

# HONG KONG MARITIME 香港海事通訊 NEWS



## Owners urged to meet provisions of ILO '98 when hiring non-HK seamen

⚓ Shipowners have been urged to sign agreements with seamen's unions when employing non-Hong Kong unionised members to avoid problems later with the International Transport Federation over ILO'98 requirements, Marine Director Mr. Tsui Shung-yiu said.

He said the provisions of ILO '98 should be complied with as the convention had been ratified by Hong Kong.

"The Department is conducting seminars to advise shipowners and operators on the importance of signing up agreements with seamen's union before employing qualified seafarers for work on board their ships to avoid spats with unions on ILO'98 provisions," he added.

Commenting on a Hong Kong delegation visit to Dalian, Mr. Tsui said, "Feedback from the industry in China after conducting liaison meetings in Dalian showed that the results were positive."

The Dalian Shipping Committee was appreciative of Hong Kong officials bringing news to them and explanations not just regarding regulations but also on advantages of registering ships on the Hong Kong Shipping Register.

Lawyers and accountants, who were part of the promotional tour to Dalian, also impressed upon Chinese shipowners and officials of Hong Kong's status as an international shipping centre.

The Hong Kong Shipping Register hopes to attract Chinese shipowners who presently have their ships registered with foreign shipping registries.

"I think they (Chinese shipowners) should understand that when they register their ships in Hong Kong, which is under the 'One Country Two Systems', they are effectively registering their ship in China," Mr. Tsui said.



▲ During his recent visit to Hong Kong, International Maritime Organisation Secretary-General Mr. Efthimios E. Mitropoulos receives a present from Director of Marine Mr. Tsui Shung-yiu (right). (see page 2)

The Marine Department thanks all Hong Kong Maritime News readers for their kind support over the years, and would like to wish you "A Happy & Prosperous New Year"!

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# IMO Sec-Gen notes HK's contributions



The International Maritime Organisation Secretary-General Mr. Efthimios E. Mitropoulos noted various contributions made by Hong Kong to the maritime industry during his visit between October 17-20, 2004.

On Oct. 18, Mr. Mitropoulos met several senior government officials including Secretary for Justice Ms. Elsie Leung, Secretary for Economic Development and Labour Stephen Ip, and Permanent Secretary for Financial Services and the Treasury (Financial Services) Mr. Kevin Ho who briefed him on "Hong Kong as an international financial centre".

He attended a helicopter briefing with Ambassador Dr. P. Christian Hauswedell, Director for Asian and Pacific Affairs, Federal Foreign Office, Germany before attending a dinner hosted by the Director of Marine Mr. Tsui Shung-yiu.

The next day, Mr. Mitropoulos toured Victoria Harbour on board a VIP launch arranged by the Marine Department, and later gave a luncheon talk to members of the Hong Kong Shipowners' Association.

*International Maritime Organisation Secretary-General Mr. Efthimios E. Mitropoulos (with dark glasses) visits the Vessel Traffic Centre.*



◀ *A Vessel Traffic Centre official briefs International Maritime Organisation Secretary-General Mr. Efthimios E. Mitropoulos (with dark glasses) about the centre's operations.*

Mr. Mitropoulos also met Commission of the Independent Commission Against Corruption Mr. Raymond Wong, Secretary for the Environment, Transport and Works Dr. Sarah Liao on "prevention of marine pollution", and attended a dinner hosted

by the local shipping community.

On Oct. 20, Mr. Mitropoulos visited the Vessel Traffic Centre before departing Hong Kong for Tokyo.

# Marine Department co-ordinates anti-oil pollution exercise



The Marine Department, assisted by five other Government departments and five private companies, co-ordinated an annual joint anti-oil pollution exercise to test the response and efficiency of combating oil spills on October 26, 2004.

The Civil Aid Service, Food and Environmental Hygiene Department, Government Flying Service, Hong Kong Police Force, Agricultural, Fisheries and Conservation Department, China

Resources Petrochemicals (Groups) Co Ltd, ExxonMobil (HK) Ltd, Shell (HK) Ltd, Caltex (HK) Ltd and the Hong Kong Response Ltd took part in the exercise.

