

2024 年 11 月 26 日
一般社団法人 日本船主協会

アジア船主協会 船舶保険・法務委員会第 30 回中間会合の様相について

アジア船主協会（ASA）船舶保険・法務委員会（SILC）の第 30 回中間会合が、Hong Kong Maritime Week[※]の時期に合わせて 2024 年 11 月 19 日に香港で開催され、保険や海事法務を巡る諸問題について情報共有および意見交換が行われた。当日は ASA メンバーである日本、韓国、中国、香港、東南アジアの各船主協会に加え、国際海運会議所（ICS）、国際 P&I グループおよび海事系法律事務所等から合計 27 名が出席した。

本会合では、2024 年 6 月より運用が開始された 2024 年版ロイズ海難救助標準契約書式（LOF）およびその海難救助仲裁条項（LSAC）、ならびにロイズと ICS が連携して策定した LOF デフォルト条項を取り上げ、その中で ICS からは、LOF が契約前の救助報酬交渉が不要であることから迅速な救助作業が可能となり、特に当該船舶や船員に危険が差し迫っている場合において有効な契約書式である旨を強調した。

また、違法薬物が船舶内で発見された際、船主や船員が全く関与していない場合においても当該船員が当該国当局により不当に拘束・抑留される事案に関し、海事系法律事務所からの出席者がその対処方法や船主の責任関係を説明。その後、船員への不当な拘束・抑留の撲滅を訴える声明文（添付 ASA SILC プレスリリース参照）を採択した。

この他、G7 や EU 等による制裁措置の状況や新燃料使用時における船主責任問題の審議動向等について情報共有があるとともに、出席者間のネットワーキング強化が図られた。

※Hong Kong Maritime Week（2024 年 11 月 17 日～23 日）について

香港の海事関連産業を結束させ世界有数の海事クラスターとして対外に発信するとともに、香港が海事ビジネスの拠点としてますます選ばれる場所となるよう国際的にアピールする目的で開催されているイベントで、今年で 8 回目の開催となった。

主催団体は香港海洋港湾委員会（The Hong Kong Maritime and Port Board）で、共催団体として香港船主協会（Hong Kong Shipowners Association）および香港海事博物館（Hong Kong Maritime Museum）が名を連ねている他、ASA も賛助団体として参画している。

URL : <https://www.hkmw.hk/en/index.html>



出席者集合写真

以上



Press Release

Asian Shipowners' Association (ASA) Ship Insurance and Liability Committee (SILC)

“End the Unjust Detention of Seafarers! Shipowners Demand Action”

Hong Kong, 19 November 2024 — In a powerful call to action, the Asian Shipowners Association's Ship Insurance and Liability Committee, meeting in Hong Kong, focused on the critical issue of unjust seafarer detention. The committee highlighted a growing crisis that threatens the foundation of the global shipping industry and the rights of those who keep it afloat.

Every day, hundreds of thousands of seafarers navigate the world's oceans, ensuring the smooth flow of goods and commodities. Yet, despite their crucial role, these maritime workers are increasingly finding themselves caught in a web of legal uncertainties. Accused of crimes without compelling evidence, many are detained for extended periods, facing severe emotional and financial distress.

Recent incidents have underscored the vulnerability of seafarers, particularly in countries with limited experience in maritime law. The committee noted with concern that detentions often occur in places where legal systems are ill-equipped to handle complex maritime cases, leading to prolonged and unfair treatment of crew members.

For example, a Chinese Master Mariner was imprisoned in Honduras for over two years with no charges brought against him.

The committee outlined three proactive steps to address this alarming trend:

Global Awareness Campaigns: It is essential to raise the profile of these incidents on international platforms. By sharing these stories, we can galvanize public opinion and pressure governments to act.

Advocacy for Equitable Legal Processes: International maritime organizations must champion the cause of fair legal treatment for seafarers.

Building Robust Support Networks: Comprehensive support systems for seafarers are crucial.

Behind every case of detention is a human story of hardship and uncertainty. Families are torn apart, children are left without parents, and livelihoods are jeopardized. The psychological toll on seafarers, who often endure harsh working conditions, is immense. This situation is not just a legal issue but a profound human rights concern that demands immediate attention.



Industry leaders shared poignant testimonies from affected seafarers and their families during the meeting. These stories highlight the pervasive fear and anxiety that grip seafarers, knowing they could be detained without cause at any moment. This is a fear that no worker should have to live with, especially those who are integral to the global economy.

The Asian Shipowners Association is not alone in this mission. We call upon all stakeholders in the maritime industry to unite in defence of seafarers' rights. Shipping companies, international organisations, and governments must collaborate to create a safer and more just environment for maritime workers.

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Editor's Note:

The Asian Shipowners' Association (ASA) is a voluntary organisation of the shipowners' associations of China, Cook Islands, Hong Kong, Japan, Korea and the Federation of ASEAN Shipowners' Associations comprising shipping associations of ASEAN countries. The aims of the ASA are to promote the interests of Asian shipowners. Between ASA AGM meetings, the ongoing work is carried out by five Standing Committees: Seafarers Committee (SC) Ship Insurance and Liability Committee (SILC) Safe Navigation and Environment Committee (SNEC) Shipping Policy Committee (SPC) Ship Recycling Committee (SRC). It has been estimated that ASA shipowners and managers control and operate around 50% of the world's cargo-carrying fleet.
