

會員通訊



香港物流管理人員協會

Hong Kong Logistics Management Staff Association

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2015 年度會員大會召開

本會 2015 年會員大會在 6 月 6 日召開當天出席會議有表決權的會員 25 人，收到有效授權書 46 份。

會議開始時由理事長何立基先生作「2014 年至 2015 年度會務工作報告」詳述了協會過去一年的工作及會務發展情況；理事長亦徵詢及聽取出席會員對協會工作的意見，供協會日後制定發展情況和鞏固計劃時作參考，司庫張佩貞小姐作「2014 至 2015 年度的財務報告」。隨後與會員就會務工作報告和財務報告，進行表決，表決結果如下：贊成 25 人 + 有效授權 46 人共 71 票，反對 0 票，獲一致通過。



經常費表

年 月 日至 年 月 日 (單位：港元)

收入	
會員繳費	
入會基金收入	1,600.00
年費收入	5,212.50
永久會員收入	6,000.00
來自會員的社交集會	2,942.00
其他收入	
銀行利息	83.76
會所租金	98,000.00
班組收入	147,926.85
會刊廣告收入	6,000.00
雜項收入	200.00
總收入	267,965.11
接上年度的結存	1,775,479.61
	2,043,444.72
支出	
來自會員會議費用	6,580.80
來自會員的社交集會	59,980.80
營運支出	101,402.80
總支出	167,964.40
撥下年度結存	1,875,480.32
	2,043,444.72

資產負債表

年 月 日 (單位：港元)

資產	
現金及銀行結存	964,058.80
雜項債務人	91,804.60
按金	6,650.00
傢俬裝置	3,575.00
租賃裝置設備	0.00
會所原值	1,004,410.00
合計	2,070,498.40
負債	
經常費結存	1,875,480.32
希望小學教育基金	178,588.68
按金 - 租務	10,000.00
暫收款項	
雜項債權人	6,429.40
備付應計費用	0.00
	2,070,498.40

希望小學教育基金

年 月 日 (單位：港元)

31.3.2014 餘款	247,355.30
加：	
19/07/2014 會慶收到贊助	7,020.00
銀行利息	459.57
減：	
05-06/06/2014 探訪	
三位舟車費	
2013/14 一至六年級學生獎學金	
RMB3,600 @1.235	
校長及老師之獎金	
RMB4,900 @1.235	13,115.19
02/09/2014 匯款	
匯上贊助擴建設	
RMB50,000 @1.26262	63,131.00
截至 31.3.2015 存會	178,588.68

Ocean-going Vessels – Contributors to Improve Hong Kong

Air Quality and Public Health

Mr. Peter Ng

Former Director and General Manager - CMA-CGM Hong Kong Agency, Former Chairman HKLSA - 2007/2008

Hong Kong's clean air legislation 'The Air Pollution Control (Ocean Going Vessels) (Fuel At Berth) Regulation has become effective 1st July 2015. All OGVs calling at the Port of Hong Kong - on berths or at anchorages have to switch to cleaner distillate fuel of not exceeding 0.5% of sulphur content.

In early 2008 and initiated by the Civic Exchange (www.civic-exchange.org), a cross-stakeholders workshop on "Green Harbours Project" was organized on March 7, that included the Hong Kong Liner Shipping Association (HKLSA), Hong Kong Shipowners' Association (HKSOA), container terminal operators, petroleum companies, Environment Protection Department, and other port users to address air pollution issues in Hong Kong, in particular with reference to the Kwai Tsing Container Port area. Led by the Civic Exchange, four sectoral groups were arranged to discuss the issue:-

- Ocean-going ships;
- Local crafts;
- Land Logistics; AND
- Port operators.

After several rounds of workshops, meetings, and back-and-forth consultations between Hong Kong and overseas offices, a 2-year voluntary FWC 2011-12 Pilot Scheme was taking shape and rolled out on 1st January 2011. Ship Masters and shipping lines recorded Log Sheets on OGVs movements and the switching of burning fuels in Hong Kong. No less than 270 containerships and cruise vessels from the 18 international carriers and cruise lines joined the voluntary FWC Pilot Scheme, which evidences were made available to Hong Kong Government for subsidies of switching to low sulphur marine fuel. Despite of higher fuel cost, carriers and their OGVs launched the Pilot Scheme as social responsibility in an international trade industry.

