

出國報告（出國類別：其他）

## 參加第 25 屆亞洲船東論壇會議報告

服務機關：交通部航港局

姓名職稱：劉德財組長、杜文允技正、邱詩耘科員

派赴國家：大陸(上海)

出國期間：105 年 5 月 18 日至 20 日

報告日期：105 年 8 月 17 日

## 行政院及所屬各機關出國報告提要

出國報告名稱：

參加第 25 屆亞洲船東論壇會議報告

頁數 30 含附件：是否

出國計畫主辦機關/聯絡人/電話

交通部航港局/杜文允/02-89788020

出國人員

劉德財/交通部航港局/組長/02-89782630

杜文允/交通部航港局/技正/02-89788020

邱詩耘/交通部航港局/科員/02-89786844

出國類別：1 考察2 進修3 研究4 實習5 其他

出國期間：

105.05.18~105.05.20

出國地區：

大陸（上海）

報告日期：

105.08.17

分類號/目

H3/航運港埠管理

關鍵詞：

亞洲船東論壇(Asian Shipowners' Forum；ASF)、亞洲船東協會(Asian Shipowners' Association；ASA)。

內容摘要：

根據 Drewry 2015 貨櫃預測統計資料，亞洲港口貨櫃吞吐量占全球 54.5%，全球一半以上貨櫃經由亞洲運輸，另亞洲船東協會(ASA)代表的船隊佔世界商船噸位的 50%以上，亞洲船東論壇(ASF)的宗旨為亞洲船東建構溝通、合作平臺，協調亞洲船東的訴求，發出一致的聲音，促進亞洲海運產業的利益，各船東協會依地理位置，由北至南每年輪值 ASF 主席一年，並辦理年會之各項活動，今年第 25 屆年會，輪由大陸船東協會主辦。亞洲船東論壇下設海運經濟展望、船舶資源回收、船員、航行安全與環保及船舶保險與責任等 5 個常設專業委員會，討論各項海運議題，尋求亞洲船東一致的共識。

本屆論壇邀請國際航運協會(ICS)、波羅的海國際航運協會(BIMCO) 及美國 Cozen O'Connor 法律事務所就海盜及武裝劫持、競爭法、2006 海事勞工公約、船舶資源回收規則、船員公平待遇/刑事判決、紐約商品交易所定期租船契約(NYPE2015)等，針對年度關鍵議題演說，加強亞洲船東與國際航運組織交流創造合作機會。

## 目 次

壹、目的.....	3
貳、行程.....	4
參、論壇紀要.....	5
肆、心得與建議.....	12
附錄、論壇資料.....	14

## 壹、目的

亞洲船東論壇的宗旨為亞洲船東建構溝通、合作平臺，協調亞洲船東的訴求，發出一致的聲音，促進亞洲海運產業的利益。會員有中華民國輪船商業同業公會全國聯合會、澳洲船東協會、大陸船東協會、東南亞國協船東協會(含菲律賓船東協會、印尼船東協會、馬來西亞船東協會、新加坡船東協會、泰國船東協會、越南船東協會、緬甸船東協會)、香港船東協會、印度船東協會、日本船東協會、韓國船東協會等 8 個會員計 13 個國家(香港為特別行政區)組成。根據 Drewry 2015 貨櫃預測統計資料，亞洲港口貨櫃吞吐量占全球 54.5%，全球一半以上貨櫃經由亞洲運輸，另亞洲船東論壇代表的船隊佔世界商船噸位的 50%以上，論壇的「聯合聲明」已成為亞洲航運界很有見解之呼聲，對制定各種國際航運法規產生積極影響，今年論壇主題為「亞洲一體、同一呼聲」(One Asia, One Voice)，並於 5 月 19 日年會通過將亞洲船東論壇比照歐盟船東協會的組織形式，轉型升級為亞洲船東協會(Asian Shipowners' Association；ASA)。

本次研討會我國由中華民國輪船商業同業公會全國聯合會盧理事長峯海擔任團長，成員有萬海航運陳力副董事長、陽明海運包競明資深協理、長榮海運林沛樵副總經理、交通部航港局劉德財組長、杜文允技正、邱詩耘科員、外交部謝政璋科長及許洪烈秘書長、黃雅羚組長等 10 員，自 105 年 5 月 18 日至 20 日止，主要目的係瞭解國際海運最新資訊，並與亞洲船東協會各主要成員國交流創造合作機會。

## 貳、行程

本次行程依預定計畫於 105 年 5 月 18 日上午 9 時 5 分自桃園機場出發，相關行程如下表：

日期	行程
第一天 5 月 18 日(星期三)	<ul style="list-style-type: none"><li>● 搭機前往大陸上海市 (桃園國際機場→上海市)</li></ul> <p><u>下午 2 時第 25 屆亞洲船東年會開始</u></p> <ul style="list-style-type: none"><li>● 亞洲船東主席會議(ASF Chairmen' s Meeting)</li><li>● 新聞稿起草會議(Press Release Drafting Meeting)</li><li>● 歡迎晚宴&gt;Welcome Dinner)</li></ul>
第二天 5 月 19 日(星期四)	<ul style="list-style-type: none"><li>● 委員會分組會議(5 Standing Committee Meeting) (海運經濟展望委員會、船舶資源回收委員會、船員委員會、航行安全與環保委員會及船舶保險與責任委員會)</li><li>● 亞洲船東大會(ASF Plenary Sessions)</li><li>● 新聞稿定稿會議(Press Release Finalisation Meeting)</li><li>● 亞洲船東年會論壇(ASF Shipping Forum)</li><li>● 大會晚宴</li></ul>
第三天 5 月 20 日(星期五)	<ul style="list-style-type: none"><li>● 參訪行程</li><li>● 搭機返國(上海市→桃園國際機場)</li></ul>

