Logistics industry’s wish list for 2018

Special Feature:
Opportunities and challenges for Hong Kong and its logistics sector
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The views expressed in this publication do not necessarily reflect those of the Hong Kong Shippers’ Council.
A New Year’s wish list to bolster local logistics industry

In response to the Financial Secretary’s consultation regarding the Budget 2018-19, on behalf of the Council, I gave the following inputs:

- Logistics will have an even more important function in the future economy. It will be further customer-centric, demand-led, applying an omni-channel approach, much more transparent and fully integrated production along with distribution chains will be the way. Logistics is given much broader definitions and applications nowadays, which is why logistics is regarded as a critical factor in ensuring economic prosperity, alongside data analytics, artificial intelligence, Internet of things, human-machine inter-operations, etc.

Henceforth, the Government should support this profession, and ensure that Hong Kong remains a global centre of this profession. The Hong Kong economy will benefit from this profession as an industry, as well as a knowledge and activity hub. We are already seeing fruitful results from the Asian Logistics & Maritime Conference, an annual signatory event for the logistics and maritime industry jointly organised by the Hong Kong Logistics Development Council and the Hong Kong Trade Development Council.

However, we need to host many more related events, seminars, conferences, as well as personal exchanges and the like, both in Hong Kong and overseas. The inclusion of Logistics in the Professional Services Advancement Support Scheme ("PASS"), launched in 2016, should be integrated alongside the Government’s support. Professions including accounting, legal, building & construction, health, information & communication, etc. have been benefiting from PASS already. With the support of the Hong Kong government, not only will its economy blossom, but the Bay Area, the Belt & Road Initiative and many other ASEAN developments.

- The Government must do more in preparing Hong Kong to meet the challenges of the rapid and major transformation of the world economy. I do not wish to repeat myself further, but the "disruptive" titles of digital trade, digitisation of trade, data analytics, artificial intelligence, smart production, etc. cannot be ignored. The essential elements of smart logistics, smart logistics management and smart supply chain management in industry, are commonly referred to as Logistics 4.0 and its leaving its mark on the industry. It is important for the Hong Kong logistics industry to take on all these new technologies and developments.

The SAR Government has an important role to play in the implementation of Logistics 4.0 in Hong Kong. The changes will certainly be widespread, substantial and rapid, yet highly heterogeneous and diversified. It is important for the government to help the industry to identify its priorities and develop a proper strategic roadmap for adoption and implementation.

During these discussions, I urge the Government to expedite the development of a new air cargo security regime for Hong Kong. The trading and air cargo and trading industries are anxiously awaiting details of the new cargo security regime for Hong Kong that must meet the International Civil Aviation Organisation’s requirement of phasing out non-validated known consignees by June 2021. Large scale off-airport scanning facilities will most certainly be needed and will most likely result in the time-consuming process of finding suitable sites, provisions of land, infrastructure developments and construction; there will also be substantial changes in work flow within the industry. The industry requires the Government to expedite its decision on the matter. The industry also looks forward to assistance schemes as compliance is anticipated to be costly.

Lastly, I urge the government to assist the trade to take advantage of the Hong Kong-ASEAN Free Trade Agreement, which will be implemented from 2018 at the earliest. To allow Hong Kong companies to take advantage of the agreement, the SAR Government should set up a dedicated portal to disseminate related information and solicit inputs. Besides, the Government should establish special funds to assist trade, especially SMEs on exploration, marketing and promotion in the ASEAN market. The Government should also look into a mechanism that allows cargo between Mainland China and ASEAN countries to be tracked and transshipped through Hong Kong. This mechanism should incorporate the core elements of cross-border physical flow of cargo, customs clearance, information and document flow, trading and payment. As fulfillment of different regulatory requirements are involved, the establishment of such a mechanism cannot be left solely to the private sector.

The outlook of the 2018 world economy is looking noticeably promising as major economies seem to be on the path to steady, though slow recovery. With the can-do, vigilant, and proactive spirit of Hong Kong, we are going to continue to achieve greater success in the future.

To conclude my message on another sunny note, I would like to wish everybody a prosperous and rewarding Year of the Dog!
Dissipation of assets

The High Court of Hong Kong issued a Decision on 21/9/2017 dealing with the principles in respect of the real risk of dissipation of assets in a case of Mareva Injunction involving a shipowner and a charterer. [HCMP 1010/2017]

Introduction
This was the hearing of the shipowner’s Summons for continuation of an ex parte Mareva Injunction (Injunction) granted on 28 April 2017 in aid of arbitration proceedings in London (Arbitration) between the shipowner and the charterer until further order of the court. The Injunction restrained the charterer from dealing with assets within Hong Kong up to the value of US$454,939.06, which comprised the amount of the shipowner’s claim (US$265,149.34) and the legal costs incurred and to be incurred in the Arbitration in the sum of US$186,943.72.

Issue
The issue was whether the shipowner made out a case of real risk of dissipation of assets, which is an essential requirement for the Mareva relief. The shipowner’s case was (before the ex parte Judge) rested entirely on the allegation that the charterer was an entity of unacceptably low commercial morality.

Background
The shipowner was a Liberian company and owned MV "CRETE 1" (Vessel). The charterer was a UAE company and the holding entity of the "Emirates Shipping Line" business, which was ranked within the 100 largest container/liner operators in the world.

The Arbitration related to a charterparty dated 22 December 2016 (C/P) between the shipowner and the charterer of the Vessel. The shipowner claimed against the charterer for unpaid hire and the Vessel’s repositioning costs as a result of the C/P’s early termination. There was a counterclaim by the charterer of underperformance of the Vessel, which led to the termination of the C/P.

The charterer accepted that the shipowner raised a good arguable case on the merits of its underlying claim for breach of the C/P. On the other hand, the shipowner agreed that the charterer’s underperformance allegations were factual matters which required expert evidence to resolve, and that it was not for the Court to resolve those matters. The proper forum was the Arbitration.

London arbitral award is enforceable in both Hong Kong and the UAE because the UK, Hong Kong and UAE are all parties to the New York Convention.

Law
The applicable principles for granting interim relief in aid of foreign arbitrations under s.45 of the Arbitration Ordinance, Cap 608 and s.21M High Court Ordinance, Cap 4 were summarised in CSSC Huangpu Wenchong Shipbuilding Co Ltd v Dry Bulk Services Ltd, unreported, HCMP 1626/2016, 2 December 2016 at §§23-31.

The legal principles on risk of dissipation of assets are well-established. The Judge agreed that a useful starting point could be found in Eastman Chemical Ltd v Heyro Chemical Co Ltd (No 2) [2012] 3 HKLRD 307, §26 per DHCJ Winnie Tam SC:

"(1) Mareva injunctions put the recipient party in a seriously disadvantaged position right from the start, from which it may never recover. It is therefore essential for the court to carefully and critically scrutinise the materials placed before it before making such an order;

• when considering whether there was unacceptably low commercial morality to infer a risk of dissipation of assets, the Court should scrutinise the evidence with care and should not too readily infer a real risk of dissipation from the defendant’s conduct or commercial morality;

• there must be “solid evidence” of the risk of dissipation of assets. The order, being a very serious infringement of rights and liberties of the defendant, can only be justified on appropriately clear and strong facts and risks. The standard of proof of the risk of dissipation is relatively high;

• the fact that a defendant may be short of money to pay his debt is not itself a good reason for a Mareva Injunction, the purpose of which is not to put the claimant in a better position over other creditors;

• the plaintiff cannot beforehand prevent the defendant from disposing of his assets merely because he fears that there will be nothing against which to enforce his judgment nor can he be given a secured position against other creditors. The dissipation of assets must be shown to be with an intention or for the purpose of defeating the plaintiff’s claim, or otherwise "improper";

• the plaintiff is required to show that at least objectively, the effect of the defendant’s conduct would be to frustrate the enforcement of any judgment. The conduct in question must be unjustifiable. There must be risk that the asset will be used otherwise than for normal and proper commercial purposes;"
the fact that the defendant has not been forthcoming with information of its financial position is neither here nor there, even where the claim against the defendant is strong;

the burden is squarely on the claimant to adduce cogent evidence of commercially sharp practice. The failure of the defendant to give assurance of retention of assets to settle a debt, when the plaintiff is not entitled to such assurance in law, is irrelevant;

equity does not act in vain. A court does not usually order injunctions where time has elapsed and an injunction would in effect be locking the stable door after the horse has bolted.”

In Grandview Industries Co Ltd v Leung Yiu Kei, unreported, HCA 1617/2011, 10 September 2012, §§6-7 per DH CJ John Yan SC, it was made clear that the proper test is an objective one, and that the subjective intention of the defendant to dissipate assets to defeat the plaintiff’s claim is not a prerequisite.

Real Risk of Dissipation

The entirety of the shipowner’s case was based on the allegation that the charterer was a party of “unacceptably low standard of commercial morality”. The phrase was coined in the well-known case of Honsai Co Ltd v Hong Yiah Seng Co Ltd [1990] 1 HKLR 235 at 240H per Godfrey J.

An applicant will often be unable to put forward direct evidence of a risk of dissipation, and the burden is often discharged by inferential evidence: see Pacific Concepts (HK) Ltd v Michel Brehon, unreported, HCA 2672/2006, 13 March 2009, at §§24-25 per A Cheung J. However, applying Honsai too readily will result in grave injustice.

It was pointed out in Pacific Concepts that it is not a proposition of law that unacceptably low standard of commercial morality would constitute real risk of dissipation. Instead, it is a matter of common sense that there is a risk that a person of such morality may seek to render himself judgment proof. The task of the court is to assess that risk in light of all the evidence before it.

An ex parte order is an infringement of the rule of natural justice, and such infringement can only be allowed where: (a) it can be justified by the need to do justice, eg, where the defendant seeks to defeat the plaintiff’s claim by making himself judgment proof; and (b) the evidence has been carefully scrutinised.

The Judge agreed with the observation made in Pacific Concepts that it is no more than a matter of common sense for unacceptable low commercial morality to be taken into account in the assessment of risk of dissipation. The propriety of a defendant of such disposition to make himself judgment proof is only one piece of evidence. In the Judge’s view, it would be exceptional to be able to support a case of dissipation of assets based on that one piece of evidence.

The Judge agreed that in the context of unacceptable low commercial morality the court deals with a spectrum of conduct. At one end, there are clear cases of fraud. A good example is internet fraud, which is quite prevalent in recent years. In those cases, the real risk of dissipation may be said to be self-evident. This sits with common sense because the fraudulent exercise is designed to deprive the plaintiff of his assets. At the other end of the spectrum may be cases of sharp commercial practice. Whilst such conduct is reprehensible, it cannot by itself alone give rise to the inference of real risk of dissipation. In between the two ends, the circumstances are infinitely variable and it would not be fruitful to try to categorise them.

However, the Judge was in no doubt that there was nothing more than propension evidence, it would not be right to infer from it a real risk of dissipation unless the conduct of the defendant was at or very close to the fraud or dishonesty end of the spectrum.

The facts of Honsai deserved a revisit. They involved something sinister on the part of the defendant in that, having signed a substitute contract to replace the one with the plaintiff, the defendant chose to keep the plaintiff in the dark despite being chased by it for the performance of the contract. It deliberately misled the plaintiff into thinking that the delay was due to circumstances outside its control. The delay of about 3 months in the discovery by the plaintiff of the true situation could only work to the advantage of the defendant. The Judge believed that in such circumstances the defendant’s behaviour was dishonest and took it outside the realm of sharp commercial practice. Godfrey J referred to the defendant’s conduct as “devious”.

In the case in question, there was an absence of any conduct on the part of the charterer which might suggest that it was removing or there was a real risk that it was about to remove its assets with the aim of defeating an award in favour of the shipowner. In other words, the shipowner’s case was based on nothing but propension. The Judge struggled to see the justification for the shipowner to invoke one of the most drastic relief available in the civil court.

