



# Merchant Navy Officers' Guild - Hong Kong 香港商船高級船員協會

季 GUILD NEWS & 刊  
QUARTERLY REPORT

May 2006 二零零六年 五月份

Merchant Navy Officers' Guild - Hong Kong  
香港商船高級船員協會

香港上環干諾道中一百三十至一百三十六號誠信大廈一四零一至二室  
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Tel : (852) 2545-8269 Fax : (852) 2541-5064  
E-mail : mail@mnoghk.org Website : www.mnoghk.org

To : All Guild Members  
Date : 29 May, 2006

致：各協會會員  
日期：二零零六年五月二十九日

## Notice of Guild Annual General Meeting 2006

### 二零零六年之協會會員週年大會通告

The Annual General Meeting of the Merchant Navy Officers' Guild - Hong Kong for 2006 will be held at the Merchant Service Club, Room 1101, Alliance Building, 130-136 Connaught Road Central, Sheung Wan, Hong Kong, on 24th June 2006 (Saturday), at 1330 hrs to deal with the matters set out in the agenda below.

香港商船高級船員協會二零零六年之會員週年大會已訂於二零零六年六月二十四日(星期六)，下午一時三十分，在香港上環干諾道中一百三十至一百三十六號，誠信大廈一一零一室，香港商船高級船員會所舉行。會議程序將根據下列議程進行：

#### Agenda 議程

1. To announce Annual Report.  
宣讀週年報告。
2. To confirm the minutes of the Guild Annual General Meeting for 2005.  
確認協會二零零五年會員週年大會的會議記錄。
3. To confirm the minutes of the Guild Special General Meeting held on 20th December 2005.  
確認協會二零零五年十二月二十日特別會員大會的會議記錄。
4. To consider and approve the statement of accounts for the Guild and the financial reports of the auditors for the year of 2005-2006.  
審議以及通過協會二零零五至二零零六年度帳目報表及核數師的財政報告。
5. To elect members of the Executive Council (2006-2008).  
選舉二零零六年至二零零八年執行理事會成員。

Capt. T. T. Chung  
General Secretary  
鍾東堂船長  
(秘書長)

Note : A Paid up Ordinary Member shall be entitled to appoint another Paid Up Ordinary Member to be his proxy to attend and vote at the Annual General Meeting and the instrument appointing a proxy shall be deposited at the registered office of the Guild not less than 3 working days before the day of the Annual General Meeting.

備註：已繳足會費的普通會員有權委託另一名已繳足會費的普通會員為其代表，出席及於會員週年大會中投票。至於委派代表的文件，至少須在會員週年大會舉行的三個工作天前，送抵協會的登記地址。

To : All Club Members  
Date : 29 May, 2006

致：各會所會員  
日期：二零零六年五月二十九日

**Notice of the Club Annual General Meeting 2006**

**二零零六年之會所會員週年大會通告**

The Annual General Meeting of the Merchant Service Club for 2006 will be held at the Merchant Service Club, Room 1101, Alliance Building, 130-136 Connaught Road Central, Sheung Wan, Hong Kong, on 24th June 2006 (Saturday), at 1400 hrs to deal with the matters set out in the agenda below.

香港商船高級船員會所二零零六年之會員週年大會已訂於二零零六年六月二十四日(星期六)，下午二時正，在香港上環干諾道中一百三十至一百三十六號，誠信大廈一一零一室，香港商船高級船員會所舉行。會議程序將根據下列議程進行：

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審議以及通過會所二零零五至二零零六年度帳目報表及核數師的財政報告。

Capt. T. T. Chung  
General Secretary  
鍾東堂船長  
(秘書長)

Note: Votes at the Merchant Service Club Annual General Meeting may be given either personally or by proxy to a Member entitled to vote. The instrument appointing a proxy shall be deposited at the Club office at least one hour before the time notified for holding the meeting.

