

NEWSLETTER

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CILTHK Annual General Meeting 2021



(from left to right) Miss Mabel Yeung, representing Honorary Legal Auditor (Ronald H.T. Lee & Co); Ms Carolina Yip, Honorary Treasurer; Ir Dr Vincent Fong, President; Mr Joseph Tsui, Honorary Secretary; Mr Alex Ngai, representing Honorary Legal Advisor

Irrespective of the pandemic, the Annual General Meeting 2021 was smoothly held on Thursday, 9 September 2021 at The Harbourview with participation of 33 members and 6 guests. All resolutions on the agenda were adopted.

Ir Dr Vincent Fong reported the works and achievements of the Institute in the year 2020/2021. Upon considering the financial position of the Institute and the economic environment in past year, the President reported the Council had decided to freeze the prevailing rates of membership fees. Heartfelt thanks were conveyed to the following companies for their generous financial supports to the Institute:

- Airport Authority Hong Kong
- DHL Global Forwarding (Hong Kong) Limited
- The Janel Group of Hong Kong Limited
- Logistics and Supply Chain MultiTech R&D Centre Limited
- MTR Corporation Limited
- Power Hub Limited

CILTHK President Award 2021

Ir Prof Paul Tsui has been serving the CILTHK Council and various committees since 2006 and as a Vice President since 2018. Other than being a successful entrepreneur, Ir Prof. Tsui has been devoting his valuable time to provide services for contribution to the Institute, the industry, the youth and the society at large.



The 2020-2022 CILTHK Council

President

Ir Dr Vincent P FONG, FCILT

Immediate Past President

Dr Venus YH LUN, FCILT

Vice Presidents

Dr Jacob CP KAM, FCILT
Ir Dr Kelvin KY LEUNG, FCILT
Dr Isaac KC NG, FCILT
Ir Prof Paul HY TSUI, FCILT

Honorary Secretary

Mr Joseph CF TSUI, FCILT

Honorary Treasurer

Ms Carolina LC YIP, FCILT

Council Members

Mr Alex PY CHAN, FCILT
Mr Keno TY CHEUNG, FCILT
Prof Ir Sam MS CHOW, FCILT
Mr William CM CHUNG, FCILT
Ir Dr David CS HO, FCILT
Mr Clement DK HO, CMILT
Mr Sunny LK HO, FCILT

Dr Stephen WC HO, FCILT
Ms Anna YH HONG, FCILT
Ms Vicky VM KOO, FCILT
Mr Ricky SB LAM, CMILT
Ms Miriam KY LAU, FCILT
Mr Kenneth KW LAW, CMILT
Mr Kong-yui LEUNG, FCILT
Prof Becky PY LOO, FCILT
Mr Simon SM TU, FCILT
Dr Peter CC WONG, FCILT
Mr Eric MS WONG, FCILT
Ir Prof Sze-chun WONG, FCILT
Prof Anthony GO YEH, FCILT

Hon Frankie CM YICK, FCILT
Miss Alice WC YIP, CMILT

Publication Committee

Ir Dr David CS HO, FCILT
Ir Prof Philip KI CHAN, FCILT
Mr Simon WT CHAN, CMILT
Mr Esum TS CHOI, CMILT
Mr Jacka CK HO, FCILT
Mr Joseph CF TSUI, FCILT
Ir Dr Tsz-leung YIP, FCILT

Welcome New OM, FCILT & CMILT

Our warm welcome to all the newly elected members and our sincere congratulations to those who have successfully become Chartered Fellow (FCILT) and Chartered Member (CMILT).

Geek Plus International Company Limited is a global technology company specialised in smart logistics. Mr Billy Siu, Head of Sales representing Geek Plus International Co Ltd in receiving the Organisation Membership certificate at the AGM.



Ms Theresa Yeung, FCILT, is a Director at Ove Arup & Partners Hong Kong Ltd.



Dr Zhou Jiangping, CMILT, is an Associate Professor at the University of Hong Kong

CILTHK Scholarship 2020-2021

Three CILTHK Scholarships were presented to the following students:

- Sub-degree level student: Mr Chan Ka Chun, a student from Hong Kong Community College of PolyU studying Associate in Business (Logistics and Supply Chain Management)
- Bachelor degree student: Miss Stefani Benedicta, a student of BEng in Industrial Engineering and Logistics Management at the University of Hong Kong
- Master degree student: Miss Chen Chi, a student of the Master of Arts in Transport Policy & Planning at the University of Hong Kong



Mr Chan Ka Chun (right)

Miss Stefani Benedicta (right)



CILTHK Logistics & Transport Student Final Year Project Award 2021

The Award went to Miss Joe Ann Lee, a graduate of BEng in Industrial Engineering and Logistics Management of the University of Hong Kong. Her winning project title was "A Blockchain and 5G enabled IoT Platform for Cold Chain Management".

