

# HONG KONG MARITIME 香港海事通訊 NEWS



## Hong Kong drafts legislation to give clout to Maritime Security Requirements



The 2002 SOLAS amendments and the ISPS Code concerning maritime security will come into effect internationally on July 1, 2004.

In Hong Kong, the Marine Department is working closely with the Economic Development and Labour Bureau (EDLB) to draft the necessary legislation for submission to the Legislative Council in March 2004, to support the maritime security requirements.

"The implementation of these maritime security requirements is separated into two main areas, i.e. on Hong Kong

registered ships and on port facilities in the territory," said Mr K.M. Fung, General Manager/Planning and Development of the Marine Department.

In order to implement the ISPS Code on Hong Kong registered ships, MD provisionally authorized eight classification societies, namely ABS, BV, CCS, DNV, GL, KR, LR and NK, as Recognized Security Organizations (RSO) in March 2003 to approve Ship Security Plans (SSP), conduct shipboard verification and issue International Ship Security Certificates (ISSC) to ships.

ABS and CCS received formal authorization in October and early December respectively after MD surveyors witnessed their satisfactory completion of shipboard verifications. Other classification societies are expected to commence their verifications soon.

Regarding implementation of the ISPS Code on port facilities, a Port Facility Security Working Group comprising MD, Customs and Police officers was set up to assess and evaluate Port Facility Security Assessments (PFSA) and Port Facility Security Plans (PFSP), with input from Immigration Department officers where necessary. Port facilities have submitted their Security Assessment reports to the Working Group for evaluation.



*On October 3, 2003, the Director of Marine Mr Tsui Shung-yiu received the ISO 9001 certificate from the Vice-President of the BSI Asia Pacific Mr John Broome as the Quality Management System of the department's Ship Safety Branch was certified to have complied with the requirements of the ISO 9001 Standards.*

### I N S I D E

2

Shipping lines show interest on electronic manifest transmission

4

Marine Department's anti-oil pollution exercise for response test

5

Hong Kong attends 11th World Congress of IAIN

7

Proactive action needed to meet seagoing officers shortage

# Shipping lines show interest on electronic manifest transmission



Shipping lines have expressed interest in the Marine Department's pilot project carried out last year to develop a solution adopting Electronic Business Extensible Markup Language (ebXML) of the OASIS for transceiving Dangerous Goods (DG) Manifests in XML format.

The project involved the Marine Department, the Centre for E-Commerce Infrastructure Development (CECID) of the University of Hong Kong and two shipping lines – Orient Overseas Container Lines and APL, testing of system-to-system direct submission of DG manifests. The existing practice of submitting manifests is by fax or via the Internet.

The system-to-system testing, which involved converting the data of International Maritime Organisation's Dangerous Goods FAL form (dangerous goods declaration) into XML standard (with UN/CEFACT methodology), was carried out satisfactorily. This service is in operation now.

"We have received an overwhelming response during the experience sharing session, over eight shipping companies have indicated their interest in joining the service," said Senior Marine Officer Lai Chi-tung, who is in charge of the project.

OASIS ebXML is an open e-business standard for providing EDI-like services on Internet which is recognized as a secure and reliable messaging protocol for document exchange.

Participants adopted, Hermes, CECID's ebXML Messaging Service v2.0 (ebMS) as a document exchange protocol through VPN over HTTP. Hermes, complying with ebMS and providing functions in message handling, is interoperable with 11 other vendor products.

Dr David Cheung Wai-lok, Director, Centre for E-Commerce Infrastructure Development at the University of Hong Kong, also shared his views on the relative strengths and advantages between XML and traditional EDI in the "XMLDG experience sharing session" that was attended by shipping professionals.



▲ Senior Marine Officer Lai Chi-tung (third from left) said there was an overwhelming response during the experience sharing session.



# MD urges extra effort to beef up security systems

 Hong Kong's public and private sectors have to put in extra effort to enhance the territory's security systems, both in the interest of fulfilling international obligations and maintaining the HKSAR's status and competitive edge, Marine Director Tsui Shung-yiu said.

Speaking at a seminar on Maritime Security & Terrorism organized by the Nautical Institute Hong Kong Branch on

October 31, 2003, he said Hong Kong, which was home to the world's largest container port and a major maritime centre in the Far East, could not afford to be complacent and become a weak link in the international maritime network.


He pointed out that the September 11 incident had demonstrated that the world's transportation system was susceptible to terrorist acts.

"In terms of vulnerability, the

international maritime transportation system is much more difficult to safeguard than its aviation counterparts, due to the diversified operational modes and large number of ships and ports involved," Mr Tsui said.

He added that all parties could work together to enhance maritime security in a coordinated manner under the international framework of the SOLAS amendments and the ISPS Code.

