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Institute of Seatransport
海 運 學 會

# SEAVIEW
# 海運季刊

JOURNAL OF THE INSTITUTE OF SEATRANSPORT

**Our Mission**

- to promote the exchange of professional knowledge within the Hong Kong shipping industries
- to recognize the contribution of professionals within the seatransport community in Hong Kong


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# EDITORIAL TIDBITS

In this issue, we turn our attention to environmental issues. An article received from Dr Simon Yuen discusses smart logistics technology-driven green supply chains in the future. Dr Yui-Yip Lau summarises two published articles about pollution prevention and port state control in Asia. Both authors are senior lecturers of CPCE, The Hong Kong Polytechnic University.

The article by Tom Walters, Partner London, HFW, and Henry Clack, Associate London, HFW, details the consequences of salvage, war risk, and terrorism in the aftermath of the tanker war under Llyod's Open Form. We also received an article about the general average adjuster from our long-time writer, Mr Raymond Wong of Asia Maritime Adjusting (HK). His article also includes an interesting history of the development of average adjusting in Hong Kong.

The news brief section covers the events IOS has carried out and future events.

We hope you enjoy reading these articles and would like to receive comments from you. We believe in the power of community and value your unique perspectives. That's why we warmly welcome articles from our readers. If you have a passionate topic, please don't hesitate to share it with us. You can send your articles to our mailbox, info@seatransport.org


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# Analysis of Pollution Prevention Performance and Port State Control Inspections in Southeast Asia and the Greater Bay Area

Yui-yip Lau

## Introduction

This report has conducted two main research studies that discuss the issues of pollution prevention performance and port state reviews, focusing on Southeast Asia (SEA) and the Greater Bay Area (GBA), the two prominent maritime regions. These studies mainly deal with challenges related to marine emissions and provide some strategies to help achieve carbon neutralisation. The main aim is to provide a thorough overview of key findings and consequences highlighted in these research articles.

## Study Area 1

This first study mainly focuses on analysing ship pollution prevention in Southeast Asia. The study showed the concern with ships' performance in terms of pollution prevention as well as their influence on nearby communities and marine life. This research is valuable since it fully shows the analysis of the pollution brought by ships and points out their way to control the pollution and the prevention plans. In this study, the data-driven Bayesian network model has been used, which involves the tree-based naïve learning and maximum a posteriori likelihood estimation approach.

This study developed a model to determine the key risk factors and areas that have a major impact on ship pollution prevention efficiency using inspection data between 2017 and 2022. These factors include detention location, vessel size, and compliance with Marpol Annex I and IV regulations. The findings also greatly contributed to understanding the nature of substandard ships while providing recommendations for enhancing port surveillance and inspection activities.

To address the issue of ships that lack the effective pollution prevention systems outlined in the article and consist of a series of concrete recommendations, these may involve creating ship-specific guidelines based on observable signs of poor performance and carrying out certain countermeasures in each country to prevent a substandard ship population. As it can help to reduce environmental damage while ensuring the protection of coastal communities, it shows its importance to all stakeholders and enhances pollution prevention[1].

1. *Yang, Z., Lau, Y.Y. and Lei, Z. (2024), Analysis of pollution prevention performance of vessels in Southeast Asia: Implications towards vessel emission control and reduction, Ocean & Coastal Management, 248, 106942.*

## Study Area 2

The second paper gives an example of the pollution prevention activities carried out in the Bay Area and the extent to which they help to keep its carbon net zero. Ships' emissions are determined to be instrumental in the region of Pearl River Delta (PRD) territory, the propensity of the Bay Port Area, and its interactions with waterborne transport networks. To deal with the problem, the work utilises the data and model based on Bayes' approach, which deals specifically with ship efficiency in tackling pollution through port state controls.

The Tree Augmented Naive (TAN) and Expectation Maximization (EM) approaches were used to analyse inspection datasets from January 2015 to September 2022. By doing so, the key variables of sources of pollution, their sources, and their levels are pointed out by analysing the ships' pollution prevention performance. The said research brings into the spotlight the beneficial effects and the role the Port State Control (PSC) inspections play in achieving the Greater Bay Area's (GBA) carbon neutrality targets.