The alleged unacceptable low commercial morality was based upon nothing more than the following: (a) the charterer had no proper ground for refusing to make hire instalments; (b) the dispute the charterer raised on the performance deficiency of the Vessel was entirely unmeritorious and a poor excuse not to honour the C/P; and (c) ultimately the charterer abandoned the Vessel (and the C/P) on that poor excuse.

Taking the shipowner’s case at the highest, it was a case of a contracting party trying to get out of a bargain with the use of untenable excuse. The shipowner described the excuse as “disingenuous”. Such commercial behaviour is not uncommon. To say that a party with that behaviour should have its assets frozen because there is a risk of dissipation is not supported by common sense.

The gravity of the conduct in the case in question, or the propension of the charterer which it reflected, could not by itself justify an inference of real risk of dissipation. The Judge had no hesitation in discharging the injunction or refusing to continue it.

However, the evidence was not all one way. The charterer raised its complaint of underperformance immediately after it was known on 8 January 2017. There was prolonged exchange of email correspondence on the subject between the parties. The delay in the payment of the 5th and 6th instalments should be viewed in light of the dispute (The charterer said that it was entitled to a set off arising from the underperformance against the hire). The 7th instalment was paid on the 13th day. The C/P came to an end thereafter.

These circumstances (putting aside the charterer’s evidence and submissions on the merits of the counterclaim of under performance) suggested that it might be a case of misguided belief over the under performance of the Vessel (assuming that the shipowner was right on that issue). The circumstances of the case in question or the gravity of conduct on the part of the
charterer was not like those in Honsaico.

Further, the charterer was a substantial international company incorporated in 2006. It had headquarters in Dubai and Hong Kong, over 30 offices at various parts of the world, employed 260 full time staff and had an annual turnover of approximately USD$280 million. The charterer owned substantial assets, including the property in which its Dubai office was located which was valued at USD$2.65 million.

In the premises, the suggestion that the charterer would dissipate its assets to evade an award of USD$0.5 million was untenable.

Costs of the Arbitration
The Judge added that it was unusual to include in a Mareva injunction the costs of the applicant in the intended proceedings. No doubt the shipowner wanted to put itself into the position of a fully secured creditor. However, including its costs of the Arbitration in the Injunction amounted to providing a claimant with security for costs.

No authority was cited to the Court in support of an injunction which extended to the applicant's costs of the intended proceedings. Apart from a schedule of costs, no assistance was provided to properly justify the quantum of costs.

In the Judge's view, a claim for costs should not be included in a Mareva injunction without sufficient justification both as to entitlement and quantum. The entitlement to the costs of the Arbitration would only arise if it was won by the shipowner. The Judge had a good deal of reservation whether it was appropriate to cover the Arbitration costs in the Injunction when the dispute turned upon, inter alia, expert evidence to be ventilated in the Arbitration. The Judge made a few observations on such a claim.

Firstly, the threshold for triggering the Mareva jurisdiction in respect of the merits of the shipowner's case was not very high. It was highly questionable whether it should follow or assume that the shipowner's good arguable case would prevail in the Arbitration. In hearing an ex parte application, the judge would not be able to examine the merits of the defendant's case in any real depth due to, primarily, the absence of the defendant and time constraint. That being the case, it would be wrong to ask the court to grant a relief which depends on an adequate evaluation of the merits of the opposing cases.

Secondly, there were much uncertainties on costs entitlement. For example, the case might settle; a strong case may collapse due to, eg., the absence of a key witness; and a winning party may be penalised on costs due to unreasonableness in its conduct.

Thirdly, to include a costs element in an injunction has the effect of piling on the unfairness and prejudice for the recipient. He is likely to feel the pressure to settle the action quickly.

Fourthly, more often than not costs are reduced after taxation, and therefore it would not be right to simply include all the claimed costs in an injunction.

Conclusions
For the above reasons, the injunction was discharged with costs to the charterer, to be taxed if not agreed.

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- Aftermarket Logistics
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Opportunities and challenges for Hong Kong and its logistics sector

Chief Executive Carrie Lam unveiled her 2017 Policy Address in October last year, and emphasised the government’s role as a “facilitator” and a “promoter”. She also stressed the opportunities brought by the Belt and Road Initiative and the Guangdong-Hong Kong-Macau Bay Area (Bay Area).

Lam stressed that the government will proactively promote Hong Kong as an international legal and dispute resolution services centre, as well as encourage the cooperation between the legal sectors of Hong Kong and the Bay Area. To develop Hong Kong as an international innovation and technology hub, Lam also set out an array of measures to spur development for innovation, technology and the creative industries.

The government has set a goal to double the R&D expenditure as a percentage of GDP from 0.73% to 1.5% to reinforce Hong Kong’s status as a global financial centre, the administration hopes to promote diversified development of the financial market.

It will take the lead in arranging the issuance of a green bond in the next financial year. Expansion of the channels for two-way flow of cross-border RMB funds will also be explored.

On the enhancement of bilateral ties, the government will actively seek to sign free trade agreements (FTAs), investment promotion and protection agreements and comprehensive avoidance of double taxation agreements with other economies to open up markets and to further strengthen Hong Kong’s position as an international trade, commercial and financial centre.

In February 2017, the Financial Secretary, Paul Chan, revealed in the 2017-18 Budget a number of measures to strengthen the competitiveness of the Hong Kong economy and make the city itself more viable.

These measures include examining facilitation measures to support the growth in transhipment, cross-boundary e-commerce and high value-added air cargo business in Hong Kong; exploring with the Chinese authorities ways to open up more channels for two-way cross-border RMB fund flows and two-way participation of investors in the bond market.

In addition, Chan will also seek to provide more funding for universities and industry to conduct research and development activities and to support start-ups; and strive to further improve air quality, water quality, green and blue assets and waste management.

Along with these longer-term investments, Chan also announced some measures to support SMEs, such as extending the application period for the special concessionary measures under the SME Financing Guarantee Scheme to February 2018 to help enterprises tide over their liquidity needs.

The Mainland-Hong Kong Closer Economic Partnership Arrangement (CEPA) was firstly concluded in 2003. Thereafter, the two sides broadened and enriched the content of CEPA, and signed 10 supplements between 2004 and 2013, expanding market liberalisation and further facilitating trade and investment for the economic cooperation of these two powerhouses.

At present, all products that are of Hong Kong origin, except for a few prohibited articles, can be imported into the mainland, tariff free, under CEPA. Hong Kong service suppliers enjoy preferential treatment in entering into the mainland market in various service areas. There are also agreements or arrangements on mutual recognition of professional qualification.

With over 300 international conventions and exhibitions held in Hong Kong each year, the city has constantly proved itself to be a major popular destination in which to do business.
To name a few, in December 2005, Hong Kong hosted the sixth session of the WTO ministerial conference, where a Hong Kong declaration was concluded. In December 2008, Hong Kong played host to the first Clinton Global Initiative international meeting outside the US.

The Hong Kong-Zhuhai-Macau Bridge (HZMB) consists of three parts, including the main bridge, boundary crossing facilities of Hong Kong, Zhuhai and Macau, and link roads of the three places.

The HZMB is of special strategic value in further enhancing the economic development of Hong Kong, Macau and the Western Pearl River Delta region (Western PRD). It will significantly reduce the cost and time for travellers and for the flow of goods between Hong Kong and the Western PRD, accelerating the economic integration of the PRD and its neighbouring provinces, and increasing its competitiveness.

Meanwhile, the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) will be 26-km long, running from the terminus in West Kowloon to Shenzhen, Dongguan and Guangzhou with significantly reduced journey time. More importantly, it will become part of the 16,000 km national high-speed rail network, fostering closer economic ties between Hong Kong and the mainland. Upon completion of the railway, the travelling time from Hong Kong to Beijing and Shanghai will be shortened from 10 hours to 8 hours respectively.

Besides the cross-boundary endeavours, the government has undertaken other large-scale infrastructure projects to improve the local transportation system.

As the busiest cargo gateway and one of the top 10 passenger airports in the world, the Hong Kong International Airport requires an expansion since the existing two-runway system will reach its full capacity soon, according to the Hong Kong Airport Authority.

The construction of the Third Runway System, which started in 2016, will be completed in 2024, with the commissioning of the new runway expected in 2022.

Turning to the port, the government has released findings of the Study on the Strategic Development Plan for Hong Kong Port 2030 and the Preliminary Feasibility Study for Container Terminal 10 at Southwest Tung Yi. The findings have revealed that container throughput in Hong Kong will continue to see growth in the coming years.
In order to cope with a projected future increase in throughput up to 2030, it is necessary to enhance the handling capacity of the existing container terminals and related infrastructural facilities, which include upgrading Stonecutters Island Public Cargo Working Area to a modern container handling facility for ocean-going or river trade vessels, enabling the River Trade Terminal to become a terminal for both ocean-going and river trade vessels.

This will provide additional barge berths at the Kwai Tsing Container Terminals and relieve congestion caused by the increase of river cargo throughput, and furthermore, it will make better use of land and other facilities around the terminals to enhance operational efficiency and accommodate future growth in transshipment.

Meanwhile, a note of caution, according to PwC, transportation and logistics CEOs' economic and logistical confidence is in decline. Over-regulation and geopolitical uncertainty continue to be among their key concerns. But this year, uncertain economic growth and protectionism, too, are chief among the threats that continue to loom. Digitisation and technology capabilities are high on their strategic agenda. Thus, attracting the right talent will be a key challenge to sector companies.

PwC further pointed out that most CEOs across all industries expect the world to move towards nationalism and regional trade blocs rather than political unions and a single global marketplace. Some major trade agreements like TPP or TTIP seem to fail as world trade continues to grow more slowly than world GDP.

Transportation and logistics, a business fuelled by global trade, is naturally affected by these trends, making CEOs cautious about their own growth prospects. Only 32% are very confident about their own company's prospects for revenue growth over the next 12 months, down from 36% in 2016.

Sources: HKTDI and PwC
香港物流業的今生及將來

物流是含資訊流、金流和實物流。今天大家都在努力突破物流，可能方向感未到吧！總覺得物流業的發展越來越快，實物流仍舊暢通無阻。怎樣力促今生成，開拓將來是香港物流業的內在要求。實物流以香港百萬人口，中流作手打的，因稅務方便，今已可保全，但在將來作者覺得香港物流業的今後方向仍需發展，屬關展業，而商業物流業。第二是資訊流，今天香港資訊流正在發展，屬屬展業，而商業物流業。

第三物流業，2016年內物流業的投資是在千萬億以上的，建議本年投資的一部分，參考下表內容投資的資本。

| 運輸/快件 | 儲存 | 系統 | 供應 | 物流地產
|------------|-----|-----|-----|--------
|天天快運（營運） | G7（4500萬美元） | 號角（1億美元） | 久泰（2億美元） | 開南物流（5億美元）
| 貨運（1.3億美元） | 快運（2億美元） | 心怡物流（C） | 卓志（2億美元） | 智邦物流（3億美元）
| 储倉（3.9億美元） | 中國鐵路（10億美元） | Flexport（10億美元） | 星寶（1億美元） | 亞洲物流（5億美元）
| 顧客（500萬美元） | 藍盾（11.6億美元） | 維信科技（5億美元） | 百度外賣（42億美元） |
| 酒業（25億美元） | 摩根大通（30億美元） | 全聚德（20億美元） | 悅華（50億美元） |
| 購物（10億美元） | 曼聯（10億美元） | 香港物流（1.4億美元） | 麗山集團（1億美元） |
| 廠商（10億美元） | 中糧（8.1億美元） | 漢斯（9億美元） | 百度（49億美元） |
| 網絡（2.5億美元） | 中國移動（50億美元） | 阿里巴巴（106億美元） | 天貓（1億美元） |
| 光電（4.5億美元） | 蘋果（106億美元） | 達志智能（1億美元） | 蘋果（1億美元） |
| 廣告（10億美元） | 無印良品（1億美元） | 蘋果（1億美元） | 蘋果（1億美元） |
| 貸款（10億美元） | 香港銀行（10億美元） | 天貓（1億美元） | 蘋果（1億美元） |
| 零售（10億美元） | 中國銀行（10億美元） | 天貓（1億美元） | 蘋果（1億美元） |
| 快遞物流（1.3億美元） | 中國郵政（10億美元） | 天貓（1億美元） | 蘋果（1億美元） |
| 雲庫（5億美元） | 中國銀行（10億美元） | 天貓（1億美元） | 蘋果（1億美元） |
| 運費（5億美元） | 中國銀行（10億美元） | 天貓（1億美元） | 蘋果（1億美元） |

