

HONG KONG

MARITIME AND PORT INDUSTRY

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HONG KONG
MARITIME AND PORT BOARD

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Hong Kong

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HONG KONG

Key maritime hub in Asia

Hong Kong is situated at the heart of Asia and doorway to China. It enjoys privileged access to the mainland of China, excellent connectivity to the rest of the world, and a free, open and multilateral trading system.

As a Special Administrative Region (SAR) of China, Hong Kong benefits from the strength of 'one country' and the convenience of 'two systems'. This status stands to come into its own over the coming years as the city shares in the rapid economic growth of China and benefits from its national and international development strategies, including the 'Belt and Road Initiative'.

Hong Kong is the gateway to Southern China, with which it enjoys excellent transport links. All of Asia's major markets lie within four hours' flight, and half the world's population can be reached within five hours. Setting up business in Hong Kong therefore provides ready access to talents, customers and business partners.

All these advantages, combined with more than 150 years' history of seaborne commerce and related financial expertise, have allowed it become one of the world's premier maritime hubs. Today it is home to some 800 maritime services-related companies providing a wide range of professional business services, while its flag is one of the world's largest with over 2,500 vessels.

Hong Kong Port itself is a key international transshipment hub and the world's fifth largest

container port with around 330 scheduled services per week connecting shippers to some 470 destinations worldwide. It is widely recognized for its productivity and green credentials.

The Secretary for Transport and Housing of the Hong Kong SAR Government Mr Frank Chan says that "as the world's largest RMB liquidity pool outside the Mainland of China, with the busiest airport for international air cargo and the world's fifth busiest container port, we are well equipped as financial, aviation and maritime hub to connect clients to the Mainland of China and vice versa."

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“Our strengths, in particular, lie with our strategic location, our unique role as a Special Administrative Region of China, and our wide portfolio of high value-added maritime services.”

Mr Frank Chan
Secretary for Transport and Housing,
Hong Kong SAR Government
HKMPB Chairman



Hong Kong stands ready “to serve as a ‘super-connector’ facilitating trade and capital flows amongst China and the rest of the world,” he adds, acting as a “trusted partner” to companies wishing to set up in the city.

Of particular significance going forward is that Hong Kong enjoys direct cargo links with some 45 of the 60-plus countries covered by China’s Belt and Road Initiative, which already account for over one third of global merchandise trade. It is further estimated that these countries will account for 80% of world GDP growth before 2050.

“Along the Belt and Road corridors, massive opportunities and demands for quality maritime and shipping services are emerging,” says Mr Chan. “If you aspire to extend your operations along the Maritime Silk Road, Hong Kong is always there for you, be it your starting point, your springboard, or most importantly, your trusted partner.”

As a SAR, Hong Kong is also exempt from mainland cabotage restrictions; carrying a container between

Hong Kong and a mainland China port does not count as domestic transportation, meaning foreign carriers can pick up boxes on both legs of such voyages. This makes Hong Kong attractive as a hub for handling China-related transshipment, which in turn boosts its value in adding connectivity and handling cargoes from other trade routes.

Hong Kong’s position on the doorstep of the Pearl River Delta has long made it a natural gateway to southern China, well-linked to the mainland through a closely knitted multi-modal transportation and logistics network linking air, sea and land connections.

The good connectivity is set to improve even further with the development of the Greater Bay Area initiative, which will link Hong Kong, Macau and nine cities in Guangdong province.

All the above factors and more cement Hong Kong’s place as a key hub port in the Asian region, which in turn has led many maritime-related businesses to set up business there, as detailed on the following pages.





“ Strategically located at the heart of Asia, entrenched with a number of institutional strengths and with an active maritime services cluster, Hong Kong is a haven for maritime industry. Hong Kong is an ideal place for operating business and access to both the Mainland Chinese and international markets. ”

Mr Andy Tung

Chief Executive Officer and Senior Managing Director, Orient Overseas Container Line Ltd
Chairman of the Maritime and Port Development Committee of the HKMPB



Institutional strengths

Hong Kong has many unique institutional strengths that bolster its position as an international maritime centre and allow it to serve as a super-connector between China and the rest of the world.

First among these is the One Country, Two Systems principle, which underpins the whole city and its relations with the mainland, through which Hong Kong gains from the strength of one country and the convenience of two systems.

Under One Country, the city benefits from the opportunities arising from the mainland, such as rapid economic growth and national development strategies such as the Belt and Road Initiative. Under Two Systems, it has been able to maintain its open and independent institutions as well as easy communication with the rest of the world.

Hong Kong also benefits from a light-touch business environment with a solid legal framework, making it a haven for shipping businesses. It has come out top - for the last 23 years consecutively - of the Washington-based Heritage Foundation's Index of Economic

Freedom with its well-established principles of free trade, free market, free flow of capital and a freely convertible currency stably pegged against the US dollar.

In addition, the city is a top international financial and business centre, with governance and professional practices which match the best global standards. Setting up a business in Hong Kong provides ready access to talents, customers and business partners, while a Closer Economic Partnership Arrangement (CEPA) allows preferential access to the vast mainland China market.

Particularly helpful for shipping companies with global sources of income, the Hong Kong SAR government has entered into bilateral double taxation relief arrangements with 45 trading partners for the avoidance of double taxation on income derived from international shipping operations.

Hong Kong's low, simple and predictable tax regime is of wider benefit for strategic and long-term planning. Companies are subject to profits tax of 16.5% only, while salaries tax on individuals does not exceed 15%.

Hong Kong does not levy global tax, and as a free port it has no tariffs on imports, except on a few products such as liquor (with alcohol content over 30%) and tobacco.

Of note to maritime businesses, income from international carriage of goods and towage is exempt from profits tax for ships registered in Hong Kong. Charter hire income is also exempt from profits tax for international operations, regardless of flag.