The reduction in port charges in the form of Port Facilities and Light Dues (HK\$43/100 NRTs/entry) by 50% was given to OGVs registered at EPD with supporting Engine Room Log Book, Bunker Delivery Notes, and other documents. The incentive concession was offered to the registered OGVs in September 2012 for a period 3 years.

Globally, greenhouse gases (GHG) issues and global warming triggered public awareness of our living Earth. The rise of water level and acute weather conditions around the World are related to over-consumption of electricity and power, which energy generation is largely depending on fossil fuels. Not surprising, almost all transport modes are relying on fossil fuels as the source of energy.

In compliance of IMO MARPOL Convention Annex VI, ECAs (emission control areas) were established in the Baltic

Sea (2006), North Sea (2007) and English Channel areas of which ships switched to low sulphur distillate fuels to reduce the emissions of pollutants. North America ECAs encompassing Los Angeles/Long Beach in the USA and Vancouver in Canada were effective from 2012. 0.1% and 0.2% of sulphur content distillate fuels were used by OGVs in North Europe and the North America respectively.

Studies from abroad and Hong Kong about the switching of heavy fuel oil (HFO) to low sulphur diesel oil (LSDO) can make significant reduction of sulphur dioxide (SO₂), nitrogen oxide (NO_x), carbon dioxide (CO₂) and particulate matters (PM_{2.5}) in power generation and combustion process. These pollutants aggravate to existing lung and heart diseases: cardiopulmonary illness, asthma and strokes illnesses.

FWC 2011-2012 Commitments are:-

- Switching to a fuel containing 0.50% sulphur content or less ("low sulphur fuel") while at berth (alongside terminal or at anchorage) in Hong Kong, to the maximum extent possible, and as is consistent with global best practice;
- Undertaking this voluntary initiative between 1 January 2011 to 31 December 2012;
- Continuing to make fuel data available to the Hong Kong SAR Government as assurance of compliance; AND
- Collaborating within our sector and with the Hong Kong SAR, Shenzhen and Guangdong Governments to introduce regulation on ship emissions, consistent with international standards.

Whilst the Hong Kong Liner Shipping Association members operate similar business in South China, the Association encouraged 1) similar emissions control be implemented in Shenzhen ports as level playing field; 2) HKSAR Government legislates the switching to cleaner fuels as mandatory for all OGVs; AND 3) HKSAR Government to subsidize OGVs and carriers that switch to low sulphur marine fuel in Port.

At the same time, HKSAR Government offers incentives to diesel vehicle operators to replace obsolete trucks to Euro 4/5 in planned timeline. Kwai Tsing terminal operators also took steps to retrofit the diesel-engine yard cranes to electrified RTGs. All these measures are targeted to reduce fume emissions and pollutants in the port area.

Hong Kong is now the fore-runner in Asia in combatting emissions from ships and set an example for the good practice. China is now picking up this issue and soon an ECA in Asia would be formed.

我係點樣擺到殖民地最後的一個'荷蘭水蓋'

吳偉榮 先生

當大家舒舒服服地坐上方便、快捷、平穩、安全的內河雙體船前往珠江三角洲各港口的時候。可曾想過它是怎樣走過來的呢？

1980年初，國內實行開放改革，要恢復停航30多年省港客運服務。這個重任就落到一向只營運內河小型船舶的珠江船務有限公司身上。而本人就是服務於該公司報關部的職員。起初真是千頭萬緒，不知從何著手。我只好逐個部門去請教：海事處，入境處，海關，港口衛生署。他們都把內河客輪當作國際客輪處理，這是增加不少繁複手續的。我向上一級匯報情況，他們表示要盡量滿足政府各個部門的要求，確保客輪依時開航。

不久公司從外國買回來二手客輪“星湖”號，經過檢修及格，可以投入服務。但是那時的本地港口配套條件很差。我們要與油蔴地小輪公司商量，借用旺角小輪碼頭上落客，經渡海小輪接送泊在港內錨地的“星湖”號上。即使是這樣簡陋的設施下。要求增加客輪運輸的有：廣東省的汕頭汕尾、海南島、湛江等地、福建省廈門市，還有數不清的珠江三角洲的縣市鎮要求來港開辦雙體客輪航線，形成客輪上落客泊位非常迫切緊張。