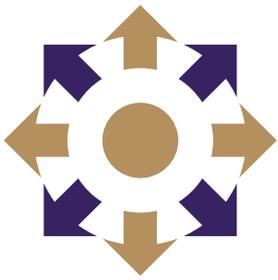
Other motions resolved in the AGM were:

- Ronald H.T. Lee & Co. was re-appointed as the Honorary Auditor for the financial year ending 31 December 2021;
- A special resolution in passing the Certificate Fee for additional tier of Organisation Membership with effect from 1 October 2021 (details of the additional tier is reported under Membership Committee section in this Newsletter).

The Institute would like to convey our sincere appreciations to both Mr David Beaves and Mr Ronald Lee for their support in providing legal and accounting services respectively on an honorary basis.



Miss Joe Ann Lee (right)



CILT International

CILT International - Digitalisation & Industry 4.0 Campaign

Our world is changing. Digital technologies have advanced more rapidly than any innovation in our history, disrupting societies and transforming the way we learn and communicate, the way we work, even the way we think. In response to this challenge, and in line with Dato' Radzak Malek's Presidential Strategy, CILT is launching the Digitalisation and Industry 4.0 Campaign.

(<https://ciltinternational.org/news/cilt-digitalisation-and-industry-4-0-campaign-launches/>)

The campaign will be running from September until the end of the year, and will be supported by a programme of interviews with thought leaders, webinars on key topics, tutorials with experts, and 'In Conversation' pieces on specific areas of interest. Keep an eye on the Events section of the CILT website (<https://ciltinternational.org>) for details of upcoming activities.

CILT will also be publishing a Digitalisation Bulletin featuring articles, papers, podcasts and other materials created by CILT members from around the world. Look out for articles in the Publication section of the CILT website.

This campaign is dedicated to making members aware of changes and innovations in the logistics and transport industry, supporting their personal career development, and ensuring that together we can seize the opportunities of Industry 4.0.

We as an Institute are proud of our heritage, but we are also proud of how we have changed. We must continue to look forward. We must keep innovating and developing for the future, ensuring every CILT member is prepared for the road ahead. Together we will shape the future of logistics and transport.



The Chartered
Institute of Logistics
and Transport



2021 Policy Address - Suggestions on Logistics and Transport

After due consultation from more than thirty (30) leading and sizeable companies in logistics and transport in Hong Kong and also other professional members in the industry, the Institute submitted suggestions of logistics and transport for the consideration of the Chief Executive on her 2021 Policy Address on 6 September 2021.

The Institute's suggestions on transport cover four main areas and they are:

1. Key issues on adaption of vehicles with alternative fuels

We support the advocacy from the Government on the use of vehicles with alternative fuels (such as electric vehicle with lithium battery bank or electric vehicle with hydrogen fuel cell) for improvement of roadside air quality as well as for tackling climate change. But the Government shall provide a clear and detailed road map on the adaption of vehicles with alternative fuels in Hong Kong for the industry and the public to follow.

To expedite the fleet operators and the public on the adoption of vehicles with alternative fuels, we suggest:

- a. Provide support funding and financial incentives to entice fleet operators (such as bus operator and logistics company) to procure new vehicles with alternative fuels (such as battery bank or hydrogen cell) as the effect on improvement of roadside air quality from vehicle fleets is significant;
- b. Standardise or provide full options of charging system at all existing and new electrical charging stations to cater for charging service of all electric vehicles to relieve the teething problem on shortage of charging stations;
- c. Proactively devise mechanism on handling of abandoned electric battery banks to avoid the transfer of one environmental impact (roadside air pollution) to the other (waste pollution) as the nominal service life of a battery bank is only about ten (10) years, if not shorter. With the increase of popularity of electric vehicles, the amount of waste battery banks will soon be huge;
- d. Devise plan to provide training to the existing engineers and technicians in vehicle maintenance industry to help them overcome new technology migration and to ensure sufficient technical manpower to cope with repair and maintenance of new vehicles with alternative fuels;

- e. Devise safety guidelines for handling possible breakdown or fire outbreak of an electric vehicle to avoid electric shock (operating voltage of an electric vehicle can be few hundred volts) and fast spreading of fire outbreak (caused by lithium battery bank) as a secondary accident on roads.

