltd 華聯船舶有限公司	Reed Smith Richards Butler 禮德齊伯禮律師行
Clarksons Platou Asia Limited	Richards Hogg Lindley 國際理霍海損理算事務所
Credit Agricole Asia Shipfinance Limited 東方匯理亞洲船務融資有限公司	RINA Hong Kong Branch Office 意大利船級社
Det Norske Veritas AS 挪威船級社	Rodskog Shipbrokers Ltd
Fairmont Shipping (H.K.) Ltd 東昌航運(香港)有限公司	Seatrade Organisation, The
Fenwick Shipping Services Ltd 鋒偉船務有限公司	Shun Tak - China Travel Shipping Investments Ltd 信德中旅船務投資有限公司
Feoso Oil Ltd 東方石油有限公司	Simpson Spence Young Hong Kong Limited
Fratelli Cosulich (HK) Ltd 高素理兄弟(香港)有限公司	Swedish Club Hong Kong Ltd, The
Germanischer Lloyd Hong Kong Ltd	Tai Chong Cheang Steamship Co (H.K.) Ltd 泰昌祥輪船(香港)有限公司
Grand Seatrade Shipping Company Ltd 隆星航業有限公司	Taiship Development Ltd 泰山航運有限公司
Holman Fenwick Willan 夏禮文律師行	Teh Hu Cargocean Management Co Ltd 德和海運管理有限公司
Hong Kong Ming Wah Shipping Co Ltd 香港明華船務有限公司	Unique Shipping (H.K.) Limited 懋德航運(香港)有限公司
Hongkong and Shanghai Banking Corpn Ltd, The Transport Services and Infrastructure, Corporate Banking 香港上海匯豐銀行	Univan Ship Management Ltd 聯運船務管理有限公司
HUD Group 香港聯合船塢集團	Valles Steamship Co Ltd 萬利輪船有限公司
Ince & Co	Wah Kwong Shipping Holdings Ltd 華光航業控股有限公司
International Maritime Carriers Ltd 萬邦航運有限公司	Wallem Group Ltd 華林集團有限公司
International Registries (Far East) Ltd - The Marshall Islands Registry 國際船舶註冊(遠東)有限公司 - 馬紹爾群島註冊處	Wartsila China Ltd 瓦錫蘭中國有限公司
Interocean Shipping Co Ltd 海洋船務有限公司	Wealth Ocean Services Ltd 裕洋服務有限公司
Island Navigation Corporation International Ltd 金山輪船國際有限公司	West of England Insurance Services (Luxembourg) S.A. 西英倫保險服務(盧森堡)有限公司