## 參、論壇紀要

### 一、 亞洲船東主席會議(105 年 5 月 18 日；14:00-16:00)

新加坡 ASF 永久秘書處與中華民國輪船商業同業公會全國聯合會、澳洲船東協會、大陸船東協會、東南亞國協船東協會、香港船東協會、印度船東協會、日本船東協會、韓國船東協會等 8 個協會主席及秘書長作閉門會議。

### 二、 新聞稿起草會議(105 年 5 月 18 日 16:00-17:00)

由 ASF 秘書長主持，亞洲船東論壇 5 個常設專業委員會委員代表出席，討論本屆亞洲船東論壇「聯合聲明」新聞稿草案，草案係由 5 個常設專業委員會於年度中分別召開會議，將關鍵議題提送 ASF 秘書處彙整，於年會前召開會議研議。



圖一 新聞稿起草會議

### 三、 專業委員會分組會議(105 年 5 月 19 日；8:30-9:30)

亞洲船東論壇下設 5 個常設專業委員會，討論各項海運議題，尋求一致的共識：

(一) 海運經濟展望委員會(Shipping Economics Review Committee；SERC):由

日本船東協會擔任主席，評估世界宏觀經濟情況，分析航運市場，為亞洲船東提供建議。

- (二) 船舶資源回收委員會(Ship Recycling Committee ; SRC):由我國全國船聯會擔任主席，關注世界拆船業的動態，以及各國對拆船業的新規定。
- (三) 船員委員會(Seafarers Committee ; SC):由大陸船東協會擔任主席，關注世界船員發展及保障。
- (四) 航行安全與環保委員會(Safe Navigation & Environment Committee ; SNEC):由東南亞國協船東協會擔任主席，關注 IMO 和其他組織以及各國在航行和環境保護的最新動態。
- (五) 船舶保險與責任委員會(Ship Insurance & Liability Committee ; SILC):由香港船東協會擔任主席，研究船舶保險有關事宜，關注油污賠償責任的最新動態。



圖二 海運經濟展望委員會分組會議

#### 四、亞洲船東年會(105年5月19日；9:45-11:45)

- (一) 由輪值 ASF 主席大陸船東協會許立榮會長主持，本屆與會人數計 176 人，會前先作 ASF 符合競爭法(我國為公平交易法)之聲明。主席致

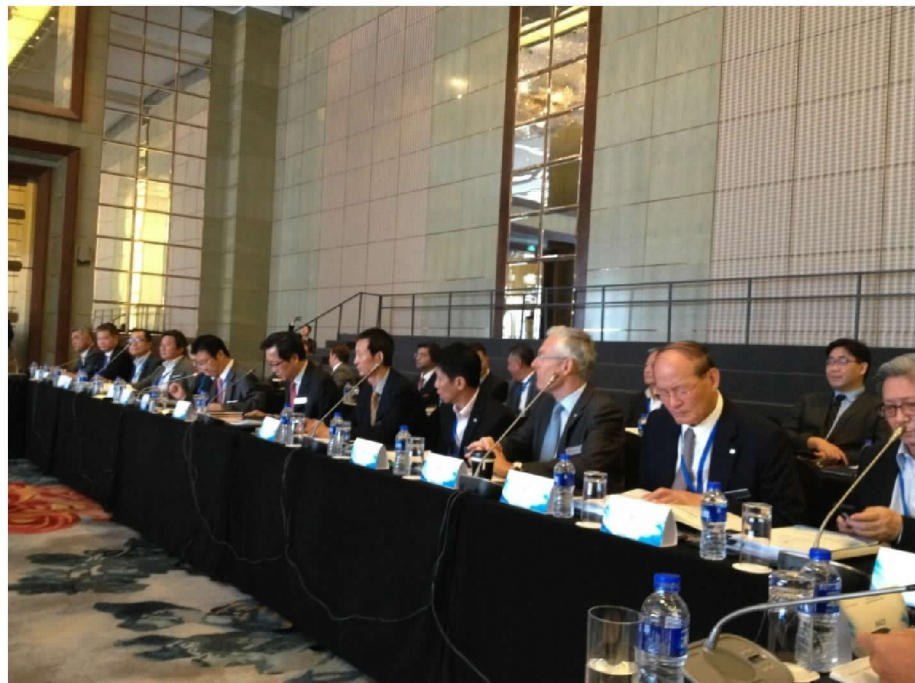
詞表示當前亞洲已成為世界經濟重要的組成部分，在國際航運業中的作用亦不可忽視，未來將繼續倡導航運業界與協會組織建立更加緊密的合作關係，增強與國際航運組織的交流，共同維護國際航運發展。會議程序為 ASF 秘書長報告、5 個常設專業委員會主席報告、財務報告、下屆主席與副主席選舉、下屆年會舉辦時間與地點。