Paying Taxes 2017, (a study jointly conducted by PwC and The World Bank Group) has ranked Hong Kong as the 3rd among 189 economies and first in Asia in terms of ease of paying taxes.





“ Hong Kong has grown into a formidable shipping hub, and is home to many internationally renowned ship management companies. More ships are managed out of Hong Kong than anywhere else, with experienced professionals providing high quality ship management services to the shipowners all over the world. ”

Captain Bjorn Hojgaard
Chief Executive Officer, Anglo-Eastern Univan Group
HKMPB Member

Wide array of maritime services

As a leading shipping hub, Hong Kong is home to a wide array of players in the maritime space. These run the spectrum from the owners and operators of vessels to the companies that make their business from the movement of freight and logistics services.

Maritime service providers form an essential part of this eco-system, including (but not limited to) marine insurance, maritime legal services and arbitration, ship management, ship finance, ship repair, shipping agency services, chartering and shipbroking.

Insurance is vital to the operation of ships and transport of goods, and insurance brokers help owners of both ships and freight identify the risks and customise a suitable insurance coverage solution.

As of September 2017, there were 88 authorised ship insurers in Hong Kong, of which 33 were foreign insurers.

Shipping finance and maritime legal services are yet another critical component of the maritime services ecosystem.

Apart from straightforward ship mortgages that help provide owners the loans to purchase ships, the area of ship finance also includes sales and leaseback transactions, initial public offerings and related financial products related to raising funds.

Some of the most well-known names in shipping finance are based in Hong Kong. These include not only the traditional European shipping banks that have recently taken a bit more restrained role but also the increasingly important leasing arms of Chinese financial institutions that have stepped in to take up the slack.

Meanwhile, legal services for the maritime sector cover maritime casualty as well as commercial shipping activities. The latter involves legal processes for ship finance, contracts for ship building and transactions. International law firms in Hong Kong offer maritime legal advice on shipping matters including chartering,

piracy, cargo claims and dispute resolution. Maritime lawyers specialised in Admiralty Law work for ship owners, charterers and cargo owners, looking after their respective interests.

Shipowners and managers form a strong component of the Hong Kong maritime cluster, further enhanced by the presence of several venerable shipowning families who trace their origins back to mainland China.

As at end 2016, some 2,360 ships with a total deadweight of 178.1 million tonnes were owned or managed by members of the Hong Kong Shipowners' Association – nearly 10% of the world's merchant fleet.

Shipmanagers provide the most comprehensive service of all, looking after the technical management and/or crewing of ships, and in some cases commercial arrangements as well. Hong Kong has long held a position as one of the world's leading third-party ship management hubs with several of the largest companies based there, and that situation shows no sign of change.

Third-party shipmanagers have steadily grown in importance as the technical requirements of shipping have become more complex and regulatory compliance more onerous. With decades of experience reinforced by constant technological advancement, ship management companies in Hong Kong provide professional and high-quality services to shipowners to ensure proper husbandry and profitable fleet deployment.

There are currently about 250 ship agent and management companies in Hong Kong providing a wide range of services, such as cargo loading and unloading, crew management, machinery maintenance, ship hiring, supply of ships and insurance and claims arrangements.

Technical services are also an important part of any maritime hub and Hong Kong boasts an array of well-qualified ship repair yards, naval architects and marine engineering companies.



Hong Kong Shipping Register

Hong Kong has built up a deserved reputation over the years as a quality register with the Hong Kong flag generally recognised as the best in the world.

The Hong Kong Shipping Register (HKSR) is an autonomous register. Ranked fourth largest in the world, it had 2,544 vessels of 112.5m gt as at end-September 2017.

HKSR is known for its quality fleet, with low detention rates and a good reputation. With an efficient and cost-effective Flag State Quality Control regime, Port State Control detention rates of its ships (0.81% in 2016) remain well below the global average (3.13% in 2016).

Equally important in the current tight shipping market environment, HKSR is also a cost-effective register. For example, under the quality ship incentive scheme, a ship with a clean Port State Control detention record for two consecutive years will benefit from 50% reduction of annual tonnage charge for the third year.

The HKSR provides one-stop registration services round the clock. The procedures are simple and registration can be completed within two hours.

It also enjoys Qualship 21 Status with the US Coast Guard, meaning Hong Kong flag ships are less likely to be targeted for port state control inspections in the US.

Other perks include a concessionary tonnage charge for provisional registration set at 1/12 of annual tonnage charge, no miscellaneous fees for issuance of marking note, reserving of ship name before registration, among others.

In addition, Hong Kong-registered ships also enjoy preferential port dues at ports in mainland China with almost 30% reduction in tariffs. Other benefits include Hong Kong-registered ships being able to enjoy Chinese consular assistance around the world.



“ Ranked 4th in the world, the Hong Kong Shipping Register provides one-stop, round the clock registration services with high quality. We serve the shipowners all over the world with quality, efficiency and dedication. ”

Ms Maisie Cheng

Director of Marine, Hong Kong SAR Government
Ex-officio Member of HKMPB





Marine Insurance

Hong Kong has a flourishing marine insurance market as the city's vibrant shipping industry has provided a strong platform for global players to develop a range of advanced marine insurance products.

Hong Kong has advanced, comprehensive and world-renowned insurance facilities operated by experienced professionals offering a full range of services to serve the shipping market. As at September 2017, there were 88 authorised ship insurers in Hong Kong, of which 33 were foreign insurers.

The city is also a hub for Protection and Indemnity Club (P&I) insurance, with 12 out of the 13 principal P&I Clubs having established offices in Hong Kong, making it the largest cluster of representatives outside London.

Hong Kong benefits from its status as the world's fourth-largest shipping register, with more than 2,500 vessels under its flag. Ship owners can see the advantages of flagging their vessels in Hong Kong and using the city's insurers.

Hong Kong is also an ideal captive insurance destination. Captive insurers enjoy 50% reduction in profits tax on their insurance business of offshore risks. The city is recognised as a centre for Asian marine insurance by both the international community as well as the key China market.

