



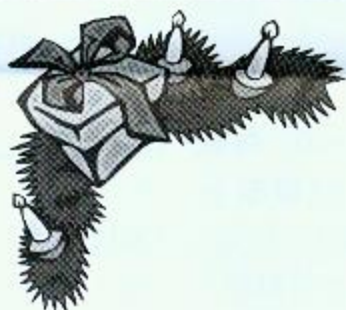
Merchant Navy Officers' Guild - Hong Kong 香港商船高級船員協會

季 GUILD NEWS & 刊 QUARTERLY REPORT

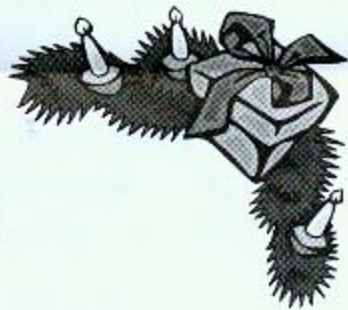
November 2006 二零零六年 十一月份

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
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Merry Christmas & Happy New Year !



並
賀
新
年



恭
祝
聖
誕

執行理事會全人

EXECUTIVE COUNCIL OF MNOG-HK

通告 Notice

聖誕酒會 Christmas Party



今年的聖誕酒會謹訂於十二月十五日(星期五)晚上七時於香港商船高級船員會所舉行。歡迎各會員出席。
Our Christmas Party will be held on 15th December 2006 (Friday) at 1900 hours in the Merchant Service Club.
All members are welcome to join us.

日期：二零零六年十二月十五日(星期五)
時間：晚上七時至十一時正
地點：香港商船高級船員會所
(上環干諾道中130號誠信大廈
11字樓1101-3室)

Date : 15th December 2006 (Friday)
Time : 1900-2300 hours
Venue : The Merchant Service Club
(Rm. 1101-03, Alliance Building,
130 Connaught Rd. C., Sheung Wan)

The ITF's 41st Congress



The ITF's 41st Congress was held in Durban, South Africa from 2 to 9 August 2006. It was the first congress held in Africa in the Federation's 110 year history. Its theme was "Organising Globally: Fighting for our Rights". 1,194 participants from 387 unions attended the congress and set the ITF's agenda for the next four years.

Numerous decisions were taken at the congress. One of them was the election of the ITF's new President, Vice Presidents, General Secretary, Executive Board, industrial, sectoral, women's and fair practices committees for the next four years. The congress also called on the ITF and its affiliates to prioritise the participation of women throughout their organizations; the ITF

to promote further dialogue and engagement with Chinese transport workers and their unions. Most importantly, the congress saw the launch of the "Ports of Convenience" (POC) campaign to ensure decent work conditions in ports worldwide.

In his closing address, the newly re-elected ITF General Secretary said "This has been the biggest, most effective and representative congress in the ITF history. The over 100 countries represented here want the ITF to be an even more action-oriented organization." It is hoped that the ITF can use the forces of international solidarity to build stronger and more effective unions worldwide, and fight for transport workers' best interest.

國際運輸工人聯盟 第 41 屆大會

國際運輸工人聯盟 (ITF) 第 41 屆大會於 2006 年 8 月 2 日至 9 日在南非德班舉行。這是 ITF 自成立 110 年以來首次在非洲舉行的大會。大會主題為「全球性地組織：爭取權益」。1,194 位來自 387 個不同工會的代表出席大會，為 ITF 制定未來四年的工作計劃。

大會通過不少決定。其中一項是選出 ITF 新一屆主席、副主席、秘書長、執行委員會、工業委員會、業界委員會、婦女委員會及公平委員會。同時，大會促請 ITF 及 ITF 屬會讓女性優先參與會務，