(二) 本屆委員會主席報告摘要如下：

1. 船員委員會主席報告 2006 海事勞工公約去(2015)年 2 月於日內瓦召開三方委員會議討論修正案，有關履約議題-誰具公約解釋權、公約新增強制規定之機制及船員上船期限為 11 個月規定等。
2. 海運經濟展望委員會主席報告全球經濟仍面臨不確定因素，航運市場部分，貨櫃運輸供需失衡進一步擴大，航運公司將繼續被迫在低迷的市場掙扎，面臨環保法規、貪汙收賄、某些國家採保護主義、蘇伊士運河與巴拿馬運河拓寬不合理收費等挑戰；ASF 的長期政策為強化航運合作協議-反壟斷豁免，近期發展計有新加坡決定持續維持航運協議豁免 5 年至 2020 年、ASF 於 2016 年 3 月提交香港當局航運協議豁免書、日本 JSA 強烈建議維持航運協議豁免。
3. 船舶保險與責任委員會主席報告海盜及武裝劫持、重要判決對 P&I 影響、船員公平待遇/刑事判決等，並於 3 月發布新聞稿：「亞洲船東深為近期西班牙高等法院 Mangouras 船長之判決案違反誠信及 1992 民事責任公約(1992 Civil Liability Convention)所困擾」。
4. 航行安全與環保委員會主席報告壓艙水中有害水生物、空氣污染及能源效率、低硫燃料、二氧化碳排放量監測、海盜及武裝劫持等議題；麻六甲和新加坡海峽的海盜和武裝搶劫事件的數量 2016 年第一季大幅下降，ASF 感謝印尼、馬來西亞和新加坡這三個沿岸國家的維安和積極的海事安全倡議。



5. 船舶資源回收委員會主席報告聯合國國際海事組織(IMO)船舶資源回收規則與歐盟規則競合，ASF呼籲會員鼓勵政府支持IMO制定之「國際安全與無害環境船舶資源回收公約」，又稱香港公約(Hong Kong Convention；HKC)，使拆船廠設備提升品質標準符合HKC的規範。



圖三 亞洲船東年會-主席團



圖四 亞洲船東年會-我國代表團會後合影

## 五、新聞稿定稿會議(105年5月19日；12:15-12:45)

由輪值 ASF 主席大陸船東協會許立榮會長主持，ASF 秘書長與各會員船東協會主席及秘書長出席，討論本屆亞洲船東論壇「聯合聲明」新聞稿定稿內容，今年論壇主題為「亞洲一體、同一呼聲」(One Asia, One Voice)，對 2006 海事勞工公約消除船上騷擾及霸凌案、蘇伊士運河與巴拿馬運河拓寬後通行費維持透明及穩定、船員公平待遇/刑事判決、海盜及武裝劫持、船舶資源回收規則等議題發表亞洲船東之呼聲，並宣告年會通過將亞洲船東論壇更名為亞洲船東協會(Asian Shipowners' Association；ASA)，我國輪船商業同業公會全國聯合會理事長當選 ASA 第 26 屆主席，下屆年會將於臺北舉行，時間為 2017 年 5 月。



圖五 新聞稿定稿會議

## 六、亞洲船東論壇(105年5月19日；14:00-16:30)

本屆論壇邀請國際航運協會(ICS)、波羅的海國際航運協會(BIMCO)及美國 Cozen O'Connor 法律事務所就海盜及武裝劫持、競爭法、2006 海事勞工公約、船舶資源回收規則、船員公平待遇/刑事判決、紐約商品交易所定期租船契約(NYPE2015)等議題演講。



圖六 亞洲船東論壇議題



圖七 論壇與會代表意見交流

## 七、歡迎晚宴及大會晚宴(105年5月18、19日；18:30-21:30)

主辦單位於各會員代表報到當日晚上舉辦歡迎晚宴，於年會當天晚上舉辦大會晚宴，係嚴肅之論壇及年會會議外之正式國際交流場合，主辦單位並藉晚宴讓與會嘉賓瞭解主辦國歷史與文化，輪值主辦協會希望

讓各會員代表留下深刻印象之飲食與文化饗宴。



圖八 歡迎晚宴

#### 八、 參訪行程及高爾夫聯誼活動(105年5月20日:09:00-15:30)

為促進亞洲船東間交流，亞洲船東論壇每年均於大會結束後，利用此難得聚集上百位會員國代表之場合，安排一天參訪行程及高爾夫聯誼活動提供與會者選擇，讓各會員增進友誼，留下難忘回憶。另於亞洲船東論壇會議當天安排眷屬一天參訪行程，讓眷屬彼此交流認識新朋友。

## 肆、心得與建議

### 一、心得：

此次行程最大的收穫，乃藉由國際會議討論中，拓展業務視野，瞭解國際相關海運國家之航運概況、掌握國際公約發展最新資訊，其相關心得如下：

- (一) 在 ASF 成立前，亞洲船東的呼聲並未得到全球航運業的足夠重視，為突破此困境亞洲船東論壇於 1992 年成立，並設立 5 個常設委員會，每年不定期召開會議，各會員國均有代表參加每年 1 至 2 次的會議或活動，經過 25 年建立起堅實夥伴關係，於一年一次的亞洲船東年會進一步加強合作，擴大經營實力，增加規則制定之影響力，亞洲船東論壇使亞洲船東在全球舞臺發揮更大作用，制衡歐美等傳統海運強權地區船東協會。
- (二) 除了共同發出亞洲船東的呼聲，大會還邀請國際航運協會(ICS)、波羅的海國際航運協會(BIMCO) 等全球航運組織及美國 Cozen O'Connor 法律事務所代表參與論壇，針對年度關鍵議題演說，加強亞洲船東與國際航運組織交流創造合作機會。
- (三) 歐美海運發展已數百年，海權思維相當成熟，亞洲起步較晚，期待亞洲迅速成長茁壯為國際規則制定者而非跟隨者，亞洲各國航運界領導者在各種國際會議場合拋出關鍵議題產生迴響。