In 2016, the International Union of Marine Insurance (IUMI), a key professional organisation representing the global marine insurance industry, set up its Asian Hub in Hong Kong.

This is IUMI's first permanent presence outside its German headquarters, and is a recognition of the increasing importance of Asia in the marine insurance industry, while also highlighting Hong Kong's position as one of the most prominent players in the region's marine insurance sector.



“ Hong Kong has a vibrant insurance market which offers a full range of insurance products tailor-made to every single need. The presence of 12 P&I Clubs, IUMI Asia Hub and world-renowned marine insurance companies highlights Hong Kong's importance as a prominent industry player in Asia. ”

Ms Agnes Choi
Chief Distribution Officer
AXA General Insurance Hong Kong Limited
HKMPB Member

Hong Kong is also capitalising on its traditional role as a link with China to become a regional centre for marine insurance as well as a test bed for new insurance products from the mainland.

While China's marine insurance sector is still evolving, the Asian market is realising the value of local expertise and there is a desire to have sufficient local capability on the ground to serve the growing regional client network, rather than going via the traditional Europe platform.

The government has been highly supportive of the development of the marine insurance sector by updating the marine insurance laws and regulations to bring legal policies and the judicial environment more in line with the developed markets in Europe.

The Insurance Companies (Amendment) Ordinance 2015 was enacted by the Legislative Council in July 2015 to enhance the current regulations and bring Hong Kong closer to the regulatory environment of the other major marine insurance centres.

There is a growing need for Chinese insurance companies to provide comprehensive insurance solutions and innovative marine insurance products and Hong Kong companies can help them to better serve Chinese interests in overseas markets.

Hong Kong & China War Risk Syndicate

One good example of this is the soon-to-be-launched, Hong Kong & China War Risk Syndicate.

Billed as a vital and unique part of China's Belt and Road Initiative, Hong Kong's Chinese insurance community have come together to insure Asian shipping against war and allied perils in support of Asian trade.

With 40% of the world fleet being Asian and some of its largest ports including Hong Kong and affiliated ports in the Pearl River Delta, it seeks to protect vital trade lanes and the vessels that use them.

The Hong Kong & China War Risk Syndicate is expected to be launched in November 2017 and will accept A-rated insurance companies. It is open to all Asian vessel operators and will offer to insure vessels in HKD and potentially in RMB, which will further enhance development of Hong Kong as the offshore RMB clearing centre of the world.



“With a large community of shipowners and over 70 of the world's top 100 banks operating in the city, Hong Kong is one of the most significant international ship finance centres in the world offering a wide range of ship finance, leasing and structured products.”

Mr David Cheng

Experienced Ship Financier in Hong Kong
Chairman of the Promotion and External Relations
Committee of the HKMPB

Ship Finance

Ship finance is also growing hand in hand with the marine insurance sector. Hong Kong is a top-notch international financial centre with the freest market and experienced, world-renowned institutions, providing a conducive environment for the development of ship financing business.

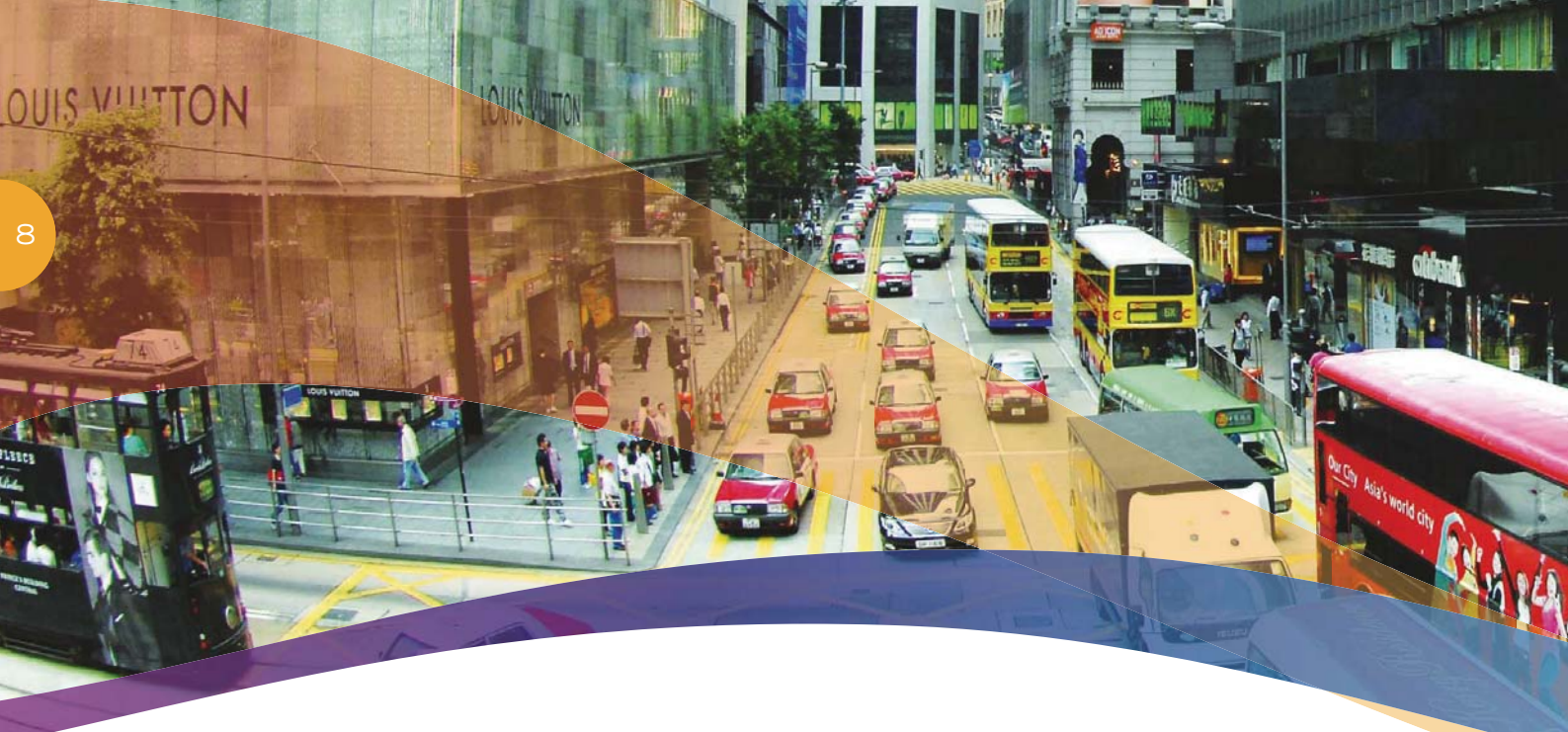
Hong Kong is also one of the most international ship finance centres in Asia. As ship finance is an asset-based global business, the city's vibrant shipping community provides ample opportunities for the further development of ship finance in Hong Kong.