The study covers the advice for port authorities and city councils of cities in the GBA to overhaul current environmental rules to preclude non-abiding vessels. The study shows the properties of similar vessels employed in the implemented restrictive actions and the closer control measures. The study also has other important practical points, such as avoiding negligence behaviours among ship owners and advocating for more pollution reduction activities.

Furthermore, the research demonstrated that such objective, prompt, and well-coordinated occurrences of PSC Inspections greatly boost the progress of carbon neutralisation. This point underscores the significance of the all-embracing and unified systems of tests to ensure vessels comply with assessing and International Safety Organization (ISO) guidelines on carbon emissions across the GBA[2].

## Conclusion

The two studies' analysis of the performance of pollution prevention and port state controls in Southeast Asia (SEA) and the Greater Bay Area (GBA) underscores the critical role of these measures in combating ship emissions and promoting carbon neutralization.

2. *Yang, Z., Lau, Y.Y. and Kanrak, M. (2023), Ship Pollution Prevention in the Greater Bay Area: A Practical Contribution of the Port State Control Inspection System to Carbon Neutralization Using a Tree Augmented Naive Bayes Approach, Journal of Cleaner Production, 423, 138651.*

In the first study, Southeast Asia was the subject of coverage, focusing on how inadequately equipped ships negatively impact local communities and marine ecosystems. Employing an advanced data-driven Bayesian network model, the analysis identifies the significant risk micro-variables and marine sub-sectors that remarkably impact the pollution reduction fleet's performance. With the help of these results, we can produce special education materials as well as action plans that can later be implemented to develop oversight and monitoring practices at ports which in the end translates into fewer cases of a berthing of substandard ships and thus leads to less released particles in the environment.

Hurricane season in the Pacific plays a critical role in the ecosystems, but it also shows how natural hazards can affect advanced technology and realism. The second study addresses the GBA and underlines several difficulties faced with vessel emissions when reaching carbon neutralization objectives. A combination of data-driven Bayesian network models will be used in the study to evaluate the performance of PSC controls in pollution prevention. Therefore, the results demonstrate the importance of PSC inspections in hatching out carbon neutralisation programs in the GBA. The two important factors of ship performance provide the basis for setting up more effective control mechanisms involving specific targeted interventions that would prevent highly polluting ships from entering the region of high volumes of shipping.

These two studies, on the whole, stress the vital necessity of measures for effective pollution prevention and strong enforcement of PSCs within maritime territories. By recognizing the components affecting ship subsidies and being proactive in the implementation of adjustments, local authorities and other players can work toward creating marine transport systems that are ecological and fair to all. Implementing the suggestions from these researches can bring down the rise in ships' carbon emissions, protect the marine environment, and bring well-being to the communities who live near or on the coast.

Navigation of these findings with relevant policy would be beneficial to policymakers, port authorities, and ship owners without any doubt. The pinpointing of the most dangerous aspects of substandard vessels involves the elaboration of clear instructions and specific measures against them. If the revealed analysis strengthens the port monitoring and inspection systems in a way to increase pollution prevention capacity

and environmental laws compliance rate, it would be a remarkable achievement. Moreover, the impressive results of PSCs as a necessary component for the accomplishment of carbon reduction goals in the GBA further underline the fact that the inspection process should be regulated, and their standards must be uniform. Through observance and compliance with pollution prevention regulations, these controls therefore have an essential role in greenhouse effect reduction and responsible behaviors regarding maritime activities.

In summary, the analysis of these articles underscores the importance of addressing ship emissions and implementing effective pollution prevention measures in Southeast Asia and the GBA. By incorporating the findings and recommendations from these studies, local authorities and stakeholders can contribute to global efforts to achieve carbon neutrality, protect the environment, and promote sustainable maritime transportation systems for future generations.

## Acknowledgement

This work described in the paper was fully supported by a grant from the Research Grants Council of the Hong Kong Special Administrative Region, China (UGC/FDS24/B07/22).

# LOF salvage, war risks and terrorism: lessons from the tanker war

Tom Walters, Henry Clack

January 2024 saw the much-publicised attack on the MARLIN LUANDA. The tanker was en route from Egypt to Singapore in a laden condition when she was struck by a missile fired by Houthis from the Yemeni mainland on 26 January. Trafigura, the vessel's operator, reported that the strike had caused a fire in one of the vessel's cargo tanks. The crew were able to use the vessel's firefighting equipment to extinguish the fire on board, together with support from United States and French Navy vessels.