A Marine Department spokesman said the six-part exercise, code-named Oilex 2004, enabled response organisation members 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," he said.

During the simulation exercise, a mock bulk carrier, the Oilex 2004, "ran aground" at Luk Keng Bay, north of Lantau Island, with about 150 tons of heavy fuel oil spilling into the sea that resulted in an "oil patch" of about 100 metres by 15 metres at the beach.

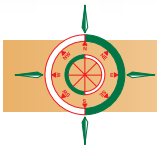
The exercise included deployment of oil containment booms, oil recovery by skimmers, spraying of oil dispersant by launches and by helicopter, shore-sealing boom, shoreline clean-up and recovery of booms and equipment.

As a prelude to the October 26 exercise, a desktop exercise to test the communication capabilities and co-ordination among the participating units was also carried out on October 20.



◀ *Marine Department together with five other government departments and five private companies participated in the joint anti-oil pollution exercise, code-named Oilex 2004.*





# Lambeth Log looks at IMO's past five decades' development

## Introduction

The Lambeth Log is a new addition to the Maritime News. It aims to provide an insider's view on developments of the International Maritime Organisation (IMO) from the corridors of their Lambeth headquarters. The first installment gives a very brief background to the establishment of the IMO and the participation by Hong Kong.

## The Geneva Conference – IMO Convention

In 1948 an international conference in Geneva established the Inter-Governmental Maritime Consultative Organization (IMCO) as a United Nations (UN) agency whose primary duties were economic action to promote "freedom" and end "discrimination". Then followed almost a decade of preparation to establish its headquarters in London, secretariat and membership, the first formal meeting of IMCO was in 1959. Its name was changed to IMO in 1982 and the IMO today is significantly different in that it looks after safety and security at sea and the prevention of marine pollution from ships through establishing the necessary Conventions and Rules, and amending them as and when necessary.

## The IMO Establishment

The IMO consists of an Assembly, a Council and four main Committees: the Maritime Safety Committee (MSC); the Marine Environment Protection Committee (MEPC); the Legal Committee (LC); and the Technical Co-operation Committee (TCC). There is also a Facilitation Committee (FC) which has yet to be recognized as a full committee and a number of Sub-Committees support the work of the main technical committees.

The Assembly, consisting of all Member States, meets bi-annually to elect the Council, vote on the budget and decide financial arrangements, to determine the general policy of the Organisation and to adopt resolutions submitted to it by the Council and the MSC.

The Council consists of 40 Member States. Its main functions are to receive recommendations and reports of the MSC and transmit them to the Assembly; to appoint the Secretary-General, with the approval of Assembly; and to submit budget estimates.

The MSC, the highest technical body of the organization, consists of all member states. Its main duties are to consider aids to navigation, construction and equipment of vessels, manning from a safety standpoint, rules for the prevention of collisions, handling of dangerous cargoes, maritime safety procedures and requirements, hydrographic information, log-books and navigational records, marine casualty investigation, salvage and rescue and any other matters directly affecting maritime safety.

The MEPC was first established as a subsidiary body of the Assembly in 1975 and raised to full constitutional status in 1985.

Consisting of all Member States, it is empowered to consider any matter within the scope of the Organization concerned with prevention and control of pollution from ships. In particular it is concerned with the adoption and amendment of conventions and other regulations and measures to ensure their enforcement.

The LC was established in 1967 as a subsidiary body to deal with legal questions which arose in the aftermath of the Torrey Canyon disaster, the world's first major tanker disaster. The Committee consists of all Member States of IMO and is empowered to deal with any legal matters within the scope of the Organization.

The TCC consisting of all Member States of IMO, was established in 1969 as a subsidiary body of the Council and was given full constitutional status in 1984. It is required to consider any matter within the scope of the Organization concerned with the implementation of technical co-operation projects for which the Organization acts as the executing or co-operating agency and any other matters related to the Organization's activities in the technical co-operation field.