### 二、建議：

- (一) 政府機關應蒐集國際海運資訊予以整合，尤其是與我國鄰近地區海運資訊的掌握及互動，以免我國海運船隊無法與國際接軌，故需與航商保持順暢的接洽溝通管道，俾利熟知並掌握各地航運情況、商情、港口狀況等。
- (二) 我國雖非國際海事組織（IMO）會員國代表，惟海洋及航運有其特

殊性及國際性，為讓我國相關法令得與國際標準無縫接軌，應積極推動參與國際海事組織及其相關國際非政府組織(NGO)之會議，並研析重要國際公約(如 SOLAS、MARPOL 及 STCW 等)，掌握最新國際公約動態資訊，配合國際公約不斷更新，不合時宜之相關法令應隨時檢視配合修改，以建立與國際接軌之良好海運經營環境。

(三) 因我國非國際海事組織 (IMO) 及東京備忘錄 (Tokyo MOU) 的成員，與國外各主要成員國的聯繫及互訪是不可或缺的，建議能持續派員赴國外參加國際會議，建立業務上的聯繫與互訪。平日應與國外駐台經貿辦事處保持聯繫並維持良好關係。

(四) 在現行體制經費許可下，建議能整合熟悉國際海運的航運專家、機關團體、國際航運顧問公司，定期為政府機關講演、授課與訓練，必要時得隨同實地指導，以精進我國海運業務。

(五) 我國經濟仰賴進出口貿易，進出口貿易量的 99% 皆靠海運完成，亞洲船東論壇(ASF)自 2016 年 5 月 20 日起轉型升級為亞洲船東協會 (ASA)，建議政府單位仍持續派員參加，除可獲得航運重要議題即時資訊，亞洲船東協會實為一個同時與亞洲 12 個國家(東協 10 國有 7 個國家參與)鞏固友誼之重要舞臺，對我新南向政策之推動有所助益。

## 附錄、論壇資料



### **ASIAN SHIPOWNERS FORUM SEAFARERS COMMITTEE**

c/o China Shipowners Association

Tel: +86 532 85710998

Address: 4<sup>th</sup> Floor, No.6 Dong Chang An Street,  
Beijing, China 100740

E-mail: [zhangd@csoa.cn](mailto:zhangd@csoa.cn)

---

---

**The 25<sup>th</sup> Asian Shipowners Forum  
Shanghai, China, on 18-20 May 2016**

### **ASF SEAFARERS COMMITTEE**

### **Chairman's Report to the 25<sup>th</sup> ASF**

#### **Events held during the year.**

The 21<sup>st</sup> Interim meeting of the Committee was held in Beijing, China on 20<sup>th</sup> October 2015. Attending the meeting were delegates representing the Shipowners' Associations of China, Chinese Taipei, Hong Kong, Japan, Korea and the Federation of ASEAN Shipowners' Associations (FASA), as represented by delegates from the Shipowners Associations of the Philippines, Singapore and Thailand. The Minutes of the 21<sup>st</sup> interim meeting are attached as *Annex I*.

#### **An update of the major issues handled by the Committee at its interim meeting.**

List of Issues:

1. Local Seafarer Developments
2. Piracy and Armed Robbery
3. ILO Maritime Labour Convention
4. STCW 2010
5. Seafarers Facilitation
6. Burden of Paper Work
7. The Safety and Security of Seafarers and Rescued Persons
8. Any Other Business

#### **1. Local Seafarer Developments**

The Committee is pleased to note that governments of ASF members are continuing their efforts as ever before to attract more young people to join the sea-going career, which will greatly assist in the continued promotion of the steady supply and employment of Asian seafarers. Please refer to the attached Minutes of the 21<sup>st</sup> interim meeting in Beijing for more details regarding the active cooperation between the governments, the training institutions and shipowners in the region in training and employment of seafarers.

## **2. Piracy and Armed Robbery**

The European Union announced the revision of the limits of piracy High Risk Area (HRA) with effect from 1st December 2015, which will definitely benefit the shipping industry significantly on account of savings on insurance and associated operating costs. This is the positive result of concerted efforts, such as seafarers' enhanced security awareness and skills through training and certification, presence of navy forces and armed guards employed on board etc.

As ever, the Committee appreciates the above efforts and continues to request the international community to look at the situation more carefully, hopes that ASF members should not take complacent attitude though there is a drop of the piracy incidents in the Somalia area, and urges the littoral States to demonstrate that they are taking pro-active measures to counter the threat of piracy and armed robbery.

## **3. ILO Maritime Labour Convention**

To date, 70 ILO member States, including ASF members of Singapore, Australia, Philippines, Viet Nam, Japan, Malaysia, Korea, China representing more than 80 per cent of global gross shipping tonnage, have ratified the Convention.

The second meeting of the Special Tripartite Committee (STC) for the Maritime Labour Convention, 2006, was held in Geneva from 8 to 10 February 2016. During its week-long proceedings, the STC agreed to the Shipowner Group proposal to harmonise provisions related to the renewal of Maritime Labour Certificates with similar certificate renewal provisions contained in other international maritime instruments. The STC also agreed to amendments proposing that Guidance on Eliminating Shipboard Harassment and Bullying, recently issued jointly by ICS and ITF, be taken into account by all concerned, to highlight the importance of health and safety on board ships. The Seafarers Committee is happy to see that the new amendments to the MLC will be considered for adoption by the next session of the ILO International Labour Conference in June 2016, with the entry into force of the amendments anticipated in late 2018.