備註：會員可以親身或委託另一名會員為其代表，於會所會員週年大會中投票。至於委派代表的文件，至少須在會所會員週年大會舉行的一小時前，送抵會所的登記地址。

香港商船高級船員協會  
The Merchant Navy Officers' Guild - Hong Kong  
FORM OF PROXY (委託書)

I 本人 ..... of 會員編號 ..... an Ordinary Member of the Merchant Navy Officers' Guild - Hong Kong in pursuance of Rule 18 of the Rules hereby appoint 為香港商船高級船員協會的普通會員，現根據協會規則第十八條委託 ..... of 會員編號 ..... or failing him 如他放棄或未能接受委派，則由另一協會會員 ..... of 會員編號 ..... another member of the Guild, to vote for me and on my behalf at the Annual General Meeting (Special General Meeting as the case may be) 代表本人投票及以本人的名義出席協會的會員週年大會 (特別會員週年大會亦等同此情況) of the Guild to be held on the .....24<sup>th</sup>..... day of .....June..... 2006 and at any adjournment thereof in relation to the following matters, namely: - 或因以下事情而延期：

As witness my hand this ..... day of ..... year 2006  
謹此見證

(Signature) .....  
簽署

Witness to Signature .....  
見證人簽署

*\*Photocopy is acceptable*

香港商船高級船員會所  
The Merchant Service Club  
FORM OF PROXY (委託書)

I 本人 ..... of 會員編號 ..... a Guild Member / Club Member in pursuance of Rule 7 (g) of the Rules hereby appoint 為協會會員 / 會所會員，現根據會所規則第七條 (g) 委託 ..... of 會員編號 ..... or failing him 如他放棄或未能接受委派，則由另一協會會員 / 會所會員 ..... of 會員編號 ..... another Guild Member/Club Member, to vote for me and on my behalf at the Annual General Meeting (Special General Meeting as the case may be) 代表本人投票及以本人的名義出席會所的會員週年大會 (特別會員週年大會亦等同此情況) of the Club to be held on the .....24<sup>th</sup>..... day of .....June.....2006 and at any adjournment thereof in relation to the following matters, namely: - 或因以下事情而延期：

As witness my hand this ..... day of ..... year 2006  
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(Signature) .....  
簽署

Witness to Signature .....  
見證人簽署

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## 2006 Shenzhen International Maritime Forum

### 2006 深圳國際海事論壇

2006 Shenzhen International Maritime Forum was held from 19th to 20th April 2006. Hosted by the Maritime Safety Administration of the People's Republic of China and sponsored by Shenzhen Maritime Safety Administration, the forum was said to be one of the largest maritime forums in China.

The theme of the forum this year was "Quality Seafarers". Experts and scholars from all over the world attended the forum to discuss maritime issues, such as "the impact of modern shipping on seafarers under economic globalization", "seafarers' role in maritime safety, environmental protection and maritime security", "seafarers' decent job", "2006 Consolidated Maritime Labour Convention", etc. The implementation of the revised Convention on Standards of Training, Certification and Watchkeeping (STCW) in China in the past decade was also reviewed.



Representatives of the Guild attended the forum  
協會代表出席是次論壇

It was shown that China, as a country with more than 500,000 ocean going seafarers, had done a lot of works to improve the quality of its seafarers. It established a comprehensive education, training, examination and certification system for seafarers. As a signing party to the STCW, China was among the first entered the "White List" of the International Maritime Organization in full compliance with STCW.

It was decided that the forum would be sponsored by Shanghai and Shenzhen in turns in the future, and topics would be related not only to China but also the international community.

2006 深圳國際海事論壇於二零零六年四月十九至二十日舉行。這個論壇由中國人民共和國海事局主辦，深圳海事局承辦，是中國其中一個大規模的海事論壇。

今屆論壇的主題是「高素質海員」。來自世界各地的專家學者在論壇上探討了不少海事論題，如「在經濟全球化的形勢下當代航運對海員的影響」、「海員與海上安全、環境及保安」、「海員體面工作」及《2006綜合海事勞工公約》等，同時亦回顧了中國在過去十年履行經修訂的《海員培訓、發證和值班標準公約》的情況。

從論壇可見，中國作為擁有五十多萬名遠洋船船員的國家，一直致力改善海員素質，為海員建立了全面的教育、培訓、考試評估和發證制度。作為《海員培訓、發證和值班標準公約》的締約國，中國更一直全面履約，是第一批進入國際海事組織「白名單」的國家。