This recent attack on a laden oil tanker echoes a previous conflict in the region, the Tanker War, which took place between 1984 and 1988. The conflict was part of the larger Iran-Iraq war and saw an estimated 546 merchant vessels damaged and 430 civilian seafarers killed. In response, several salvage companies sent tugs to the area and a number of tankers and other vessels were salved under the terms of Lloyd's Open Form contracts. The awards published at the time provide helpful guidance regarding how LOF arbitrators are likely to approach salvage in war zones.

Given the parallels between this most recent incident and the Tanker War, we thought it be helpful to look back at our salvage database[1] to consider how the market has historically dealt with similar cases. Looking back at these older awards, it is interesting to note certain issues and dangers which may be relevant if the present conflict escalates further resulting in more attacks on vessels in the region and the need for salvage services.

It is easy to fall into the trap of assuming that, simply because a laden tanker had been struck by a missile and was on fire, an arbitrator would find that there was a risk of fire spread and/or subsequent explosion. This was, however, not the case and in several awards the arbitrators held that, despite the vessels in question being heavily damaged, there was only a low order risk of fire spread or explosion. When considering whether there was a risk of fire spread, the arbitrators would give careful consideration as to the presence of unburnt fuel which would have allowed the fire to keep burning and whether there was a mechanism by which the fire could have spread.

If the peak of a fire had passed by the time that the salvors arrived, then an arbitrator would be much more likely to find that the risk of fire spread was low. Similarly, the arbitrators often found that the risk of (further) explosion was minimal. This was because in order for an explosion to occur, it is necessary to have an atmosphere within the explosive range and a source of ignition. The explosive range is the concentration range of gas or vapour that will burn or explode if an ignition source is introduced. If the ratio of fuel to air is too low, then the mixture will be too lean to burn. On the other hand, if the mixture is too rich (i.e. there is insufficient oxygen) then there is also no risk of explosion. Even if you have a mixture of fuel and air which is "just right", a salvor will also have to prove that there would have been a source of ignition.

This was often difficult to determine given the circumstances of the salvage operation and a number of awards went into great detail about whether ignition could have occurred. There was often detailed examination of whether certain doors were open or closed, the risk of drifting embers and so on. Finally in the 1980s, tankers were fitted with extensive fire protection measures, including inert gas systems, cofferdams and firefighting equipment. In this modern age of health and safety and increased technology, vessels have become safer thereby reducing the likelihood of an arbitrator finding that there was a risk of fire spread and/or explosion.

Another danger which was repeatedly contended for by salvors was the risk of second strikes by Iranian or Iraqi forces. This was far from a given and required careful consideration of the broader pattern of attacks in the region. In one particular award, the arbitrator held that, despite an unidentified helicopter loaded with rockets approaching the casualty whilst the salvors were on site, the arbitrator only found that there was a very low order risk of a second strike. At the start of the conflict, the arbitrators found that the risk of second strikes was low, however this changed towards the end of the war when there were several second strikes, including cases where salvage tugs were alongside.

As with all LOF arbitrations, the level of encouragement was hotly debated. On several occasions, the arbitrators held that exceptional encouragement should be

given to reflect the salvors' willingness to maintain tugs and salvage equipment in a war zone. In part this was to reflect the fact that war risk insurance became so high that it became uneconomic to fully insure some tugs and the fact that crews had to be paid bonuses to work in such dangerous circumstances. It is clear from the awards at the time that the arbitrators believed that, without this encouragement, there would be a real danger that salvors would refuse to operate in the region.

It is worth noting that the standard of proof required to establish that a casualty was exposed to a given danger is such that the Contractors do not have to prove on the balance of probability that a danger would have materialised, only that the danger was one that was sufficiently likely to materialise to be worthy of being taken into account.