2017年12月發需求來的企業名稱

以上這千億的投資專案，我們應當有所感覺，以今天我們的經驗，網絡和資源應該大力投資是在物流科技上，資訊及金融。我們香港物流業的前程，是看我們的臂長有多長，能控制到多遠。按2017年千億的物流投資的資助，我們應在大區、港珠澳大一帶上面鋪開，業者各司所長，選配各方關係，推進出擊。國內外物流業的業者，十年後應用網絡和物流，無物流科技及物流資訊平臺開創香港物流業的未來。

國外媒務聯盟
CEO鄭建超
2018年1月3日
DHL announces HK$2.9 billion expansion plan for Central Asia Hub in HK

DHL Express, the world’s leading international express services provider, announced in November last year that it will launch a HK$2.9 billion expansion plan for its Central Asia Hub (CAH), in partnership with Airport Authority Hong Kong. This multi-year expansion brings DHL’s commitment for this strategic hub to approximately HK$4.5 billion.

The expansion is timely as the CAH has recorded an average 12% year-on-year growth in its shipping volume in the past decade. As one of three global hubs for DHL, the expanded CAH will continue to act as the core hub of the DHL Express global and Asia Pacific regional network, handling more than 40% of its total Asia Pacific shipment volumes.

Ken Allen, CEO of DHL Express, said, “Given the expected rise in international e-commerce and intra-Asian trade, DHL is committed to strengthening our global network and services. Based on a strategically important location to DHL, the expanded Central Asia Hub in Hong Kong will not only bolster our operational capacity in Asia Pacific, but also facilitate the rapidly-growing international trade demands in the region and around the world.”

The expanded CAH will be equipped with an enhanced material handling system that will improve productivity and increase the hub’s throughput capacity – from the current 75,000 pieces of shipments per hour to 125,000 pieces per hour.

When operating at its full capacity, the annual throughput of the expanded CAH is expected to go up by 50% to 1.08 million tonnes per annum. As a dedicated and purpose-built air express cargo facility at the Hong Kong International Airport, the expanded CAH can handle six times more in terms of shipment volume than when it was first established in 2004.

Ken Lee, CEO of DHL Express Asia Pacific, said, “Connecting with more than 70 DHL Express gateways in the region, the Central Asia Hub plays a significant role in strengthening our existing network of hubs in Asia Pacific, including Shanghai, Singapore and Bangkok. The expansion will also help us capitalise on the growth in intra-Asian trade that currently contributes over 40% of our revenue in Asia Pacific. Equipped with fully automated X-ray inspection machines, it will increase the speed of our shipment inspection by three times – enabling us to significantly expedite the processing speed of shipments that come through the CAH.”

The expanded CAH is expected to begin operations in the first quarter of 2022, in time to capture strong demand in the Pan-Pacific River Delta (PPRD) region and completion of the Three Runway System for the Hong Kong International Airport in 2024. The expansion of the CAH will deliver about 50% increase in warehouse space to 47,000 square meters.

Strategically located in Hong Kong, within a four-hour flight time to major cities in Asia Pacific and in the PPRD region, the CAH is complemented by a well-established Asia Air Network which is served by over 800 commercial daily flights.
FedEx provides end-to-end visibility for critical healthcare shipments

FedEx Express (FedEx), a subsidiary of FedEx Corp and the world’s largest express transportation company, announced on November 13, last year, the expansion of its award-winning SenseAware® service in Asia Pacific.

The launch in South Korea will help strengthen FedEx healthcare solutions and support the rising logistics demands of the burgeoning healthcare sector in the region.

The SenseAware service is available in 43 markets worldwide. In Asia Pacific, the service is available in Australia, Guam, Hong Kong, Malaysia, New Zealand, Singapore and Taiwan.

Healthcare is now the world’s largest industry, with a value three times greater than the banking sector, and it is still growing rapidly.

Driven by the global expansion, the associated spending on healthcare logistics is expected to rise exponentially. By 2020, clinical trials logistics spending is expected to reach US$3.4 billion and cold chain logistics spending is expected to reach US$16.7 billion.

Asia Pacific, which currently represents 30 per cent of global healthcare revenues, is expected to lead the global growth in 2017 at an 8 per cent rate (global projected growth rate is 4.8 per cent).

“The immense growth of the healthcare industry is driving the demand for highly sophisticated logistics and temperature-controlled transportation across Asia Pacific,” said Karen Reddington, president, FedEx Express Asia Pacific.

“FedEx is constantly looking to strengthen the range of specialised solutions for our customers. The launch of SenseAware in Korea rides on the strong growth momentum of healthcare shipments, and aims to fulfill the unique supply chain needs of our healthcare customers.”

SenseAware, a first-of-its-kind innovation powered by FedEx, will be especially valuable to customers in the healthcare sector where shipments are often environment- and time-sensitive.

A multi-sensor device that is integrated with a powerful web-based application, SenseAware makes it possible for customers to stay connected to their high-value shipments. The SenseAware service can monitor current location, precise temperature, relative humidity, barometric pressure readings, light exposure and shock events, as well as provide real-time updates to customers.

The service is also available on a growing list of air and ground transportation carriers, giving more transportation options to customers in order to better fit their specific needs.

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PROPEL HONG KONG — Hong Kong Maritime Week 2017: a resounding success

Riding on the success of the previous year, the Hong Kong Maritime and Port Board staged the Hong Kong Maritime Week (HKMW) in collaboration with the Hong Kong Shipowners Association and the Hong Kong Maritime Museum from 19th to 26th November 2017. With 57 organisations from the industry, academic and professional bodies, 47 activities and an attendance of more than 11,000 in various industry exchanges, international conferences, community outreach events, youth and family-oriented activities, the curtain was brought down on another triumphant year.

As Hong Kong has made itself a well-known international maritime centre, the HKMW brought to the fore a broad range of issues of significance to explore at various conferences, forums, professional development seminars and debates. From new IMO regulations and environmental issues to shipping innovation and trends, as well as impact of the BRI’s Belt and Road on the local and global shipping industry, various experts and industry practitioners had been drawn to HKMW from all over the world to exchange ideas and shed light on the industry outlook and growth prospects.


The eight-day HKMW featured a variety of themes ranging from shipping and maritime business, ship management, ship finance, marine insurance, maritime law and arbitration, marine technology engineering to port, showcasing the diversity and professionalism of Hong Kong’s high value-added maritime services. There were also youth activities, career expo and tips, university competitions, maritime-themed sports and other various activities to raise public awareness and capture the attention of those who might be considering a maritime career.

The latest development and application of new technologies in the industry was especially topical and was the focus of talks such as the "Forum on e-Cargo Power", "Boat Business Opportunities Through Technologies in the Marine and Logistics Industry" and "Green Shipping for Shipping & Logistics". The issue of how technologies could make substantial savings in the global logistics sector was also examined.

With the participation of local and international industry leaders and experts, insightful exchanges, networking opportunities and an attendance of over 11,000 at this year’s HKMW, the maritime industry is already brimming with excitement at the next edition. With this Maritime Week enjoying bigger success than the last, one can only wait in bated anticipation for what 2018 will have to offer.

ALMC 2017 celebrates Belt and Road, e-Commerce of 20 years of SAR

With the suspension of the upcoming Belt and Road initiative, the continued expansion of e-Commerce and smart logistics, there was plenty to talk about at the seventh annual Asian Logistics and Maritime Conference (ALMC), this year’s edition was held from 23rd to 24th November 2017 and once again organised by the Hong Kong Trade Development Council (HKTDC).

With 70 leaders from across the logistics and maritime sectors imparting their experience and insight at this year’s ALMC, an astounding 2,000 plus industry experts from over 20 countries and regions made port at the conference and took the opportunity to network and explore a variety of business opportunities.

Esteemed guests included Arkhom Termpitayasaloth, Minister of Transport in Thailand, who delivered a keynote speech at the opening session; Siddique Khan, President of Kerry Globalink; James Gagne, President of SEKO Logistics; Jean-Jacques Rueff, Executive Vice-President & CMO of the Canadian National Railway; and Katsuhiko Umetsu, Director and Chairman of Yamato Global Logistics Japan Co., Ltd.

Over 120 exhibitors showcased supply chain management, logistics, maritime and other services at the event: the crown in the jewel was the e-Commerce Support and Trade Applications Zone, complete with the latest and greatest in the e-Commerce toolkit. The HKTDC also arranged one-to-one business-matching sessions for exhibitors and attendees to help them foster new business collaborations during the conference.

HKTDC Assistant Executive Director Stephen Liang said, “As the Belt and Road Initiative is turned from vision to action, and the rapid development of logistic technology is speeding up changes in the global supply chain, there is huge demand for logistics and efficient ocean shipment services in Asia. As the largest event of its kind in Asia, the Asian Logistics and Maritime Conference strives to provide the ideal platform for the industry to learn about the latest development and explore business opportunities.”

Established in 1996, the HKTDC has dedicated itself to creating opportunities for Hong Kong’s industry since its inception. In honour of the SAR’s 20th anniversary, the ALMC 2017 was one of many celebratory events for the region’s two decades of maritime prosperity.
Fashion logistics to perfection

SSI SCHAEFER, together with Finland’s Stockmann Group, presented innovative solutions for future challenges and trends in textiles logistics at last year’s Textile Logistics Congress (Textillogistick Kongress) held in Frankfurt, Germany, on September 7.

The central theme of the event was fashion supply chain optimisation and it was organised by the trade journal Textilreport and the Deutsche Verbandszelle (DVF). Well-known speakers from the industry discussed trends, developments, and strategies while explaining what the textile supply chains of tomorrow would look like.

Elna Laine, Logistics Manager at Stockmann, and Franz Stücker, Vice President at SSI SCHAEFER, spoke on “Automation in Fashion Logistics around the Globe” and discussed structural change in the fashion industry and how e-commerce, omni-channel retailing, customisation, etc. are shaping the sector and making it ever more dynamic. The resulting logistical challenges call for innovative solutions.

SSI SCHAEFER, the world’s leading intralogistics expert, delivers scalable system solutions to achieve top results amid seasonal or daily fluctuations. The fact that a wide variety of distribution channels are served by one warehouse at the same time means deliveries are fast and returns management is efficient. The customised omni-channel solution for Finnish department store chain Stockmann is a glowing example of this.

Laine also gave detailed insights into the company’s joint project with SSI SCHAEFER – the setup of a new distribution centre in Tuusula, Finland. What makes the warehouse special is that hinging goods and flat goods are delivered to shops and online customers from one high-performance warehouse. At its core is the patented SSI SCHAEFER 3D-MATRIX Solution®, which consists of automated storage modules that work together as a single, highly dynamic system.

The intelligent combination of system components offers maximum flexibility and efficiency with no intervention or picking times, for example during seasonal changes to the product line. Laine also touched upon the planning process, challenges, as well as the joint implementation with SSI SCHAEFER.