會員錄

Shipowners, Ship Managers, Ship Operators

船東、船舶經營公司及船舶管理公司

Anglo-Eastern Univan Group
Asia Maritime Pacific (Hong Kong) Ltd
Bernhard Schulte Shipmanagement (Hong Kong) Ltd Partnership
貝仕船舶管理 (香港) 有限責任合夥公司
BG Shipping Co., Limited
北港航運有限公司
Bocimar Hong Kong Limited
Caravel Group Limited, The
Chellaram Shipping (Hong Kong) Ltd
China LNG Shipping (International) Co Ltd
中國液化天然氣船務 (國際) 有限公司
China Merchants Energy Shipping Company Limited
招商局能源運輸股份有限公司
China Merchants Group Ltd
招商局集團有限公司
China Navigation Co Ltd, The (Swire Group)
太古輪船有限公司
Chinese Maritime Transport (Hong Kong) Ltd
香港中國航運有限公司
Cido Shipping (H.K.) Co., Ltd
COSCO Shipping (Hong Kong) Co., Limited
中遠海運 (香港) 有限公司
Delphis HK Limited
Euronav Hong Kong Limited
Exmar Hong Kong Limited
Fairmont Shipping (H.K.) Ltd
東昌航運 (香港) 有限公司
Fenwick Shipping Services Ltd
鋒偉船務有限公司
Feoso Oil Ltd
東方石油有限公司
Fleet Management Ltd
FMG Hong Kong Shipping Limited
Grand Seatrade Shipping Company Ltd
隆星航業有限公司
Greathorse Shipping Holdings Ltd
HUD Group
香港聯合船塢集團有限公司
ICIL Maritime Leasing (International) Company Limited
International Maritime Carriers Ltd
萬邦航運有限公司
Interocean Shipping Co Ltd
海洋船務有限公司
Island Navigation Corporation International Ltd
金山輪船國際有限公司
Jinhui Shipping and Transportation Limited
(Member of the Jinhui Group)
金輝航運有限公司 (金輝集團成員)
KC Maritime Hong Kong Limited
Landbridge Holdings Limited
嵐橋控股有限公司
Mandarin Shipping Ltd
Max Glory Enterprise Limited
百輝企劃有限公司
New Navigator Group Limited
新拓展集團有限公司
Nordic Hamburg Shipmanagement (HK) Ltd
Oak Maritime (Hong Kong) Inc. Limited
和合航業 (香港) 有限公司
Ocean Line Holdings Limited
遠航集團有限公司
Orient Overseas Container Line Ltd
東方海外貨櫃航運有限公司
Pacific Basin Shipping (HK) Ltd
太平洋航運 (香港) 有限公司
Parakou Shipping Ltd
巴拉歌船務有限公司
Portline Holdings Maritime Corporation
Rainbow Maritime Ltd
Ruihai Shipping Development (HK) Co., Limited
香港瑞海航運發展有限公司
Santana Shipping Services Ltd
Seaspan Corporation
Shun Tak - China Travel Shipping Investments Ltd
信德中旅船務投資有限公司
Sinotrans Shipping Ltd
中外運航運有限公司
SITC Container Lines Company Limited
新海豐集裝箱運輸有限公司
Smart Gain Shipping Co Limited
慧合航運有限公司
Spiritchina Services Limited (Member of SpiritWorld Group - GREECE)
Standard Chartered Leasing Group Limited
Star Cruises (HK) Ltd
麗星郵輪香港有限公司
Tai Chong Cheang Steamship Co (H.K.) Ltd
泰昌祥輪船 (香港) 有限公司
Taiship Development Ltd
泰山航運有限公司
Taylor Maritime (HK) Ltd
Teh-Hu Cargocean Management Co., Ltd.
德和海運管理有限公司
Uni-Asia Shipping Limited
聯亞船舶有限公司
Union Apex Mega Shipping Ltd
聯合佳成船務有限公司
Unique Shipping (H.K.) Limited
懋德航運 (香港) 有限公司
Valles Steamship Co Ltd
萬利輪船有限公司
Wah Kwong Maritime Transport Holdings Limited
華光海運控股有限公司
Wallem Group Ltd
華林集團有限公司
Wealth Ocean Services Ltd
裕洋服務有限公司