港英有關官員急於要知道國內有多少地方要來港辦客運。他們就找我商量可否協助他們到內地考察一下，以便策劃未來的配合設施。同時申請經費建設適當的客輪碼頭。我徵得上司的同意用我們營運中的客輪以一般乘客的身份陪同他們回去。再配合陸上汽車載他們想去的地方。當時珠江三角洲很多地方仍有橫水渡載汽車過河的。看來最重要的是他們省卻了辦簽證的手續。當時港英官員返國內要經過政治部向新華社駐港辦事處申請。來回一次非一兩個月時光不能成行，費時失事。

得交代一下，原先說按國際客輪辦手續很繁複，就旅客名單一事，當時“星湖”號的開航時間是晚上十時。政府各部門都要一份旅客名單跟文件。共需九份名單。影印機當時又未普及。手抄本初開檔時旅客不多還可應付，及後旅客越來越多就應付不了。我觀察到兩個重點：1，港澳船不需旅客名單。2，“星湖”號往回所載的都是香港人。我據理力爭下，執行不到三個月就取消了旅客名單。大家交往合情合理互相體諒問題就解決了。之後三角洲雙體客輪的開航時間也爭議很大。最後都在此精神下得以解決。

第二是關於內河小型船舶的入境錨區。從香港水域佈置來看，西面港口通道近踏石角海面，早就應該設立一個內河船舶檢疫及入境錨泊區，因為發自珠江三角洲的內河船百份之九十以上都經這裡進入香港水域的。可是這個合理佈局一直拖到回歸前



夕。半山石入境錨區才建立下來。

我是1991/06/28至1997/01/25是以個人身份參加臨時本地船隻諮詢委員會委員

(PROVISIONAL LOCAL VESSEL ADVISORY COMMITTEE)

1995/12/12至1997/01/21以個人身份參加港口發展局委員

(COMMITTEE ON STRATEGIC PLANNING OF HONG KONG WATERS)

在上述的會議上我因為有在珠江船務工作收集到資料的便利。力陳把大小船隻都放在青衣島對下的西檢疫錨地檢查是不合理的；珠江內河機動船運載的三鳥及淡水魚，在那裡停下來就沒有生風吹入船艙，因此三鳥死亡率很高，倘遇上大船在檢查，往往要等上個多小時，損失慘重。我們經常接到批發商的投訴。由珠江三角洲來的拖船經過馬灣航道水流急又狹窄，與大船爭用航道經常接到投訴。最無謂是一些拖躉船，進出馬灣只為一紙入境證又要拖回屯門蝴蝶灣去裝卸貨，真是費時失事。上述的小船舶諮詢會大概是三個月開一次會。幾乎每次我都有不同的內容提供。主持會議的官員對我說過。好在有你提供的資料要求西海面設立錨區的理由就更充實。我們公務員是無權要求上司去做事的。

從我參加小型船隻諮詢委員會到我離開該會近六年的時間。在與各委員的努力下。到回歸前夕屯門白石白的越南難民營解散了。英藉高官再找不到拖延的藉口。就同意用那裡入境處人員設立半山石入境錨區。

最後我要說明一下，寫這篇回顧並非為炫耀殖民地的勳章。而是它背後的故事。可能大家都會知道，這樣的勳章是要有人推薦又要有人附和經過審核才會批准的。我知道推薦我的是海事處的朋友。他們認同我們已往的合作。我值得回顧的是在那複雜困難的環境下能夠合作無間。使省港客運準時開通，又改善了港口設施，是值得安慰的。放到今天來看這些事。應意會到溝通合作無往不利，事事爭拗互不相讓就一事無成。這算不算是放出一點正能量呢？