“SSI SCHAEFER offered us a thoroughly coherent all-round package for long-term efficiency and security of investment. The distribution centre is the central component of our omni-channel strategy,” she said.

Creation of a modern logistics centre

MAKRO Cash & Carry CR, the wholesale subsidiary of METRO GROUP Wholesale and Food Specialist company in the Czech Republic, has tasked SSI SCHAEFER with the creation of a modern logistics centre at its site in Kozomín, north of Prague.

SSI SCHAEFER is implementing a holistic logistics solution that features the establishment of an extensive conventional racking system for various temperature zones, a 10-sieve automated mini-load system (ASPM), 16 Schäfer Carousel Systems (SCS), a bin conveying system, three picking stations with sequencing towers as well as the implementation of the WAMAS® Warehouse Management Software (WMS) from SSI SCHAEFER.

MAKRO, an important wholesale operator in the Czech Republic, plans to open its new semi-automated distribution centre in the first quarter of this year. The distribution centre will be used for supplying MAKRO stores and its delivery customers.

This move is in response to its customers’ needs with the introduction of a food service delivery solution that matches future standards. It will also significantly upgrade its overall logistics network to a high level that enables the company’s flexibility to satisfy future growth.

SSI SCHAEFER was awarded the contract as the general contractor following an international call for tenders. The aim is to satisfy MAKRO’s intralogistics requirements in terms of capacity, throughput, and picking accuracy by 2025.

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SUPPLY CHAIN INSIGHTS

Digital disruption is the name of the game for 2018

By Mark Miller

Companies will have to accept their supply chains for the challenges and opportunities presented by disruptive technologies. Across the whole business spectrum, supply chains are going to be at the forefront of the digital disruption revolution.

Many new technologies have now reached the threshold of becoming commercially viable applications, available for deployment across critical areas of the supply chain and armed with the potential to disrupt or create competitive advantage.

**Warehouse**
Further developments in warehouse automation and robotics systems will result in the advent of the dark warehouse, one that is fully automated and operates 24/7, but has no need for any lighting because it is unmanned.

**Production**
3D printing empowers production to take place both on-demand and on-location, along with any quantity of the required product. According to MIT, the adoption of 3D printing can reduce supply chain costs by 50-90% and it is particularly applicable to slow-moving products.

**Logistics technologies**
The rapidly expanding field of LogTech will digitise many aspects of traditional freight forwarding and logistics and increase efficiencies in speed and cost, whilst improving the quality of information. LogTech is driven both by logistics companies exploring tech solutions and tech companies exploring logistics markets.

**Transport**
Commercial deployment of autonomous vehicles is no longer held back by technological barriers, but by the regulatory frameworks governing licensing and safety issues. Nonetheless, we will soon see disruptive technologies adopted across multiple transport modes:

- In the air - drones traversing through air space, as well as flying-and-storing within warehouses
- On the road - self-driving commercial vehicles, and the platooning of truck convoys
- Across the water - autonomous container ships, as being tested in Norway

Digital disruption will not be led by the incumbents. It is the next industrial revolution and it is coming hard and fast. If you are in a traditional business and are not seeing digital disruption yet, then it is more likely that you are not looking hard enough. Expect the unexpected!

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Qatar Airways to buy 9.61% of Cathay Pacific

The Middle Eastern airline Qatar Airways will buy 9.61% of Cathay Pacific from Hong Kong-based investment holding company Kingboard Chemical Holdings Ltd. and related companies for HK$3.16 billion, according to a release in Hong Kong’s stock exchange in early November last year.

Compilation of the transaction took place on the same day of the announcement in Hong Kong.

The transaction followed Cathay Pacific’s report on its worst first-half loss in at least two decades of HK$2.65 billion in the first six months of 2017.

Qatar Airways group chief executive Akbar Al Baker confirmed the deal in a release, adding that the investment “further supports Qatar Airways’ investment strategy”.

Kingboard Chemical Holdings said that it would recognise a gain of HK$300 million on the sale. That represents its entire stake in Cathay Pacific.

In a statement, Cathay Pacific’s CEO Rasmus Hogh said he looks forward to a “continued constructive relationship”.

The announcement means that Qatar Airways will become Cathay Pacific’s third-largest investor. Other two of its biggest investors are Swire Group (45%) and Air China (30%).

It also follows Qatar Airways’ latest move to own 20% of International Consolidated Airlines Group, the parent of British Airways, as well as 10% of South America’s LATAM Airlines Group and 40% of Italy’s Meridiana.

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Boeing and Turkish Airlines celebrate airline’s first 777 Freighter

Boeing and Turkish Airlines celebrated in early December last year the delivery of the airline’s first 777 Freighter. It was the first of two 777 Freighters the airline had on order last year.

“The delivery of our first 777 Freighter is a milestone event in our cargo business,” said M. Nuri Aykoç, Chairman of the Board and the Executive Committee of Turkish Airlines.

“As a prominent sub-brand of Turkish Airlines, Turkish Cargo increased its freighter destinations served from 85 to 73 from the beginning of this year; reaching approximately 1 million tons of cargo with 29 per cent increase compared to the same period of the previous year. It is surely beyond doubt that this is a remarkable success. We are sure that this significant delivery will bring great value to our rapidly growing cargo operations and will also enable our leading sub-brand to further compete, expand and reach new short and long-range destinations from our hub in Istanbul.”

“We are honoured to deliver the 777 Freighter to Turkish Airlines,” said Marty Borenfreund, Senior Vice President of Sales, Middle East, Turkey, Russia, Central Asia and Africa, Boeing Commercial Airplanes. “This aircraft’s range capability, combined with its enhanced cargo capacity, makes it a perfect airplane for Turkish Airlines to continue to profitably grow its global cargo service.”

The 777 Freighter, the world’s longest-range twin-engine freighter, is based on the technologically advanced 777-300ER (Longer Range) passenger airplane and can fly 4,900 nautical miles (9,070 kilometers) with a full payload of 118 tons (107 metric tonnes or 192,000 kg).

Based in Istanbul, Turkish Airlines is one of the fastest growing and prosperous airlines in the world. It carries over 60 million passengers a year, with direct flights to 300 destinations in 120 countries. The airline made its first domestic flight in 1933 and the first international flight in 1947. Turkish Airlines, founded in 1932 with five airplanes that carried a total of 28 passengers, has expanded to operating a fleet of 331 aircraft today.

Counting the 777 aircraft on order, and those with rental periods due to expire by the end of 2023, its fleet including cargo aircraft is expected to reach 500 – an important objective of Turkish Republic’s 2023 Vision to commemorate the 100th anniversary of the establishment of the Turkish Republic.

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The Airport Freight Forwarding Centre (AFFC) is operated by Airport Freight Forwarding Centre Company Limited, a member of Sun Hung Kai Properties Group. AFFC is close to the cargo terminals at Hong Kong International Airport. It offers over 1.5 million square foot warehouse space and offices for lease.
China’s busiest port hits 1 billion tonne throughput

China can now boast the world’s first port to have an annual throughput of more than 1 billion tonnes.

Ningbo-Zhoushan port to the south of Shanghai hit the milestone in late December last year, cementing its position as the world’s largest port in overall tonnage terms.

The ports of Ningbo and Zhoushan in Zhejiang province, merged nearly a decade ago, are considered to be one of China’s most natural deepwater harbours.

Ningbo-Zhoushan handled over 10 million standard containers from countries and regions along the Belt and Road in 2017, up 18% year on year.

The port has also boosted cooperation with major shipping companies and harbours along the Belt and Road initiative, adding five sea routes, making a total of 86, and signing 20 cooperation deals with other ports, according to Mao Jinhong, chairman of Ningbo Zhourshan Port Group, as reported by Xinhua news agency.

Furthermore, the port launched several transport services with 11 trains providing services to 36 Chinese cities, as well as in other countries in central and northern Asia.

Ningbo-Zhoushan, located in east China’s Zhejiang Province, is at the meeting point of the Silk Road Economic Belt and the 21st Century Maritime Silk Road.

It has grown steadily on all cargo fronts, with overall throughput set to register double-digit growth this year.

Its container operations have been among the fastest growing, rising from less than 500,000 TEU 17 years ago to become part of the elite club of 20m-plus TEU ports around the world.

Its total container handling volume is expected to surpass 400,000 standard containers in 2018, up 60% year on year, Xinhua added.

The port aims to raise throughput to 1.25bn tonnes by 2022.

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Hong Kong shows great interest in the Port of Hamburg

Port of Hamburg Marketing (HHM), along with Hamburg Invest, visited Hong Kong in late November last year. The delegation, who brought with them some 770 representatives of shipping, logistics, industry, politics and trade associations, presented the latest developments in Germany’s largest universal port at an evening reception hosted by Port of Hamburg on November 24.

Hosts included Mathias Schult, Head of Asian Market Development at Port of Hamburg Marketing (HHM), Anne Thiesen, Head of the Port of Hamburg Representative Office in Hong Kong, and Axel Mattern, Joint CEO of HHM, who were delighted to welcome Dieter Linné, German Consul General in Hong Kong, as guest speaker and Angsi Lo, Deputy Secretary for Transport and Housing Bureau of Hong Kong government as their Guest of Honour.

Axel Mattern said, “Port of Hamburg Marketing conducts successful location marketing in Hong Kong and China for the port and its great variety of service providers. We position the Port of Hamburg as the Northern European hub for the Chinese market. As a vital centre for handling growing foreign trade volumes, the Port of Hamburg discharges an especially important function.”

“People in Hong Kong are well acquainted with Hamburg and its strengths. The wide choice of liner services is a further advantage. With six liner services per week, shippers enjoy a splendid choice of links between Hong Kong and Hamburg,” he further stated.

In the first nine months of 2017, two million TEU (20-foot standard containers) were transported between China and Hamburg. “By comparison with the previous year, we can report a 2.5 per cent rise in container traffic, representing stable growth. We are assuming that increasing demand from countries in Eastern Europe offers excellent prospects for the development of the China trade via Hamburg,” added Mattern.

For Hamburg as a universal port, China is its most important trading partner by a wide margin. For instance, China’s share of total Port of Hamburg container throughput is around 29 per cent. With a 50 per cent share of import and export volume.

Hamburg is also the leading transhipment centre for German foreign trade with China.

“Almost one in three of all containers handled at the Port of Hamburg is bound for China or originated there. For that reason, the Chinese market is intensively cultivated by Port of Hamburg Marketing (HHM) and its port representative offices in Hong Kong and Shanghai,” said Thiesen, head Port of Hamburg Representative Office in Hong Kong.

Hamburg first German port to introduce slot-booking for container trucks

A time slot-booking system for handling container deliveries and collections more efficiently by trucks was introduced on November 28, last year, at all four Hamburg container terminals.

Hamburg is the first port in Germany to implement such a system to optimise truck handling. Other ports that have a similar booking system include those located in the US, Asia, Australia and a few terminals in Europe.

With the introduction of this system in Hamburg, and with immediate effect all autonomous carriers for container deliveries and collections at HHM Container Terminals Burchardkai, Altenwerder and Tollwerke as well as Eurogate Container Terminal Hamburg, must agree on a time window.

Under the booking system, the trucking planners will notify the relevant terminal regarding the requested transport time via an EDI interface or slot-booking website. If there is enough capacity at the time given - the slot can then be booked for the truck.

Once booked, the availability of each time slot lasts one hour, within which the truck will be handled with maximum priority at the container terminal. If the driver misses the allocated slot, he will then be handled with lower priority, only if there is still available capacity at the terminal. But if the driver turns up even later, his slot will be gone and he will have to make a new booking.

Hamburg’s slot-booking system is constructed in such a way that it can offer trucks the highest possible flexibility. Slot cancellations, rebookings or exchanges and additional bookings are possible by agreement with the terminal.