Helpfully, the Appeal arbitrator considered the appropriate level of encouragement that must be given to salvors who are willing to work in areas classified as a war zone, even if the risk of attack is remote and apprehended. He based his assessment on a previous award which set out the principles to be applied which stated that:

"Public policy is an important factor in fixing the level of awards. This simply means that awards have to be sufficiently generous, where possible, to encourage salvors to do what is in the best interests of property owners and underwriters generally… It is clearly in the interests of owners and underwriters that high class professional salvors like the Contractors should dare to provide salvage services in the Persian Gulf despite the conflict between Iraq and Iran. In order to do so, they have to bear exceptional costs of operation and they have to accept unusual risk to their tugs and the men who man them. It is equally clear that they will only be encouraged to do so if the level of award is unusually high".

So how might an LOF tribunal approach the issue now? It is clear from our review that, despite the apparent risks posed by missile, drone and UAV attacks on shipping in the Red Sea region, the LOF arbitrators will still have to carefully weigh up all the available evidence before finding that there is a substantial high level risk from the sort of dangers that one might expect to be advanced following the successful salvage from a vessel in a high risk area. Even if the number of attacks escalate, salvors will

still have to make good their case on dangers and so the need for supporting evidence will be just as relevant as it was during the Tanker War in the 1980's. That said, even where there is no risk to salvors being harmed by terrorist or war-like activities, where there is an apprehended risk, the tribunal have indicated that they must still be given real effect in fixing a just award with the requisite degree of encouragement to salvors to operate in a war zone.[2]

*Footnotes*

1. HFW maintains a searchable database containing over 755 awards from 1975 to present day that are index linked to inflation and can be used as a tool to compare other comparable salvage services.

2. LOF Digest – Issue 12 dated July 2006

# Smart Logistics Technology leads the future of Green Supply Chain practices

Simon Yuen

Green Logistics Technology development is vital for the future of Hong Kong's supply chain, freight, and port business. Smart technology and innovation practices provide opportunities to reduce and eliminate waste, improve efficiency, reduce success rates, expand business scale, and provide competitive advantage.

Green "Logitech" integrates electric vehicles (EV), blockchain, the Internet of Things (IoT), drones, and artificial intelligence (AI) technologies. At the top of the neck is an effective way to reduce and eliminate visibility on an electric vehicle. Logistics companies began to use electric freight trucks and self-propelled vehicles.

Secondly, the local network technology will be more intelligent and efficient. Through channel sensing devices and connected devices, companies can monitor cargo location, temperature, humidity and other information, thus providing higher transportation visibility and accuracy. In addition, drones can also be used for tasks such as gradual deployment, efficient warehouse management, rapid distribution, and precise monitoring. Finally, logistics management with artificial intelligence improves distribution and transportation routes, reducing transportation time and energy consumption.

Green logistics technology will be applied to Hong Kong's freight forwarding and corporate development teams. Taking the reduction, elimination, and environmental pollution as the starting point to achieve sustainable development and formulating ESG goals. Hong Kong is a world-class international logistics centre with high gas emissions from maritime, air cargo, and land transport. The operation of green logistics technology can help enterprises achieve green rolling and reduce their environmental impact.

Next, green logistics technology can improve actual time management and route intelligence. Companies can improve land management of freight, improve transportation efficiency and customer satisfaction, significantly reduce transportation volume, and reduce traditional energy sources and dependence on oil.

For the challenge of Green Logistics Technology application, cost is a crucial factor to consider. Introducing green logistics technology requirements and

injecting substantial amounts of capital will burden every small and medium-sized enterprise. Secondly, infrastructure construction and layout policies, peace and security regulations, promotion, and needs. For example, management regulations for charging facilities and driverless cars are also formulated in response to demand. Recycling, continuous updating, training of interactive skills, corporate talent cultivation needs, and suitable for applying innovative technologies.

For example, Hong Kong Post has launched electric postal vehicles to reduce the environmental impact of mail delivery in Hong Kong. In addition, courier logistics companies such as SF Express have begun using drones to monitor express delivery progress. Due to the success of small businesses, green logistics technology has great power in the direction of high efficiency and reduction.

Some recommendations are provided to support green logistics technology development. First, governments should establish mutual policies and regulations to encourage companies to invest in green logistics technologies. For example, financial support, tax exemption and green certification are provided to attract enterprises to invest in green logistics technology projects. The construction and renovation of infrastructure, comprehensive charging facilities, and driverless vehicle testing grounds have been completed. In addition, strengthening technology, training and knowledge sharing, and improving the company's employees' ability to understand and apply green logistics technology are also keys to success.

