



# THE FIFTH ASIAN SHIPOWNERS FORUM

Hosted by: **The Hong Kong Shipowners Association Limited**

Conference Manager - PR Partnership,

1701, Singa Commercial Centre, 148 Connaught Road West,  
Sai Ying Pun, Hong Kong. Tel: (852) 2836-3613 Fax: (852) 2836-3876

## JOINT COMMUNIQUÉ OF THE 5TH ASIAN SHIPOWNERS' FORUM

13 May 1996

The 5th Annual meeting of the Asian Shipowners' Forum (ASF) was held in Hong Kong on the 13 May 1996 under the sponsorship of the Hong Kong Shipowners Association (HKSOA). 81 top executives of the region's major shipowning Associations, representing over 40 percent of the world merchant fleet, attended the meeting. (The list of delegates is attached)

The ASF consists of 11 Shipowners' Associations in the Asian region, including those from the Federation of ASEAN Shipowners Associations (FASA) which are Indonesia, Malaysia, the Philippines, Singapore and Thailand, as well as Australia, China, Japan, Korea, Taipei and Hong Kong. The aims of the ASF are to achieve common prosperity, mutual trust and cooperation amongst Asian shipowners through the promotion of the interests of the Asian shipping industries. Between annual ASF meetings, the ongoing work is carried out by six "S" Committees; the Stabilization of Trade Committee, the Seamen Committee, the Scrapping Committee, the Safe Navigation Committee, the Ship Insurance Committee and the Standing Committee for the creation of an ASF Permanent Office.

1. The ASF noted with satisfaction the reaction in the world's shipping media to the 4th ASF meeting, held in Taipei in May 1995, and expressed thanks to the NACS for organising such a successful event. It is now well recognised that the decisions taken by the combined membership of the ASF create a very knowledgeable voice for the Asian shipping community that can give valuable input to the formulation of international shipping legislation and procedures. In this respect, the delegates expressed their full support and cooperation with the six "S" committees and agreed that for such activities to be fully effective, it was important that all ASF member Associations maintain a consistent and harmonious approach to the issues under discussion.

2. Stabilisation of Trade.

The key issues discussed at the 4th ASF had been actively followed up during the past year. Two keynote speeches had been given at the APEC Transportation Ministerial Meeting held in Washington June 1995, one by Mr. C.C.Tung, the Vice President of Orient Overseas International Limited, Hong Kong, and the other by Mr. T.H. Chen, the Chairman of Yangming Marine Transport Corporation, Taipei. Also, in response to a request from Mr. Jiro Nemoto, the Honorary Chairman of ASF, in August 1995, the HKSOA and the KSA sent their respective statements concerning the proposed amendment of the 1984 US Shipping Act to the Chairman of the U.S. Senate Committee on Commerce, Science and Transportation.

The 3rd meeting between the JSA and the NACS, held in Tokyo in Oct 1995, recognised that due responsibility for the stabilization of trade should be rightly shared by the member lines of both associations, since they form a major part of the accountable Asian shipowners.

The 3rd interim meeting of the ASF Stabilisation of Trade Committee was held in Tokyo in February 1996. The ASF unanimously reconfirmed the objective of the Committee, which is the promotion of the continuous and healthy development of the Asian shipping industry through the stabilization of trade, based on fair competition, mutual trust and cooperation. The delegates reaffirmed the importance of trade stabilization in both the liner and tramp sectors and also reconfirmed that they should share the responsibility in the urgent efforts to restore the shipping industry's healthy earning power.

All Asian liner shipping companies, regardless of whether they were conference or non-conference lines, should participate and cooperate in an effort to stabilise trade. The substantial Asian containership capacity in the world liner trades gave these companies a responsibility to stabilize trade while maintaining fair competition and developing new trades. All Asian shipping lines should therefore be encouraged to join a common forum and discuss their shared responsibility to achieve stability.