所述的事情發生的時間地點相隔日子不短了。因此，不一定好準確，知情朋友請給予指正。文化水平所限。詞不達意之處亦請給予指導。謝謝！



Logistics opportunity in the African market

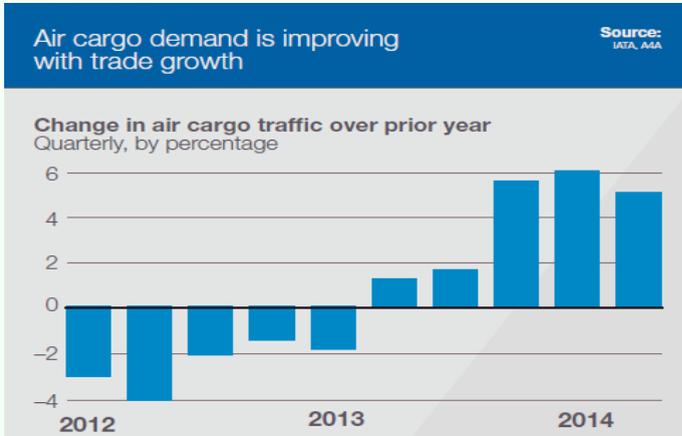
Mr. Anthony Lau

Executive Chairman | Pacific Air Ltd

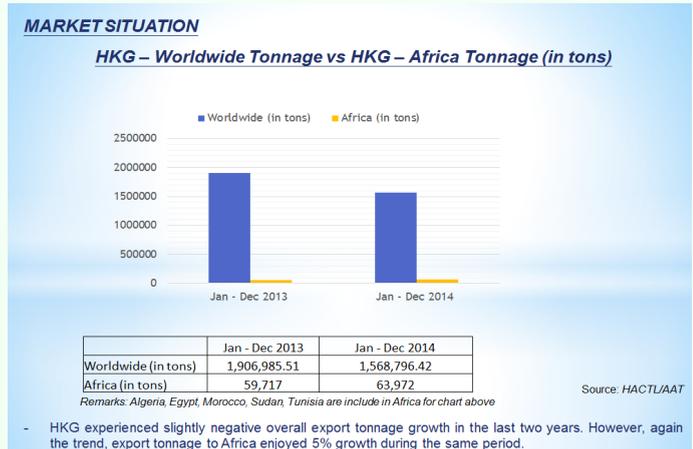
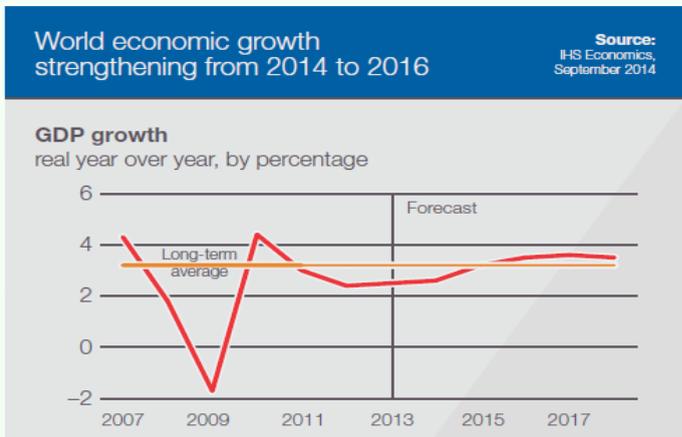
World air freight is strongly related to gross domestic product (GDP) and average yield. World economic activity, as measured by GDP, grew only 2.1% between 2008 and 2013 lagging behind its historical trend of 3.2% annual growth (Boeing Commercial Airplanes 2014). An under-performing world economy and lackluster growth in trade had contributed to the slow air cargo growth from 2011 to 2013.

World air cargo began to grow slowly again during the second half of 2013.

increased to 14.7% in 2011 and then, continued to outpace the growth of international freight and mail, increased its share to 16.2% in 2012 and 17.0% in 2013.

