

**THE SEVENTY-FIRST  
ANNUAL REPORT  
OF THE**

**PORT  
WELFARE  
COMMITTEE**

**HONG KONG  
2019 – 20**

PORT  
WELFARE  
COMMITTEE

**Port Welfare Committee**  
**(1 April 2019 – 31 March 2020)**

- Chairman :** Mr FENG Jia-pei, Gilbert - Hong Kong Shipowners Association
- Members :** Mr Fared Ahamad KHAN - Hong Kong General Chamber of Commerce
- Mr Alok ROY - Hong Kong General Chamber of Commerce
- Mr CHAN Wai-leung - Merchant Navy Officers' Guild – Hong Kong
- Ms CHIU Sui-hang, Emma - Hong Kong Seamen's Union  
*(up to 13 June 2019)*
- Mr LIAO Bowen  
*(from 14 June 2019)*
- Dr HO Lei-ming, Raymond - Department of Health (ex-officio)  
*(up to 1 September 2019)*
- Dr LEUNG Yiu-hong  
*(from 2 September 2019)*
- Miss KAM Wing-yin, Gloria - Labour Department (ex-officio)
- Mr CHAN Ming-yau - Marine Department (ex-officio)
- Secretary :** Ms NG Yin-nei, Fausta - Marine Department (ex-officio)

## ACKNOWLEDGEMENTS

The Port Welfare Committee (The Committee) would like to convey our sincere gratitude to all parties who have contributed to this annual report.

We would like to record our heartfelt thanks to the Reverend Canon Stephen Miller, Senior Chaplain of The Sailors Home and Mission to Seafarers and the Reverend Margith Pedersen, Chaplain of Danish Seamen's Church, Hong Kong, for their contribution to the articles describing the impressive work accomplished by these two seafarers' welfare agencies in an attempt to advance the welfare of all serving seamen.

Our appreciation also goes to Senior Treasury Accountant / Finance and Treasury Accountant / Internal Audit of the Marine Department of the HKSAR as the Treasurer and the Honorary Auditor of the Committee for compiling and auditing the financial statements annually.

Besides, we would like to record our appreciation to Ms Emma Chiu and Dr Raymond Ho, who stepped down from the Committee in June 2019 and September 2019 respectively. Meanwhile, we welcome Mr Liao Bowen and Dr Leung Yiu-hong, who have joined the Committee since June 2019 and September 2019 respectively.

The Committee would like to thank the Secretariat for their efforts in compiling this publication.



## TERMS OF REFERENCE

1. To co-ordinate on behalf of Government arrangements in Hong Kong for the social and recreational welfare of all serving seamen, with the exception of those who are residing in Hong Kong. The term “serving seamen” is construed to mean “those seamen visiting the port and those temporarily residing here, consequent upon discharge for health or other reasons, awaiting re-engagement or repatriation”.
2. To allocate any grants or monies which the Port Welfare Committee may receive from all sources for the social and recreational welfare of seamen.
3. To obtain information on developments and facilities in connection with seamen’s welfare in other ports, and to take appropriate action in the light of this information.
4. To take such other action as it may see fit to promote the welfare of visiting seamen, including action in conjunction with other social and recreational bodies.
5. To publish an annual report and audited accounts.

## REPORT

### *Introduction*

Established in 1947, the Port Welfare Committee (the Committee) is a non-statutory body which co-ordinates social and recreational welfare services for visiting seafarers. The Committee has been recognised by the Inland Revenue Department as a charitable institution or trust of a public character since 1961. The membership of the Committee is a tripartite representation of government departments, representatives of employers' associations (i.e. the shipping trade) and employees' institutions (i.e. the seamen's unions), which is concerned with the welfare of visiting seafarers on ships calling at Hong Kong. The Committee aims to ensure that proper arrangements are made to safeguard the social and recreational welfare of visiting seafarers of all nationalities.