2. Key issues on improvement of the public transport service

The bus services, both franchised buses and non-franchised buses, have a major role to play for daily transport. However, there are key issues that hinder the effective delivery of bus services, including:

- a. Out of about seven thousand (7,000) non-franchised buses in Hong Kong, only about two (2) percent are double deck buses. With the increase of service demand, we suggest the Government allowing flexibility for replacement of existing single deck buses by double deck buses to increase passenger capacity without increasing road occupancy;
- b. Allow some existing residential non-franchised bus services for reaching the High Speed Rail Terminus and the Hong Kong Port to improve direct connectivity;
- c. In view of the ageing population, devise policy, directives and financial incentives to bus operators on the design of their new bus fleets to cater for elders and passengers with wheel chair;
- d. Encourage the development of premium bus service to fulfill segmented customers for reducing private cars on roads.

In addition, we suggest the Government devising policy to embed multi-modal public transport service centre with pedestrian-friendly connection as part of property development conditions at some major sites undertaken by private investors.

3. Key issues on improvement of road traffic flow

We consider the following key issues are critical for improvement of road traffic flow, they are:

- a. The traffic choke problems in Kwun Tong and Tuen Mun have been existed for decades. With the transformation of Kwun Tong as part of a central business district and the opening of Tuen Mun-Chek Lap Kok Link located next to Tuen Mun traffic catchment areas, the traffic problems there are getting even more severe. It is time

the Government has to face the problems and to execute comprehensive approach to overhaul the traffic flow in these two areas without delay;

- b. The planning on implementation of free-flow-tolling system at all vehicular tunnels and toll roads is sensible, especially its obvious merit of improvement of traffic flow. We suggest the Government speed up the launching of free-flow-tolling system at individual sites for full application of the same soonest possible;
- c. Riding on the implementation of free-flow-tolling system and the opening of Central-Wanchai Bypass, it is high time to implement the first site on electronic road pricing as a pilot run to attest and review its effect on improvement of traffic flow.

4. Key issues on manpower maintenance for ferry service

The ferry service is an indispensable part of passenger transport especially in areas without land access, but we note that there is ageing problem on manpower in the industry, especially the posts of ferry master and engineer are very hard to find young replacements even the existing ones have reached their retirement age. We suggest the Government proactively arrange related diploma courses at tertiary education institutes to those junior crew members or new comers for cultivation of new blood as successors in the ferry service.

The Institute's suggestions on logistics cover another four main areas and they are:

1. Balanced approach on resumption of brown field land

We fully understand the impatient need from the Government to resume part of brown field land for meeting the demand on property development. However, there are about twenty-six thousand (26,000) people, accounting for fifteen (15) percent of total employment in the logistics industry currently working on brown field land. The Government shall make due balance between the resumption of brown field land and the resettlement of logistics industry currently working there. The Government is suggested resettling the existing logistics business operation from brown field land to viable sites, such as in North New Territories and Tuen Mun West, well in advance before the resumption of concerned brown field land to ensure the impact to the workers of the industry to a minimum.

2. Improvement of usage of the Hong Kong-Zhuhai-Macao Bridge

We consider that the following measures can help improve the traffic of Hong Kong-Zhuhai-Macao Bridge (the Bridge):-

- a. With the tighter collaboration between the Hong Kong Airport and the Zhuhai Airport, the Bridge can serve as main corridor for voyaging cargo and passenger between the two points. The Government is suggested devising measures for setting up a bonded corridor to facilitate effective movements of passenger and cargo between the two airports and to cut customs and immigration formalities to a minimum (such as the use of juxtaposed control);
- b. Offer concessionary tolls to the logistics and transport industry to encourage the use of the Bridge for traffic connection to the Greater Bay Area;
- c. The Government is suggested setting funding to encourage the industry to establish logistics parks in Zhuhai and Dongguan for handling of air cargo to and from the Hong Kong Airport through the Bridge and to help build the Hong Kong Airport as one of the major China's global aviation hubs;
- d. We suggest the Government explore the Bridge as one of pilot test sites of driverless bus for shuttle bus service there.