並促請 ITF 進一步與中國運輸工人及工會對話及建立合作契約。更重要的是，大會正式展開了「方便港運動」，確保各地的港口工人擁有良好的工作環境。

成功連任的 ITF 秘書長在閉幕禮上說：「這是 ITF 歷來最大規模、最具成效、最富代表性的大會。在座來自 100 多個國家的代表均希望 ITF 能有更多實際行動。」但願 ITF 可以利用國際間的團結力量，在各地建立更強更有效的工會，為運輸工人爭取最大的權益。



The Amendment of the Working Hours Restrictions under the Permit to Operate for High Speed Craft **修訂高速船營運許可證的 工時限制**

With regard to the amendment of the Working Hours Restrictions (WHR) stipulated in the Permit to Operate (PTO), a proposed new WHR from the Marine Department (MD) was received. The proposed new WHR is comprised of two sections covering respectively the high speed crafts operating in the Macau Ferry Terminal and the China Ferry Terminal, and those plying between Hong Kong and Macau or other Pearl River Delta ports with voyage of less than 45 minutes.

We find two points unacceptable in the proposed new WHR. First, in the proposed new WHR, the times allowed for breaks between voyages are reduced to 10 minutes for day service crews, who work for voyages of less than 45 minutes duration. We believe the fact that the voyage is of shorter duration does not mean that it will take less time to embark and disembark passengers, take bunkers and clean the vessel between voyages, and realistically, we do not believe these can be done in 10 minutes. The existing time allowed of 15 minutes is considered more practical. If the breaks between voyages are reduced, the crews may not be able to have some short time to relax between voyages.

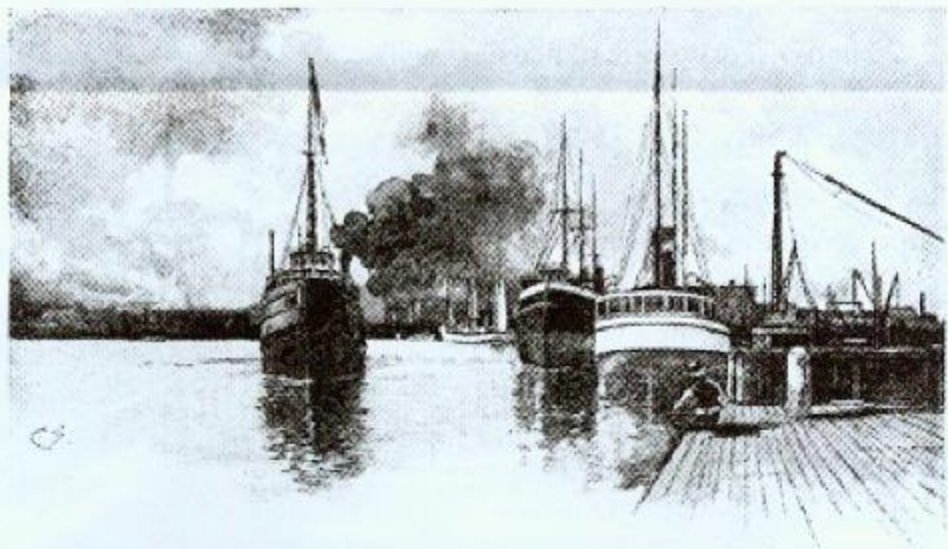
協會早前從海事處方面收到高速船營運許可證工時限制的修訂建議。新建議的工時限制分為兩部分，一部分適用於在港澳碼頭和中港碼頭運作的高速船，另一部分則適用於穿梭港澳或其他珠江三角洲港口而航行時間又少於45分鐘的高速船。

新建議的工時限制中有兩點令人難以接受。首先，在新建議的工時限制中，負責航班短於45分鐘的日班船員，他們在航班之間的休息時間將被減至10分鐘。我們認為航班的航行時間縮短，不代表船員可以用較短的時間完成上客、落客、補充燃料及清潔船艙的工作。事實上，我們不相信有關工作可於10分鐘內完成。現行的15分鐘休息時間比較實際可行。假如航班之間的休息時間被縮短，船員可能沒有時間作短暫休息。



