

總編輯評論 - 有關台灣的海上救撈能量

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船舶在海上的事故是難免的，事故引發的後續也不外乎牽涉人命的救難(Search and Rescue)與牽涉財產保全的救撈(Salvage)以及牽涉環境保護(Response to Marine Pollution)的三種模式。

其中在有關救撈(Salvage)方面，台灣這過去12月期間倒是有幾起蠻經典的案例：

- 2017.02.03 East Moon 「East Moon輪」失去動力，大陸「東海救111」救難拖船跨越海峽中線到我方海域拖救東月號貨輪，原本要拖回大陸港口維修，但東月號三日已漂流到台中港外海，於是就近拖帶到台中港外錨地，再由台中港永康船舶公司出動兩艘拖船出港拖帶進港維修。
- 2017.01.23 「Tomini Infinite輪」在蘇澳東北方26浬處失去動力，2017.01.24中國大陸「東海救113」跑來拖帶到基隆港外錨泊維修。
- 2016.12.01中油「康運輪」擱淺深澳，2016.12.05日本救難船「航洋丸」來協助脫淺。
- 016.09.15「港泰台州輪」擱淺金門古崗海域，2016.11.15福州正力海工前來完成脫淺。
- 2016.03.10「德祥台北輪」擱淺石門水域，2016.08.08新加坡史密特打撈公司完成切割打撈工作浮揚脫離至基隆。

這幾個感覺很不錯的海難救護工作，不知道大家有沒有看出來，我們的台灣到底是個沒半撇功夫的怕水民族？抑或是個有著通天本領卻無處施展的海洋國家？

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海難救護是個論實力、比本事的高專業海事產業，沒做，就不會進步；沒有做，久了就永遠不會做。日子久了，也就武功盡失，永遠也就只能靠外人了。

這個號稱是海洋國家的政府，如果再不整合海事產業，如果再不出手扶植出屬於台灣的海難救護業，那以後就不要太指望台灣的海事安全會怎麼好，也不要太指望未來台灣海峽的千架風車可以和船舶平安相處？唯一可以指望的，大概是只有寄望大家常常去媽祖廟燒香拜拜祈求天上聖母林默娘女士慈悲眷顧眾生平安。

補充後記

2017.04.07本會秘書長應邀出席「亞洲海力打撈有限公司」成立酒會致詞稿全文

Ladies and Gentlemen

I am a retired academia. Over the past twenty-five years, I have been doing maritime research on search and rescue and salvage operations, education and training, safety and security, and prevention and response to maritime pollution.

I have known Mr. Lu and Mr. Hou for many years and it is my honor to be invited to attend this opening ceremony for the new company "Asian Marine Salvage".

Firstly, I would like to express my sincere appreciations to "Asian Marine Salvage" for providing additional excellent maritime services to Taiwan waters.

Secondly, I would also like to express my admiration for the island chain deployment strategy initiated by Mr. Lu, which will extend the service line to Okinawa, Guam and even to Hawaii to provide a safer navigational environment in the west Pacific Ocean.

It is worthwhile to mention that when Mr. Lu told me about the idea of island chain deployment of the ocean-going salvage tugs and the future plan of purchasing four larger salvage vessels, I believe "Asian Marine Salvage" will have infinite potentials to play in the marketplace. The strategy and plan will definitely secure Asian Marine Salvage's market leader position for the next twenty years. At least.

In addition, I am most grateful to see that “Asian Marine Salvage” will be able to quickly complement the maritime salvage capacity gap in Taiwan, which will contribute significantly to ship navigation safety in Taiwan waters as well as protection of marine environment.

Last but not least, may I take this opportunity to express my best wishes to “Asian Marine Salvage” for a prosperous and profitable future, and hope “Asian Marine Salvage” can be the leader to integrate all the salvage capacities in Taiwan to enhance the navigation safety of Taiwan waters.

Thank you all and congratulations to “Asian Marine Salvage”.