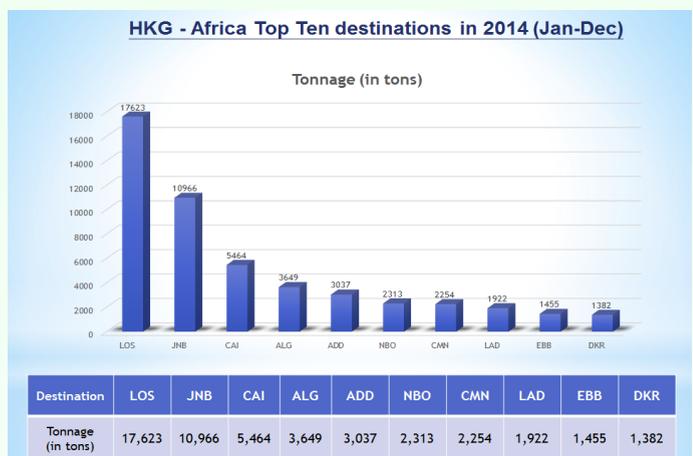
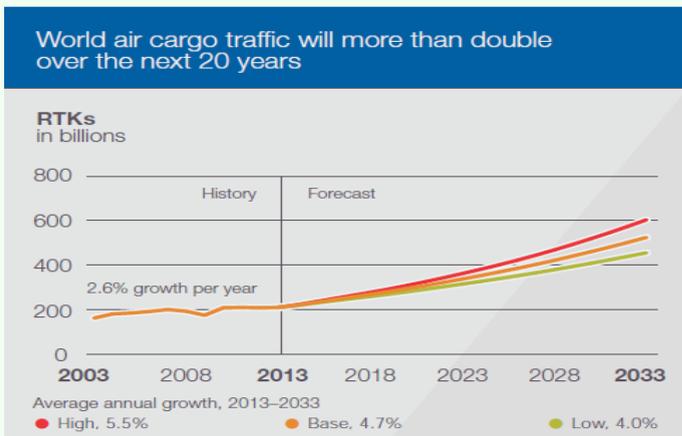


Hong Kong has been leading the world in terms of international total air cargo throughput since 1998 (HKAA). Despite the overall negative air cargo export tonnage growth, Hong Kong had enjoyed 5% air cargo export tonnage growth to Africa in the last two years.



World air cargo traffic is forecast to grow an average of 4.8% per year over the next 20 years.

The air cargo export tonnage from Hong Kong to Africa has not truly reflected the total air cargo export tonnage to Africa as Middle Eastern airlines have carried a good deal of cargo originating from the Pearl River Delta (PRD) to Africa but manifested Middle East as final destinations.



On the other hand, the international express market share

The air cargo export tonnage growth to Africa as evidenced by the statistics from HACTL and AAT is not surprising as Africa has enjoyed an average 5% GDP growth in the last 5 years. Ethiopia, in particular, has enjoyed an average 10% GDP growth in the last 10 years.

(<https://www.cia.gov/library/publications/the-world-factbook>).

Leading international markets on the African continent included South Africa with a 16.7% share, Egypt with 14%, Kenya with 13.1%, Nigeria with 9.4% and Ethiopia with 9.1% in 2014. International air cargo tonnage for South Africa, Egypt and Kenya had decreased for the past two years, while Nigeria and Ethiopia had grown. From Hong Kong's perspective, Lagos topped the list followed by Lagos, Johannesburg, Cairo, Algiers, Addis Ababa and Nairobi as the largest destinations in Africa in 2014.

In the next 20 years, Boeing Commercial Airplanes forecast that the world cargo traffic is to grow an average 4.8% per annum. Asian exports to the African continent will be the principle driver for growth to the African market. Follow-on investment by China in extractive industry, continuing urbanization, and rising demand for consumer goods will proper air trade growth in the Asia-Africa direction to average 6.9% per year (Boeing Commercial Airplanes 2014).

The major air cargo items shipped from the PRD to Africa are machinery, electrical equipment, computers and telecommunication equipment for extractive industries and infrastructural developments and the regular flow of consumer goods controlled by the African traders. The former is supplied by the industrial conglomerates in the PRD and the latter is controlled by the African traders travelling between Africa and Guangzhou. The trader business is conducted in a primitive manner. Traders from Africa carry cash with them and fly to Guangzhou to buy mobile phones, clothes, shoes, hand bags and imitation jewellery etc. from the wholesalers.

They pack the purchased goods into cargo bags and contract the logistics companies in Guangzhou to send their purchase to Africa. A number of African individuals have emerged in

the market as couriers who travel between Africa and Guangzhou once or twice weekly to accompany the cargo bags back to Africa.

Cargo bags can be shipped by air as excess baggage or general airfreight. Cargo bags shipped as excess baggage can be sent out by airlines operating at Guangzhou airport or Hong Kong airport.

Hong Kong is renowned on its overall supply chain effectiveness supported by the cluster of logistics professionals and superior air connectivity. The "Regulated Agent Regime" adhered to the new air cargo security standards promulgated by the International Civil Aviation Organization (ICAO) and approved by Hong Kong Civil Aviation Department has enabled the approved RAR logistics companies in Hong Kong to handle the transshipments from the PRD in a more efficient, controllable and cost effective manner.