Being the world's freest economy, with free trade, free market, free flow of capital and freely convertible currency stably pegged with the US dollars, Hong Kong has been a haven for the ship finance business.

Over 70 of the world's top 100 banks are present in Hong Kong, with highly committed regional and global arrangers operating in the city.

In 2016, seven of the world's top 10 bookrunners on syndicated marine finance loans have set up offices in Hong Kong.

With the shift of international trade towards Asia, Chinese banks are playing a more prominent role in the market. Hong Kong, as the super connector between China and the rest of the world, continues to hold immense potential for the development of the ship finance business.



Maritime law: best of both worlds

A sound legal system is another foundation stone for the success of Hong Kong. The rule of law is sacrosanct in Hong Kong. It ensures a level playing field for business and protects civil rights and private property rights.

Hong Kong practises common law, with which the international shipping community is familiar. The city's legal system inherits the jurisprudence of adjudications relating to shipping and maritime contracts, providing the legal and commercial certainty for shipping entities around the world to operate in Hong Kong.

Meanwhile, Hong Kong also benefits from its unique position of having close commercial and constitutional ties with mainland China, while having a legal system founded on the English system. As such, the decisions of the English Courts and those of other common law practising jurisdictions continue to have a high precedential value in the Hong Kong Courts.

Hong Kong ranked eighth among 138 jurisdictions around the world and first in Asia in terms of judicial independence in the Global Competitiveness Report 2016-2017 published by the World Economic Forum.

Much attention is paid to providing the best possible expertise for maritime cases. Hong Kong has a dedicated Admiralty List in the High Court and complex Admiralty disputes are properly administered by experienced and specialist judges.

There are also many legal firms specialising in maritime law and who have dedicated teams covering this area of practice. Lawyers and arbitrators in Hong Kong are professionally trained in common law and proficient in both English and Chinese, with Western experience and knowledge of Chinese law and practices. For businesses keen on pursuing the China market, most lawyers in Hong Kong are conversant in both English and Chinese, which is useful in providing legal services involving mainland enterprises.



“ Home to an array of prestigious and leading international law firms, Hong Kong has a pool of professional and experienced maritime lawyers and arbitrators providing first-class maritime legal and arbitration services to the international shipping community. ”

Mr Li Lian-jun
Partner, Reed Smith Richards Butler
HKMPB Member





International arbitration expertise

Hong Kong has particularly strong arbitration facilities, with the city's Arbitration Ordinance based on the UNCITRAL Model Law (2016) which has wide international acceptance.

Arbitral awards granted in Hong Kong are enforceable in over 150 jurisdictions, including the SAR's largest trading partners such as the US, UK, Greece, Japan, Singapore and Korea, under the New York Convention.

For cases involving the Mainland of China there is a special Arrangement on Mutual Enforcement of Arbitral Awards first agreed between the Mainland and the Hong Kong SAR and signed in 1999. This sets out the framework for arbitral awards made under Hong Kong arbitration institutions and ad hoc arbitral awards.

In 2009, China's Supreme Court further clarified that awards are to be enforced in the Mainland in accordance with the Arrangement, thereby reinforcing Hong Kong's status as a preferred arbitration jurisdiction for the resolution of China-related arbitrations.

There is ample choice of world-renowned arbitration institutions in Hong Kong, providing professional international maritime arbitration services to cater for different preferences and requirements.

These institutions include:

- The Hong Kong International Arbitration Centre (HKIAC);
- The Secretariat of International Court of Arbitration of the International Chamber of Commerce; and
- The China Maritime Arbitration Commission Hong Kong Arbitration Centre.

Among the institutions, HKIAC has dealt with a significant number of shipping arbitrations over the last few years and, in 2016, more than 20% of all its arbitrations involved maritime disputes.



“ Hong Kong is a world leading arbitration centre. Our arbitration services, including maritime arbitration, is efficient, transparent and fair. Hong Kong is ranked as the third most popular seat of arbitration in the world, and the first outside Europe. We have arbitrators and lawyers who are familiar with the operation of all aspects of the maritime industry, who are bilingual (English and Chinese) and who know how business is done in both the East and the West.

With these and the services of the Hong Kong International Arbitration Centre, our very up to date and international arbitration laws, and that Hong Kong's arbitration awards are enforceable in more than 150 signatory states under the New York Convention, we have both the hardware and software that ensure that all disputes resolved by Hong Kong arbitration are dealt with by services of the highest standard.”

Ms Rosita Lau
Partner, Ince & Co. International Law Firm
HKMPB Member





Busy and efficient port

With its strategic location on the Far East trade routes, Hong Kong Port is at the geographical centre of the now fast-developing Asia-Pacific Basin.

It has leveraged on its position by providing excellent service and facilities and ranks as one of the major ports of the world and one of the busiest and most efficient international container ports.