3. Facilitation on digital transformation and 5G applications

We suggest the Government proactively work with the Greater Bay Area for establishment of a standard e-platform for logistics supply chain to facilitate effective data flow among the governments and other stakeholders in the industry.

The Government is also suggested establish special funding to help those SMEs in the industry for digital transformation and 5G applications, including e-payment systems of their daily operation.

4. Sensible leasing period of short term tenancy

The current leasing period of short term tenancy is only three (3) years. Such short leasing period deters the business planning and investment of the industry for setting up their business. We consider a more sensible leasing period of short term tenancy for facilitating viable business establishment and development in the industry is seven (7) years.

Initial Consultation on the Review of the Competition Order 2017 – Block Exemption For Vessel Sharing Agreement (VSA)

On 8 August 2017, the Competition Commission issued the Competition (Block Exemption For Vessel Sharing Agreement) Order 2017 (“Order”). The Order declares that certain activities of vessel sharing agreements between liner shipping companies are excluded agreements for the purposes of section 15 of the Competition Ordinance (Cap. 619) (“Ordinance”), which means that the first conduct rule in section 6 of the Ordinance does not apply to such activities.

The Order is due to expire on 8 August 2022. In responding to the Competition Commission’s consultation on the review of the Order, the Institute’s below views were submitted.

Market Developments

Q1) What have been the major developments in the liner shipping industry since the issuance of the Order? For example, with regard to general market conditions, prices, service levels, the state of competition and the level of cooperation among shipping lines.

- Prior to the issuance of the Order in 2017 (Ref. FT July 10, 2014) MSL’s intention of forming P3 Network (MSL+MSC+CMA CGM) by pooling 250 ships, resulting in 3 carriers’ combined tonnage of about 6.4mln TEUs (about 37% of world’s container fleet of 17.3 mln at the time). The move was rejected by China’s competition authorities. Eventual formation of 2M with combined tonnage of less than 30% of overall East-West trades, a precursor of the subsequent formation of alliances by other shipping lines in order to remain competitive.
- 2017 Hanjin Shipping Company’s demise/bankruptcy on February 17, 2017. New Alliances formation in 2017:
 - 2M (MSL, MSC)
 - THE Alliance (HPL, ONE, YML+HMM)
 - Ocean Alliance (COSCO, OOCL, CMA-CGM, EMC)FBI’s issuance of subpoenas to a number of shipping lines over a US price fixing probe including the raid on the Box Club meeting in March 2017 (BOX Club is formerly known as the Int’l Council of Containership Operators).
- 2020-21 Top 10 container lines accounting for 84.5% of world liner fleet as of September 1, 2021. Pacific International Line (PIL) looking for investors due to

financial difficulties impacted by COVID-19 and market volatility including high bunker prices and oversupply of capacity. (In February, PIL filed an application to the Singapore High Court to seek approval for the company’s proposed restructuring plan. It secured USD600mln fresh capital in March 2021 to stay afloat.) HMM investing tonnages in the interim between 2017 and 2020. (As of 2020, HMM had built and launched the world’s two largest container ships in terms of TEU capacity, the HMM Algeciras with a maximum TEU capacity of 23,964, and the HMM Copenhagen with a maximum capacity of 23,820 TEU). Collective shipping capacity reduction of some 25% in Q1’2020. Shipping rates stabilisation resulting in more “healthy” competition among shipping lines. Demolition of 15 container vessels in 1H2021 as owners opted to capitalise on the booming charter rates (down from 56 vessels in 1H and 26 vessels in 2H2020). Inactive fleet of 177 ships for 653,031 TEUs accounting for about 2.7% of global cellular fleet capacity of about 24.57 mln TEUs (Alphaliner’s survey in August 2021). Inactive fleet rate of around 5% in Q4 2020, reportedly due to carriers’ conversion of diesel to low sulphur engines. Order books of ship yards and container factories totally full up to 2023-24. Shipping lines making up for the past 20 years of financial loss in 2020/7 to 2021/6 during which the ocean freight rates had increased by 5 to 8 times depending on trade lanes and time of shipment. (Drewry’s anticipation of container shipping lines’ profit to approach USD100bln in 2021, making up for the USD100 bln financial loss to the industry in the past 20 years.)

Q2) What have been the impacts of the COVID-19 pandemic on the liner shipping industry? If so, how long do you expect that any such impact will last?