### *Seafarers' Welfare Agencies*

2. It is an international common practice for major ports to provide seafarers, who are away from home for prolonged periods at sea, with social and welfare services and onshore facilities that typically include affordable accommodation of reasonable standard and other leisure facilities. In Hong Kong, such support services are provided by The Sailors Home and Mission to Seafarers (The Mission) and Danish Seamen's Church, Hong Kong (The Church). These two seafarers' welfare agencies derive their income from the services they offer, such as restaurant facilities and accommodation. In addition, the Committee's subventions are one of the sources of funds for them.



### *Finance*

3. The Committee relies upon yearly donations from the shipping and commercial community for its financial resources. With the appeal letters sent annually to the community, the Committee receives their generous contributions for the noble cause to support our visiting seafarers. The total amount of donations collected in Financial Year (FY) 2019-20 was HK\$176,000. Each year, the Committee allocates the donations to the two aforementioned seafarers' welfare agencies. In FY 2019-20, a subvention of HK\$160,000 was granted to The Mission and HK\$16,000 to The Church.



### *Port Statistics*

4. Hong Kong is an international maritime centre and a regional hub port. It is one of the busiest ports in the world. In 2019, there were 322 600 vessel arrivals and departures at Hong Kong Port, involving 18.3 million twenty-foot equivalent units (TEUs<sup>1</sup>) of containers and 263 million tonnes of cargo. The cross-boundary ferry and cruise passenger journeys exceeded 18 million.

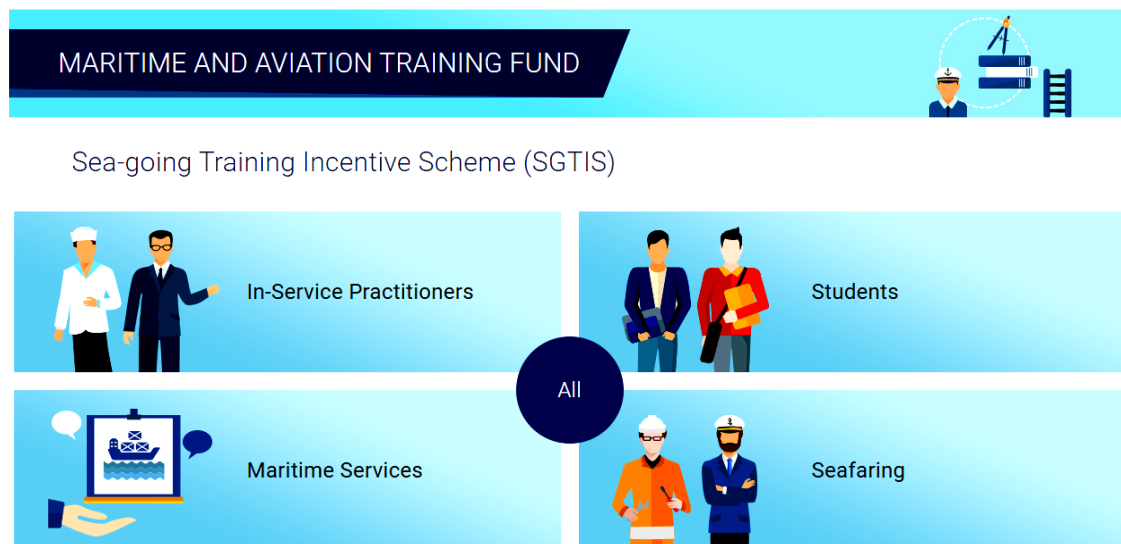


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<sup>1</sup> A 20-foot container is the notional standard “box” of modern cargo logistics. The standard has given rise to the basic measure for container ships and port traffic, the twenty-foot equivalent unit (TEU).