## **4. STCW 2010**

The transitional period for the 2010 'Manila Amendments' to STCW comes to an end on 31 December 2016. The Committee was pleased to note that maritime administrations of member associations have already approved the special updating



courses for seafarers and made necessary arrangements for the issue and revalidation of seafarers' certificates in accordance with the 2010 amendments, and that some ASF members will complete all the transitional requirements well ahead of the deadline. The progress of ASF members towards the full and effective implementation of the amendments is described in the Minutes of the last interim meeting (*Annex 1*).

The 3rd session of the Sub-Committee on Human Element, Training and Watchkeeping (HTW3), held in February in London, agreed draft amendments to extend emergency training for personnel on passenger ships, draft amendments to the Revised guidelines on the implementation of the International Safety Management (ISM) Code by Administrations, validated three revised model courses on Radar Navigation at Operational Level, Personal safety and social responsibilities, and Advanced Training for Chemical Tanker Cargo Operations. In addition, HTW3 decided to establish a correspondence group to review proposed amendments to Guidelines on Fatigue issued in 2001 and further develop the revised guidelines.

## **5. Seafarers Facilitation**

Due to the legitimate security concerns and worry about illegal immigration, many countries and regions require seafarers to have a visa for access to shore leave and for joining or leaving a vessel within their territories. In order to facilitate seafarers' shore leave, transit and transfer, the Seafarers' Identity Documents Convention (Revised), 2003 (No. 185) was adopted in 2003. However, it has failed to achieve widespread implementation mainly because the technical standards adopted have been superseded by the technologies and infrastructure now used for the issuance and verification of ePassports.

To address this impasse, the Ad Hoc Tripartite Maritime Committee on Convention No.185, was held in Geneva from 10 to 12 February 2016, which adopted amendments to Annexes I, II and III of the Convention, establishing that SIDs are to conform to the mandatory requirements for other electronic machine-readable travel documents in use, such as ePassports. The amendments will enter into force one year after their adoption by the 105th Session of the International Labour Conference, which will take place in June 2016.

A resolution on transitional measures and entry into force of the amendments was also adopted by the Committee, together with a resolution calling upon countries to do their utmost to implement measures to facilitate access to shore leave and the transit of seafarers to and from ships.

The Seafarers Committee is pleased to see the adoption of these important amendments will make it easier for governments to ratify and implement this important Convention, and will finally facilitate seafarers' access to shore leave and the transit of seafarers to and from ships.

## **6. Burden of Paper Work**

ASF members are seriously concerned over the increasing level of administrative burdens which seafarers and shipowners are experiencing. These burdens include the unnecessary repetition of tasks and demands for too much paperwork and documentation to be handled under IMO requirements. These requirements may therefore hinder effective regulatory compliance, bringing about adverse implications for the efficiency of the daily operations of shipping.

The Committee, while appreciating the efforts made by IMO in reducing administrative burden on seafarers on board, also noted that some of the paperwork is also from shipowners and ship managers. It happens that certain shipowners and ship managers often require vessels to provide far too many documents, forms and reports, and the masters and crew have to spend considerable time on preparing the required paper work. The Committee urges shipping companies of member associations to address this matter seriously.

#### **7. The Safety and Security of Seafarers and Rescued Persons**

The Committee noted that over 1,000 merchant ships have so far been involved in migrant rescue operations in the Mediterranean area, assisting with the rescue of more than 50,000 people. Those ships and their crews are faced with very challenging large scale rescue operations, which threaten the safety of the ships' own crew. In order to ensure the safety and security of crews who may be involved in rescuing large numbers of persons at sea, as well as the people they rescue, the Committee urges member associations to take into account the shipping industry Guidance on large scale rescue developed and updated by the International Chamber of Shipping (ICS) when developing ship-specific plans in this regard.

#### **8. Any Other Business**

The Committee also noted that several issues had been raised in the Interim Meeting concerning seafarers' mental health, the positive effect of internet access on seafarers' wellbeing on board, the need for new models of training to cope with the trend of social development with the advent of the smart ships and unmanned ships, which might bring about new positions, new titles and new skills on board and on shore. The Committee agreed that these issues should be on future agenda of the Committee.

#### **9. Next meeting**

The hosting association of the 22<sup>nd</sup> interim meeting of the Committee to be held in the autumn of 2016, will be discussed during the 25<sup>th</sup> ASF annual general meeting.

Fu Xiangyang

Chairman, Seafarers Committee

May 2016



# ASF SERC

ASF Shipping Economics Review Committee

c/o Japanese Shipowners' Association

Kaiun-Building, 6-4 Hirakawa-cho 2-chome

Chiyoda-ku Tokyo Japan 102-8603

E-mail : [int@isanet.or.jp](mailto:int@isanet.or.jp)

Tel:+81-3-3264-7180 Fax:+81-3-5226-9166

---

**4 March 2016, Kobe**

## MEETING SUMMARY

of

the 28th Interim Meeting of the Asian Shipowners' Forum (ASF)  
Shipping Economics Review Committee (SERC)

The 28th Interim Meeting of the ASF SERC was held in Kobe, Japan on 4 March 2016. The meeting was attended by 17 delegates from the ASF member associations of ASEAN, Chinese Taipei, Hong Kong, Japan and Korea. The attendance list is attached. The ASF SERC members were firmly committed to ensure full compliance with all applicable competition laws throughout the entire programme under the careful observation of their counsel, as in previous meetings.