Due to increasing vessel sizes, more and more large containerships with capacities of over 20,000 TEU call at the Port of Hamburg. This could mean that up to 14,500 TEU are handled in one ship call. This leads to container transport queues at and from and around the Port of Hamburg.

The new slot-booking system is expected to help relieve these queues and spread the truck-handling load equally. The goal is to reduce waiting times for trucks and offer the container carriers standardised processes at all container terminals and homogeneous information exchange.

The new booking system will effectively increase the capacity of the terminals due to optimal use of resources and available infrastructure. The time slot-booking also improves transparency and hence makes planning much easier and more efficient for all users.
Survey shows international community has more confidence in China's economic prospects

China's image is steadily improving, with international appreciation of its performance in domestic and foreign affairs, economic influence and cultural and high-tech hallmarks, according to a survey released on January 5, this year.

The country scored 6.22 out of 10 for its overall image, maintaining a slight upward curve in recent years, said the 2016-2017 China National Image Global Survey, which has been conducted annually since 2011.

Jointly conducted by the Centre for International Communication Studies under the China Foreign Languages Publishing Administration, and Kantar Millward Brown and Lightspeed, the survey interviewed people in 22 countries, with 500 respondents from each country.

China scored 6.5 and 6.2 points for its performance in global and domestic affairs, respectively.

The three countries where China scored the biggest rise were Italy, Canada and Britain, though developing countries had a generally better impression of China. While people aged 18 to 35 had the best impression of China.

In terms of influence, China ranked the second to the US, followed by Russia, Germany and Britain.

China's "Belt and Road Initiative" is recognised by a growing number of people worldwide, according to the survey.

Eighteen per cent of the overseas respondents had heard of the "Silk Road economic belt" and the "21st century maritime Silk Road," and 40 per cent in Indonesia, India and other countries situated along the routes.

It also showed that more than 60 per cent of those surveyed recognised China's active role in BRICS and expected it to play a more active role.

Internationally, people are generally positive about China's future, according to the report.

Economically speaking, Lenovo remains the best-known Chinese brand among foreigners, followed by Huawei and the e-commerce giant Alibaba.

The survey also featured foreigners' opinions on China's sci-tech innovation, with 66 per cent of the respondents commending the country's ability to innovate. China's high-speed rail was the most widely recognised sci-tech achievement from the country.

The survey also shows that 28 per cent of foreigners plan to study, work or travel in China in the next three years.

As for the most popular cities among foreigners, Beijing, Hong Kong and Shanghai remain the top three, but regions that respondents plan to visit are more various than in the previous survey in 2015.

To pick a representative of Chinese culture, 52 per cent chose Chinese cuisine, with almost 80 per cent saying they had tried it and 72 per cent spoke highly of it.

Chinese medicine and martial arts also stood out as significant representatives of Chinese culture, picked by 47 and 44 per cent, respectively.

More than 60 per cent of the respondents who said they had tried Chinese medicine gave it the thumbs up.
China signs cooperation agreements under Belt and Road

China’s top economic planner said in late December last year that 86 countries and international organizations had signed 100 cooperation agreements with China under the Belt and Road Initiative.

He Lifeng, head of the National Development and Reform Commission (NDRC), said the initiative made major headway in 2017, citing progress in key areas including capacity, investment, and the Digital Silk Road.

Steady progress was made in the building of the China-Pakistan Economic Corridor, the Montenegrin-Niobelt railway, the Baku Tashkent railway, the Belt and Road initiative, and the construction of the Hambantota Port in the United Arab Emirates. The operation of the Hambantota Port has also been transferred to a Chinese firm, according to the State Administration of Traditional Chinese Medicine (SATCM).

The country has also set up 25 TCM international cooperation bases in key provinces, municipalities and autonomous regions, said Wang Xiaopin, an official with the SATCM.

The Belt and Road initiative, proposed by China in 2013, aims to build trade and infrastructure networks connecting Asia with Europe and Africa along the ancient Silk Road trade routes to seek common development and prosperity.

Meanwhile, China has established 29 overseas centres of traditional Chinese medicine (TCM) in the past three years, most of which are in countries along the Belt and Road route, according to the SATCM.

Hong Kong shows biggest leap in consumer optimism in region

Boomed by growth in retail spending and inbound tourism over the last six months, consumer confidence in Hong Kong bubbles with optimism, according to findings from the Mastercard Index of Consumer Confidence (H2 2017).

This is the first time since the first half of 2015 that outlook in Hong Kong has leapt from neutral to optimistic territory. The Index is calculated on a scale of 0 to 100, with zero as the most pessimistic, 100 as the most optimistic, and a score of 40 - 60 as neutral.

Hong Kong saw significant improvements across all five components of the Index – Employment (64.3 points, +20.2 points), Quality of Life (50.9 points, +19.9 points), Economy (63.0 points, +15.9 points), Regular Income (78.0, +11.5 points) and Stock Market (62.9 points, +7.4 points).

According to Wang, by 2020, 30 TCM overseas centres will be established with Belt and Road countries. 20 TCM international standards issued, 100 TCM products registered and 50 TCM international cooperation and cooperation demonstration bases established.

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Growth in regional internet economy fast exceeds expectations

Southeast Asia is the world's third-largest region for internet users — with more people online than the entire US population.

Meanwhile, the internet is having a bigger impact on the region than originally thought, according to a new report co-authored by Google.

The region is being recognised as a market where the internet is changing daily behaviours and creating new opportunities. A lack of data has traditionally made it difficult to pinpoint potential but Google and Singaporean sovereign fund Temasek released in December last year an update to their highly referenced 2015 “e-Conomy SEA” report, with the main takeaway being that growth has exceeded their initial expectations.

The original report forecast the region's internet economy hitting US$200 billion per year by 2025, but now it is estimated to top that number, reaching US$30 billion in 2017 alone.

Booking travel online remains the biggest segment for internet-based spending — jumping to US$26.6 billion in 2017 from US$19.1 billion in 2015 — but e-commerce and ride-hailing saw the highest growth.

E-commerce, and this does not include second-hand/consumer-to-consumer sales, grew at a compound annual rate of 41% to cross US$10 billion for the first time in 2017. The e-Conomy SEA project expects it will go on to hit US$88 billion by 2025 to become the most lucrative segment.

Uber and Grab are battling it out in Southeast Asia's ride-sharing market, while local unicorn Go-Jek has plans to expand beyond Indonesia, and that competition is reflected in the report's newest findings.

The total spend on the taxi apps has more than doubled over the two years to cross US$5 billion in 2017. The ride-hailing industry is expected to develop further still and reach US$20 billion by 2025, that's up from an original estimate of US$13 billion in the first report.

The study also estimated that the number of passengers using ride-hailing apps daily has more than quadrupled since the first study in 2015, while driver numbers are also up four times.

Healthy Christmas sales growth in local export markets indicates positive outlook for 2018

Retail business in Hong Kong's export markets is expected to grow in the coming year, according to a worldwide study of year-end sales released at the end of December last year by the Hong Kong Trade Development Council (HKTDC).

The HKTDC report on preliminary 2017 Christmas sales in Hong Kong's key export destinations — including both traditional and emerging markets — found that solid growth was observed in the United States, Germany and Japan as well as the Chinese mainland, Hungary, Poland, the Czech Republic and Brazil.

The level of Christmas sales in Hong Kong's major export markets serves as a barometer of the economic health of individual countries and trading blocs.

“The positive retail sales growth witnessed towards the end of 2017 suggests that the traditional markets are now on track for growth, while the emerging economies are also picking up speed,” HKTDC Principal Economist (Greater China) Billy Wong said. “Overall, the global retail market enjoyed healthy festive growth over its traditionally busiest period. The growth momentum of the global consumer market is likely to be maintained in 2018.”

The study also found that consumer electronics were among the most popular items, and that online retail sales grew faster than overall retail sales in many major markets.

“The ubiquity of omnichannel purchasing opportunities will continue to transform the global retail industry, resulting in both new challenges and new opportunities for Hong Kong exporters. With the global economy taking a clear upturn, though, there has never been a better time for Hong Kong exporters to review their strengths and weaknesses as they look to maintain their overall competitiveness,” said Wong.
Top US carmakers post sales drop in 2017

The top three US car manufacturers - General Motors (GM), Ford and Fiat Chrysler Automobiles (FCA) all reported sales decline for the US market in 2017, compared to record-high numbers of 2016.

GM reported on January 3, this year, its full-year sales of 3.002 million vehicles in 2017, down 1.3 per cent compared with 2016 sales.

The company reported a sales volume of more than 1.3 million trucks and 1.656,050 crossover vehicles last year.

GM’s December sales fell 3.3 per cent compared to the same month a year ago.

Ford said annual sales dropped by 1.1 per cent to 2.587 million vehicles, which included a 4.3 per cent increase in sales for trucks and a 4.3 per cent sales increase compared to 2016 for SUVs as well.

"December capped off a record year for Ford brand SUVs, making it eight consecutive years of Ford brand sales leadership," Mark LaNeve, Ford vice president of US marketing, sales and service, said in a statement.

FCA posted a drop of eight per cent to 2.059 million vehicles. Ram brand vehicles saw the only sales increase for the year at two per cent.

The Alfa Romeo brand saw a big leap in sales due to new vehicle launches in the US.

But FCA’s Jeep sales dropped 11 per cent compared with 2016, largely due to the company’s decision to kill the Patriot and focus on the Compass. This sent Patriot sales plunging by two-thirds while Compass sales decline by more than 10 per cent.

However, GM’s Chief Economist Mustafa Mohaterem is optimistic about future vehicle sales in US market.

"This year, many consumers will see their take-home pay rise because of tax reform. That will keep the broad economy growing, and help keep sales at very healthy levels even as the Fed increases interest rates," he said in a statement.

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FedEx launches Luggage Easy Shipping Solution

FedEx Express, a subsidiary of FedEx Corp, announced in mid-December last year the launch of its Luggage Easy Shipping Solution (LESS), which provides individual users with one-stop international transportation service for personal goods, including pick-up, shipping, customs declaration and delivery.

The Luggage Easy Shipping Solution combines the FedEx International express service features of efficiency and reliability with the customer experience needs of individual users for economy and convenience.

With the continuous growth of individual travel through tourism,

"FedEx launched the Luggage Easy Shipping Solution to meet the cross-border personal goods shipping needs of individual users, including tourists, overseas students and business travellers," said Eddy Chan, senior vice president and head of FedEx China. "We are committed to offering an enhanced service experience to our individual users."

As the logistics market becomes more and more segmented, FedEx will continue to introduce new customised solutions utilising high technology to meet the diverse needs of customers across the globe.

GZ-SZ innovation corridor to become China's Silicon Valley

In late September last year, the Guangzhou-Shenzhen Science and Technology Innovation Corridor was established, according to the Information Office of People’s Government of Guangdong Province.

The 180-plus-km long economic belt covering an area of 11,000 sq km in Guangzhou, Shenzhen and Dongguan, will get a boost to grow into China’s Silicon Valley.

With the best innovation resources accumulated during the past 40 years of China’s reform and opening up, the corridor will be the nation’s major innovation engine and gateway for the province to connect global innovation trends.

According to the planning, the corridor, set for completion by 2030, will become the core of the Pearl River Delta National Independent Innovation Demonstration Zone and a globally influential innovation enterprise cluster in the Guangdong-Hong Kong-Macao Greater Bay Area and even in China.

In April last year, Chinese President Xi Jinping instructed Guangdong to facilitate China to carry forward supply-side structural reform, implement innovation-driven development strategy, and build an open economy. Later in May, following President Xi’s instructions, the province proposed the idea of developing Guangzhou-Shenzhen Science and Technology Innovation Corridor at the 12th provincial party congress.