Classification Societies, Consultants, Surveyors

船級社、顧問公司及驗船行

American Bureau of Shipping
美國船級社

Bureau Veritas
法國國際驗檢局

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

DNV GL AS

Lloyd's Register Asia
勞氏船級社 - 亞洲

Nippon Kaiji Kyokai
日本海事協會

RINA Hong Kong Limited
意大利船級社

Marine Equipment Suppliers, Shipbuilders, Repairers and Engine Builders

船用設備供應商、船廠、修船公司及航海機器製造商

ABB Turbo Systems (Hong Kong) Ltd

Alfa Laval (China) Ltd
瑞典阿法拉伐 (中國) 有限公司

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

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

D.S. Marine Limited
天德船務有限公司

Hempel (China) Ltd
海虹老人塗料 (中國) 有限公司

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

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

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

MAN Energy Solutions Hong Kong Limited

Marinequip China Co Ltd
泛華設備有限公司

Nippon Paint Marine (HK) Co. Ltd
立邦船舶油漆 (香港) 有限公司

Northrop Grumman Sperry Marine Asia Ltd

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

Wartsila China Ltd
瓦錫蘭中國有限公司

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

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

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

海運保障-承保公司、保賠協會、理算行及保險顧問公司

Aon Hong Kong Ltd
怡安保險顧問有限公司

AXA Corporate Solutions Assurance, Hong Kong Branch

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

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

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

CTX Special Risks Ltd
誠品保險顧問有限公司

FP Marine Risks Ltd
領航海上保險顧問有限公司

Gard (HK) Ltd

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

JIJ Maritime HK Ltd

London P&I Club, The

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

North of England P&I Association Ltd, The
北英保賠協會

Richards Hogg Lindley
國際理霍海損理算事務所

SCB Management Consulting Services Limited

Skuld (Far East) Ltd

Standard Club Asia Ltd, The

Steamship Mutual Underwriting Association Limited,
Hong Kong Branch

Swedish Club Hong Kong Ltd, The

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

Tindall Riley (Britannia) Hong Kong Limited

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

Willis Hong Kong Ltd
韋萊香港有限公司

XL Catlin

Marine Law - Lawyers, Arbitrators and Claims Consultants 海運法規-律師行、仲裁行及索賠顧問公司

Brenda Chark & Co
翟玉英律師事務所

Bryan Cave Leighton Paisner LLP
C Solutions (Hong Kong) Limited

Clyde & Co
其禮律師行

Hill Dickinson Hong Kong

Holman Fenwick Willan
夏禮文律師行

Howse Williams Bowers

Ince & Co
英士律師行

Keesal, Young & Logan
奇術揚洛根律師行

Mayer Brown
孖士打律師行

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

Reed Smith Richards Butler
禮德齊伯禮律師行

Stephenson Harwood
羅夏信律師事務所

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

Ship Finance - Bankers, Financiers 船舶融資-銀行、融資公司

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

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

BNP Paribas Hong Kong Branch
法國巴黎銀行

Commonwealth Bank of Australia
澳洲聯邦銀行

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

Hamburg Commercial Bank AG

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

Macquarie Services (Hong Kong) Limited
麥格理服務(香港)有限公司

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

Ship Registration, Port Authorities 船舶註冊/港口當局

Bahamas Maritime Authority (HK) Ltd

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

International Registries (Far East) Ltd
(The Marshall Islands Registry)

國際船舶註冊(遠東)有限公司
(馬紹爾群島註冊處)

LISCR (Far East) Ltd

利比里亞國際船舶及公司註冊有限公司

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

Arrow Asia Shipbrokers Ltd
箭亞船舶經紀有限公司

Bancosta (Oriente) Ltd
奔達東方

Clarksons Platou Asia Limited

Click Maritime Limited

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

CPN International Ltd

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

Fearnleys Hong Kong Limited

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

Simpson Spence Young Hong Kong Limited

South Express Ltd
南運有限公司

Membership List

會員錄

Other Services to Shipping

其他航運相關服務行業

ATPI Travel (Hong Kong) Ltd	London Offshore Consultants (Hong Kong) Ltd
AUSCA Shipping Limited	Maersk Shipping Hong Kong Ltd
Beyond Shipping International Co., Limited	馬士基香港船舶管理有限公司
BMT Asia Pacific Ltd	Marine Money Asia Pte Ltd
彼安托亞太顧問有限公司	Metro Excel Limited
BP Hong Kong Ltd	卓都有限公司
碧辟香港有限公司	Mitsui & Co (H.K.) Ltd
Brookes Bell Hong Kong Limited	三井物產(香港)有限公司
Centre Testing International (Hong Kong) Co., Limited	MOL LNG Transport (Asia) Limited
華測控股(香港)有限公司	MTI Network Asia Ltd
Century Shipping Services Ltd	Navarino HK Limited
世紀海運服務有限公司	拿法尼諾有限公司
Chimbusco Pan Nation Petro-Chemical Co Ltd	Noble Group Holdings Ltd
中燃遠邦石油化工有限公司	NS United Shipping (H.K.) Co., Limited
China CTTIC HK Co., Ltd	新和日鐵聯合海運(香港)有限公司
中交通信(香港)有限公司	NYK Bulkship (China) Limited
China United Shipbuilding Co Ltd	日本郵船散貨運輸(中國)有限公司
華聯船舶有限公司	Overseas Security Guardians (Hong Kong) Co., Limited
Department of Logistics & Maritime Studies,	海衛隊(香港)有限公司
The Hong Kong Polytechnic University	Pacific Tycoon Limited
香港理工大學物流及航運學系	Pole Star Space Applications Ltd
Eight Ships Limited	PricewaterhouseCoopers
Gulf Oil Marine Ltd	羅兵咸永道有限公司
海灣船舶石油有限公司	Seagull Maritime Information Technology Limited
Hong Kong Cruise & Yacht Industry Association	Seatrade Organisation, The
香港郵輪及遊艇業協會	Steel Ships Ltd
Huayang (Hongkong) Shipping Limited	StormGeo Limited
華洋(香港)船務有限公司	啟濤國際科技有限公司
Irwin Group	Tecway International (Marine) Limited
(Group of companies - Irwin Marine Services, Irwin Rotational Pipe Lining, OSRO China Ltd)	德煒國際(船舶)有限公司
伊榮集團	Telemar Hong Kong Limited
(集團旗下公司包括海翔船舶工程有限公司, 伊榮德滾塑管業(深圳)有限公司, 行標環保有限公司)	Total Lubricants Hong Kong Ltd
ITOCHU Hong Kong Ltd	道達爾潤滑油有限公司
伊藤忠商事(香港)有限公司	Waterfront Marine Solutions (HK) Limited
Japan External Trade Organization, Ship Machinery Department	Zim Integrated Shipping Agencies (HK) Limited
本貿易振興機構(香港)船用機械部	以星航運代理有限公司