The outline of the meeting was as follows:

### **1. World Economy**

The U.S. economy is expected to continue to be robust, supported by still-easy financial conditions and strengthening housing and labour markets. However, there are also challenges stemming from the strength of the dollar, which is causing the U.S. manufacturing sector to shrink marginally. In the Euro area, there are projections that it will grow to some degree this year because of stronger private consumption, supported by lower oil prices and easier financial conditions. Concerning the situation in Asia, China is expected to continue rebalancing its economy from manufacturing to services, but India and other emerging Asian economies are projected to continue growing at a robust pace, although some countries could face struggling situations brought about by China's economic rebalancing and global manufacturing weakness. In addition, we have to keep a careful watch on the depressed oil price levels in consideration of its impact on the global economy. Overall, the global economy still faces uncertain factors in the course of returning to the right track for steady growth.

## **2. Shipping Markets**

Mr Rahul Kapoor, Director of Drewry Financial Research Services, gave the meeting presentations on the current situations and forecasts for shipping markets such as the U.S. Trans-Pacific and Intra-Asia liner market, and the dry bulk/tanker markets. The meeting noted the outlook that shipping companies would be continuously forced to struggle with sluggish markets in most sectors in 2016, mainly due to a deep-rooted oversupply of tonnage coupled with uncertain factors relating to the global economy.

## **3. Major Challenges Facing Shipping Industry**

### **1) Environmental Regulations**

An update on developments regarding environmental regulations in international and regional governmental fora was provided. Mr Seijiro Morimoto from the JMC who addressed this subject indicated that further environmental regulations might encourage the demolition of older vessels, leading to an improvement in the oversupply situation, but that at the same time, further environmental regulations might place inappropriate burdens on shipping companies. Because of the significant costs and operational impacts of environmental regulations, it was agreed that the ASF should continue to collaborate with international shipping organisations to encourage governments to make appropriate decisions on environmental regulations at the IMO and other fora in order not to impose unfair burdens on the shipping industry.

### **2) Bribery**

The delegates were informed of legal framework and governmental/industrial efforts for anti-bribery as well as key points for anti-bribery compliance. It was recognised that bribery, facilitation payments and other forms of corruption are long-standing, rooted obstacles to fair trade for shipping companies. The ASF SERC therefore decided to add this issue to its future agenda and to address continuously this important task. The members were also encouraged to consider joining the Maritime Anti-Corruption Network (MACN).

### **3) Protectionist Approach in Some Countries**

The meeting was informed by Mr Simon Bennett of ICS of the recent developments in the U.S., Russia, Africa and EU concerning the promotion of utilising nationally flagged vessels in international trade, which could damage free trade in international shipping markets. The meeting agreed that the ASF, in collaboration with international shipping organisations such as ICS, should continue to urge such countries and regions to refrain from taking this kind of protectionist approach on nationally flagged ships.

### **4) Canal Issue**

The recent developments in the Suez and Panama Canal were reported. The delegates

reaffirmed the importance of establishing the regular dialogue mechanism between those Canal Authorities and Canal users at the earliest opportunity in order to prevent a recurrence of excessive and short-notice Canal toll increases in a non-transparent manner and to ensure a safe transit environment. Therefore, it was agreed that the ASF should continue its utmost efforts, in collaboration with international shipping organisations, towards the early establishment of the dialogue mechanism.

#### **4. Antitrust Immunity and Shipping Regulation**

Recent developments in a number of jurisdictions were reported. The meeting reconfirmed the ASF's long-standing policy that the anti-trust immunity system for cooperative shipping agreements is indispensable for the healthy development of the shipping industry and the whole trading industry. The ASF SERC commended ASF for active support of industry efforts to maintain anti-trust exemptions for liner shipping.



# ASIAN SHIPOWNERS FORUM SHIP INSURANCE AND LIABILITY COMMITTEE

c/o Hong Kong Shipowners Association

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

Tel: (852) 2520 0206 Fax: (852) 2529 8246 Email: hksoa@hksoa.org

---

## PRESS RELEASE

For Immediate Release

9th March 2016

### **Asian Shipowners Deeply Troubled by the recent *Prestige* judgment.**

During its recent Interim meeting, the Ship Insurance and Liability Committee of the Asian Shipowners Forum expressed its deep concern over the recent decision of the Spanish Supreme Court to reverse the findings of the lower court and find that Captain Mangouras, the master of the ill-fated *Prestige*, acted 'recklessly' and was therefore guilty of gross negligence.

In a widely condemned and worrying decision, the Spanish Supreme Court found Captain Mangouras guilty of gross negligence for decisions taken during the voyage and his actions as the accident unfolded. The judgment contains many elements that, in any mariner's opinion, would be seen as being incredible and unrealistic. The actions of Captain Mangouras were described as 'exemplary' by the Vessel's flag State, as with incredible bravery in very difficult conditions he did all he could to protect his crew, the ship and the environment.

"It is a pity," said Mr. Robert Ho the Chairman of the Committee, "that the Spanish Supreme Court has decided to depart from normal and accepted legal process by overturning findings of fact made by a lower court, and substituting findings that cannot, in any event, be seen as credible and plausible. This is a worrying sign that some States, even in apparently well developed countries and by utilising the highest legal level, would appear willing to manipulate the legal process to meet their short term and political needs."

The Committee commented that it is the coincidence of many factors that result in an accident or incident, and to heap full blame on an octogenarian ship's master some 14 years after the event cannot be correct. The Committee expressed concern that everyone involved ashore escaped criminal conviction, despite the fact that the request made by Captain Mangouras in the early stages of the incident for a place of

refuge was denied, and subsequent ‘orders’ from ashore did not take the actual situation into account. It is wrong and deeply troubling, in the Committee’s view, that seafarers should be singled out for blame when an incident takes place. The Committee expects that the new EU Operational Guidelines on Places of Refuge will assist European States in their handling of future incidents.