Over the years, Guangzhou, Shenzhen and Dongguan have nurtured numerous innovation resources including talent, technologies and capital, the synergy of which, once leveraged, will boost the innovation-driven development in South China and the Guangdong-Hong Kong-Macao Greater Bay Area.

The corridor will connect the leading enterprises and those start-ups with great potentials and it will see a better flow of resources and elements for innovation, driving forward the innovation in Pearl River Delta and also in the Guangdong-Hong Kong-Macao Greater Bay Area.

In recent years, Guangdong has adopted the innovation-driven development strategy and upgraded its industrial structure.

With a total area accounting for 15% of the Pearl River Delta, Guangzhou, Shenzhen and Dongguan yield about 60% of the region’s GDP. The three cities have a solid foundation for innovative economy, being home to over 90% of the high-tech enterprises in the province.
AOC adopts advanced technology to boost competitive edge in era of IoT

The Internet of Things (IoT) has in recent years been greatly advocated in many industrial practices such as smart city development, healthcare management and supply chain management to optimise resource allocation and establish business intelligence.

In general, IoT is defined as a network of connecting numerous physical “things” embedded with electronics, software, sensing technologies to enable objects to collect and exchange data for achieving specific goals.

In the logistics and supply chain industry, adoption of enabling technologies in IoT has an important role to provide a reliable and transparent data exchange and communication between various parties.

In 2015, Premier Li Keqiang presented a strategy of “Internet Plus” to boost the development of e-Commerce and industrial technology adoption for expanding international markets through the integration between Internet, cloud computing, big data, Internet of things, and modern industries.

Commenting on the influence of business competitive edge in the era of IoT, Alex Koo, Managing Director of AOC Limited, believed that adoption of state-of-the-art technologies is crucial to help businesses stand out in a fierce and dynamic business environment. There is an increasing trend that companies are willing to invest more in research and development (R&D) with regard to the advanced technology adoption, he added.

AOC Limited, which is a third-party logistics service provider as a member of Chevalier Group, is holding several projects that collaborate with local universities and research institutions. “Our colleague, Paul Tsang, is the Project Lead for Technology who is solely responsible for conducting and managing the aforementioned R&D projects to develop the most suitable IT solution for the company.” Koo stated.

As AOC Limited is providing warehousing and freight forwarding services for the aircraft spare parts, the parts are required to be stored in a specific range of temperature and humidity. Such an IoT monitoring application can visualise the storage environmental conditions in a cloud platform, and support alert management and report generation.

“The IoT monitoring application can then be expanded to other customers for handling environmentally-sensitive products, such as pharmaceutical and electronic products, during storage and transportation to establish a seamless supply chain management.” Tsang pointed out.

Moreover, with the growth of fresh food e-Commerce, the fleet management for handling perishable food can be improved by real-time monitoring to maintain desired food quality until reaching the customers.

There is a positive influence between advanced IT adoption and business competitiveness all over the world.

“All the success of R&D work should be conducted through satisfying the industrial needs and customer requirements.” Tsang said.
Hactl awarded for best practice in carbon reduction

Hong Kong Air Cargo Terminals Limited (Hactl) has taken top place in the first ever Hong Kong International Airport Carbon Reduction Award, in the above 10,000 tonnes category.

The award scheme, sponsored by the Airport Authority, recognises the best carbon reduction performers, as well as best practice and innovation in carbon reduction, among the 54 airport business partners signed up to the initiative.

To enable fair comparisons, all participants are grouped into three categories according to their annual carbon footprints: below 2,000 tonnes, 2,000 to 10,000 tonnes, and above 10,000 tonnes.

Hactl's award as overall category winner was given for its outstanding carbon reduction achievement, measured monthly through the Airport Authority’s Carbon Audit System, and using 2015 as a basis.

As one of the airport community’s largest and most industrialised operators, Hactl’s own efforts have helped the airport to achieve its overall target of 25% carbon reduction.

Significant contributors to Hactl’s latest carbon reduction success were optimisation of the mechanical ventilation and air conditioning chiller plant through re-programming, and greater use of the most efficient units; the installation of plastic strip partitions dividing the Box Storage System from the rest of the cargo terminal; reducing warm air leakage into the air conditioned zone; and the installation of high-intensity lights above the driveway of the Cargo Storage System, and replacement of fluorescent lighting at the cargo transfer point with low level 100W LED lighting.

In receiving the award, Hactl’s Senior Manager, Quality Assurance, Benny Siu says, “It is very gratifying to have Hactl’s continuing achievements recognised in this way. Our carbon footprint has been steadily reduced since 2008 to 2015, with an independently-audited reduction of 12% from 2011-2013 alone.

“As we become more and more environmentally friendly, it naturally becomes more challenging to make significant further improvements. Nevertheless, we target 5% further carbon reduction by 2020, and will continue to look for new and better ways to run our terminal so that its overall environmental impact— not just in carbon footprint terms— is minimised.”
World News at a glance

Ambitious plan to create world’s first “climate-smart zone”

Recent hurricanes have left unprecedented devastation across the Caribbean, and it is a traumatic time for all those who live in the region. Whole communities and towns have been decimated, and the global community needs to act quickly and give generously to relieve suffering and help to rebuild.

Alongside the ongoing emergency response, Caribbean leaders announced in mid-December the launch of a new public-private coalition to create the world’s first “climate-smart zone.”

The announcement came at the One Planet Summit hosted by French President Emmanuel Macron in Paris to review progress made on the Paris Agreement adopted by global governments two years ago.

Caribbean leaders have brought together a Coalition of global organisations such as the Inter-American Development Bank, the World Bank, and the Caribbean Development Bank, as well as businesses and supporters from the Caribbean and the international community.

The Coalition aims to reinvigorate the islands that have been impacted by recent hurricanes Irma and Maria, and help build more resilient infrastructure and communities across the region as the likelihood of future extreme weather events increases.

Coalition members will help to establish partnerships that can make investment deals happen. They will also bring their collective abilities together to break down the technological and financial barriers, which represent the last obstacles to Caribbean people grasping the transformational opportunities that are in reach.

Eurozone inflation falls to 1.4% in December

The inflation in eurozone fell to 1.4% in December last year from 1.6% in the previous month, flash estimate from Eurostat showed on January 5, this year.

The inflation continues to stay well below the European Central Bank’s (ECB) target of below 2%.

Looking at the main components of eurozone inflation, energy price inflation slowed to 3% from 4.7% compared with November last year.

Food, alcohol and tobacco prices dropped to 2.1% from 2.2% in November last year.

The slight deceleration in headline inflation eased the pressure on the ECB to unwind Quantitative Easing (QE).

The ECB has said it would continue its easy monetary policy to raise inflation to its target. However, Germany and other eurozone countries have voiced worries about the easy policy when the eurozone economic growth became strong.

Investors will look closely on ECB’s next policy meeting in late January this year.

Positive outlook for Japan’s economy this year

Many economists predict the Japanese economy will continue to expand in 2018. They expect Japan’s exports to grow this year led by strong global demand. They also say consumer spending will moderately rise, because of an improved job market.

Ten think tanks project Japan’s gross domestic product will expand 1 to 1.3 per cent in price-adjusted real terms in fiscal 2018, which starts in April.

Japan’s economy began picking up in December 2012. Its economy continues to expand throughout the year, it would be the longest period of recovery since the end of Second World War.

But wage hikes are outpaced by Improvement in corporate performances and stock prices.

Economists say the key is whether the effects of economic recovery will be felt by many across the country through wage hikes. They also predict some possible bumps for the global economy.

Furthermore, they also noted the challenges for Japan’s economy, which include whether it can reduce its reliance on exports and achieve growth that is driven by domestic demand.
World News at a glance

One Belt, One Road brings more than infrastructure to Central and Eastern Europe

"The role of human capital in the One Belt, One Road initiative" was the motto of the Third China-Central and Eastern Europe Conference on Cross-Cultural Dialogue, Education and Business that ended in late October last year in the Macedonian town Ohrid.

Although the infrastructure is important, the "One Belt, One Road" initiative is not only about constructing roads and building trade ties, but more importantly, it is about development and sustainability, said professor Chen Xin from the Chinese Academy of Social Sciences, Institute of European Studies during the two-day conference.

"In this regard, the human capital should play a significant role in the Belt and Road Initiative. Human capital can help people understand China more, explore and leverage opportunities for cooperation, join the innovation and technology processes, and enhance sustainable development," he added.

According to professor Howard A. Davies from the Hong Kong Polytechnic University, one of the most important aspects of the "One Belt, One Road" initiative is truly understanding China. However, media coverage and analysis often remain significantly misconceived.

"Misunderstandings also arise through sloppy thinking, and because China is structurally and culturally different from the US and Europe," professor Davies said.

The infrastructural projects built with Chinese aid are extremely important for the region of Central and Eastern Europe, but we also need educational, scientific and cultural connection, Macedonian President Gjorge Ivanov admitted.

"China once again comes close to the position it had two centuries ago, and that is to be the biggest economy in the world. As a result of this progress, China has made a huge step forward in many other fields," Ivanov added, pointing out that the countries from Central and Eastern Europe can benefit especially from the Chinese accomplishments in the area of technology and innovation.

The experts agreed that increased mutual understanding should be one important dimension of the "One Belt, One Road" initiative.

The conference was co-organised by St. Cyril and Methodius University in Skopje (Macedonia), the University of Ljubljana (Slovenia), as well as by the prominent Chinese universities: Southwestern University of Finance and Economics from Chengdu and Shanghai University of International Business & Economics from Shanghai. The event was also supported by the Chinese Academy of Social Sciences, Institute for European Studies in Beijing.

One Belt, One Road initiative, launched in 2013, involves 16 Central and Eastern European countries.

Signs of economic momentum emerging in US

US factory activity rose more than expected in last December, the latest sign of strong economic momentum in the country, revealed by the data released by the Institute for Supply Management (ISM) on January 3, this year.

"Economic activity in the manufacturing sector expanded in December, and the overall economy grew for the 103rd consecutive month," announced ISM.

The survey-based index of national factory activity rose to a reading of 59.7 in December, beating market expectations, and represented the second-highest reading in six years.

US trade deficit jumps to near six-year high

US trade deficit increased to near six-year high in November 2017, as its imports grew more rapidly.

The deficit in goods and services trade rose 3.2% to US$50.5 billion in November, the highest level since January 2012, according to data released by the Commerce Department on January 5, this year.

Exports rose US$4.4 billion from October to US$200.2 billion in November, while imports went up US$6 billion to US$250.7 billion.
**China News at a glance**

**Cooperation agreement for tourism development in Bay Area**

The Guangdong-Hong Kong-Macau Bay Area Travel Trade Cooperation Summit was held in Hong Kong on December 21, last year, with the aim to facilitate cooperation between travel trade within the region in addition to exploring opportunities for tourism development of the Bay Area.

Director of Macau Government Tourism Office (MGTO) Maria Helena de Senna Fernandes attended the Summit in Hong Kong together with travel trade and media from Macau.

During the Summit, travel trade of the Bay Area signed a cooperation agreement. A total of about 300 guests and travel trade representatives from the Bay Area also attended the Summit.

The Greater Bay Area is poised to become the most vibrant city cluster in South China and even East Asia.

As the most developed and best-run city in the Pearl River Delta, Hong Kong has been a model for others for many years now. It is time the international trade hub and financial centre found new ways to enhance its leading position through regional cooperation - such as in tourism and related services.

With the regional express railway network taking shape fast in the Pearl River Delta while the opening of the Hong Kong-Zhuhai-Macau Bridge draws near, tourism will be one of the first sectors to benefit from improved transport facilities in the bay area.

The tourism and travel cooperation agreement is thus an early step towards closer inter-city cooperation in the years to come. Moreover, such cooperation is necessary to boost the bay area’s potential to become a very competitive attraction to tourists from around the world.