這個論壇日後將由上海和深圳輪流承辦，主題除了與中國有關，更會國際社會有關。

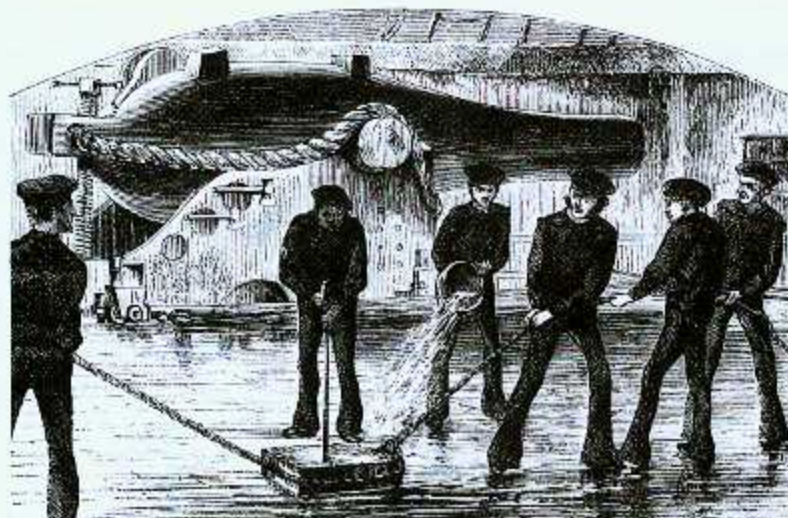
## ***The 94th (Maritime) Session of the International Labour Conference***

The 94th (Maritime) Session of the International Labour Conference was held in Geneva from 7th to 23rd February 2006. The Conference made maritime labour history by adopting the 2006 Consolidated Maritime Labour Convention.

The Convention consolidates and updates 68 existing ILO maritime Conventions and Recommendations adopted since 1920, setting minimum standards for seafarers' working conditions, accommodation, food, medical care, welfare and social security provision. In addition, the Convention requires all ships over 500gt operating international voyages to carry a "maritime labour certificate" and a "declaration of compliance with the standards" to ensure the implementation of the international regulations and measures in relation to decent work at sea.

The Convention won an overwhelming support from delegates representing seafarers, ship owners and governments at the Conference. It was adopted by a vote of 314 for, with no votes against and four abstentions. However, it shall come into force 12 months after the date on which there have been registered ratifications by at least 30 member states with a total share of 33 per cent of world gross tonnage.

It is hoped that the Convention will receive widespread ratification and effective implementation and serve as the "fourth pillar" of regulation for the international shipping industry, alongside the STCW, MARPOL and SOLAS conventions.



## 國際勞工大會 第九十四屆（海事）會議

國際勞工大會第九十四屆（海事）會議於二零零六年二月七日至二十三日在日內瓦舉行。大會通過了《2006綜合海事勞工公約》，締造海事勞工的歷史。

《2006綜合海事勞工公約》綜合及更新了自一九二零年以來被批准的、現有的六十八條海事勞工公約及建議，為海員的就業條件、居住艙室、膳食、醫療、福利及社會安全保障等訂下最低標準。此外，新公約要求從事國際航線而超過五百總噸的船舶持有《海事勞工證書》及《海事勞工符合聲明》，以確保船上貫徹執行有關國際海事勞工公約及措施。



香港政府及工會代表遠赴日內瓦，出席是次會議。

新公約在會上贏得海員、船東和政府三方代表的壓倒性支持，以三百一十四票贊成、零票反對及四票棄權獲得通過。不過，新公約還要等待佔有全球船舶總噸位百分之三十三的至少三十個國際勞工組織成員國確認後十二個月才能生效。

業界希望新公約能盡快取得大多數成員國確認及有效地執行，使新公約繼《國際海上人命安全公約》、《海員培訓、發證和值班標準國際公約》、《防止船舶污染國際公約》成為國際航運法規的第四支柱。

## ***The 23rd Asian Seafarers' Summit Meeting***

The 23rd Asian Seafarers' Summit Meeting (ASSM) was held in Hong Kong on 6th March 2006. It was the second time ASSM had been held in Hong Kong. Hong Kong Seafarers' Coordination Committee (MNOG, HKSU, AUS) had the privilege to host such a significant meeting and to have Hon Lau Kin Yee Miriam (Legislative Councillor of Transport Constituency), Mr. Roger Tupper (Director of Marine of HKSAR), Capt. Sakae Idemoto (President of All Japan Seamen's Union) and Capt. Ho Kai Hung Dominic (President of MNOG) as speakers in the opening ceremony. More than 50 delegates from different regions of Asia attended the meeting.