Serious concerns were expressed by many delegates about the recent confusion in rates in certain container liner trades. In this respect, and for mutual coexistence and cooperation, it was important that the highest levels of management of Asian lines should be seen to be taking the lead to prevent short term distortions in liner freight rates.

The ASF expressed great concern over recent developments in shipping legislation in the United States and the European Union which affected liner consortia and stabilization agreements. It was agreed that ASF members would be encouraged to seek legal approval for such agreements and, at the same time, to make further efforts to encourage shippers' industries and governments to understand the roles and importance of the agreements.

In particular, major concerns were expressed by the delegates regarding the extension of the scope of the definition "the Controlled Carrier Provisions" contained in the U.S. Ocean Shipping Reform Act, 1995, which, if abused, might jeopardise the interests of commercially operated private carriers.

The ASF noted that the tramp dry and tanker trades were more sensitive to world political and economic movements, and trade stabilisation is also strongly required in these trades. In consideration of the characteristics of the cargoes carried and the protection of the marine environment, the ASF agreed that it is important that scrapping of aged and substandard vessels is encouraged.

### 3. Seamen

Since the 4th ASF meeting, the revised STCW convention has been introduced and the ISF/BIMCO Manpower Supply report has been updated. The introduction of the standards and requirements of the revised STCW convention will improve the quality of certificated seamen, which will ensure navigational safety and thus prevent human casualties, marine pollution and property losses. The enforcement of the new standards could, however, decrease the number of certified seamen, consequently exacerbating the worldwide shortage of seamen.

Asia is the world's main supplier of seafarers and the predicted shortage of seamen will provide the Asian countries with great challenges and opportunities. To find ways to solve these problems and to propose practical measures to improve the quality of seafarers, the ASF Seamen Committee held its 1st interim meeting in Qingdao in September 1995.

The revised STCW convention and the ISM code are not very clear in certain areas of practical implementation. The ASF fully supported efforts to further contacts between the ASF and the IMO and other maritime bodies in order to ensure that consistent interpretations were made. The ASF also supported the strengthening of contacts between training institutions, shipowners, shipmanagers and crew manning agencies in order to rectify differences in what was expected of seafarer training.

The ASF recognises and supports the work being done by the Seamen Committee in encouraging and obtaining wider employment for Asian seafarers and for their work on the revised STCW convention.

#### 4. Scrapping

The ASF promotes scrapping amongst its member countries in order to reduce the number of sub-standard ships in the world fleet, which threaten both operational safety and the maintenance of reasonable freight rates, and, recognising that scrap steel is a resource, to boost the economies of the Asian countries.

The ASF expressed its appreciation to the Japanese government in its efforts to promote ship scrapping, which in 1995 included a loan to the Indian government to build a VLCC drydock type shipbreaking facility and the introduction of a new Japanese ship scrapping promotional scheme to promote the scrapping of elderly tankers in favour of new double hull tankers.

China's ship scrapping has almost come to a halt following the introduction of VAT and a tax on the resulting scrap steel. The ASF applauded the HKSOA visit to Beijing in March 1996, which resulted in an agreement that would allow scrap material from ships to be re-exported free of taxes, and hoped that this would encourage a return to more scrapping in China.

The ASF also noted that Indonesia has capacity for ship scrapping facilities and a need for imported scrap steel. The initiative of the Scrapping Committee was fully endorsed in their efforts to encourage Indonesian ship scrapping facilities.

#### 5. Safe Navigation

The 2nd interim meeting of the ASF Safe Navigation Committee was held in Singapore in December 1995. The objectives of the ASF Safe Navigation Committee are to provide Asian shipowners with an opportunity to address topics and issues relating to the enhancement of security and safe navigation of ships plying in the Asia-Pacific region and worldwide.

The ASF strongly deplores all acts of piracy, unprovoked harassments and armed interceptions on merchant ships plying throughout the world. Acts of piracy in the Straits of Malacca and Singapore are presently well contained, largely due to the continuing and coordinating policing efforts undertaken by the three littoral states, Indonesia, Malaysia and Singapore. The continued cooperation of these countries is deeply appreciated.