Other Business Types

其他行業

Mineron (HK) Co., Ltd	Target Insurance Company Limited
勉勵龍(香港)有限公司	泰加保險有限公司

Honorary Members

榮譽會員

Mr. Tung Chee-hwa, GBM	Director-General, Invest Hong Kong
董建華先生, 大紫荊勳賢	投資推廣署香港辦事處署長
Director of Marine, Marine Department HKSAR	Chairman of the Board of Directors, Hong Kong Maritime Museum Ltd
香港特別行政區政府海事處處長	香港海事博物館有限公司董事局主席

Fleet Statistics

會員船隊資料

Vessels and Tonnage by Register Owned, Managed and/or Operated by Members as at 1st December 2018

截至 2018 年 12 月 1 日會員擁有或管理的船舶註冊分佈情況

Register 註冊地	Number of Ships 艘數	Deadweight 載重噸	Gross Tonnage 總噸
Bahamas 巴哈馬	45	3,433,211	2,282,830
Barbados 巴巴多斯	3	102,589	62,511
Belgium 比利時	19	1,864,311	1,070,118
British (Bermuda) 英國 (百慕達)	13	660,663	577,406
British (Isle of Man) 英國 (馬恩島)	14	242,972	197,674
British (UK) 英國	4	183,907	111,508
Canada 加拿大	1	28,418	20,236
Cayman Islands 開曼群島	1	49,455	39,895
Chinese Taipei 中華台北	1	53,390	32,505
Curaçao 庫拉索	12	607,054	470,769
Cyprus 塞浦路斯	10	475,259	378,431
Denmark 丹麥	5	482,755	351,281
Gibraltar 直布羅陀	15	466,786	357,741
Hong Kong 香港	1,037	101,617,455	62,425,524
India 印度	1	18,648	11,262
Indonesia 印度尼西亞	8	69,908	38,728
Japan 日本	2	103,241	105,737
Liberia 利比里亞	129	14,547,368	8,952,845
Malaysia 馬來西亞	2	88,778	58,422
Malta 馬爾他	49	1,876,794	1,457,092
Marshall Islands 馬歇爾群島	360	23,356,906	13,600,269
Netherlands 荷蘭	1	3,567	3,239
Norway (NIS) 挪威	40	2,233,495	1,354,944
Panama 巴拿馬	223	13,482,144	9,990,336
Philippines 菲律賓	2	103,627	86,410
Russia 俄羅斯	1	32,219	40,978
Singapore 新加坡	187	15,912,370	9,142,809
South Africa 南非	2	358,478	181,277
Grand Total 總數 :	2,187	182,455,768	113,402,777

Vessels and Tonnage by Ship Type,
Managed and/or Operated by Members
at 1 December 2018