To conclude, green logistics technology is a first-class model for Hong Kong's freight and corporate parties, providing competitive strength and opening up a new direction for future business, freight and port, and supply chain development.

## Celebrations of the 40th anniversary of the Institute

The activities to celebrate the 40th anniversary is now taking shape, as follows:

1. Inauguration event: A cocktail reception will be held on Wednesday, June 26th, 2024, at AMMO, adjacent to the Asia Society Hong Kong Center.

2. Interim events: A photographic exhibition of the Institute's history will be held first in conjunction with the cocktail reception on June 26th, 2024, and then as a mobile exhibition at venues to be determined later.

3. Concluding event: Gala dinner-cum-forum, earmarked on Thursday, 14 November 2024 at venue to be decided later.

It is encouraging that Mr Wellington Koo of Valles Steamship Company, Limited, our Honorary President, has committed to supporting the first event. We hope that more Honorary Presidents will join to support the remaining events. A task force has been set up to arrange the events, with its subcommittee working energetically to collect and sort out historic photographs for the exhibition. To share the joy of the occasion, you are sincerely invited to participate in all events.

## Dissemination of information

Other than circulars, forthcoming courses/programmes will be updated on the institute's social media (website, Linkin, Facebook) from time to time, so please visit them frequently.

# NOTES ON GENERAL AVERAGE (6)

Raymond Wong

Editor's Note: -
As noted in Issue 139, notes on "General Average in relation to Marine Insurance" which were compiled by the Editor and published in the Seaview in 1985/6, are now being revised and expanded.

## Ballast general average

Under English law, general average cannot apply in cases where only ONE interest (the ship) is at risk. However, by virtue of Rule of Practice B26 of The Association of Average Adjusters:-

## B26 VESSEL IN BALLAST AND UNDER CHARTER: CONTRIBUTING INTERESTS

For the purpose of ascertaining the liability of Underwriters on policies of insurance that are subject to English law and practice, the following provisions shall apply:-

1. In applying the following Rules, and when the charter to which the Shipowners are a party provides for York-Antwerp Rules, the general average shall be adjusted in accordance with those Rules and English law and practice and without regard to the law and practice of any foreign port at which the adventure may terminate.

2. When a vessel is proceeding in ballast to load under a voyage charter entered into by the Shipowner before the general average act:

a) The interests contributing to the general average shall be the vessel, such items of bunkers, stores and equipment as belong to parties other than the Owners of the vessel and the freight earned under the voyage charter computed in the usual way after deduction of contingent expenses subsequent to the general average act.

b) Failing a prior termination of the adventure, the place where the adventure shall be deemed to end and at which the values for contribution to general average shall be calculated is the final port of discharge of the cargo carried under the charter but in the event of the prior loss of the vessel and freight, or either of them, the general average shall attach to any surviving interest or interests including freight advanced at the loading port deducting therefrom contingent expenses subsequent to the general average act.

3. When a vessel is proceeding in ballast under a time charter alone or a time charter and a voyage charter entered into by the time charterer:

a) The general average shall attach to the vessel and such items of bunkers, stores and equipment as belong to parties other than the Owners of the vessel. Failing a prior termination of the time charter, values for the purposes of contribution shall be those pertaining at the time the ship is, or should have been, made ready to depart from the port of refuge.

b) Failing a prior termination of the time charter, the voyage shall be deemed to end at the first port of discharge of cargo at which the vessel arrives after the general average act.

4. It shall be immaterial whether the extra period of detention takes place at a port of loading, call or refuge, provided that the period of detention in consequence of accident, sacrifice or other extraordinary circumstance occurring whilst the vessel is in ballast is reasonable.

5. In practice neither time charter hire, as such, nor time charterer's voyage freight shall contribute to general average.

Underwriters will respond to claims for general average when the ship is proceeding in ballast and under charter in much the similar way as when the ship has cargo on board. Where the ship sails in ballast but not under charter, Underwriters agree, under

ITC Clause 11.3. to assume that a 'general average' has arisen in the appropriate circumstances and allowances are made in accordance with the York-Antwerp Rules except for:

Rule XX – which grants an additional 2% commission on most general average disbursements.

Rule XXI – which grants interest at 7% per annum on all general average disbursements, sacrifices and allowances.