Several Guangzhou based logistics companies have branched out to Hong Kong in recent years and are heavily engaged in the airfreight trade shipping from Hong Kong to Africa. On the other hand, apart from the global logistics groups, not too many Hong Kong based logistics companies have branched out to Guangzhou and they do not have direct contact with the African traders nor with the wholesalers operating in Guangzhou.

China - Africa trade lane will outperform the other trade lanes in the decades to come. Directional air cargo flows are significantly imbalanced, with about six times as much air cargo entering Africa from Asia as leaving Africa for Asia (Boeing Commercial Airplanes 2014).

Tremendous logistics opportunity will be created to support the external trade flow between the PRD and Africa. There are only a couple of global logistics giants active in the African logistics field particularly on the French speaking part of Africa. Hong Kong based logistics companies will not be overly disadvantageous to penetrate the Hong Kong - African airfreight market. Leveraging on decades' knowledge and experience in the logistics industry, Hong Kong logistics companies can fast track their market development in Africa if they partnered with Guangzhou based logistics companies.



招商局集團有限公司
CHINA MERCHANTS GROUP LIMITED

致意

"Inter-disciplinary Maritime Practice"

綜合性海事業務運作工作坊

"Inter-disciplinary Maritime Practice"(綜合性海事業務運作工作坊) is a workshop series with 10 sections jointly established by Hong Kong Logistics Management Staff Association with Institute of Sea Transport (IST), CY Tung International Centre for Marine Studies and PolyU (ICMS) and now we have gone through seven sections so far. These workshop series cover the entire lifespan of a ship, from the decision to purchase to its final loss or scrapping. The workshops will be based upon case studies format, guests being invited to share their experience in specific issues. It is a very interactive educational workshop. We would like to share those workshops in 1st half of 2015 with you below:

Section 2 & 3 **Financial Options for Ship Acquisition** (船舶購置融資考慮方案)

Date : 23 January and 5 March 2015

Speakers : Mr C.H. Wong and Mr Roy Chan

Content : These two workshops topic will be on the sources available for ship finance, the considerations from the point of the financiers, the owners, the professional services providers, and the processes and procedures involved. Real cases will be used to demonstrate these inter-disciplinary considerations. A brief mention might be made of the intentions and/or consequences on the documentations.

Section 6 **Management of Ships and Ship Managers** (船舶管理)

Date : 4 June 2015

Speakers : Mr Siew Lian-Suan and Mr C.H. Wong

Content : This workshop will go through the various divisions of a ship management company, from the boardroom level. There will be discussions on the functions and responsibilities of each division, and case studies will be used to illustrate how the fundamental laws, rules and principles governing the practice in each division will be applied.

Section 4 **Sale & Purchase and New-building of Ships** (船舶買賣及訂購新船)

Date : 9 April 2015

Speakers : Captain Peter Chu and Mr Terry Chu

Content : This workshop will include real cases of a buyer knowing a ship attached with a writ and decided to continue the sale proceed. There will be sharing on the reasons behind & result of the deal; case concerning a buyer bought a ship as the last of 3 sister ships in 2010. These ships were just completed the conversion from tankers to bulkers speculating on the extra-hot bulker market (talking about USD200,000 daily hire at one time for Cape size). There was huge conversion bill outstanding, owners got away the first two ships with no problem. But for this last ship, the owner faced a tough situation jeopardizing all the effort they had done to avoid being arrested.

Section 7 **Professional Services in Maritime Practice** (海事業務有關專業服務)

Date : 2 July 2015

Speakers : Mr Manson Cheung, Mr Thomas Cheung,
Miss Roista Lau, Mr YK Chan & Mr Raym

Content : The focus of the seventh workshop is to help enhance the perception on the value of these selected professions in the maritime industry. The moderators will unreservedly in their presentations share with the participant their view on some interesting cases to vouch the value in the professions. Again, this will be an interactive workshop with a two-way traffic between the participants and the moderators.