Second, there is proposed reduction in times allowed for breaks between voyages, and for meals, for night service crews on voyages of less than 45 minutes duration. We are, again, not satisfied with the proposed reduction as the factor of fatigue has not been taken into account. According to some researches, fatigue is a significant contributing factor to marine disasters, and shift work systems, inadequate rest, etc. are the main causes of fatigue. We, therefore, believe that suitable rest periods are extremely important for night crews, and that fatigue is not just a question of voyage duration. It is inappropriate to reduce the times allowed for breaks between voyages and meal breaks for night service crews, simply because the duration of the voyages is less than 45 minutes.

We strongly believe that a well formulated WHR is important to HSC seafarers as well as marine safety. We, therefore, will continue to negotiate with the MD in respect of the amendment of WHR and fight for the best interest of HSC seafarers.



第二，負責航班短於45分鐘的夜班船員，除了航班之間的休息時間被減，進餐的時間也被縮短。我們對此甚為不滿，認為當局在決策時，並沒有考慮船員的疲勞問題。根據研究，許多海事意外都因海員疲勞過度而起，而輪班制、休息不足等均是疲勞的主要成因。因此，我們相信適當的休息時間對夜班船員非常重要，而且疲勞並不單是航行時間長短的問題。若海事處僅僅因為航班時間少於45分鐘，就減少船員在航班之間的休息時間和進餐時間，實在不妥當。

我們深信適宜的工時限制對高速船船員和海上安全非常重要。因此，我們會繼續與海事處商討有關修改工時限制的問題，盡力為高速船船員爭取最大的權益。

Revised MARPOL Annex II

The revised Annex includes re-classification of pollution categories for noxious liquid substances. The pollution category will be changed from five (5) category system (A, B, C, D and III) to four (4) category system (X, Y, Z and OS).

In addition to the new categorization system, the revised Annex has a number of significant changes.

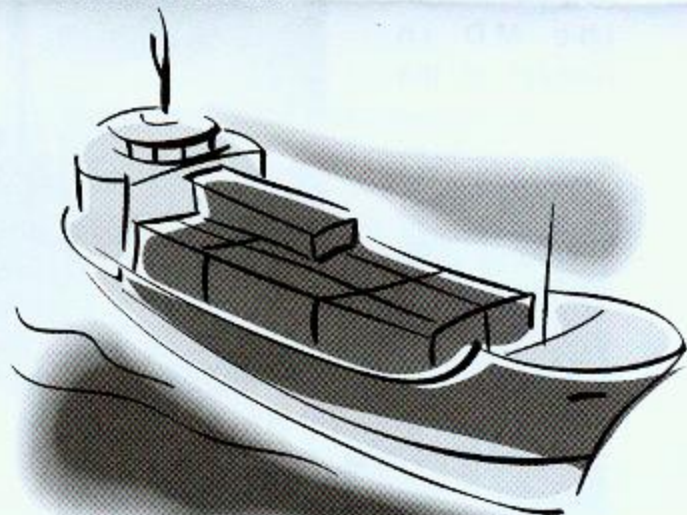
The maximum allowable stripping residue for ships constructed on or after 1st January 2007 will be 75 litres for category X, Y, Z and no requirement of category OS instead of the existing limits of 100, 300 or 900 litres depending on the pollution category and age of ship.

“High-viscosity substances” will be redefined as a noxious liquid substance in category X or Y with a viscosity equal to or greater than 50mpa.sec at the unloading temperature. (the existing definition is 25mpa.sec for category B and 60mpa.sec for category C)

“Special area” will be revised to the Antarctic area only and not including Baltic Sea area, and the Black sea as under the existing Marpol 73/78 Annex II.

The oil-like substance which designated “bb” in the existing IBC Code will be abolished and can only be carried by a chemical tanker complying with revised IBC Codes with a Chemical Code Certificate of Fitness.