# Asian Shipowners' Forum

**Safe Navigation & Environment Committee  
(SNEC)**

c/o Federation of ASEAN Shipowners' Associations  
(FASA)

59 Tras Street 078998

Tel: (65) 63052260 Fax: (65) 62225527

email: [office@fasa.org.sg](mailto:office@fasa.org.sg)

---

**25 April 2016**

**REPORT  
OF  
THE SAFE NAVIGATION & ENVIRONMENT COMMITTEE CHAIRMAN,  
MR ESSEN POULSSON**

1. The Safe Navigation & Environment Committee (SNEC) held two meetings since the 24<sup>th</sup> Asian Shipowners' Forum (ASF) held in Jeju, Korea from 18 – 20 May 2015.
2. The 29<sup>th</sup> and 30<sup>th</sup> SNEC Meetings were both hosted by the Singapore Shipping Association (FASA – SSA) in Singapore on 16 September 2015 and 18 March 2016 respectively.
3. At both meetings of the SNEC, the most recent developments relating to safe navigation and marine environment were discussed. A summary of the key issues discussed is as follows:
  - 3.1. Security and Safety
    - Piracy & Armed Robbery globally
    - Container Weighing
    - Liquefaction of Solid Bulk Cargoes
    - Places of Refuge for Ships in Distress
  - 3.2. Environmental
    - Harmful Aquatic Organism in Ballast Water
    - Air Pollution & Energy Efficiency
    - Availability of Low Sulphur Fuels



- Reduction of GHG Emissions from Ships

4. The Committee discussed the most recent developments and issues relating to safe navigation and the marine environment.
5. A Joint Press Statement was issued at the 29<sup>th</sup> SNEC, a copy of which is attached as **Annex 1**. The Joint Press Statement issued at the 30<sup>th</sup> SNEC is attached as **Annex 2**.
6. Following the 29<sup>th</sup> SNEC, all SNEC delegates were invited to visit the Information Fusion Centre (IFC) at the Republic of Singapore Navy's Changi Naval Base, where they were briefed on the IFC's operations and methods.
7. Similarly, following the 30<sup>th</sup> SNEC, SNEC delegates were invited to visit the Maritime & Port Authority (MPA) of Singapore's Port Operations Control Centre (POCC), where they had the opportunity to observe vessel traffic management operations making use of MPA's Vessel Traffic Information System.
8. After the visit to POCC, delegates also had the opportunity to attend the 10<sup>th</sup> Anniversary Symposium of the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (*ReCAAP*) Information Sharing Centre (ISC).
9. A list of the ASF members currently represented in the SNEC is attached as **Annex 3**.
10. The SNEC Chairman wishes to express his thanks to all ASF members participating in the SNEC for their unstinting support and contributions during the meetings.
11. The venue for the 31<sup>st</sup> SNEC Meeting will be confirmed at a later date -- the SNEC Secretariat will provide details in due course.

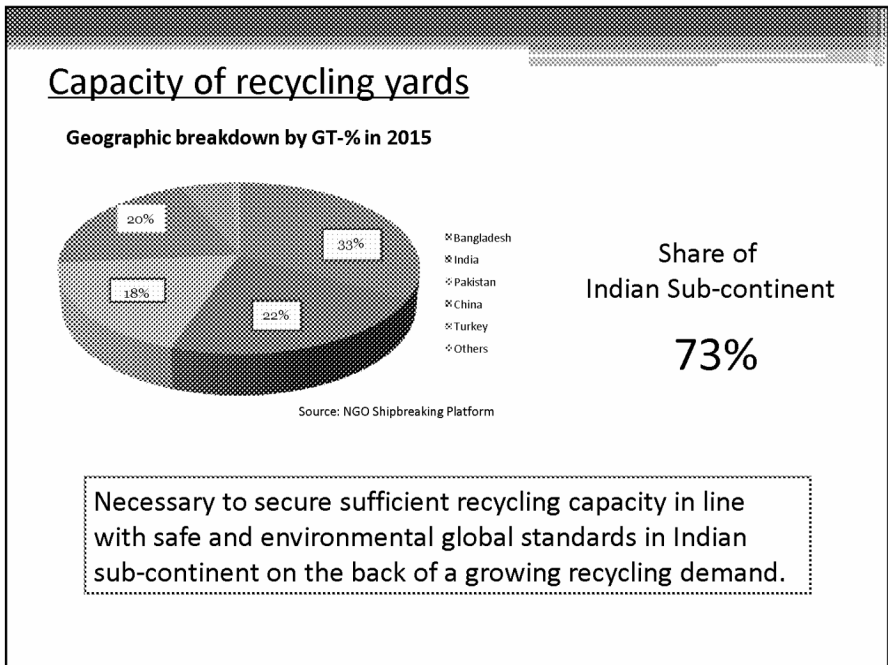
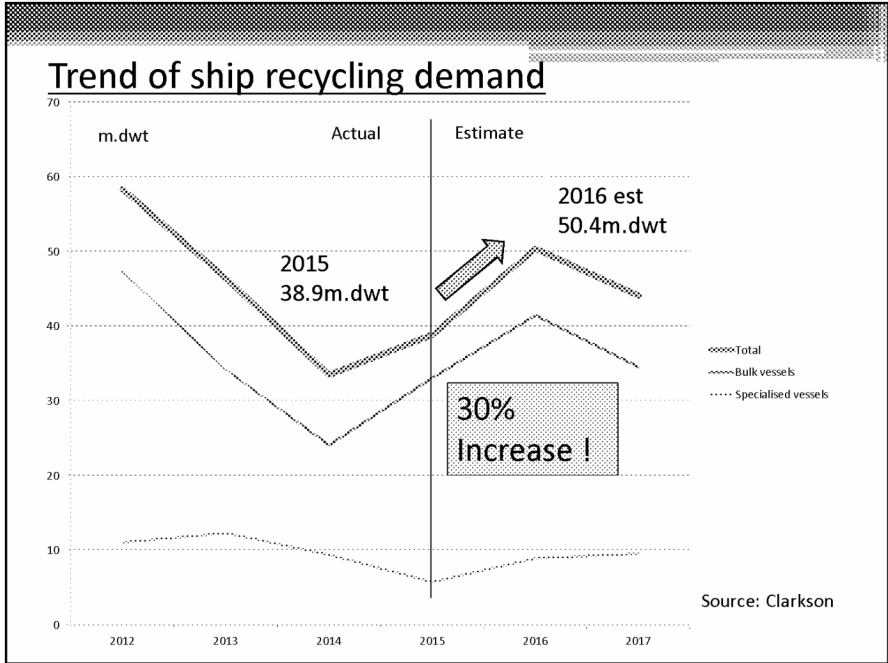
# Ship Recycling Committee (SRC)