There is, however, a continuing trend of piracy activities in the South China Sea, particularly within the Hong Kong, Vietnam and Luzon triangle. These activities have been recently observed to be characterised by a high degree of precision and sophistication. In some cases, the attackers do not resemble what are considered to be traditional pirates, but instead were observed to be well armed, trained and highly organised. The ASF strongly appeals to the governments of the littoral states surrounding the pirate prone areas to step up patrolling surveillance and to take immediate action to ensure the safety of ships and their crews trading in or transiting their territorial waters.

The International Maritime Bureau Regional Piracy Centre (RPC) has reported a higher number of piracy incidents than the ASF. This was found to be due to the wider definition of piracy used by the RPC, which includes acts of petty theft in anchorages and river mouths. The Safe Navigation Committee was asked to encourage the RPC to differentiate categories of piracy in accordance with U.N. definitions. The ASF will collect and exchange reports of piracy in the format circulated by the JSA.

The ASF gives its continued support to the concept of the Tokyo Memorandum of Understanding (MOU) on Port State Control in the Asia-Pacific region, which was established in April 1994. The Port State Control committee was congratulated in undertaking positive steps to introduce effective and consistent control. In this respect, the ASF reiterates its call for Port State Control inspectors, not only in this region but worldwide, to ensure uniformity in their criteria for ship inspections. Asian shipowners will not agree to indiscriminate targeting of quality ships for frequent and unnecessary inspections, and therefore it is vitally important that a uniform set of inspection rules and standards are applied to ships by competent and consistent inspectors. The ASF will regularly collect and exchange shipowners' experience and difficulties so as to provide feedback to the Tokyo MOU secretariat for the smooth operation of Port State Control in the region.

The ASF, in principle, supports the enhancement and upgrading of navigational aids required to extend the existing Traffic Separation Scheme in the Malacca Strait to the Singapore Strait, contained in the report of IMO's 41st session of the Sub-committee on Safety of Navigation. The financing of such measures, however, should be consistent with Article 43 of the United Nations Convention on the Laws of the Sea (UNCLOS). The ASF strongly encourages all busy ports around the world to install Vessel Traffic Management Systems to safeguard and advise ship masters against the risk of collision in congested waters.

The ASF expressed its deep concern about the deteriorating standards of pilotage in many ports around the world. Asian shipowners will be encouraged to report any instances of poor or sub-standard pilotage to the Safe Navigation Committee, so that full representations could be made to the relevant port authorities and governments.

## 6. Ship Insurance

The 2nd interim meeting of the Ship Insurance Committee was held in Hong Kong in October 1995.

Tonnage controlled by ASF members was estimated in 1995 to be in excess of 17,000 ships of over 169 million GT and over 272 million mt deadweight. It is estimated that the total insurance premiums paid in 1994 by ASF members was over US\$ 2.3 billion. The huge volume of premium created in the region was considered to give the ASF collective bargaining power to reduce premiums and to improve the regional service given by insurers and P&I clubs. It was also agreed that because of the substantial tonnage controlled by ASF members further study was justified on the possibilities of steadily developing the marine underwriting markets in Asia.

In this respect, the ASF supports a further and early meeting of the Ship Insurance Committee in order to discuss viable proposals for a way forward.

The vast majority of ASF companies had not yet achieved ISM accreditation. The ASF agreed to encourage early accreditation amongst their members and to monitor the effect of the implementation of the quality code on the Total Loss statistics of ships controlled from the region.

The ASF took note of an update and summary prepared by the HKSOA insurance committee on the recently introduced P&I club limitation of cover rules. The ASF agreed that it would support the Ship Insurance Committee recommendations to lobby their various Clubs to work towards the introduction of a realistically collectable limit on cover while still maintaining the integrity of the International Group and the benefits of the Group's pooling and reinsurance arrangements. The ASF noted that the HKSOA Insurance Committee had developed a Concept on a Catastrophe Surcharge, and recommended that further study of the concept be undertaken by the Ship Insurance Committee.