Hong Kong handled 19.8m TEU in 2016, making it the world's fifth busiest container port. The various facilities handle a daily average of around 75 ocean-going vessels and 430 river-trade vessels and some 330 container liner services call every week connecting to around 470 destinations worldwide.

Hong Kong is a modern, well-equipped deep-water port serving two main types of maritime transport: deep sea international trade vessels and river-trade vessels from the Pearl River Delta.

Transshipment makes up the bulk of container movements, accounting for around 60% of throughput. In 2016, a total of 370,990 deepsea and river-trade vessels called the Port of Hong Kong.

Port facilities comprise the main deep-water berths at the Kwai Chung-Tsing Yi Container Terminals; six public cargo working areas with a total berth length of 4,852mtr; and 16 mooring buoys for ocean-going vessels.

In 2016, the main Kwai Tsing Container Terminal (KTCT) handled 15.2m TEU comprising 77% of the port's container throughput. The remaining 23% or about 4.6m TEU was handled at mid-stream sites, the river trade terminal, PCWAs, buoys and anchorages, and other wharves.

KTCT is located in the north-western part of the harbour and has nine container terminals with 24 berths across about 7,694mtr of deep water frontage. It covers a total terminal area of about 279 hectares, which includes container yards and container freight stations.

The terminals have a total handling capacity of over 20m TEU a year which helps maintain Hong Kong as one of the major ports of Southern China.

Hong Kong's container terminals are highly efficient. The average turnaround time of ocean-going vessels is only around 11 hours, while the average turnaround time of external trucks is only around 35 minutes, which compares favourably with other major ports.

The port's terminal operators frequently upgrade their equipment and systems to enhance efficiency and to ensure that they can meet the requirements of modern mega vessels. They are also keen in pursuing green initiatives, such as using gantry cranes driven by shore electricity or hybrid machinery.

To enable ultra large container vessels to access the container terminals at all tides, Hong Kong has completed a dredging project to deepen the approach channel to Kwai Tsing Container Terminals from a depth of 15mtr to 17mtr.

The operation of mid-stream sites in Hong Kong mainly involves the loading and unloading of ocean and river cargoes from barges to trucks and lorries and vice versa. Currently, these sites occupy a total land area of about 33 hectares and water frontage of about 3,310mtr.

The port also has the River Trade Terminal which facilitates the consolidation of containerized, break bulk and bulk cargo shipped between Hong Kong port and ports in the Pearl River Delta. The terminal, with 65 hectares of land and 3,000mtr quay length, is located near Pillar Point in Tuen Mun and is operated by the River Trade Terminal Company.



“With our strategic location and superb connectivity, the Port of Hong Kong is one of the world's busiest and a major container transportation hub in South China. We provide high efficiency, frequent sailing schedule and wide coverage that best suit international shipping lines.”

Ms Jessie Chung
Chairman of the Hong Kong Container Terminal Operators Association
HKMPB Member



“ Hong Kong has a vibrant, diversified and competitive pool of professionals in the maritime services sector. The Maritime and Aviation Training Fund set up by the Government together with courses provided by local universities and institutes offer ample opportunities for young talents to explore their potential in the maritime industry. ”

Mr Willy Lin

Chairman of the Hong Kong Shippers' Council
Chairman of the Manpower Development Committee of the HKMPB

Preparing for future manpower needs

Realising that manpower is one of Hong Kong's most valuable assets, the government launched the \$100m Maritime & Aviation Training Fund (MATF) in 2014 to implement a number of incentive and scholarship schemes to attract young people to join the maritime industry so as to build up a pool of maritime professionals and technical personnel.

The Fund aims to nurture talent through scholarships and award schemes. These cover funding for training and examination, internships, scholarships and an overseas exchange sponsorship programme.

Industry players were also invited to take part in the internship scheme by offering summer intern places for young people to gain early exposure to the maritime industry and encourage them to join the sector after graduation.

The MATF reimburses companies up to 75% or HK\$6,000 (whichever is lower) of an intern's pay for an internship period of up to three months.

The Government is also identifying opportunities to collaborate with professional bodies to support high value-added maritime services training, such as for the marine insurance sector.

Specifically for the maritime industry, the Maritime Services Training Institute (MSTI), which is part of the government's network of vocational training institutes, provides a wide range of sea-going and shore-based vocational and professional education training programmes, nurturing young talent to support Hong Kong's future development in various maritime clusters.

The Secretary for Transport and Housing of the Hong Kong SAR Government, Mr Frank Chan noted that interest in the maritime and aviation industries is growing, with participation of companies in the MATF internship scheme and intern places offered up to 10% more in 2017.

He pointed out that as an international maritime and aviation centre as well as logistics hub, the Hong Kong government attached great importance to the long-term development of the maritime and aviation sectors, which together account for 4.4% of the city's Gross Domestic Product.

As a result, the Government is working closely with these industries to reinforce and advance Hong Kong's

sustainable development in this area. It is hoped that students would consider joining these trades after taking part in the internship scheme.

About 70 companies in the maritime and aviation sectors have participated in the internship scheme this year, offering nearly 630 intern places to give young people experience in various types of work in these industries.



The Hong Kong government has also been developing other training opportunities for new blood in the maritime sector. In August, an agreement signed between University of Hong Kong (HKU) and Shanghai Maritime University (SMU) kicked off the University of Hong Kong - Shanghai Maritime University Academic Collaboration Scheme, which will see collaboration between the two universities in training maritime legal and business professionals.

The Collaboration Scheme is sponsored by the MATF and seeks to nurture professionals in maritime law, in line with the Fund's aim of helping to build up a local maritime talent pool.

The Scheme has commenced in the 2017/18 academic year. Selected graduates of the School of Law of SMU have been awarded scholarships to undertake the one-year Master of Common Law programme at HKU, and will be required to work in the maritime industry in Hong Kong for at least one year upon completion of the programme.