## *Employment*

5. The shortage of manpower is a subject of concern of the maritime industry in Hong Kong. The government and the industry have joined hands to train up local seafarers to help alleviate this shortage. A scheme titled “Sea-going Training Incentive Scheme” (the Scheme) was set up in 2004 with an initial funding of \$9.0 million. An additional amount of \$19.2 million was granted by the government in 2009. Further amounts of \$12.4 million, \$4.38 million and \$4.64 million were granted in 2014, 2018 and 2019 respectively to the Scheme from the Maritime & Aviation Training Fund. As of 31 March 2020, a total of 581 young persons joined the Scheme; 232 deck cadets and 108 engineer cadets had obtained Class 3 Certificate of Competency (CoC); 59 deck officers and 39 engineer officers had obtained Class 2 CoC; and 35 deck officers and 18 engineer officers had obtained Class 1 CoC. The results were encouraging.





## *The Sailors Home and Mission to Seafarers<sup>2</sup>*



### ***Background***

*Established in 1856 in the United Kingdom, The Sailors Home and Mission to Seafarers (previously titled The Sailors Home and Missions to Seamen) is an international charitable institution for all seafarers.*

*The Mission is committed to promoting spiritual materials and moral welfare of seafarers by providing chaplaincy services, accommodation and recreational facilities. Being inter-denominational in character, The Mission has been working in ecumenical partnership with other denominations – Apostolatus Maris, German Seamen’s Mission and Church of Sweden Abroad – all use the Mariners’ Club in Kwai Chung as a base for their ministry in the port.*

*Of more than 100 chaplaincies of The Mission worldwide, the port chaplain in Hong Kong was set up in the late 19<sup>th</sup> century. The Mission was recognised as a statutory corporation by the Government in 1930.*

*In May 2018, The Sailors Home and Missions to Seamen was retitled The Sailors Home and Mission to Seafarers under the Sailors Home and Mission to Seafarers Incorporation Ordinance (Cap. 1042). The Mission, in lieu of The Missions, connotes that the society serves seafarers of all nationalities, creeds and genders.*

<sup>2</sup>

<https://www.themarinersclubhk.org/index.html>

6. The following article describes the meritorious work done by The Mission in FY 2019-20 –

### *Chaplaincy Services*

7. It seems that all manners of things have changed with regard to the coronavirus pandemic since 2020. Seafarers are not to be visited if in hospital<sup>3</sup>; only gangway visits are generally possible in the terminals and limited access is permitted in the anchorage. All shore leave has been cancelled. Very few seafarers have been able to visit the Mariners' Club in Kwai Chung. Since early February, Kai Tak has not received a ship, thus obviating the need for cruise ministry – until the coronavirus pandemic is over.

8. However, the needs of the seafarers are greater than ever. Isolation – which has always been a critical issue in the shipping industry – has grown out of all proportion as shore leave is being denied. Seafarers are having great difficulty in seeking repatriation at the end of their contracts; many of them are stuck on board and their stays are being extended for an undefined period. Whilst some (but few) ports allow seafarers on ships to go ashore, many vessels have this privilege denied – not only in Hong Kong but worldwide – on public health grounds.