The FC, established in May 1972, is a subsidiary body of the Council and it has yet to be given full constitutional status. It deals with IMO's work in eliminating unnecessary formalities and "red tape" in international shipping. Participation in the Facilitation Committee is open to all IMO's Member States.

## Maritime Security

The tragic event of 9/11 at New York in 2002 has brought another dimension in IMO's work - ship security. The organization has since the event developed and adopted measures to tackle maritime safety. Such measures include the International Ship and Port Facility Code (ISPS Code), in the form of amendments to the 1974 Safety of Life at Sea (SOLAS) Convention, aiming at enhancing maritime security on board ships and at ship/port interface areas. The Code came into force on July 1, 2004.

## Significance of Hong Kong's Participation

IMO's success can be attributed to its Membership that now stands at 164 and three Associate Members, namely Hong Kong, Macao and the Faroe Islands. These Members control more than 96 per cent of the world's merchant marine tonnage.

As an Associate Member, Hong Kong enjoys the rights and obligation of a Member under the Convention except it cannot vote or be eligible for membership on the IMO Council.

Under the Hong Kong Special Administrative Region's (HKSAR) Basic Law, a whole section has been devoted to shipping to ensure continuity of shipping business after 1997. An Article under the shipping section clearly states that Hong Kong will have its own autonomous shipping registry and issue certificates using the name "Hong Kong, China" and be allowed to do international business.

*Dear Readers,  
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# Hong Kong Shipping Register grows from strength to strength



On November 9, 2004, the Hong Kong Shipping Register (HKSR) surpassed the 25 million gross register tonnage mark with the registration of M.T. "Starlight Venture".

The ship is an oil tanker of 161,045 gross tonnage (109,921 net tonnage) and is classed with Bureau Veritas. Built by Hyundai Heavy Industries Co Ltd at its shipyard in Ulsan, Republic of Korea, the

tanker is owned by Great Era Investment Ltd.

Substantial growth in the HKSR continued in 2004. By year-end, the Register has grown to 1,009 vessels with a total of 25.6 million gross tonnage, representing a 24% increase in tonnage over 2003. The HKSR is now ranked fifth in the world.



▲ Deputy Director of Marine Mr. Roger Tupper (right) presents a plaque to the Captain of the Bulk Carrier M.V. "Darya Shakti" in the vessel's naming and delivery ceremony.

## HK Shipping Register welcomes Bulker & LPG Tanker



The Bulk Carrier "Darya Shakti" and the LPG Tanker "Oriental Queen" and were registered on the Hong Kong Shipping Register on Sept 27 and Sept 29 respectively.

"Darya Shakti" was built by Mitsui Engineering & Shipbuilding Co Ltd at the Tsu and Tamano shipyards.

The ship, which is owned by Shakti Shipping Ltd, has a length of 182.99

metres, breadth 32.26 metres and depth of 17.9 metres. The ship is of 31,260 gross tonnage and 18,549 net tonnage.


Chellaram Shipping Corporation Ltd is the ship representative of "Darya Sakti" as well as the ship manager.

Meanwhile, "Oriental Queen", which is owned by Phoenix Navigation, was built by the Universal Shipping Corp at the TsuMitsui Engineering & Corporation

Shipyard. Phoenix Navigation is also the ship's representative.

The vessel, which is managed by the Anglo-Eastern Ship Management, has a length of 214.7 metres, 136.6 metres breadth and depth of 19.19 metres. It has 47,279 gross tonnage and 15,137 net tonnage.

# OOCL wins MOMAF's 'Best Qualified One Vessel' title

 OOCL Japan has beaten 1,894 other vessels to win the inaugural Pusan Ministry of Maritime Affairs & Fisheries' (MOMAF) 'Best Qualified One Vessel' title.

Of the 10 chosen as 'high-quality' vessels, OOCL Japan was judged the best. The criteria included a perfect score on over three occasions when undergoing Pusan Regional MOMAF inspection, and

classified as a 'superior vessel' by the Asia-Pacific PSC network.

In addition, the vessel had to be sailing within the Korea waters for more than five years and it holds a clean accident record in the Korean Sea.