The application of IBC Code can be partly exempted for the NLS tanker under the revised Annex II provided the NLS tanker satisfy all the requirement of type 3 ship of the IBC code and the location of cargo tanks comply with ship type 2 and the approval of the Administration.



經修訂的《防止船舶污染國際公約》附則 II

經修訂的附則包括一個新的有毒液體物質分類。污染物的分類將由五種（A, B, C, D及III）改為四種（X, Y, Z及OS）。

除了新的分類系統外，經修訂的附則還包含其他重大轉變。對於在2007年1月1日或以後建造的船舶，新附則規定留在船舶內的X、Y、Z類物質的殘留量最多為75公升，而OS類物質則沒有規定，取代了現時視乎污染物類別和船齡所限制的殘留量（100、300或900公升）。

「高黏性物質」將被重新界定為黏稠度在卸載溫度下相等或超於50 mpa .sec之 X或Y類的有毒液體物質（現時的界定是B類物質25 mpa.sec，而C類物質則60 mpa.sec）。

同時，經修訂後，「特殊區域」將只限於南極地區，不包括現行《防止船舶污染國際公約73/78》附則II中的波羅的海地區和黑海。

至於在現行《國際散裝運輸危險化學品規則》（《國際散化規則》）中被定為“bb”的類似油類物質將被廢除，只能由化學品船運載，而那些化學品船必須符合經修訂的《國際散化規則》及持有適裝證書。

貨油輪要運載類似油類物質，在新附則II的要求下，要符合《國際散化規則》中第三類船的全部規定，而貨油艙的位置則須要符合第二類船的規定，同時須得到註冊國的批准，就可豁免《國際散化規則》的部分條款。



A Visit to Hong Kong Seafarers' Hope School

探訪香港海員希望小學

Executive council members of the Guild, together with delegates of Hong Kong Seamen's Union, paid a visit to Hong Kong Seafarers' Hope School in Yun Fu City, Guangdong Province from 31 August to 1 September 2006.

The school was first built in 1969 and renamed as Hong Kong Seafarers' Hope School in 1999. With the support of Hong Kong Seafarers' Co-ordination Committee, its academic building and playground were extended in 2004. The school now occupies 11,358 square meters with 40 teachers and staff in total.

The delegates first visited the government office building in Yun Fu City and attended a seminar. At the seminar, the government officials gave the delegates a brief description of the recent development of Yun Fu City while the principal of Hong Kong Seafarers' Hope School reported the school's recent achievement. After the seminar, the delegates watched the show by Hong Kong Seafarers' Hope School, including a performance of dance and martial art.

At the next morning, the delegates attended the school opening ceremony for 2006 - 2007 and toured the school facilities, such as the computer room, the dance room, the electronic organ room, etc.. After the tour, the delegates met with some of the students in need, giving them a grant as well as a great deal of encouragement.

2006年8月31日至9月1日，協會的執行理事會成員聯同香港海員工會代表前往廣東省雲浮市，探訪香港海員希望小學。

該校始建於1969年，並於1999年正式易名為香港海員希望小學。2004年，學校在香港海員屬會協調委員會的支持下，擴建了教學大樓及運動場。現時學校佔地11,358平方米，教職員共40人。

這次探訪團首先前往雲浮市市政府辦公大樓，參加座談會。會上，市政府官員簡述了雲浮市近年的發展，而香港海員希望小學的校長則講述了學校近年的成績。座談會結束後，探訪團欣賞由香港海員希望小學準備的節目，包括舞蹈和武術表演等。

翌日早上，探訪團出席學校2006至2007年度的開學禮，並參觀了校內設施，如電腦室、電子琴室、舞蹈室等。探訪團更會見了部分貧困學生，向他們發放助學金，鼓勵他們努力求學。



Executive council members of the Guild attended the school opening ceremony of Hong Kong Seafarers' Hope School
協會的執委會成員出席香港海員希望小學的開學典禮