Hong Kong Maritime & Port Board: an Introduction

The Hong Kong Maritime and Port Board (HKMPB) was set up by the Government of Hong Kong Special Administrative Region in April 2016.

Chaired by the Secretary for Transport and Housing, the HKMPB provides a high-level platform for the Government to work closely with the trade to map out policies and initiatives for the further development of the port and maritime industry. Three committees, all chaired by industry leaders, have been set up under the HKMPB to oversee work on maritime and port development, manpower development, as well as promotion and external relations respectively.

The HKMPB's objectives are to foster the development of Hong Kong's maritime and port services, working closely with industry to:

- Assist the Government in devising maritime and port-related strategies and initiatives;
- Facilitate collaboration between stakeholders, and work closely with the Government;
- Create a maritime business-friendly environment;
- Foster the long-term development of Hong Kong's maritime industry and port;
- Support and promote Hong Kong's maritime community.

To achieve these aims HKMPB has adopted the following mission statement:

"Building on Hong Kong's vibrant port and established shipping heritage as an international maritime centre, Hong Kong will further consolidate into a major maritime services hub through effective governance, policies and activities practices for the maritime cluster, with good synergy with shipping and port operations."

Since its inception, HKMPB has been active in reaching out to other international maritime centres, in order to seek collaborative opportunities and share best practice. In the first nine months of 2017 alone HKMPB delegations made visits to Tokyo, Hamburg and London.



A Memorandum of Understanding on closer cooperation with London was signed by HKMPB chairman Mr Frank Chan, Secretary for Transport and Housing, Hong Kong SAR Government, and Lord Mountevans, Chairman of professional services' body Maritime London, during London International Shipping Week in September. The signing ceremony took place in the presence of leading representatives from the Hong Kong shipowning community and was witnessed by the UK Minister of State for Transport Legislation and Maritime, the Rt Hon John Hayes.

"By working together, London and Hong Kong can grow together," said Mr Chan. "Both cities are key international shipping and trading hubs with a shared outward looking and entrepreneurial spirit. Both serve regions beyond their own borders and both have an exciting future. We are delighted by the prospect of a closer working relationship than ever before."



- HKMPB's industry partners include:
- China Maritime Arbitration Commission Hong Kong Arbitration Centre
 - Hong Kong Shipowners Association
 - Hong Kong Liner Shipping Association
 - Hong Kong Container Terminal Operators Association Limited
 - The Hong Kong Shippers' Council
 - HK Sea Transport and Logistics Association
 - Institute of Seatransport
 - Institute of Chartered Shipbrokers - HK Branch
 - Hong Kong International Arbitration Centre
 - The Hong Kong Federation of Insurers

香港：亚洲航运枢纽

香港是世界知名的国际航运中心，其优越的地理位置及独特的制度优势吸引了世界各地的大型企业在港落户，使香港的航运及港口业蓬勃发展。

连接全球的「超级联系人」

香港地理位置优越，位处亚洲中心要冲，是中国的南大门，拥有完善的海陆空交通网络，紧密连接中国内地及世界各地。只需四小时机程便可到达亚洲各主要商业城市，五小时机程范围已覆盖全球逾半数人口。

香港多年来一直奉行自由开放的经济政策。自由开放的经济让我们吸引了大量人才、资金及贸易，令香港发展成为国际航运物流、金融、贸易中心。其中，香港连续23年获得美国传统基金会评为全球最自由经济体；菲沙研究所自1996年首次发表其排名报告以来，也持续把香港的经济自由度评为世界第一。此外，根据瑞士洛桑国际管理发展学院发表的《2017年世界竞争力年报》，香港连续第二年被评为全球最具竞争力的经济体。而按世界银行发表的《2018年营商环境报告》，以营商便利的程度计，香港在全球排名第五，当中在「开办企业」及「缴纳税款」两项香港都排名第3。在香港营商，可轻易接触各方面的人才、顾客及贸易伙伴。

香港拥有全球第五繁忙的货柜码头，在2016年处理了1,980万个标准箱，当中转运货物占六成。作为区内重要的枢纽港，香港葵青货柜码头提供班次频密且覆盖广泛的货柜班轮服务，每星期约330班次货柜班轮服务，连系全球470个目的地，包括45个「一带一路」国家，让航运及物流业运载货物到世界各地时倍感灵活。葵青货柜码头亦以效率见称，是区内著名的补时港口，在运输期间延误的时间，可以在香港得以补偿。凭着独特的地理优势和优质而高效的服务，越来越多的公司在香港设立其亚洲区分销中心，以便利用香港完善的交通联运网络。

全球第四的船舶注册

香港船舶注册享誉国际，在吨位和船队质素方面一直表现良好。香港的船舶注册处由香港特别行政区海事处负责管理。直至2017年9月，香港船舶注册的船只数目为2 544艘船，总吨位达1亿1 250万吨，位列全球第四。香港的船旗国质量管理效率高，香港注册船舶的港口国监督滞留率为0.81%（2016年），远低于世界平均滞留率（2016年为3.13%）。

香港船舶注册服务向来以用户为本，提供全天候一站式服务。香港船舶注册所需的费用总额属众多主要船舶注册中最低，而且手续简便，除了要求船舶保持状况良好外，并无其他额外要求，可于两小时内完成注册手续。有见及成本效益是船东考虑因素之一，香港船舶注册为船东提供多种优惠，减省成本。根据香港与中国内地签订的港口吨税优惠协议，香港旗船使用内地港口时可享受30%费用折扣。在优质船舶奖励计划下，船舶如连续两年没有港口国监督扣船纪录，即可在第三年获免半数吨位年费。此外，香港注册船只可在全球各地得到中国使馆协助。



林铭锋先生
巴拉歌船务有限公司董事及副总裁

“香港是区内著名的船舶管理枢纽，多间世界级船舶管理公司来港设立办事处，积极引进新技术，为船东提供全面的船舶管理服务。”