Several important issues concerning the shipping industry in Asia were put on the table, such as ILO wage for national flag ships, ITF Congress 2006, promotion of education and training and challenge for organization of Asian seafarers, etc.. After the discussion, two significant resolutions were adopted, which were 1) resolution on ratification of the Consolidated Maritime Labour Convention; 2) resolution on non-discrimination of Asian Seafarers.

To conclude, the 23rd ASSM was fruitful and successful. As for the 24th ASSM, it was set to be held by Indonesian Seafarers' Union next year.

\* Please turn to P9 and P10 for the speech of Capt. Ho Kai Hung Dominic, President of MNOG.

## 第二十三屆 亞洲海員高峰會議

第二十三屆亞洲海員高峰會議於二零零六年三月六日在香港舉行。這是亞洲海員高峰會議第二次在香港舉行。香港海員屬會協調委員會（香港商船高級船員協會、香港海員工會、香港航業海員合併工會）有幸主辦這個重大會議，並邀得劉健儀議員（立法會航運交通界）、譚百樂先生（香港特別行政區海事處處長）、井出本榮船長（全日本海員組合主席）、何啟鴻船長（香港商船高級船員協會會長）在開幕禮上致辭。五十多名來自亞洲各地的工會代表出席是次會議。



會上討論了幾個有關亞洲航運界的重要事項，例如國際勞工組織釐定的國旗船船員工資、二零零六年國際運輸工人聯盟大會、推廣教育培訓以及亞洲海員組織面臨的挑戰等。討論結束後，各代表通過了兩項重要決議，分別是(1)確認《綜合海事勞工公約》；(2)公平對待亞洲海員。

總括而言，第二十三屆亞洲海員高峰會議非常成功，卓有成效。至於第二十四屆亞洲海員高峰會議，則定於明年舉行，由印度尼西亞海員工會主辦。

\*第11及12頁印有協會會長何啟鴻船長的演講辭

### A Deep Sorrow

It is with great sadness that we have to announce the passing away of Mr. Man Hing Ming, Ray in February 2006. Mr. Man was a member of the Club. Surely, he will be missed by all who knew him.

### 深切哀悼

會所會員萬慶明先生不幸於本年二月逝世，本會全人深表哀悼。毫無疑問，他將永遠留在大家的記憶中。

**Hon Miriam Lau, Mr. Roger Tupper, Capt. Sakae Idemoto, ladies and gentlemen, brothers and sisters,**

*Welcome to the 23rd Asian Seafarers' Summit Meeting (ASSM). This is the second time ASSM has been held in Hong Kong since 1996.*

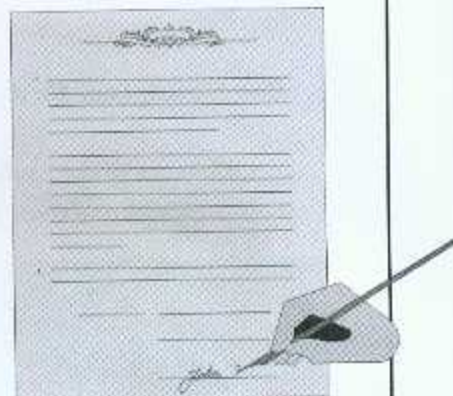
*Over the past ten years, the Asian seafarers unions have carried forward the spirit of solidarity to defend the rights and benefits of Asian seafarers. In the international movement forum, we advocated practical and realistic style of work to tackle the problems we had been facing. For instance, the international forum made unrealistic suggestion on the issue of interpretation of ILO wages in mid 1990s. The ASSM held at Dalian in 2000 examined and discussed the issue thoughtfully and passed our resolution on the interpretation of ILO wages applied to our National Flag ships. As a matter of fact, the present ITF/ISF common interpretation on ILO wages in 2003 was quite similar to that of the Asian seafarers unions' proposal.*

*The ASSM membership has increased during these ten years. Solidarity among us has strengthened and co-operations between us have improved. Unity among Asian seafarers unions is essential for the long term benefits of Asian seafarers. Within the memberships, we have unions from the labour supply areas as well as beneficial ship owning areas. Differences may arise during co-operations and contacts. We suggest that we should iron out our differences based on the principles of mutual respect, mutual benefit and mutual understanding. We should seek common ground on major issues while reserving differences on minor ones.*