截至 2018 年 12 月 1 日會員擁有或
管理的船舶註冊分佈情況

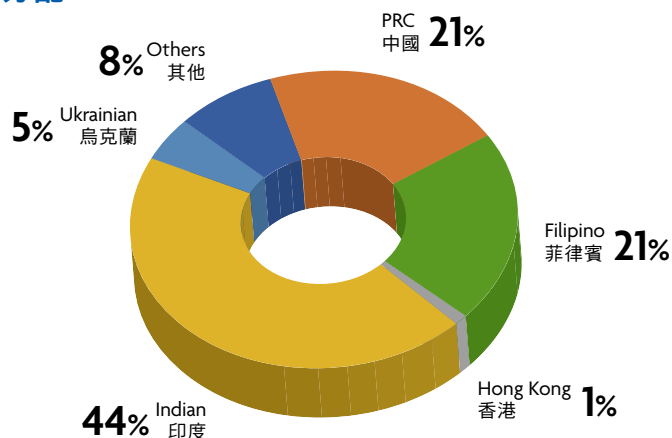
Ship Type 註冊地	Number of Ships 艘數	Deadweight 載重噸	Gross 總噸
Barge 駁船	5	39,520	16,155
Bulk Carrier 散貨船	997	90,446,616	49,298,584
Car Carrier 載車船	34	498,550	1,566,156
Cement Carrier 水泥船	3	54,054	32,400
Chemical Tanker 化學品船	70	2,060,145	1,270,763
Container Ship 貨櫃船	320	23,487,017	21,515,043
General Cargo 乾貨船	73	4,167,937	2,378,639
Heavy Lift 重吊	18	903,281	683,981
Hopper Dredger 平底式挖泥船	1	8,761	6,123
LNG Ship 液化天然氣船	63	2,687,206	2,501,880
LPG Ship 液化汽船	20	647,976	493,800
Motor Launch 汽艇	1	50	47
Multi-Purpose 多用途船	22	496,343	399,436
OBO 油礦石船	4	554,087	312,644
Offshore Support Vessel 離岸支援船	8	136,900	162,091
Others 其它	7	19,332	31,370
Passenger/Cruise 客輪、遊輪	4	23,013	242,078
Product Tanker 產品油輪	132	6,042,527	3,582,346
Ro-Ro 滾裝船	59	856,753	2,544,137
Tanker 油輪	322	49,042,378	26,122,234
Tug 拖輪	19	24,153	25,039
Woodchip Carrier 載碎木船	5	259,169	217,831
Grand Total 總數：	2,187	182,455,768	113,402,777

Seafarers Employed by Owners and Managers

船東和管理公司僱用的船員情況

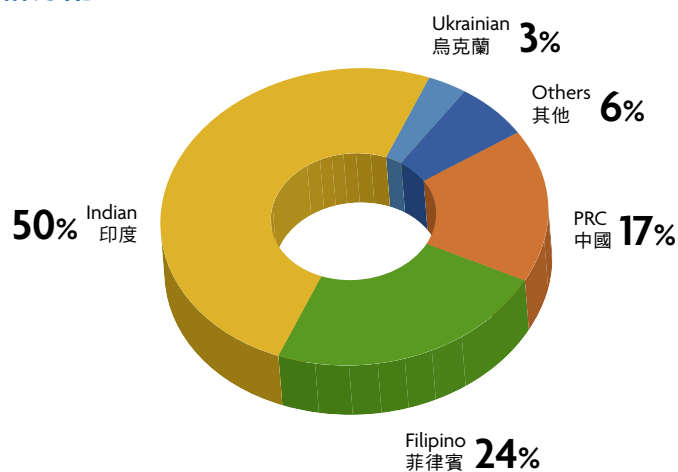
Nationality of Officers 高級船員國籍分配

December 2018
2018年12月



Nationality of Ratings 普通船員國籍分配

December 2018
2018年12月



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

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

Promotion within the Association

船東會的推廣活動

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

Seminars

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

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



Association Lunches

These are intended for attendance by as many members as possible. Numbers vary from 50 - 150 people and a lunch-time address is given by a Guest of Honour, frequently from overseas. The functions are held almost every month and the cost is shared by those who attend. A commitment with the Guest of Honour is usually made many months in advance.