**China’s economy to come under “controlled moderation” this year**

Growth prospects in China for 2017 have been revised upwards as spending by households has held up reasonably well. Still, persisting headwinds will weigh on economic impulses next year.

The world’s second-largest economy is likely to grow by 6.4 per cent in 2018 due to “controlled moderation” in the economy, Joseph Zveglich, ADB’s macroeconomic research director told CNBC. That would mark the slowest pace of expansion since 1990, according to World Bank data.

China’s economy expanded a bit faster than expected last year on resilient consumption but growth will stutter in 2018, the Asian Development Bank (ADB) announced in mid-December last year.

Growth on the mainland is now expected at 6.8 per cent in 2017, up from the previous forecast of 6.7 per cent, the ADB said in its latest forecasts released in December last year.

Growth in the wider region will also be a bit better this year. Stronger-than-expected exports and domestic consumption likely lifted economic growth in developing Asia in 2017, the ADB said.

**Pakistan changes to yuan-based trade with China**

A day after US president Donald Trump slammed Islamabad for harbouring terrorists in a New Year’s Day tweet, Pakistan’s central bank announced that it will be replacing the dollar with the yuan for bilateral trade and investment with Beijing.

The same day, Chinese Foreign Ministry spokesman Geng Shuang defended Islamabad’s counter-terrorism track record, saying the country “made great efforts and sacrifices for combating terrorism” and urged the international community to “fully recognise this.”

China has been watching closely as US-Pakistan relations become increasingly strained. Trump has long demanded the frontier economy to do more on counter-terrorism while he simultaneously grew closer to its arch-rival, India.

Islamabad is home to one of Beijing’s central infrastructure schemes, a near US$60 billion collection of land and sea projects known as the China-Pakistan Economic Corridor — a centerpiece of Bait and Road.
China News at a glance

China shuts down domestic ivory trade

China’s ban on the domestic sale and processing of ivory and its products takes effect this year, making good on a commitment Chinese authorities made at the beginning of 2017.

The move, which effectively closes one of the world’s largest ivory markets, has been hailed by conservationists as a crucial step towards combating elephant poaching.

“Decades from now, we may point back to this as one of the most important days in the history of elephant conservation. China has followed through on a great promise it made to the world, offering hope for the future of elephants,” Ginette Hemley, senior vice president of the World Wildlife Fund, said in a statement.

“This ban alone won’t end the poaching of elephants,” she added. “It’s equally critical that China’s neighbors follow suit and shut down ivory markets across Asia. Only then can we ensure the open trade doesn’t simply shift to other countries and offer traffickers safe channels for newly-poached ivory.”

China’s ban on the domestic ivory trade follows a similar measure instituted in the US in 2016, when the Fish and Wildlife Service implemented a “near-total” ban to reduce the movement of ivory within US borders.

Both the US and China - the two largest markets for ivory products, according to Humen Society International - had been negotiating on their proposed ivory regulations since 2015.

Over the span from 2007 to 2014, a census of African elephants revealed that their population plummeted by nearly a third. That was a decline of roughly 144,000 animals in seven years.

Prices for the animals’ tusks in China had dropped from US$2,100 per kilogram in 2014 to just US$730 per kilogram in March 2017. And Chinese state media pointed out that there has been an 80 per cent decline in seizures of ivory entering the country.

Controlling water pollution with “lake chiefs”

Lake chiefs will be tasked with resource protection, pollution prevention and control, and environmental restoration in waters under their supervision. Their performance will be assessed and they will be held accountable for environmental damage.

China started to appoint river chiefs more than a year ago, and there are now around 200,000 of them working across the country.

The outcome is crystal clear: East China’s Zhejiang Province has basically eliminated black waters and it has said it will deal with any water “below Grade V,” the lowest acceptable level in China’s water quality grading system.

Lake chiefs will address bodies of water not covered by river chiefs.

Ride-hailing giant DiDi acquires Brazilian counterpart

China’s DiDi Chuxing, the world’s largest ride-hailing company, has acquired Brazil’s ride-hailing leader 99, the Chinese company announced on January 3, this year.

While DiDi did not specify the amount for the transaction, Brazilian media placed the figure at around US$300 million.

The acquisition came a year after DiDi bought a “strategic” 16 per cent stake in 99, which operates in 500 cities throughout Brazil and is considered to be the homegrown rival to Uber, a US company.

“The investment builds upon the deep existing partnership between DiDi and 99 to further accelerate market growth in Latin America and bring more transportation choices to the region’s citizens,” the company said.

DiDi has partnerships with seven “major international players” as part of a global network that serves more than 1,000 cities and reaches over 60 per cent of the world population, according to the firm.

“Globalisation is a top priority for DiDi,” company founder and CEO Cheng Wei said of the deal.

“With enhanced investments in AI capabilities and smart transportation solutions, we will continue to advance the transformation of global transportation and automotive industries through diversified international operations and partnerships,” Cheng added.

DiDi’s market value is estimated at some US$56 billion since buying out Uber’s Chinese operations in 2016, and making other acquisitions.
Hactl bags three more records

Hong Kong Air Cargo Terminals Limited (Hactl) broke no less than three records in the first week of November last year.

In its giant SuperTerminal 1 facility, Hactl handled 31,280 tonnes of exports, beating its previous weekly record of 30,563 tonnes in November 2016.

In the same week, its overall total of 42,471 tonnes of cargo handled through the terminal beat its previous weekly best of 41,925 tonnes set in November 2016.

Meanwhile, on the ramp, Hactl handled a staggering 102 freighters in a single day on November 5, 2017 — edging past its previous best of 101 freighters handled in a day, recorded on November 23, the year before.

UPS HK contributes over 1,170 hours to community service

During its Global Volunteer Month in October, over 250 UPS employees in Hong Kong contributed more than 1,170 volunteer hours. In 2017, community efforts in Hong Kong focused on charitable organisations that support the needs of children, the elderly and underprivileged.

Each year, UPS’s Global Volunteer Month mobilises UPS employees around the world to dedicate their time volunteering in the communities in which the company operates. In 2017, UPS employees devoted 335,000 volunteer hours in October to 245 community service events taking place across North America, Europe, Latin America, Asia Pacific and Indian subcontinent, Middle East and Africa (MENA).

UPS employees in Hong Kong participated in community initiatives that included visiting Po Leung Kuk Leu Chiu Shu Club Elderly Centre and YWCA to deliver rice, interact with the elderly residents and assist staff in daily operations. They also created personalised greeting cards with the Playright Children’s Play Association for hospitalised children. Other activities included reading stories to kindergarten students and preparing food packages for a charity.

The UPS Foundation, a UPS’s philanthropic arm, leads UPS’s global citizenship programmes including Global Volunteer Month every October, which increases the company’s focus on volunteerism and community service.

International Maritime Dangerous Goods Code (IMDG) Compliance Course

Co-organisers: Sky Safe International Consultant Limited

Who Should Attend:
With the mandatory adoption of the 2008 edition of the IMDG Code on the 1st of January 2010, training will be mandatory for shore-based personnel engaged in the transport of dangerous goods by sea. Sky Safe has designed these courses to meet the needs of the various levels of hazmat employees throughout the transportation industry — excellent training for: operations managers, traffic managers, shipping and receiving personnel, import/export specialists, transportation managers, other employees of NVOCC, third-party shipping agents, shippers.

Course Objective:
At the end of the course, participants will be able to prepare, offer and accept shipments of dangerous goods for transportation by sea. The course will be based on the International Maritime Dangerous Goods Code requirements for non-bulk packages in freight containers.

1. For personnel: NVOCC, shippers, freight forwarders
2. Materials: Including
3. Date and Time: Date: 2018 Feb 12-14, May 09-11, Aug 15-17, Nov 14-16
4. Language: English and Cantonese
5. Course fees: HK$3,550/ person
6. Learning Location: Room 1601, 16/F, Larb Centre, 838 Lai Chi Kok Road, Cheung Sha Wan, Kowloon
7. Attendance: Attendance Certificate will be provided
8. For Registration: Please contact The Hong Kong Shippers’ Council

Ms Shum Tel no 2211 2306 / 2553 or fax 2891 9787

Please complete the English:

Name: ____________________________ Title: ____________________________
e-mail: ____________________________ No. of participant: _____________
Total Amount: ___________________ Cheque No.: ___________________
Company Name: __________________ Contact Person: __________________
Address: ____________________________
Tel: __________________ Fax: __________________
Email: __________________ Signature: __________________

Notes:
- By crossed cheque made payable to "The Hong Kong Shippers' Council". Please mail all cheques to "Room 603, 9 Chong Yip Street, Kwun Tong, Kowloon, Hong Kong (attention: Miss Shum). Enrolment is according to the date of payment and is based on first come first served basis. Under no circumstances, course fee is non-refundable unless class is full under cancellation. The name of participant can only be amended before the course date.

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Hactl Chief Executive honoured in Directors Of The Year Awards

The Hong Kong Institute of Directors (HKIoD) has named Hactl Chief Executive Merk Whitehead as a winner in its 2017 Directors Of The Year Awards.

Whitehead was one of 12 recipients, and one of only three from Private Companies. This year’s edition of the awards centred on the theme “Belt and Road: Corporate Governance in Times of Opportunities”, echoing the vision and foresight behind the “Belt and Road” initiative, which the HKIoD says is one of the most significant development blueprints in the 21st century.

The HKIoD award citation stated: “Mr Mark Whitehead has strong management experience and a track record of delivering commercial results. He has demonstrated the implementation of high corporate governance standards. He attaches great importance to talent development and succession planning, which contributes to the company’s sustainable growth. With well-rounded knowledge and skills and a strong code of ethics and integrity, Mr Whitehead is deserving of the Award.”

Turkish Cargo again receives QEP accreditation

With an ever-growing fleet, Turkish Cargo, being one of the fastest developing air cargo carriers in the world, continues to improve its service quality in 120 countries.

Turkish Cargo, also the best air cargo carrier of the year in Asia, was awarded QEP accreditation by Envirotransport for two stations (Berlin and Atlanta), an indication of the quality of its pharmaceutical transportation service.

As a result of this accreditation, Turkish Cargo, will be able to deliver medical products that require cold chain transportation to the world’s largest pharmaceutical companies in eight QEP accredited stations (Bombay, Frankfurt, Hyderabad, Seoul, Istanbul, Tel Aviv, Brussels, Atlanta).

A fun night in Milan for Turkish Cargo

Turkish Cargo hosted an impressive gathering of business partners and some 120 freight forwarders in Milan recently to showcase its future strategies in Italy.

Chief Cargo Officer Turhan Ozen shared with guests the company’s new developments, its medium and long-term strategies and its achievement of reaching over 40% growth in the Italian market.

He also explained in detail what steps the company would take to achieve the target of becoming one of the top five carriers in Italy by 2023.