*Since the ASSM in 1996, Hong Kong underwent numerous changes and challenges. The most significant one was China's resumption of the exercise of sovereignty over Hong Kong in 1997. Hong Kong has been upholding "one country, two systems" since then. I am proud to say that Hong Kong has been moving forward with vigor and ambition under this system and so has been its maritime industry. Private shipping business and shipping-related businesses and private container terminals in Hong Kong continue to operate freely. Hong Kong, authorized by the Central People's Government, maintains a shipping register and issues related certificates under its own legislation in the name of "Hong Kong, China" in accordance with the Basic Law. A rapid growth of shipping register has been noted. The gross tonnage registered in Hong Kong increased from eight million in 1999 to thirty million in 2006.*

*The fast and rapid growth of shipping register has attracted attention of ITF and affiliates all over the world. I would like to take this opportunity to share the experience with brothers and sisters here in respect of the situation of Hong Kong registered vessels and employment of seafarers onboard. According to the information of Marine Department, most of the Hong Kong registered vessels are Chinese state owned or originally based in Hong Kong, like OOCL, Wah Kwong, Swire, etc. Certainly some new shipping companies have established their bases in Hong Kong because of its freest economy, free capital flows and foreign investment, low tax, high degree of transparency, etc. For both government and seafarers' unions in Hong Kong, it is of prime importance that the standards of a register should be such that Hong Kong SAR should not become nor be perceived as a Flag of Convenience (FOC). Nowadays, more than 70% of Hong*

*Hong Kong registered ships are manned by Chinese national seafarers. Less than 30% of them are manned by seafarers from India, Philippines and other countries. Hong Kong is an inalienable part of China and we, as the unions in HKSAR, have been playing an appropriate role to represent our Chinese national seafarers onboard Hong Kong registered vessels to conclude collective bargaining agreements with shipping companies. By normal practice, labour supply is one of the important factors to be taken into consideration when concluding collective bargaining agreements and we have always been acting in accordance with the policy. Of course, we also take strict consultation procedures to verify the "ownership", "genuine link" and "effective control" between the flag state and the ship.*



*Hong Kong's economy bloomed since 1970s. Many people gave up their seafarers' career and sought for other opportunities. Young people are no longer interested in seafaring industry, like what happens in most of the developed countries, leading to the decrease of the number of seafarers. In order to solve the problem of shortage of maritime professionals, we established the "Maritime Professional Promotion Federation" (MPPF) in 2002 to encourage young people to join the maritime industry. MPPF indirectly led to the establishment of Sea-going Training Incentive Scheme by the HKSAR Government to enhance the supply of local qualified and experienced personnel to work in the maritime industry.*

*It is five years since the ILO Governing Body decided to convene a Maritime Session of the International Labour Conference. The 94th Session held in February 2006 in Geneva has achieved to adopt a new instrument "Consolidated Maritime Labour Convention 2006" to consolidate and update more than 65 international maritime labour standards adopted since the ILO was founded in 1919. The new Convention has been referred to as the "fourth pillar" of the international regulatory regime for quality shipping, being bracketed in this respect with three of the most important IMO Conventions, namely the SOLAS, STCW and MARPOL. I believe all of us are glad to see the adoption of the Convention as its aim is to promote decent working and living conditions for any capacities of seafarers onboard ships. However, the adoption is just a beginning. The Convention needs to be widely ratified and put into practice to make a true success. We, as unions in flag states, have responsibilities to urge our governments to ratify and implement the Convention to ensure our seafarers' rights.*

*In referring to the implementation and enforcement responsibilities laid upon the flag states of the ships, personally, my view is the international industrial relations forum shall explore and review the role of the flag state unions in this respect.*

*Lastly, I would like to take this opportunity to wish you all the best and a happy stay in Hong Kong. I sincerely hope that today's meeting and discussion can foster the unions' understanding and relationship. Thank you very much.*

劉健儀議員、譚百樂先生、井出本榮船長、各位先生女士、兄弟姊妹：

歡迎大家出席第二十三屆亞洲海員高峰會議。自一九九六年後，香港再次有幸主辦這個會議。

各亞洲海員工會在過去十年一直發揚團結精神，捍衛亞洲海員的權益。我們在國際勞工運動論壇上，提倡實際可行的方法來解決眼前問題。例如，在二十世紀九十年代中期，國際論壇在國際勞工組織工資詮釋的問題上，提出了不切實際的建議。二零零零年於大連舉行的亞峰會詳細討論有關問題，並通過了我們在國旗船工資詮釋的問題上提出的決議。國際運輸工人聯盟與國際船東組織在二零零三年對國際勞工組織的工資詮釋問題達到共識，事實上，該詮釋與亞洲海員工會的建議很接近。