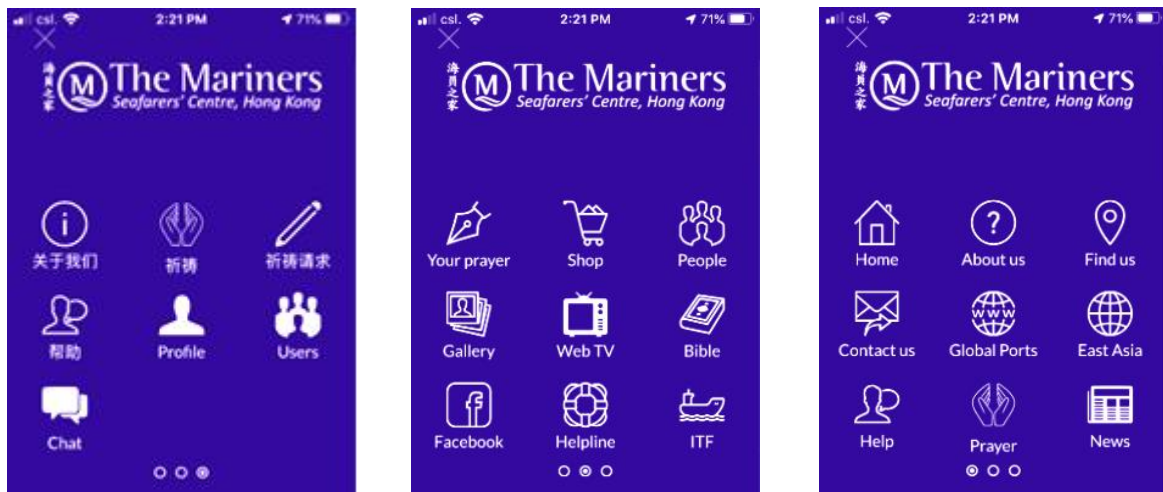
9. Seafarers are now in greater need to communicate with their families. Many of them worry about the safety of their loved ones in the Philippines, China, Myanmar, India and Indonesia. Thanks to modern



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<sup>3</sup> Since the coronavirus pandemic in January 2020, no hospital visit was allowed by the Government as part of the social distance measures in an attempt to reduce the risk of the spread of the coronavirus in the community.

technology, the Chaplaincy team has recently developed a mobile App titled “The Mariners Seafarers Centre, Hong Kong” (hereafter “The Mariners”) (海員之家), which enables seafarers to find a mission centre operated by The Mission wherever they are around the world. The App uses the location of the smart phone to give directions using Google Map. The App also has other features including “contact”, “chat room” and “a shop facility”, so The Mission can get seafarers whatever they need and deliver the groceries to their ships when they call in Hong Kong. Digital contact is maintained on Facebook, Messenger, WhatsApp, WeChat and the new “The Mariners” App. Seafarers are reaching out to The Mission for contact, company, advice and, sometimes, a listening ear. The Mission is here to help and to serve round the clock.



10. Since the last annual report, the Chaplaincy Team in FY 2019-20 has made 4 198 ship visits at terminals and at anchorage, which witnessed approximately 50% increase compared with last year. In FY 2019-20, The Mission also transported 2 081 seafarers and made 32 hospital visits (when allowed). During Christmas 2019, The Mission delivered over 9 450 seafarers' gift packages and 10 000 calendars. With a bigger Chaplaincy Team, The Mission can visit more, respond more and ultimately serve more seafarers than preceding years.

## *Facilities*

11. The Mission operates two Mariners' Clubs, one in Tsim Sha Tsui (TST) which is in the heart of the tourist area of Kowloon, while the second one is located right in the centre of "container port city" of Kwai Chung. The Kwai Chung facility is very accessible for those seafarers whose vessels are often only in port for a matter of hours, whereas the TST Club is an ideal location for those seafarers who are leaving or joining their vessels and require accommodation on land. The TST Club is close to the shopping malls, the night markets and the downtown activity of the tourist nightlife. In March 2018, the half-century-old TST Club was closed for redevelopment. The redevelopment will allow The Mission to modernise the facilities of the TST Club for continuous provision of affordable welfare services to seafarers. There will be some 70 bedrooms all en-suite, a heated swimming pool, conference facilities, a gym, a restaurant, a bar and a church along with chaplaincy services. The redevelopment process will take at least five more years, during which a temporary Drop-in-Centre has been established at Wing On Plaza, East TST (Room 705). This facility provides a lounge with free WiFi for seafarers and a bag drop for those who wish to go shopping. Chaplaincy services are available and on-call for pastoral counselling during office hours. The facility also has a conference room that is available for the maritime community. Addition services to the crew of the cruise vessels calling at Kai Tak International Cruise Terminal have been launched since March 2019. A free shuttle service from 10 a.m. to 6 p.m. providing hourly transfers from the terminal to East TST is in operation whenever there are cruise vessels visiting the terminal.