The ASF expressed concern over the possibility of Administrations imposing unlimited liability on Shipowners and unanimously agreed that any action in this direction would be aggressively resisted.

#### 7. ASF Permanent Office

The 1st interim meeting of the Standing Committee for the creation of an ASF Permanent Office was held in Hong Kong in January 1996, at which various proposals were considered.

The Chairman of FASA, Mr. Sumate Tanthuwani, as Chairman of the 6th ASF, very kindly agreed to take on the chairmanship of the Standing Committee, which will discuss this issue again before the next ASF meeting.

#### 8. 6th ASF meeting in Singapore

Following the principle agreed at the 1st ASF meeting regarding the venues for the ASF annual meetings, that the meetings shall be held and hosted on a rotation basis by the members from the North to South in geographical order, the 6th ASF shall be organised by FASA. The current Chairman of FASA is the TSA. FASA has decided to hold the 6th ASF meeting in Singapore, the location of the FASA permanent secretariat. The meeting will be held on Monday 12th May 1997.

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## 第五屆亞洲船東論壇會 聯合公報

第五屆亞洲船東論壇會(亞船會)年會於1996年5月13日在香港召開。會議由香港船東會主辦，來自亞洲地區主要船東協會的82個高級代表，出席了此次會議，代表的船隊佔世界商船噸位的40%以上。

亞船會由亞洲十個國家和地區的船東協會組成，他們分別來自東南亞船東協會聯盟(印尼、馬來西亞、菲律賓、新加坡和泰國)、澳大利亞、中國、日本、韓國、台灣和香港。亞船會的宗旨是通過促進亞洲航運業的發展，以便在亞洲船東間建立互信合作，共同繁榮的關係。每年年會後的後續工作由六個附屬委員會負責，分別是貿易穩定委員會、海員委員會、拆船委員會、航行安全委員會、船舶保險委員會和為設立亞船會常設機構之常務委員會。

一、亞船會對新聞界就95年5月在台北舉行的第四屆亞船會的反應報導表示滿意，並對台灣船東協會成功組辦此會表示感謝。亞船會所作的各項決議已成為亞洲航運界一種很有見解的呼聲，對制定各種國際航運法規產生積極影響。代表們表示，他們將一如既往地全力配合和支持六個委員會的工作，並同意目前的活動是卓有成效的。代表們認為，重要的是在處理各種議案時，各協會成員還應保持步調和諧一致。

### 二、貿易穩定

第四屆亞船會上所討論的各種主要議題，在會後的一年中得以切實的貫徹。香港東方海外國際有限公司副總裁董建成先生和台灣陽明海運公司董事長陳庭輝先生95年6月在美國華盛頓召開的亞太經濟會議運輸部長級會議上作了重要發言。同時在亞船會名譽主席根本二郎先生的要求下，香港船東會和韓國船東協會於95年8月將各自對《1984美國海商法》修正案的意見聲明寄給美國參議院商務、科學和運輸委員會參考。

日本船東協會和台灣船東協會於1995年10月召開了第三次會議。雙方認為，由於雙方共同代表了大部分負責任的亞洲船東，所以雙方的會員公司有義務承擔貿易穩定所應盡的責任。

亞船會貿易穩定委員會第三次中期會議於1996年2月在東京召開。會議一致重新確定了委員會的目標，那就是在公平競爭、相互信任、相互合作的基礎上，促進亞洲航運業健康、持續的發展。代表們重申了貿易穩定在定期和不定期航線方面的重要性，並應為航運的復甦共同努力。