## New for Old

In accordance with Rule XIII of the York-Antwerp rules, deductions "new for old" are made in general average from the cost of certain repairs to damage caused by general average sacrifice to vessels over 15 years old. If such a deduction is made in general average, it may be claimed in full under Clause 14 in the I.T.C. Hulls:

*"Claims payable without deduction new for old."*

Assume in efforts to refloat after a stranding, a 17-year old vessel damages her propeller to such an extent that it needs to be renewed. The new propeller costs $20,000 and the old one is sold as scrap for $5,000.

An allowance in accordance with York-Antwerp Rules 1994 is made as follows:

| | | General Average | | "Thirds" |
|---|---|---|---|---|
| | | Third Off | In full | Deducted |
| Cost of new propeller…… | $20,000 | $20,000.00 | | |
| Deduct: One-third | | | | |
| "new for old"…… | | 6,666.67 | | 6,666.67 |
| | | $13,333.33 | $13,333.33 | |
| Credit: By sale of old propeller … | | | Cr. | |
| | 5,000 …… | | 5,000.00 | |
| | $15,000 | | $8,333.33 | 6,666.67 |

*To be continued...*

## A BRIEF HISTORY OF AVERAGE ADJUSTING IN HONG KONG

The documents and information available to the Editor indicate that:

- The profession of average adjusting was first introduced to Hong Kong in 1945 when Mr. William R. M. Stevens opened his business as Average Adjuster, under his own name, with the office on the 5 th floor of Union Building, Pedder Street, Central.

- Mr. Stevens had left London in the early 1920s and set up his business in Shanghai, whose practice continued successfully until the mid-1940s. In 1934, he was elected a Corresponding Member of the UK Association of Average Adjusters [AAA] founded in 1869.

- He was succeeded as head of his business by his son, Mr. Nigel W. Stevens in 1959, who was in turn elected Corresponding Member of the AAA in 1969, followed by his business partner, Mr. Eddie C. Cannon elected in 1970.

- The firms of William Richards & Sons and Hogg Linley & Co. coincidentally opened their respective branch offices in Hong Kong in 1965. The former was headed by Mr. Neil J. Dennis (who was elected Associate Member in 1973) and the latter by a fully qualified Member of the AAA, Mr. E. Christopher Mumford (elected 1963)

- Shortly after, Frank B. Hall, an American insurance broking firm with average adjusting arm opened an office in Hong Kong.

- In 1968 Mr. William R. M. Stevens retired and the practice became Stevens, Elmslie & Co., with the partners of Wm. Elmslie & Son, London joining the new partnership.

- In 1969, the partners of Messrs. William Richards & Sons and Hogg Lindley & Co.merged to form Richards Hogg International. Mr. Mumford left the partnership and the profession, later practicing as a Barrister.

- In 1972 Mr. John A. MacDonald, following his election as a fully qualified Memberof AAA came to be in charge of Richards Hogg International, and was joined in 1974 by Mr. Christopher J. Barstow (elected in 1973).

- Other British Fellows who had worked in Hong Kong include Mr. Douglas A. Cole, Mr. Ron W. Satchel, Mr. J. Miles Duncan, Mr. David C. Cooper, Mr. J. Alan Henderson, Mr. Richard H. Marriott, Mr. Michael D. Harvey, Mr. James D. Moore, Mr. Steve Walker, Mr. D. John Wilson, Mr. Paul Silver, and Mr. John Martin.

- Especially noteworthy are the great efforts initiated by Mr. William Richards (who visited Hong Kong regularly throughout 1965 – 1990), supported by the partnership of Richards Hogg International in training and promoting the interest of local staff.

- In 1980, Mr. Raymond T. C. Wong became the first local adjuster who qualified by stringent examinations and became a full member of the AAA, followed by Mr. Edward S. O. Lau in 1985, and Mr. Benson K. K. Chiu in 1992. Expatriates who qualified whilst practicing in Hong Kong are Mr. J.A. Henderson in 1980 and Mr. R.H. Marriott in 1981.

- The significant changes in the format and requirements of AAA examinations since late 1990s resulted in an increase in Associates and Senior Associates, those qualified as Fellow whilst practicing in Hong Kong include Mr. John Martin in 2000, Mr. Matthew Cao in 2015, Mr. Peter Fei and Mr. William Lai both in 2019.