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

Executive Committee Lunches

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

Casual Lunches

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

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

協會通過下列形式為會員提供多元化服務及推廣活動：

研討會

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

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

午餐會

此類午餐會歡迎會員踴躍參加，人數一般在 50 至 150 人不等。許多時候會邀請海外嘉賓在席間作發言。午餐會每月舉行一次，費用由與會者分攤。一般情況下，協會在數月前就擬定邀請嘉賓落實邀請事宜。

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

執委員午餐會

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

輕便午餐

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

如需了解有關詳情，請聯絡協會工作人員。

Membership Requirements and Secretariat Contact Details

入會資格及秘書處人員聯絡方式

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

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

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

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

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

On acceptance for membership there is an initial Entrance Fee of HK\$1,000, and monthly subscriptions for Ordinary members are HK\$5,700 and for Associate members HK\$2,500.

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

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

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

本會僅接受在香港註冊的與航運有關的公司為會員。

會員分兩種類別：

(一) 正式會員：船東、船舶管理、經營及代理公司。

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

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

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

入會申請獲批准後，申請者需繳付入會費港幣 1,000 元及該月會費。現正式會員月費為港幣 5,700 元，附屬會員為港幣 2,500 元。

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

入會申請表印製於本年刊。其他詳情，可向本會執行經理查詢。

Secretariat Contact Details

The Hong Kong Shipowners Association

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

Telephone: (852) 2520-0206

Facsimile: (852) 2529-8246

E-mail: hksoa@hksoa.org

Web Site: www.hksoa.org

Secretariat:

Sandy Chan, Managing Director

Martin Cresswell, Technical Director

Gautam Ramaswamy, Director (Regulatory Affairs)

Gilbert Feng, Deputy Director

Peggy Kan, Executive Manager

Harry Chu, Communications Officer

秘書處人員聯絡方式

香港船東會

地址：香港灣仔皇后大道東 58 號
帝后商業中心 12 樓

電話：(852) 2520-0206

傳真：(852) 2529-8246

電子郵件：hksoa@hksoa.org

網站：www.hksoa.org

秘書處人員：

陳佩珊女士，董事總經理

邴敏鈿先生，技術總監

Gautam Ramaswamy，總監（規管事務）

馮佳培先生，副總監

簡佩薇小姐，執行經理

朱在行先生，電腦系統支援主任

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Membership Application Form

入會申請表

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

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

Dear Sirs,

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

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

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

We nominate (1) Mr./Ms.* _____ (2) Mr./Ms*. _____
and/or* (3) Mr./Ms.* _____ (4) Mr./Ms*. _____

to represent us at any meeting called by the Association.

(*For Associate membership application)

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

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

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

Address : _____

Telephone** : _____ Fax** : _____

Website : _____ Email** : _____

Signature and company chop : _____

Title : _____ Date: _____

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

Proposer

Seconder

* Please strike out that which does not apply.

** Please give general line numbers.

Membership Application Form

入會申請表

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

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

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

本公司在 _____ 註冊，公司的主要業務是 _____。

本公司擁有或管理的船舶數為 _____ 艘，共計載重噸為 _____。

本公司簡介、董事會成員名單及商業登記証副本見附件。

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

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

(# 只適合附屬會員申請人填寫)

本公司希望成為貴會附屬會員的原因是 _____。

本公司全稱 : _____ (英文)
_____ (中文)

地址 : _____

電話 ** : _____ 傳真 ** : _____

網站 : _____ 電子郵件 ** : _____

簽署加公司蓋章 : _____

職務 : _____ 日期 : _____

本人(本署)認為上述公司完全符合成為船東會正式 / 附屬會員* 的條件。

推薦人

第二推薦人

* 請刪去不適用處

** 請填寫公司總機號碼




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海事處

查詢：

香港船舶註冊處

香港特別行政區政府海事處

香港中環統一碼頭道 38 號，海港政府大樓 3 樓

電話：(852) 2852 4387 傳真：(852) 2541 8842

電郵：hksr@mardep.gov.hk

網址：www.mardep.gov.hk

Enquiries:

Hong Kong Shipping Registry

Marine Department, HKSARG

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

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

Email: hksr@mardep.gov.hk

Website: www.mardep.gov.hk