亞洲所有的定期航線公司，無論是否運費同盟之會員，都應參與亞船會為穩定貿易所作的一切努力，並積極配合。亞洲貨櫃船舶在世界定期航線貿易的龐大數量，賦

予這些公司為穩定貿易、公平競爭和開拓新航線貿易而努力的責任。應鼓勵所有的亞洲船東相聚在一個共同的論壇會上，討論他們所共同肩負的責任，實現運價貿易的穩定。

許多代表對最近某些貨櫃定期航線收費混亂的情況表示嚴重關注。會議呼籲，為了求共存、求合作，亞洲航線的管理高層應帶頭糾正此類定期航線運費收費的不正常現象。

亞船會對最近美國和歐洲聯盟制定影響定期航線合作和穩定協議的航運法規深表關注。會議鼓勵亞船會成員就此類協議尋求法律認可，同時努力促使付貨人和政府了解此類協議的作用和重要性。

亞船會成員對美國關於延長《美國海運改革條例》所謂“合營船隻”條款的提議表示關注。認為這樣做，將損害私營船公司的利益。

亞船會注意到，乾貨和油輪不定期貿易對世界政治和經濟活動更為敏感，貿易穩定也就至關重要。出於對運載貨物的特性和保護環境的考慮，亞船會認為應盡快淘汰超齡船和不合格船舶。亞船會認為應共同努力，促使航運界有關各方共同承擔費用以提供高品質船隻和促進航行安全。

### 三、海員

第四屆亞船會後，修訂版的《航海人員訓練、發証機關及當值標準國際公約 (STCW)》獲得通過，國際航運聯盟 (ISF) 及波羅地國際海運組織 (BIMCO) 的海員配備報告也作了修訂。修訂版 STCW 公約各項標準和要求的實施，將大大改善持証船員的質素，保證航行安全，防止人為事故、海洋污染和財產損失。但是，新標準的實施將減少持証船員的數量，加重世界船員短缺的情況。

亞洲是世界主要的船員供應地。預計的國際船員短缺情況將提供亞洲國家大量的機會和挑戰。為了找出提高船員質素的有效方法，亞船會海員委員會於95年9月在青島召開了第一次中期會議。

修訂版 STCW 公約和國際安全管理規則 (ISM CODE) 在許多具體的實施要求方面不甚明確。亞船會支持同國際海事組織 (IMO) 和其他國際海運團體的進一步接觸，以謀求對公約和規則獲得一致的明確解釋。亞船會還支持加強海運院校、船東、船舶經營公司和船員雇用代理公司之間的聯絡，以明確對船員培訓的要求。

亞船會對海員委員會就加強擴大使用亞洲船員和研究修訂版 STCW 公約所做的工作表示認可和支持。

### 四、拆船

亞船會在成員國家和地區中倡導拆船，以減少世界船隊中不合格船隻數量，此類船舶不僅對航行安全構成威脅，而且威脅合理之運費費率。亞船會也認識到，拆船廢鋼又是一種資源，可以幫助亞洲發展中國家發展經濟。

亞船會感謝日本政府為促進拆船而作的努力，其中包括1995年向印度政府貸款建造大型油輪拆船乾塢並在日本引進一個新的促進拆船計劃，促使船東淘汰超齡油輪，建造新雙船殼油輪。



中國的拆船業在政府征收增值稅和進口稅後，幾乎陷於停頓。亞船會贊揚香港船東會1996年3月訪問北京，促成了中國政府同意如拆船廢鋼用於再出口，可免徵增值稅和進口稅。希望此舉能使中國拆船業再度繁榮。

亞船會注意到印尼的拆船能力和對廢鋼的需求，並贊同拆船委員會為鼓勵印尼加強拆船設施的提議。

## 五、安全航行

亞船會安全航行委員會第二次中期會議於1995年12月在新加坡舉行。該委員會的宗旨是為亞洲船東提供一個討論有關加強世界性的，包括亞太地區船舶航行安全和保障問題的機會。

亞船會強烈譴責對世界各地商船的海盜行徑、無故騷擾和武裝攔截。由於新加坡、印尼和馬來西亞三個沿海國家政府的重視，馬六甲海峽和新加坡水域的海盜情況已有所改善。會議希望上述三個國家繼續合作，聯手打擊海盜行爲。