国际航运中心

蓬勃的港口业亦推动了航运服务业的发展。香港特区政府致力推动高增值航运服务，凭借香港独特的制度优势，打造香港成为环球最具规模的国际航运中心之一。香港拥有全球最自由的经济体系和开放的市场政策、简单的税制和低税率，从国际航运业务所获的盈利在香港无须缴交利得税，吸引到多间国际知名的海运企业来港营商。此外，香港亦拥有健全的法律制度，实施国际航运业界熟悉的普通法，有多间经验丰富的国际律师事务兼及仲裁机构落户，为内地及海外公司提供优质的海事法律及仲裁服务，带来业务上的保障。香港在航运、金融、贸易、专业服务和基础设施建设等方面拥有丰富的国际经验，加上独特的营商环境，使香港的航运服务业蓬勃发展。现时香港有800多间与航运服务有关的公司，提供不同种类的海事服务，包括船舶管理、船务代理、船务经纪、船舶融资、海事保险、海事法律及仲裁服务等，内地及海外航运企业可以在香港找到一站式服务，快捷方便。

随着国家「一带一路」倡议的发展，沿线国家的基建及投资合作将会越来越频繁。香港具备优厚的条件成为连接中国及世界的「超级联系人」，为中国内地企业提供一个「走出去」的平台，接触国外大型企业，参与「一带一路」的建设；并协助海外企业进入内地市场。香港是海运企业的可靠合作伙伴。



赵式明女士
香港船东会主席
香港海运港口局成员

“香港船舶注册处为船东提供低成本、高效益的优质服

务。香港注册船舶的港口国监督滞留率远低国际水平，是船东安全可靠之选。”

质且兼具成本效益的香港船舶注册服务一直深受世界各地的船东欢迎。更多详情请浏览-

http://www.mardep.gov.hk/sc/pub_services/home.html

超卓的船舶管理服务

随着船务营运模式的改变，船东对于船舶管理服务的要求亦越来越高。香港拥有世界知名且经验丰富的船舶管理公司，为世界各地的客户提供优质服务，确保船队管理有度。现时，全港约有250家船舶代理及管理公司，提供不同服务，包括货物装卸、船员管理、机械保养和维修、船舶租用、船舶供应及安排保险及索偿等。

船员的调配及行政事宜是船舶管理的重点工作，香港在办理签证及工作许可方面极具效率，方便船舶管理公司安排调配船员。此外，香港具备多元化的航运业群，包括船级社、保险公司及财务机构等，与船舶管理公司紧密合作，适时为全球船东提供优质的支援服务。



便捷的船舶融资服务

香港除了是世界知名的国际金融中心外，亦是亚洲船舶融资中心，拥有全球最自由的经济体系，世界知名的金融机构林立。现时香港船东管理或拥有的船舶约占全球商船总载重吨位约9.6%，为发展船舶融资业务提供有利环境。

香港位处有利时区，联系世界各地的贸易伙伴极为方便，很多金融机构因此选择香港作为其亚洲基地。现时全球百大银行中，有超过70家在香港营运；全球十大船务融资银团贷款的簿记行中，有7家在香港设有办事处。这些从事船舶融资的银行或财务机构会透过提供资金，协助企业和船东解决资金不足问题，并提供专业融资规划方案，令资金得以灵活运用，以便利船东及企业拓展业务。

近年中国航运业发展迅速，对船务融资的需求日益增加，全球船务融资的焦点逐渐东移至亚洲。作为国际金融中心，香港在金融服务业有较强的竞争优势，有十分有利的环境发展船舶融资，从而为海事服务业的发展注入活力。



“香港是首屈一指的国际金融中心，亦拥有全球第四大的船舶注册处及货柜吞吐量第五大的深水港，在环球金融机构林立配合国家及特区政府对金融及航运业的支持下，香港是各地船东及投资者最适切的根据地。”

林诗键先生

法国东方汇理银行集团东方汇理亚洲船务融资有限公司主席及首席执行官

优质海事保险服务

航运业是一项高风险的行业，船公司每次出航均有可能遇到货物损坏、船体损坏、航班延误等意外，造成时间及金钱上的损失。为了保障业务及分担风险，船东及船公司往往会在出航前投保，因此海事保险是航运服务业中不可缺少的一环。

香港航运业的兴旺亦带动海事保险业的蓬勃发展。现时有接近90家本地及海外的保险公司于香港提供海事保险服务，在2016年所承保的船舶保险费总额约23亿4千万港元。香港有许多经验丰富的国际海上保险人才和专家，众多环球服务供货商亦会为客户提供度身订造的保险服务，包括较复杂的海事专门保险产品如货物保险，船体保险和船只责任保险等，满足不同航运业务的需要。除此之外，香港亦是进行专属自保保险业务的理想地，专属自保公司的离岸风险保险业务所需缴付的利得税，在港可获半数宽免。

作为享誉盛名的国际金融中心，香港在国际海保险上具持续发展的优势，吸引到多间国际知名的保险服务供货商在香港设立办事处。其中，保障及弥偿组织积极投入香港的保险市场，在国际保障及弥偿组织的13个成员协会当中，有12个均在香港设有办事处，是伦敦境外最大的服务群组。此外，国际海上保险联盟(IUMI)于2016年10月宣布委托香港保险业联会在香港设立其首个亚洲分会，负责推广亚洲业务及加强与亚洲航运业的联系。

随着内地企业在『一带一路』倡议中拓展新领域，香港成为亚洲区的保险枢纽这个角色更为重要。透过香港方便营商的优势，中国企业可透过香港与海外企业合作，并在香港购买海事保险，有效管理各种复杂的风险及责任事宜。



“香港的专业保险从业员经验丰富，提供各种量身订造的海事保险产品予环球客户。此外，香港中国战争保险联合组织亦已正式成立，组织会透过不断研发创新的保险产品，配合「一带一路」以及市场的需要。香港海事和货运保险业发展成熟，无论是船东或货主都能找到所需的专业保险产品。”