Section 5 **Ship Types, Machineries and Equipment** (船舶種類·機械及設備)

Date : 7 May 2015

Speakers : Mr Siew Lian-Suan and Mr C.H. Wong

Content : This workshop will go through the various types of ships, on the major ones of container, bulk carriers and tankers, as well as specialized carriers. There will be brief discussions on their development. There will be discussions on the various types of machineries and equipment in use in the ships, their developments over time on account of advances in technology and international maritime legislations. Case studies will be used to illustrate the many points and issues of concern to the shipowners and operators

Coming soon...

Section 8 **Ship Employment, Chartering & Administration** **Date : 6 August 2015**

Section 9 **Disputes and Casualty Management (Legal and Commercial)** (海事糾紛及海損理賠) **Date : 8 October 2015**

Section 10 **Professional Services in Maritime Practice** (海事業務有關專業服務) **Date : 5 November 2015**

活動展影

慶祝本會成立廿九週年聯歡會



香港物流業持續發展研討會

雅研社 賀年糕點班

SEAL-Net 足球比賽 2015



石九希望小學新貌

綜合性海事業務工作坊



廣州海事交流團

SEAL-Net 成立三周年



新春團拜

大連海事參觀訪問團

工聯志願服務團啟動禮



物流青年網絡 SEAL-NET 三週年 (三歲定八十?)

SEAL-NET 召集人 陳國源博士

"三歲定八十" 真有意思 SealNet 三歲定能為八十做多一點事。三年時間不太長，但不短，回想這段日子，雖然不是豐功偉績，但亦感充實及獲益良多。

回想當日，2012 年是 SealNet 物流青年網絡最重要的一年。物流管理人員協會理事長何立基太平紳士在當年春節團拜中提出投放資源在物流的年青一代，我在 Sarah 及 Manson 帶領下成立 SealNet (物流青年網絡)，加上袁尚文博士指導下，及幾個有志年青人努力籌備下，成功在 2012 年 4 月 18 日開了物流青年網絡第 1 次會議。當日出席有梁綉雯(Sarah)、張迅文(Manson)、陳國源、陳嘉豪(Davin)、李耿(Joshua)、謝啟鴻(Ricky)、吳祖基(Frankie)。轉眼已 3 年，令我感動的是他們大多數還在與 SealNet 一起成長，及重要的是在他們的努力之下，令更多新的年青人加入理事及活動推動的工作。另外我們會員人數不斷增加。還記得當日我們一起討論會名時，大家希望打造一個平台給予海、陸、空業界青年，在大家討論之後使用海(Sea)、空(Air)、陸(Land)、網絡(Network)，我們便定名為 SealNet(物流青年網絡)。

在今年我們更成功在 PolyU 進行三週年活動，SealNet 團隊更得到業界前輩支持如海員工會郭先生、Publishop 黃先生多年禮品贊助、海運學會黃先生(Raymond)及 ICS 陳先生(YK Chan) 的到場支持，當然不少得香港物流管理人員協會理事長及眾理事支持。



另當日 SealNet 年青會員能有機會與前輩們同場分享，獲益良多。我希望 SealNet 團隊能在未來日子可更加努力在各方面行業推動發展，令更多年青人得益。

SealNet 團隊會在往後日子更加努力，為新一年物流青年提供一個更好的平台，達到我們的使命："凝聚一群年青人，他們不單只是從事物流工作或有志成為物流從業員，並對物流行業抱有遠景及希望，去打造一個新世代的專業，用他們的理想及突破常規的無限創意去推動及支持香港物流業未來的發展，進一步保持香港在國際物流中心的地位，孕育及創造一群香港未來年青新一代的物流業管理人員，薪火相傳，光芒萬丈！" 在此再次多謝各位多年支持！

活動預告

SEP 2015 九月

下午六時

23

香港航運界慶祝國慶酒會

中區大會堂低座二樓美心皇宮

OCT 2015 十月

下午七時

9

七會慶祝國慶聚餐

龍堡國際賓館

OCT 2015 十月

3

HK\$50

雅妍社-迷你麵粉黏土盆栽班

佐敦儉德大廈二樓

NOV 2015 十一月

29

中原葡萄慈善跑嘉年華

科學園海濱長廊

Q4 2015 第四季

10月8日 11月5日
12月3日

海事業務綜合性解決方案工作坊

香港理工大學

DEC 2015 十二月

下午七時 31

香港航運界除夕迎新餐舞會

金鐘名都酒樓