OOCL Japan's Captain Chiu Sun-to received a Symbolic Silver Plate from the Pusan Regional MOMAF administrator on September 17, 2004. OOCL Japan, which


was given two years' exemption from PSC inspections at Pusan Port, was also given favoured status with the PSC in MOU Regions (comprising 18 countries).

The Hong Kong flagged OOCL Japan is an 'S-class' vessel with a capacity of 5,344 TEUs. Built in 1996, the vessel has a service speed of 24.6 knots and is currently deployed on the transpacific China-Korea Express (CKX) service.



▲ The Hong Kong flagged OOCL Japan, an 'S-class' vessel with a capacity of 5,344 TEUs.

## Port State Control authorities tighten noose on sub-standard ships

 The Second Joint Ministerial Conference of the Paris and Tokyo Memoranda of Understanding on Port State Control stepped up their campaign to eliminate sub-standard ships globally when all Ministers and representatives of international bodies showed their support and co-operation by signing the Joint Ministerial Declaration.

Deputy Director of Marine, Mr. Roger Tupper represented Hong Kong, China to sign the Joint Ministerial Declaration in Vancouver.

The Conference, which adopted the Joint Ministerial Declaration, was convened by the Minister of Transport of Canada and was held between November 2-3 in Vancouver, Canada.

The participants of Conference included Ministers responsible for the maritime safety of the Governments of the Paris and Tokyo Memoranda,

European Community, Ministers responsible for the maritime safety of the observer Governments of the Paris and Tokyo Memoranda, the Director-General of the ILO, the Secretary-General of IMO and representatives from other relevant international organisations.

Themed "Strengthening the Circle of Responsibility", the Conference discussed the Port State Control's important role in eliminating sub-standard shipping.



◀ Deputy Director of Marine, Mr. Roger Tupper represented Hong Kong, China to sign the Joint Ministerial Declaration.



## DM receives Nautical Institute's Honorary Fellowship



The Nautical Institute has presented an Honorary Fellowship to the Director of Marine Tsui Shung-yiu on October 21, 2004, the Council's highest honour it can bestow on any person.

According to The Nautical Institute President Dr Phil Anderson FNI, the Honorary Fellowship is limited to a maximum of 20 at any one time with no more than two being elected in any year.

Other Honorary Fellows include the current IMO's Secretary General and two former Secretary Generals, former leaders of Inmarsat, a Classification Society, and a P&I Club as well as two senior British Royal Family members.

Speaking at the Honorary Fellowship presentation ceremony, Dr Anderson said, "Mr. Tsui has devoted his career to the promotion of safety and the highest standards of integrity and professionalism, and as Director of Marine has worked tirelessly to establish the Hong Kong Register's reputation for quality whilst making the port one of the safest in the world."

The Nautical Institute is an international professional body for qualified mariners with 38 branches worldwide and over 7,000 members in over 70 countries. It promotes high standards of knowledge, qualifications and competence amongst those in control of sea-going craft, including non-displacement craft, both ashore and afloat.

The Hong Kong Branch of the Nautical Institute continues to hold presentations and visits for its members and interested guests. The next major biennial seminar is scheduled to be held in late 2005 on board the "Star Pisces" alongside in Hong Kong. Topics that are planned for the seminar include: recruitment and people's perception of the maritime industry in Hong Kong and worldwide, and important issues facing those in the industry in general such as manning levels, seafarers welfare, security threats, and criminalisation.



◀ *Nautical Institute President Dr. Phil Anderson FNI presents a Honorary Fellowship to the Director of Marine Mr. Tsui Shung-yiu (right).*

## Inauguration of the new WSTC premises



The new Wuhan University of Technology – Skaugen Training & Consulting Co. Ltd (WSTC) officially opened on October 9, 2004 and is expected to lift China's reputation in seafarers training in the international arena.

WSTC trains seafarers in the handling and transportation of dangerous cargo including chemicals, LPG and oil tankers. It also offers vessel maintenance courses. These training courses are accredited by the Maritime Safety Administration of China.



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