## MD-China MSA meeting in Ningbo

 The Marine Department and the China MSA, led by Mr Tsui Shung-yiu and Mr Liu Gong-chen respectively, held their regular meeting in Ningbo between October 23-24 to discuss various maritime issues of mutual interest.



▲ Marine Director Tsui Shung-yiu (left) and China MSA's Liu Gong-chen at their regular meeting in Ningbo.



▲ Marine Director Tsui Shung-yiu (second from left, front row) and China MSA officials pose for photograph after their regular meeting in Ningbo.

- encouraging direct contacts between investigators from concerned administrations involved in separate investigations; and,
- exchange of investigation reports.


The meeting also agreed to change its name to Marine Accident Investigators Forum in Asia in 2004, and has adopted a Chapter proposed by Hong Kong.

The meeting, which was held in Hong Kong between September 18-19, 2003, was opened by Mr Roger Tupper, the Acting Director of Marine and chaired by Mr K.L. Lee, Chief of Marine Accident Investigation.

A total of 15 delegates from seven administrations including China, Hong Kong, Japan, Malaysia, Republic of Korea, Russia and Singapore as well as an overseas observer from USA attended the annual meeting.

During the two-day meeting, presentations and discussions also focused on ways to improve maritime safety and preventing marine pollution within the region.

## Measures to enhance cooperation in marine accident probes

 The 6th Asia Regional Marine Accident Investigators Meeting decided to adopt a series of measures to enhance cooperation in conducting marine accident investigation between member administrations – the first time such a move has been made since the meeting's inception in 1998.


These measures include:

- maintaining an updated contact list to

facilitate marine accident investigation cooperation;

- providing initial accident information to the concerned flag administration(s) without delay by coastal state;
- coastal state taking up the role as the lead investigating state in case a joint investigation is agreed;
- rendering assistance to investigators from other concerned administration;

# Marine Department's anti-oil pollution exercise for response test

 The Marine Department carried out an anti-oil pollution exercise to test the responses and efficiency of various Government Departments and oil companies in combating oil spills, code-named 'Oilex 2003'.

The exercise, carried out in the waters off Luk Chau Wan on Lamma Island on October 15, 2003, enabled members of the response organisations to validate key functions and demonstrate individual and team knowledge, skills and capabilities.

"In addition, the simulation of crisis management and communication helps us to understand how the incident command system would operate during a major oil spill," a spokesman said.

During the exercise, a 3,000-tonne mock tanker, the Oilex 2003, "ran aground" off Luk Chau Wan on Lamma Island with about 250 tonnes of heavy fuel oil spilling into the sea from her damaged

cargo tank resulting in an "oil patch" of about 20 metres by 10 metres at a nearby beach.

The exercise, divided into seven parts, demonstrated various techniques and stages in combating oil spills, included aerial reconnaissance, deployment of oil containment booms, oil recovery by skimmers, spraying of oil dispersant by launches and by helicopter, shore-sealing boom, shoreline clean-up and recovery of

booms and equipment.

Others involved in the exercise were the Civil Aid Service, Food and Environmental Hygiene Department, Government Flying Service, Highways Department, Hong Kong Police Force, the Agriculture, Fisheries and Conservation Department, China Resources Co Ltd, Exxon Mobil (HK) Ltd, Shell (HK) Ltd, Caltex (HK) Ltd and the Hong Kong Response Ltd.



▲ Anti-oil pollution exercise involving a 3,000-tonne mock tanker, the Oilex 2003, which "ran aground" off Luk Chau Wan on Lamma Island spilling heavy fuel oil into the sea.

# Hong Kong attends 11th World Congress of IAIN



Hong Kong was represented at 11th World Congress of International Association of Institutes of Navigation, which was held between October 21-24, 2003 in Berlin, Germany. A total of 198 participants representing Government bodies, Institutes and Universities of 25 nations worldwide attended the event.

Dr. Stephen Y K Li, represented Hong Kong and Professor John Kemp, jointly submitted a paper on the High Speed Craft routes. Professor Kemp, editor of the UK Journal of Navigation for the Royal Institute of Navigation, and author of the Kemp and Young series of nautical publication, shared his views on the experience of routes for high-speed crafts operating in Hong Kong.

Countries represented at the four-days Congress of IAIN included Australia, Austria, Belgium, Camerouns, China, Czech Republic, Egypt, Estonia, France, Germany, Italy, Japan, North Korea, South Korea, Latvia, Malaysia, Netherlands, Norway, Poland, Spain, Russia, Switzerland, Turkey, United Kingdom and United States.



◀ MD's Surveyor of Ships, Dr. Stephen Y K Li, represented Hong Kong at 11th World Congress of International Association of Institutes of Navigation in Berlin, Germany.

During the triennial Congress, a total of 115 presentations were delivered.

The congress, a major global platform where the international navigation community meet to discuss the latest developments in the science and practice

of navigation together with derived applications and services, was attended by Hong Kong Marine Department representatives.