Dr. Frank F. H. Lu  
Chairman

19 May 2016  
25<sup>th</sup> ASF AGM in Shanghai, China

## The 19<sup>th</sup> Interim Meeting of the SRC

- ✓ 28<sup>th</sup> March in Hanoi, Vietnam
- ✓ SRC discussed about
  - ✓ International trends in ship recycling
  - ✓ Activities of concerned parties
  - ✓ Action plan of the committee
- ✓ Class NK was invited to explain how to inspect recycling yards



## NK's certification

- upgrade yards to global level regardless of recycling method

- ✓ NK provided statement of compliance (SoC) certification to 4 Indian ship recycling yards in 2015.
- ✓ This certifies that it is possible for a recycling yard irrespective of recycling method to comply with the HKC.

**ClassNK**  
Consulting Service

Certified yards (4)  
Coming soon (2)

In addition, NK starts consulting with 6 more yards.



Priya Blue: Certified yard

## ASF visited India in Oct 2015,

leading the shipowners' associations of the world

- Seeing is believing! Alang is not just Alang!!
- Recognized efforts of recyclers to improve their facilities.
- Dialogued with both authorities and recyclers.
- Made public announcement regarding present Alang.

ASF SG attended the ICS meeting with JG and NK, and emphasized the improvement in Alang.

Shree Ram: Certified yard



Dialogued with Directorate General of Shipping (Gov. of India)

## Ship Recycling Seminar in London (on 3 Feb, 2016)

Organized by Japanese Government assisted by IMO

About 90 participants from 24 countries shared views that

- ✓ NK's activity for improvement in India is considered as model case.
- ✓ Early entry into force of HKC is essential. Each country is requested to proceed with ratification.
- ✓ Relevant players should cope with this issue.

JSA explained Asian shipowners' basic policy in accordance with ASF SRC standing policy.

Anti excessive local regulation !  
Support for Global rule (HKC) !!

### Maersk's project

Maersk announced on Feb 2016 that it'll start scrapping ships in Alang.



Rising attention to India!

## Ship Recycling Regulations (1)

### ➤ Hong Kong Convention (HKC)

- ✓ The only global regulation
- ✓ Not yet entered into force. Only 4 countries acceded.  
Top flag country, **Panama**, processing ratification by the end of the year.



### ➤ EU Regulations

- ✓ Will be applied by 31 Dec 2018 at the latest.
- ✓ EU flagged vessels shall be dismantled at EU approved yards.
- ✓ **Technical guidance** recently published suggests that beaching method facilities will not make the grade. ⇒ NON BEACHING policy clearly stated



EU regulations should be prevented from becoming de-facts standard.

Early entry into force of the HKC is essential.

Speed up ratification of the HKC at major ship recycling countries (China, India, etc.) and flag countries must take place !!

## Ship Recycling Regulations (2)

### ➤ EU Regulations – Financial instrument



- ✓ EU considers introducing a financial instrument to require all ships entering EU ports regardless of their flag to pay a levy in order to ensure the performance of EU regulations.
- ✓ European Commission shall, by 31 Dec 2016, submit a report on the feasibility of a financial instrument to the European Parliament/ the Council, and shall, if appropriate, accompany it by a legislative proposal.

Any introduction of such instrument would be problematic in view of the general concept of non-discrimination among all WTO members.

## **# Urgent Requirement #**

*Needs to be performed within this year !!*

Secure sufficient recycling capacity in line with safe and environmental global standards in a number of countries

Enforce the global standard, eliminate local regulations



### Actions required

1. Increase colleagues with same goal.
2. Encourage governments to ratify the HKC.
3. Encourage recyclers to improve their facilities.

## Action plan of the committee

1. To cooperate within the among shipping industry
  - Dialogue with ECSA
    - Planned for 29 June in London after ECSA's visit to India in late April.
2. To encourage early ratification of the HKC and to make joint approach to targeted countries, i.e. China, India, etc.
  - Visit to Beijing to hold an interim meeting and have a dialogue with Chinese recycling industry in Sept.
  - Seek possible arrangement of dialogue with Indian recyclers industries (SRIA) at the earliest opportunity.
3. To encourage members to sell ships preferentially to the certified yard or yards in an effort to get them certificate compliant with the HKC
4. To upgrade our media involvement



**Thank you!**