黄子逸女士

亚洲保险有限公司行政总裁

海事法律及仲裁服務

法治是香港繁荣稳定的基石。香港在「一国两制」下沿用普通法，遵从司法独立的原则及拥有完善的法律制度，为来港经营的航运企业提供全面的保障。

香港是亚洲主要的国际法律及解决争议服务中心，沿用国际航运业界熟悉的普通法，法规与时俱进。香港的高等法院特别设有海事案件审讯表，由专责的海事案件法官负责，处理不同类型的海事诉讼，以确保复杂的海事纠纷由资深法官妥善处理。

作为区内主要的国际航运商事仲裁中心，香港的仲裁法例相当完备，全球不少顶尖的国际律师行及仲裁机构都以香港为基地，为航运业界提供专业及优质的海事法律及仲裁服务。其中，香港国际仲裁中心自1985年起运作以来，已吸纳众多仲裁员、调解人员以及其他具有国际视野和相关经验的专业人员，更获具有影响力的国际仲裁调查机构评为欧洲以外仲裁机构中的最佳选择，2015年香港在全球仲裁机构中排名第三，仅次于伦敦及巴黎。除此之外，中国国际经济贸易仲裁委员会于2012年9月在香港设立仲裁中心，而另一个同具份量的内地仲裁机构 – 中国海事仲裁委员会也于2014年11月在香港正式设立其首个内地以外的分部，令香港拥有更完备条件去满足内地及海外不同企业包括航运企业的仲裁服务的需求。



“香港是亚太区国际航运法律及争议解决中心，拥有健全的法律体制、多间一流海事仲裁机构及专业的国际仲裁员，为争议双方提供多元化及高端的海事仲裁服务。”

王文英博士

中国国际经济贸易仲裁委员会香港仲裁中心秘书长
中国海事仲裁委员会香港仲裁中心秘书长

仲裁裁定的认受性对于航运业相当重要。香港的仲裁裁决获广泛认可，作为《纽约公约》的缔约国，香港所作出的仲裁裁定可在超过150个司法管辖区执行，当中包括主要国际航运城市如美国、英国、希腊、新加坡及日本等等。特区政府亦与内地签订了《相互执行仲裁裁决的安排》，在香港所作的仲裁裁决可于内地执行，为世界各地来港经营的船公司提供业务上的保障。

香港的法律及仲裁界人才济济，有来自不同专业背景、国籍及司法管辖区的国际仲裁员及律师。他们中英兼擅，了解西方文化，也熟悉中国事务，当中不少具备专业海事知识，在船舶融资、造船和买卖交易、海事保险等为船东、租船人及货主等提供专业高端的海事法律及仲裁服务。这些法律及仲裁界人才有助香港满足外资「引进来」及内地企业「走出去」的法律及争议解决服务需求。



香港海運港口局

香港海运港口局于2016年4月1日成立, 由运输及房屋局局长出任主席, 提供一个高层次的官产学合作平台, 让业界、学界和特区政府紧密合作, 制订航运及港口发展的策略, 合力巩固和提升香港的国际航运中心地位。

香港海运港口局设有三个由业界人士领导的委员会, 即海运及港口发展委员会、推广及外务委员会, 以及人力资源发展委员会。过去一年, 香港海运港口局就便利营商、人才资源发展和宣传推广三个主要范畴向特区政府提出不少建议, 推行了多项改善措施和推广计划。

作为年度盛事, 香港海运港口局于2017年11月举办第二届香港海运周, 通过为期八天密集且多元化的活动, 团结香港航运业界并展示其实力, 令大众更了解香港海运及港口业所作的重大经济贡献。

除此之外, 香港海运港口局亦多次出访欧亚国际航运中心城市, 出席会议、研讨会及参展大型

博览会, 加强航运城市之间的合作和交流, 吸引海外客户使用香港航运服务, 推广香港作为国际航运中心的地位。在2017年9月访问伦敦期间, 运输及房屋局与伦敦海事服务协会(Maritime London)签署合作备忘录, 加强香港与英国两地在推广高增值航运服务和航运人才培养方面的联系和合作。

特区政府亦与香港海运港口局积极研究推行便利船运业界的措施, 包括撤销「多程进港许可证」逗留本港的时间限制以及提升香港船舶注册处的服务等等, 增加本港航运业的竞争力。

香港海运港口局会继续维持港口的蓬勃发展, 扩大区域航运服务枢纽的实力, 令航运服务、港口及船务运作可发挥更佳的协同效应。了解更多香港海运港口局的资料, 可浏览:

<http://www.hkmpb.gov.hk/sc/index.html>





Hong Kong Maritime Week

As an annual signature event of the Hong Kong Maritime and Port Board, the Hong Kong Maritime Week will be held in November every year to “Propel Hong Kong” as a renowned international maritime centre. Through an intensive week of multifarious maritime activities, we hope to unite and showcase the Hong Kong maritime industry as a strong cluster, raise the community’s awareness of the significant economic contributions of Hong Kong’s maritime and port industries, and promote Hong Kong as a preferred base for operating maritime business. During the week, international and local industry luminaries and practitioners will come together for a myriad of diversified and fun-filled activities ranging from industry briefings, seminars and conferences, corporate functions, networking events to maritime-themed sports, school workshops and family fun days.

香港海运周

作为香港海运港口局举办的年度盛事,「香港海运周」于每年11月举行。活动旨在推动香港作为举世闻名的国际海运中心,继续「高瞻远航」。我们希望通过为期一周密集的海运活动,团结香港海运业界并展示其实力、令社会更明白香港海运及港口业所作的重大经济贡献,以及推广香港作为经营海运业务的首选地。海运周举行期间,国际及本地业界的翘楚及从业员将会聚首一堂,参与各类精彩活动,包括业界简报会、研讨会及会议、企业活动、交流活动,以及以海运为主题的竞技活动、学校工作坊和家庭同乐日。