This year, the Berlin congress was dedicated to "Smart Systems and Services", discussed the perspectives of technology, services, methodology and theory in position finding, navigation, tracking of position surveillance. Other sessions focused on applications supporting education and training as well as on safety and security features.



# Boost for Hong Kong as International Maritime Centre



Hong Kong's major shipowners led by the Secretary for Economic Development and Labour, Mr Stephen Ip, participated in the first Seatrade London International Maritime Convention that was held between September 16-18, 2003 to enhance the territory's image as an International Maritime Centre.

The new international biennial event

brought together shipping professionals from around the world for three days of networking, promotion and discussion.

Her Royal Highness the Princess Royal, in her capacity as patron of Sea Vision UK, performed the official opening of the Convention. Shortly after that she visited the Hong Kong Stand and talked to the Hong Kong delegates.

The Hong Kong Stand was put up at the exhibition by the Marine Department and Hong Kong Shipowners Association, together with the Trade Development Council, InvestHK to highlight the

territory's partnership with London's maritime services sector as well as to demonstrate Hong Kong's regional leadership.

Mr So Ping-chi, General Manager of the Shipping Registry and Seafarers' Branch, who represented the MD, took part in the exhibition by manning the Hong Kong Stand to promote Hong Kong's logistics and maritime services. Later, Mr Ip gave a speech on this topic to the guests attending the cocktail party hosted by the TDC.



▲ Secretary for Economic Development and Labour, Mr Stephen Ip, speaking at the first Seatrade London International Maritime Convention.



▲ Her Royal Highness the Princess Royal, in her capacity as patron of Sea Vision UK, talks to delegates during her visit to the Hong Kong Stand.



▲ Mr So Ping-chi (second from right), General Manager of the Shipping Registry and Seafarers' Branch, and others at the Hong Kong Stand to promote Hong Kong's logistics and maritime services.

# Proactive action needed to meet seagoing officers shortage



Hong Kong's present pool of local ex-seagoing officers will totally dry up within the next about 10 years unless proactive steps are taken to increase their numbers, Assistant Director/Shipping S. K. Anand said.

Speaking at a seminar on Maritime Education and Training in Hong Kong during the "Maritime Hong Kong Week 2003" organized by the Hong Kong Shipowners Association on October 27, 2003, Mr Anand said in the absence of suitable local talent, Hong Kong will have to rely entirely on overseas professionals for senior technical positions in the port

and maritime industry (PMI) of Hong Kong.

"This will have consequent adverse effect on the local knowledge pool which is essential for maintaining Hong Kong's position as the leading maritime centre in Southeast Asia", said Mr Anand, quoting a Hong Kong Polytechnic University study.

Ms Miriam Lau, Legislative Councillor from The Transport Functional Constituency chaired the seminar entitled "Blueprint for Action".

Among several future strategy ideas that emerged at the seminar, the most

vital one involved a scholarship scheme, to be announced soon by the Government, to sponsor Hong Kong cadets to take up a sea career so that they would take up managerial positions in the Hong Kong PMI after gaining sufficient sea-going experience and qualifications.

This measure, among others, being considered by the Hong Kong Maritime Industry Council, is expected to help Hong Kong continue to maintain and enhance its position as a major maritime centre, Mr Anand said.

# Hong Kong Shipping Register straddles 20 m GT mark



On November 13, 2003, the Hong Kong Shipping Register's tonnage straddled the 20 million gross tonnage mark with the registration of the M.T. "Sea Fortune" – setting a new record.

The register, whose tonnage topped the 10 million gt mark on October 18, 2000, doubled the figure in 37 months, thanks to joint efforts of the Government and the industry.

With the addition of the M.T. "Sea Fortune" – an oil tanker, the number of vessels on the Hong Kong Shipping Register swelled to 867 with a total tonnage of 20,140,535.

The newbuilding, owned by Sea Fortune (Hong Kong) Shipping Ltd, was built at the Nantong Cosco KHI Ship

Engineering Co. Ltd's shipyard in Nantong, China.

The vessel, whose gross tonnage is 159,730 and net tonnage 96,326, has a length of 320.55 metres, breadth of 60 metres and depth of 29.3 metres. Her keel was laid on January 13, 2003.

IndoChina Ship Management (Hong Kong) Limited is the vessel's Hong Kong representative and management company.

Mr So Ping-chi, General Manager of the Shipping Registry and Seafarers' Branch, and Mr Hou Zhiting, Managing Director of Sea Fortune Shipping (Pte) Ltd, attended the naming ceremony of the M.T. "Sea Fortune" in Nantong in September, 2003.



▲ Mr So Ping-chi (left), General Manager of the Shipping Registry and Seafarers' Branch, and Mr Hou Zhiting, Managing Director of Sea Fortune Shipping (Pte) Ltd, at the naming ceremony of the M.T. "Sea Fortune" in Nantong.

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