然而，南中國海的海盜活動呈增長趨勢，特別是在香港、越南和呂宋三角洲水域。這些海盜活動的特點是高準確性和高組織性。有些個案，海盜並非如傳統想像的那樣，而是裝備良好、訓練有素和組織嚴密。亞船會呼籲有關國家政府加強上述水域的海上巡邏，及時採取行動，確保航行這些水域船舶和船員的安全。

亞船會繼續支持94年4月簽署的有關亞太地區港口國安全管制的《東京備忘錄》之構想。會議對港口國安全委員會採取確實步驟，實施持續有效的安全管制表示祝賀。亞船會強調，希望本地區包括世界各地的港口國安全管制檢驗師，在實施船舶安全管制檢查時，採取統一的標準。亞洲船東對向船舶實施盲目頻繁的，無必要的檢查表示異議，會議認為有必要制定一套統一的檢驗規則和標準，供合格檢驗師在實施船舶檢驗時參照使用。亞船會將收集船東的意見、經驗和遭遇的困難，反映給《東京備忘錄》秘書處，以保證本地區的港口國安全管制工作順利進行。

亞船會原則上支持國際海事組織安全航行分委會第41次會議報告中所列的關於加強和改善新加坡海峽的航行設施，使現行船舶交通分航計劃從新加坡海峽延伸至馬六甲海峽。但是資金問題的解決，應符合《聯合國海洋法公約》第43條的規定。亞船會強烈倡議，世界所有繁忙港口應安裝船舶交通管理系統，為船長提供指示，避免船舶在繁忙水域發生碰撞。

亞船會對許多國家港口領航員水準下降的現象表示深切關注。亞洲船東應及時將所遇到的任何低水平領航員案例向安全航行委員會報告，以便委員會向有關港口當局和政府反映。

## 六、船舶保險

第2屆船舶保險委員會中期會議於1995年10月在香港召開。

據估計，亞船會成員控制的船舶數量已超過1700艘，逾1.69億總噸和2.72億載重噸。1994年，亞洲船東支付的保險費超過23億美元。亞船會成員所支付的巨額保險費用，足以構成議價力量，向保險人和保賠協會要求降低保險費率，改善本地區保險服務水準。由於亞船會成員所控制船舶噸位已達可觀數量，故有必要進一步研究建立亞



洲海運承保市場的可能性。會議支持盡快召開船舶保險委員會會議以促成一實際可行之方案。

亞船會多數成員公司尚未通過國際安全管理(ISM)合格鑑定。亞船會同意早日促進成員的合格鑑定工作，並監督實施質量管制法規後的成效，是否具體反映在本地區全損船隻統計數字上。

亞船會審議了香港船東會保險委員會起草的關於最近保賠協會承保賠償責任限保的匯總報告。會議支持該委員會要求保賠協會考慮引用實際可行的承保責任限額，同時保持國際保險集團的一體性及現行共同保險和分保制度的優點。會議還審議了香港船東會保險委員會提出的有關災難性事故附加收費的建議，並建議委員會作進一步的研究。

### 七、亞船會永久辦事機構

1996年1月，第一屆設立亞船會永久辦事機構常務委員會中期會議在香港舉行。會議討論了成員協會提出的各種建議，其中包括立刻或明年成立臨時聯絡辦公室，或等1998年澳大利亞亞船會後，即：成員協會第一輪輪流舉辦年會結束後，再設立永久辦事機構，會議沒有取得一致意見。會後各協會主席(會長)各自交換了意見，最後同意暫時擱置此議。亞船會建議下次年會前，設立亞船會永久辦事機構常務委員會舉行會議進一步商討此事。

八、根據第一屆亞船會關於年會由成員協會按地理位置自北向南輪流舉辦的決定，第六屆亞船會年會將於1997年5月12日(星期一)，由東南亞船東協會聯盟主辦，地點在新加坡。

亞洲船東論壇會  
一九九六年五月十三日

注：

(本譯稿僅供參考，如和英文版有沖突之處，以英文版為準)