12. Meanwhile, Kwai Chung was used by 4 296 seafarers as a drop-in facility throughout 2019. The Mission runs a taxi/shuttle service from terminals to Kwai Chung Drop-in-Centre and back to anchorage time ashore. Even though shore leave is very short given the quick turnaround times in Hong Kong terminals, The Mission still manages to see a good number of seafarers at the centre.

### ***Environmental Sustainability***

13. As part of the green plan to be more environmentally aware and efficient, The Mission has replaced one of the existing 13-year-old petrol vehicle with a new zero-emission electric car. The Mission was able to take full advantage of the Government's incentive scheme, whereby the trade-in of a petrol vehicle gives a considerable discount on the price of a new all-electric model. The running costs are around 10% of a petrol car whereas the registration and tax are merely 10% of the normal fees. The maintenance fee is also greatly reduced. The Mission hopes to replace the other petrol car next year before the scheme comes to an end in March 2021.



A zero emission all electric people carrier

### *Annual Maritime Charity Dinner*

14. The 7<sup>th</sup> Annual Maritime Charity Dinner held in January 2020 was another great success to support The Mission's work around the East Asia region. The winners took to the stage at the event. Hong Kong Ship Owner of the Year 2019 was awarded to Wah Kwong Maritime Transport Holdings Ltd whereas Hong Kong Ship Manager of the Year 2019 was awarded to Anglo-Eastern Univan Group. The turnout and financial outcomes were much better than the last couple of years, probably due to the rescheduled timing of the dinner. The charity part of the dinner has raised over HK\$900,000, 80% of which has been dedicated to the continuous work of The Mission in Southeast Asia (viz. 40% in Myanmar, 25% in the Philippines and 15% in Thailand). The remaining 20% is held in reserve for emergency seafarer welfare around the East Asia region.



15. Upon gathering feedback from the sponsors and attendees in the wake of the event, The Mission is pleased to announce that the forthcoming annual maritime charity dinner is scheduled for 21 January 2021.

16. Meanwhile, the seafarers' awards survey will be carried out during the period from September to November 2020. The survey will continue to enquire about quality of life aboard and how the seafarers are treated by their employers. The survey has now become a benchmark which some companies measure how they are doing and has been greeted with more and more enthusiasm each year.



## ***Danish Seamen's Church, Hong Kong<sup>4</sup>***



### ***Background***

*The Danish Seamen's Church / The Danish Churches Abroad (The Church) is a part of the Protestant (Lutheran) Church. More than 50 branches have been established worldwide, some in ports, some in major cities and capitals, and some old emigrant churches. The services in the ports include provision of church services, spiritual and welfare services to seafarers on board.*

*In 1979, The Church reached out to Hong Kong port and became part of the ecumenical partnership at the Mariners' Club. Since then, it has helped Danes and other seafarers with anything from dry socks to spiritual aid.*

17. The following article describes the meritorious work done by The Church in FY 2019-20 –

### ***Funding***

18. Annual subvention from this Committee is one of the sources of the fund. Meanwhile, from time to time, The Church receives donations from philanthropists, the Danish community and also the Scandinavian companies based in Hong Kong – for being able to have minivans for the purpose of visiting ships and daily church operations. The A. P. Moeller Maersk Foundation, a global container logistics corporation, has also supported The Church's work. This illustrates that the efforts made by The Church are well appreciated by shipowners.



<sup>4</sup> <http://www.soemandskirken.org/>

## *Welfare Services*

19. The conditions for the shipping industry have changed significantly over the years. Modern technology makes it possible to build more gigantic ships, with between 15 000 to 20 000 TEUs. Due to the enlarged size of the ships, an armada of small feeder ships help load the cargo. Meanwhile, there are fewer crew members on board due to automation. Regarding mariners, the number of sailors on board ships has decreased. For economic reasons, the shipping companies shorten the time the ships stay at the harbour. The turnout of terminals became higher and the cranes became faster. Also for economic reasons, the shipping companies recruited seafarers of diverse nationalities worldwide.