- Encouraged by the expansion in Hong Kong shipping, other foreign firms with average adjusting expertise opened offices in Hong Kong in the late 1970s and throughout 1980s, which included Francis & Arnold, Manley Hopkins Son & Cookes, G.W. Cockrill, London Ltd., and R.K. Hastings & Co. (run by Mr. Roy Hasting, an AAA Overseas Member elected in 1975). All these ceased doing business in 1990s. Meanwhile, Richards Hogg International and the Department for Average Adjustment of the China Council for the Promotion of International Trade, Beijing launched a cooperation based in Hong Kong in 1985 leading to the establishment of the joint venture Dari Co., Ltd. in 1993.

- Following a series of acquisitions/mergers and closures, the former brand names, Richards, Stevens, Hogg, and Lindley together make up Richards Hogg Lindley, trading under the aegis of Charles Taylor plc from 1998. Having merged Dari & Co., Ltd. into its operation 1912, it became the only professional average adjusting firm in the Hong Kong.

- Having only one average adjusting firm in an international shipping centre does not appear to be ideal for the profession, something which remained the case until 2015 when an independent average adjusting firm, Asia Maritime Adjusting (Hong Kong) was set up in Hong Kong by Mr. Wong who is a former equity partner of Richards Hogg International and board director of Charles Taylor Consulting plc.

- Average adjusting has always been a relatively little-known profession and members of AAA in Hong Kong have been determined to the train adjusting staff and claims practitioners for the benefit of the maritime industry and have evidently acquired a considerable reputation.

- Richards Hogg Lindley, and Asia Maritime Adjusting, continue to run courses on marine insurance claims, and raise profile of average adjusters by participating in seminars and related activities.

- Richards Hogg Lindley is an associate member of the Hong Kong Shipowners Association, and two AAA Fellows, Miles Duncan and Raymond Wong have sat on its Executive Committee.

- Raymond Wong and Edward Lau are founder members of the Marine Insurance Club (established in 1979), both having been the chairman of the Institute of Seatransport (established in 1984) which is an institutional member of the Hong Kong Maritime Port Board.

- Raymond Wong is a founder member of the Hong Kong Maritime Law Association (established in 1987), the non-lawyer on its Executive Committee throughout until 2017 – he attended the conference of the Comite Maritime International [CMI] in Vancouver in 2004 placing the casting vote for Hong Kong in discussion over the York-Antwerp Rules 2004. The CMI fosters national associations of maritime law and advances the unification of maritime law.

- At the time of writing, in 2024, AAA Fellows practising in Hong Kong are Mr. Raymond Wong, Mr. Yibing Xu (qualified in 2008), Mr. Peter Fei and Mr. William Lai.

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# MEMBERSHIP APPLICATION FORM

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DECLARATION

I, the undersigned, hereby apply for admission to membership of the Institute of Seatransport, and do agree, if admitted, to comply with the memorandum and articles and by any subsequent amendments and / or alterations there to which may be made, and by any Regulations made or to be made for carrying them into effect.

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| Signature | Date of Application |

Please send the completed form (1) by postage to the **Secretary, the Institute of Seatransport, G.P.O. Box 6081, Hong Kong** together with a cheque payable to "**Institute of Seatransport**"; or (2) by email to info@seatransport.org together with payment proof by means of online transfer or FPS to: **DAH SING BANK A/C: 85-328-0360-3 Institute of Seatransport**

Fellow Member - HK$500
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If possible, please enclose photocopies or attach scanned copies of your academic / professional qualification(s).

Personal Information Collection Statement would be presented on request.

# 備 忘 錄

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招商局
CHINA MERCHANTS GROUP
Since 1872

**招商局** 創立於一八七二年晚清洋務運動時期，是中國近代民族工商企業的先驅，在中國近現代化進程中起到過重要推動作用。

賴於幾代人的努力，現已成長為一個實力雄厚的綜合性大型企業集團。其交通運輸及相關基礎設施建設、經營與服務，金融資產投資與管理，房地產開發與經營等三大核心產業，在業內居領先地位。

集團總部位於香港，業務分佈於香港、中國內地、東南亞等極具活力和潛力的新興市場，被列為香港『四大中資企業』之一，在國際工商界有著廣泛影響。


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