亞峰會的成員數目在這十年間增加不少，成員愈見團結和合作。亞洲海員工會團結，對亞洲海員的長遠利益非常重要。亞峰會的成員有來自勞工供應的地區，同時也有來自利益擁有的地區。成員在合作和聯絡期間難免出現分歧。我們應該本著互相尊重、互惠及互諒的原則，摒除分歧，在小事上可和而不同，但在大事上必須尋求共識。

香港自一九九六年舉辦亞峰會以來，經歷了不少轉變和挑戰，當中最重要的是香港於一九九七年回歸中國。香港自此維護「一國兩制」。我很自豪地告訴大家，香港在「一國兩制」下，朝氣勃發地向前邁進，航運業方面也是一樣。香港的私營航運以及與航運有關的企業和私營集裝箱碼頭繼續自由經營。根據《基本法》，香港經中央人民政府授權，繼續進行船舶登記，並根據法律以「中國香港」名義頒發有關證件。香港過去在船舶註冊方面有急劇增長，船舶註冊總噸位由一九九九年的八百萬噸增加至二零零六年的三千萬噸。

香港船舶註冊迅速發展，引起了國際運輸工人聯盟及其他地區屬會的注意。我想藉這個機會與在座的兄弟姊妹，就香港註冊船舶及海員就業的問題分享我的體會。根據香港特區海事處的資料，大部分在香港註冊的船舶均由中國或原本以香港為基地的公司所擁有，如東方海外、華光、太古等。無疑，香港擁有自由經濟、自由的資金流動、外商投資、低稅率及高透明度等優勢，因此吸引部分新的船務公司在香港建立總部。對香港政府及海員工會而言，香港註冊船舶不應成為或被視為方便旗船，這一點極為重要。現今，超過百分之七十

約香港註冊船舶由中國海員操作，只有少於百分之三十的船舶由印度、菲律賓和其他國家的海員操作。香港是中國的一部分，我們作為香港特區的工會，一直恰如其分，代表在香港註冊船隻上工作的中國海員，與船務公司簽訂集體談判合約。按照常規，工會在簽訂集體談判合約時，勞工供應是其中一個重要的考慮因素，而我們一直遵從有關政策。當然，我們也有採取嚴謹的諮詢程序，以證實船旗國和船隻在「擁有權」、「真實聯繫」和「實際管理」等方面的關係。



香港經濟自二十世紀七十年代開始蓬勃發展。許多人放棄航海事業，尋求其他發展機會。年輕人對航海事業再也不感興趣，導致海員數目不斷下降，情形與大部分發展國家相同。為了解決海事專才短缺的問題，我們於二零零二年成立了「海事專才推廣聯盟」，鼓勵年輕人投身航海事業，而「海事專才推廣聯盟」間接帶動了香港特區政府成立「航海訓練獎勵計劃」，吸引和訓練更多具備航海經驗的合資格本地人士投身航運業。

五年前，國際勞工組織理事會決定召開國際勞工大會海事會議。第九十四屆會議於二零零六年二月在日內瓦舉行，成功通過了《2006綜合海事勞工公約》，綜合及更新了超過65個國際勞工組織自1919年成立以來所通過的國際海事勞工標準。新公約被指為國際勞工法規的「第四支柱」，能與國際海事組織三個重要的公約《國際海上人命安全公約》、《海員培訓、發證和值班標準國際公約》及《防止船舶污染國際公約》相提並論。這個公約旨在改善船上船員的工作和生活環境，我相信在座各位都樂見它獲得通過。不過，通過公約只是一個開始。這個公約必須廣泛地獲得確認及執行，才算成功。我們作為船旗國工會，實在有責任促請政府確認及執行這個公約，確保海員的利益。

至於執行公約的責任落在船旗國這一點，我認為國際勞資關係論壇可以探討及檢討船旗國工會在這方面扮演的角色。

最後，我藉這個機會恭祝大家一切安好，在香港旅途愉快。我衷心希望今天的會議和討論能促進各工會之間的瞭解和關係。謝謝各位。