20. In this day and age, the facilities on modern ships have been improved. There is (occasionally) Internet access, a fitness room, a movie theatre, a library, and the food on board is better. Alas, all of these do not change the fundamental predicament of being a seafarer: being away from home for an unbearably long time, night shifts and lonely hours.

21. In the light of the above, The Church plays an indispensable role in providing quality welfare services to the seafarers. Similar to preceding years, The Church in Hong Kong visits all Danish flagged ships and provides spiritual guidance for all on board. Of course, The Church also provides whatever practical assistance that may be needed for welfare on board. The Church brings Tagalog, Hindu and Danish newspapers on board. The Church also does some shopping for the ships. It can be Christmas gifts, electronic devices, aquarium fish or prizes





to the raffle arranged by the “Ships’ Club”. The Christmas Bazaar is a good way for private donors to support the work of The Church. As it is the biggest annual event, it takes a lot of preparatory work, but is very worthwhile.



22. In addition, The Church provides a meeting place for the Scandinavian community, both seafarers and tourists, to congregate at the Mariners’ Club. This is an occasion to hang out and relax for the seafarers, and a place for Danes who live in Hong Kong to start a Danish network or catch up with other Danes.

23. The Church in the port of Hong Kong would like to continue to visit all Danish flagged ships and offer our spiritual and material assistance to everyone on board. Let us hope that the coronavirus pandemic will end soon.



**List of Donors** <sup>Note</sup>  
**Port Welfare Committee in 2019-20**

- 1 Arrow Asia Shipbrokers Limited
- 2 BG Shipping Company Limited
- 3 Chellaram Shipping (Hong Kong) Limited
- 4 Cheoy Lee Shipyards Limited
- 5 China Merchants Charitable Foundation Limited
- 6 Grand Seatrade Shipping Company Limited
- 7 Great Harvest Maeta Group Holdings Limited
- 8 Holman Fenwick Willan
- 9 Hongkong International Terminals Limited
- 10 Hong Kong Pilots Association Limited
- 11 Interocean Shipping Company Limited
- 12 K. M. Tam International Limited
- 13 Keesal, Young & Logan
- 14 Ruttonjee Estates Continuation Limited
- 15 Santana Shipping Services Limited
- 16 Tai Chong Cheang Steamship Company (Hong Kong) Limited
- 17 Taiship Company Limited
- 18 The Caravel Group Limited (Caravel Shipping)
- 19 Tindall Riley (Britannia) Hong Kong Limited
- 20 Unique Shipping (Hong Kong) Limited
- 21 Valles Steamship Company Limited
- 22 V. K. Hsu & Sons Foundation Limited

<sup>Note</sup> The list is arranged in alphabetical order



**Total donations received in 2019-20: HK\$176,000**

The Committee endorsed in March 2020 the following amount of subventions be granted to the two seafarers' welfare agencies –

<b>The Sailors Home and Mission to Seafarers</b>	<b>HK\$160,000</b>
<b>Danish Seamen's Church, Hong Kong</b>	<b>HK\$ 16,000</b>

**PORT WELFARE COMMITTEE**  
**FINANCIAL STATEMENTS**  
**FOR THE YEAR ENDED 31 MARCH 2020**



## **HONORARY AUDITOR'S REPORT**

### **TO THE MEMBERS OF PORT WELFARE COMMITTEE ('the Committee')**

*(Operated by the Marine Department of the Government of the Hong Kong Special Administrative Region ('HKSAR'))*

With the appointment of the Treasury Accountant/Internal Audit of the Marine Department as the Honorary Auditor of the Committee according to the Standing Accounting Instructions (SAI) 1975 (6) of the Government of HKSAR, we have audited the attached financial statements of the Committee set out on pages 2 to 4, which comprise the balance sheet as at 31 March 2020, and the statement of receipts and payments for the year then ended, and a summary of significant accounting policies and other explanatory notes.