Guests were also treated to exotic Turkish and Italian cuisines, accompanied by live Turkish music.
**SEA TRANSPORT 海運**

**Hong Kong Container Throughput 香港貨櫃運輸吞吐量**

Jan - Nov 2017 2017年1-11月

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<th>2000 TEUs 千個標箱</th>
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**Drewry Hong Kong-Los Angeles Container rate benchmark Drewry 香港-洛杉磯 貨櫃運費指標**

In USD per full 40 ft container loaded, excluding terminal handling charge at origin port (不含港口費用)

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<thead>
<tr>
<th>Week</th>
<th>Rate per 40 ft container loaded (USD)</th>
<th>Change (%)</th>
<th>Change ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Week 1</td>
<td>$1,700 (-2.7%)</td>
<td>$44.6</td>
<td>$44.6</td>
</tr>
<tr>
<td>Week 2</td>
<td>$1,710 (+1.1%)</td>
<td>$18.2</td>
<td>$18.2</td>
</tr>
<tr>
<td>Week 3</td>
<td>$1,720 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 4</td>
<td>$1,730 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 5</td>
<td>$1,740 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 6</td>
<td>$1,750 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 7</td>
<td>$1,760 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 8</td>
<td>$1,770 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 9</td>
<td>$1,780 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 10</td>
<td>$1,790 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 11</td>
<td>$1,800 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 12</td>
<td>$1,810 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 13</td>
<td>$1,820 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 14</td>
<td>$1,830 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 15</td>
<td>$1,840 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 16</td>
<td>$1,850 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 17</td>
<td>$1,860 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 18</td>
<td>$1,870 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 19</td>
<td>$1,880 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 20</td>
<td>$1,890 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 21</td>
<td>$1,900 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 22</td>
<td>$1,910 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 23</td>
<td>$1,920 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 24</td>
<td>$1,930 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 25</td>
<td>$1,940 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 26</td>
<td>$1,950 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 27</td>
<td>$1,960 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 28</td>
<td>$1,970 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 29</td>
<td>$1,980 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 30</td>
<td>$1,990 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 31</td>
<td>$2,000 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 32</td>
<td>$2,010 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 33</td>
<td>$2,020 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 34</td>
<td>$2,030 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 35</td>
<td>$2,040 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 36</td>
<td>$2,050 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 37</td>
<td>$2,060 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 38</td>
<td>$2,070 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 39</td>
<td>$2,080 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 40</td>
<td>$2,090 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 41</td>
<td>$2,100 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 42</td>
<td>$2,110 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 43</td>
<td>$2,120 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 44</td>
<td>$2,130 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 45</td>
<td>$2,140 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 46</td>
<td>$2,150 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 47</td>
<td>$2,160 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 48</td>
<td>$2,170 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 49</td>
<td>$2,180 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 50</td>
<td>$2,190 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 51</td>
<td>$2,200 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
<tr>
<td>Week 52</td>
<td>$2,210 (+0.6%)</td>
<td>$10.3</td>
<td>$10.3</td>
</tr>
</tbody>
</table>

Source: 香港貿發局 - 香港貨運業聯會

**Hong Kong Terminal Handling Charges (THCs) 香港碼頭處理費**

<table>
<thead>
<tr>
<th>Conference</th>
<th>HK$ / TEU</th>
<th>HK$ / FEU</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intra Asia Disc. Agreement</td>
<td>$2,000</td>
<td>$3,000</td>
</tr>
<tr>
<td>Transfe Options for Wharf Terminals</td>
<td>$3,000</td>
<td></td>
</tr>
<tr>
<td>Transfe Options for Wharf Terminals</td>
<td>$3,000</td>
<td></td>
</tr>
</tbody>
</table>

**Bunker Adjustment Factors 燃油調整附加費**

<table>
<thead>
<tr>
<th>Conference</th>
<th>BAF</th>
<th>Effective Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intra Asia Disc. Agreement</td>
<td>$0.00</td>
<td>Jan. 1, 2018</td>
</tr>
</tbody>
</table>

**AIR TRANSPORT 空運**

**Hong Kong Air Cargo Throughput 香港空運貨物吞吐量**

Jan - Nov 2017 2017年1-11月

<table>
<thead>
<tr>
<th>Terminals 報告期</th>
<th>Over same period last year 同期比較</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lantau 藍田</td>
<td>2,310,000 (-12.3%)</td>
</tr>
<tr>
<td>Unloaded 資料解職</td>
<td>1,560,000 (-4.4%)</td>
</tr>
<tr>
<td>Total 總計</td>
<td>4,760,000 (+9.5%)</td>
</tr>
</tbody>
</table>

Source: 空運管理局 - 空運管理局

**CHINA PORTS 中國港口**

**Shenzhen Ports Container Throughput 深圳港口集裝箱吞吐量**

Jan - Nov 2017 2017年1-11月

<table>
<thead>
<tr>
<th>Terminals 報告期</th>
<th>Over same period last year 同期比較</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yantian International Container Terminal</td>
<td>11,632,229 (-18.6%)</td>
</tr>
<tr>
<td>Shekou Container Terminal</td>
<td>4,500,000 (0.0%)</td>
</tr>
<tr>
<td>Yantian International Container Terminal</td>
<td>5,600,000 (0.0%)</td>
</tr>
<tr>
<td>Shenzhen Port Total</td>
<td>23,732,000 (-14.6%)</td>
</tr>
</tbody>
</table>

Source: 深圳市港務局

**LAND TRANSPORT 陸運**

**Cross Boundary Vehicle Movements 跨境車輛流動**

Jan - Oct 2017 2017年1-10月

<table>
<thead>
<tr>
<th>Number of Vehicles</th>
<th>Over same period last year 同期比較</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>4,720,000 (12.1%)</td>
</tr>
<tr>
<td>Wan Chai to Tai Po</td>
<td>1,540,000 (15.1%)</td>
</tr>
<tr>
<td>Sha Tin to Kowloon</td>
<td>720,000 (2.0%)</td>
</tr>
<tr>
<td>Lok Ma Chau Boundary</td>
<td>7,170,000 (17.4%)</td>
</tr>
<tr>
<td>Shekou to Lo Wu</td>
<td>3,200,000 (12.4%)</td>
</tr>
<tr>
<td>Total</td>
<td>1,213,000 (14.4%)</td>
</tr>
</tbody>
</table>

Source: 香港特別行政區政府 - 香港特別行政區政府
對物流業發展的新年願望

財政司司長就2018-19年財政預算案提出的業界，以下是我的一些意見：

1. 物流在未來經濟中將扮演更重要的角色，以及逐漸轉向以客戶為中心、以需求為主導，以及全方位的運輸模式，物流業將有可能更廣泛的應用和發展。這就是為什麼物流業被視為實現財務發展的關鍵因素。此外，這亦包含了對技術的應用，人工智慧、物聯網、人類與機器交互運用，如電子商務、電子支付等，亦是其中一个重要領域。因此，政府應該支持這個產業，並確保香港成為這個產業的全球中心。香港經濟將會受益於物流業的發展，作為一個重要的行業，以及作為知識和活動中心，繼香港物流發展局和香港貿易發展局合辦的物流及航運業年度的活動後，亞洲物流及航空會議中，已經見識到這方面的成果，但我們在港內和海外都需要舉辦更多的相關活動，如研討會、會議、人員交流等，政府必須對此提供支持和資金，如可能考慮在2016年推出的「專業服務提升支援計劃」（簡稱“PASS”）中加入物流業，專業包括會計、法律、建築、工程、資訊及通訊等，已經有機會受益。相信在政府的大力支持下，不會香港經濟發展會得益，其他如大灣區、一帶一路，香港東翼的發展亦能受益。

2. 在世界經濟危機轉型的形勢下，特區政府需作出更多努力，準備香港迎接挑戰。我不願重覆現時的發展，但對數碼貿易、數据分析、人工智慧、智能生產等各方面的發展，我們是不能掉以輕心，智能物流、智能物聯網、智能物流管理和智能供應鏈管理的基本要素，一個被視為物流4.0，對行業影響至深。

香港物流業必須充分掌握此等新的技術和發展，特區政府在推行物流4.0 方面，應該著重重要作用。香港物流業在國際貿易上是重要的一員，但卻是多元和不統一的，因此，政府必須幫助行業確立發展策略，並制定適當規則，以供採用和實施。

3. 我促請政府加快香港新空運保安制度的發展。新空運和航運業的發展，在香港是重點之一，其他如大灣區、一帶一路，香港東翼的發展亦能受益。因此，政府應該在國際民航組織提出要求在2021年6月之前逐步實施“未經確證的已知貨主”。由於機場外大廈的發展，對所需貨物的發展，而這可能需要花費很大時間才能找到合適的貨主，並涉及土地供應、基礎建設，以及業界工作流程的改革，因此，政府應該加快落實改革，以確保物流業的發展。

2018年世界經濟危機轉型的形勢下，香港物流業需要作出更多努力，準備香港迎接挑戰。我不願重覆現時的發展，但對數碼貿易、數据分析、人工智慧、智能生產等各方面的發展，我們是不能掉以輕心，智能物流、智能物聯網、智能物流管理和智能供應鏈管理的基本要素，一個被視為物流4.0，對行業影響至深。

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一、《關於積極推進供應鏈創新與應用的指導意見》出台背景

（一）維持國際競爭力的戰略需要

當今世界，全球國家之間競爭與合作的主線，已日益被深化為全球供應鏈之間的競爭與合作。隨著國際分工不斷深化和諧公司在全球範圍內配置資源，全球供應鏈體系不斷擴展和變異，若全球供應鏈能否在全球競爭中處于優勢地位，已成為衡量一個國家全球競爭力的一個重要指標。進入二十一世紀，全球供應已進入供應鏈時代，發達國家紛紛從戰略層面進行供應...

（二）國家宏觀經濟轉型升級的迫切需要

改革開放近四十年來，中國經濟持續高速成長，綜合國力得到大幅提升，現代物流與供應鏈管理規範迅速發展，有力地促進了經濟結構調整和發展方式轉變。為確保了國家糧食安全和全球供應鏈...
二、推動供應鏈創新發展的重大意義

《關於積極推進供應鏈創新與應用的指導意見》的出台，將對供應鏈產業發展和整個物流產業構架產生重要影響。特別是對物流產業龍頭企業來說，具有重大的意義和價值。

二、推動供應鏈創新發展的四大機制

一是迎合市場需求，以適應市場變化的供應鏈創新。這種供應鏈創新主要是將供應鏈創新與應用不斷向深度和廣度拓展，滿足市場需求和企業發展的需要，通過供應鏈創新與應用來擴大市場規模、提高產品附加值和企業效益。二是通過供應鏈創新與應用來構建新的供應鏈生態系統，實現供應鏈協同創新和供應鏈生態系統的不斷完善，提高供應鏈創新能力和企業競爭力。三是通過供應鏈創新與應用來構建新的供應鏈生態系統，實現供應鏈協同創新和供應鏈生態系統的不斷完善，提高供應鏈創新能力和企業競爭力。四是通過供應鏈創新與應用來構建新的供應鏈生態系統，實現供應鏈協同創新和供應鏈生態系統的不斷完善，提高供應鏈創新能力和企業競爭力。
英漢海事實用詞典

由香港海事檔案館出版

英漢海事實用詞典

四、中國供應鏈企業將迎來新發展機遇

過去十幾年來，中國的供應鍵服務企業由於服務內容模範套用傳統的產業結構模式一直處於比較落後的地位，甚至有些企業在工商註冊供應鏈公司都面臨困難。而本次指導意見明確提出要供應鏈服務企業在國民經濟中的行業分類、理整、管理、管理等方面要供應鏈服務企業“正名”，同時相應的優惠政策

1997年香港訂購表格

姓名：
公司名稱：
地址：
電話：
傳真：
電腦地址：
寄送方式：□ 郵政（另加20元）□ 自取

本詞典訂價每本港幣100元，在本地銷售後每冊另加澳門幣20元。

訂購數量：
合共金額：

請將訂購表格連同支票寄：九龍龍城創業街9號 603室香港付貨人委員會編寫小組收

2017年
物流

政策也將陸續出台、並且提出到2020年培育100家左右的全球供應鏈領先企業的目標，可以說供應鏈服務的春天已經來臨。

物流企業向供應鏈整合型態成為重要發展趨勢。據不完全統計，截至2017年，中國供應鏈專業服務企業達5000多家，主要集中在北京、上海、廣州等地的物流企業，特別是珠三角地區。但大型的

五、結語

中共“十九大”將“現代供應鏈”提升到國家戰略的高度，指出對現代供應鏈發展具有重要意義。國家有關部門實施了發展現代供應鏈的指導意見，提出了供應鏈創新發展的指導意見，首次

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