The financial statements were prepared by the Secretariat of the Committee, which managed the fund of the Committee. In accordance with SAI 1975 (4), the public officer responsible for the management of a non-Government fund shall cause a statement of receipts and payments to be prepared for the fund for each of its accounting periods and at least once a year.

We conducted our audit in accordance with SAI 1975 and Accounting Circular No. 2/2016, including complying with the independence requirement.

In our opinion, the financial statements were properly prepared from the books and records maintained, and reflected fairly the receipts and payments of the fund of the Committee for the year ended 31 March 2020.



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MAK On-kei

Treasury Accountant / Internal Audit

Marine Department

Date: 29 September 2020

**PORT WELFARE COMMITTEE  
STATEMENT OF RECEIPTS AND PAYMENTS  
FOR THE YEAR ENDED 31 MARCH 2020**

	<u>2020</u> HK\$	<u>2019</u> HK\$
<b>RECEIPTS</b>		
Annual donations	<b>176,000</b>	167,890
Bank interest income	<b>0</b>	0
	<u><b>176,000</b></u>	<u>167,890</u>
<b>PAYMENTS</b>		
Grant to The Sailors Home and Mission to Seafarers	<b>160,000</b>	150,000
Grant to Danish Seamen's Church, Hong Kong	<b>16,000</b>	15,000
Bank charges	<b>200</b>	200
	<u><b>176,200</b></u>	<u>165,200</u>
<b>(DEFICIT)/SURPLUS FOR THE YEAR</b>	<b>(200)</b>	<b>2,690</b>
<b>RETAINED SURPLUSES AT THE BEGINNING OF THE YEAR</b>	<b>34,574</b>	31,884
<b>RETAINED SURPLUSES AT THE END OF THE YEAR</b>	<u><b>34,374</b></u>	<u>34,574</u>

The annexed notes form an integral part of these financial statements.

**PORT WELFARE COMMITTEE  
BALANCE SHEET  
AS AT 31 MARCH 2020**


	<u>2020</u> HK\$	<u>2019</u> HK\$
<b>CURRENT ASSETS</b>		
Cash at bank	34,374	34,574
<b>NET CURRENT ASSETS</b>	<u>34,374</u>	<u>34,574</u>
<i>Representing:</i>		
<b>RETAINED SURPLUSES</b>	<u>34,374</u>	<u>34,574</u>

The annexed notes form an integral part of these financial statements.

We certify that the statement of receipts and payments has been properly prepared and reflects fairly the receipts and payments of the Fund.

Approved by the Committee on 29 September 2020

  
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Chairman  
( Mr CHAO Sih-hing, Francois )

  
\_\_\_\_\_  
Treasurer  
( Ms Alice CHAU )

**PORT WELFARE COMMITTEE  
ACCOUNTING POLICIES AND EXPLANATORY NOTES TO  
FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 MARCH 2020**

**Reporting entity**

Port Welfare Committee is a Committee operated by the Marine Department of the Government of the Hong Kong Special Administrative Region. The Committee's registered office is located at 21/F, Harbour Building, 38 Pier Road, Central, Hong Kong.

The Committee is a non-profit making body and its principal activity is to ensure that proper arrangements are made to safeguard the welfare of and provide recreational facilities for visiting seafarers of all nationalities.

**1. Basis of preparation and accounting policies**

The financial statements have been prepared under the historical cost convention and are prepared on a cash basis. Moreover, the financial statements are prepared on the assumption that the committee is a going concern.

**2. Taxation**

No provision for taxation is necessary as the Committee is exempted as a charitable body.

**3. Committee Members' emoluments**

The Committee Members did not receive any emoluments from the Committee.