Massive disruption of supply chains creating huge choke points along the whole pipeline. Supply of ship’s crew disrupted by the pandemic as well as by the infected crew themselves. Sky high vessel and container chartering rates, esp. after blockage of Suez Canal by “Ever Given” in March and bottlenecks at China’s Yantian port in May 2021. Stratospheric increase in total transportation costs (4 to 5 times YOY), without the corresponding improvement in service deliverables in terms of capacity, frequency, and reliability. Anticipation of COVID-19 impacts lasting until 2H 2022.

Q3) To the extent not already addressed in (1) and (2), have there been any developments since the issuance of the Order that have taken place in the economy of Hong Kong or in the economy of any place outside Hong Kong that affect VSAs?

Port congestion resulting from operational inefficiency at vessels' call ports prior to HK, e.g. Shanghai (weather condition), Shenzhen and Ningbo (COVID-19 induced lock down). Vessels' schedule unreliability due to port congestions at e.g. LA (12 days), EU (3 to 7 days), Yantian (3-4 days) as at beginning of September 2021. Commitments of HKSPA (founded in 2019) to maintain fair level playing field in HK Port.

Q4) Have there been any changes with respect to the competition concerns to which vessel sharing agreements may give rise, since the issuance of the Order? In this respect, the Commission previously found that VSAs could potentially give rise to: a) reductions in service variety, b) capacity restrictions (where parties to the VSA had market owner), and c) sharing of competitively sensitive information.

Port-call omissions ("blank sailings") to make up for accumulated sailing delays caused by port congestion, e.g. 2M's omission of Rotterdam call on their Asia-Europe loop for subsequent 7 weeks from July, and The Alliance following suit. Ongoing port congestion in North Europe has forced the 2M partners Maersk and MSC to extend a number of temporary rotation changes for three of its six Far East - North Europe services, i.e. extension of temporary port omissions in North Europe, incl. Hamburg/Le Havre/Antwerp (Alphaliner's Newsletter No. 2021-39). Shipping lines not heeding obligation to keep consumers informed on service performance in return for the "Block Exemption for VSA", e.g. Inadequate pre-alert on schedule changes and vessels' tracking and tracing (Close to 700 vessels ETA delayed by more than a week at USWC in Jan-May 2021). "Hot box" and "late cargo" accommodations no longer on offer. Some carriers' skewing FOB contracts towards CNF spot deals to maximise profit. Managing "blank sailings" during trough seasons before 2H 2020. Space allocations (by a few carriers) conditional upon shipper's support of VAS, like haulage, customs declaration, cargo insurance. Shipping lines applying "Empty Container Reservation Fee", "Container Guarantee Fee" regardless of shippers' complaint. Shippers booking space on ship 21 days in advance.

Q5) Have there been any changes with respect to the economic efficiencies and resulting benefits to consumers in Hong Kong to which vessel sharing agreements may give rise since the issuance of the Order? In this respect, the Commission previously found that VSAs could give rise to a)

broader service coverage and higher service frequency than if shipping lines were operating alone; b) cost efficiencies for shipping lines through use of larger vessels; and c) decreased costs of entry and expansion for shipping lines on particular trade routes.

a) Broader service coverage and higher service frequency (Alphaliner's Newsletter No.2021-29). MSL's reorganisation of its North Europe-Middle East-India service to improve schedule reliability and more flexible coverage; ditto Far East-India connections. CNC's new China-Vietnam-Straits-Bangladesh loop in partnership with SITC to offer direct connection between Vietnam and Bangladesh with first sailing on July 18, 2021 from Singapore.

b) Cost efficiencies achieved via economy of scale (Alphaliner's Newsletter No.2021-33). MGX-23 ships as typified by EMC's 20,244 TEUs "Ever Greet" delivered in October 2019, itself subsequently taken over by MGX-24 ships ranging from the 23,790 TEUs "HMM Algeciras" to the 23,992 TEUs "Ever Ace". Basing solely on the current fleet and firm vessel orders, the MGX vessel capacity growth by the 2M, OCEAN, THE Alliance anticipated to reach 3.55mln TEUs by 2023, contributing about 13% of the global liner fleet of 27.35mln TEUs. No noticeable "passing back" to consumers the earnings/savings from scale growth in terms of ocean freight rate reductions ("blank sailings helping to arrest downward revision of ocean freight rates).

c) Reduced costs of market entry and expansion (Alphaliner's Newsletter 2021-33). ONE and CMA-GM filing of a slot exchange agreement with FMC to allow ONE to access the CMA-CGM operated China-USWC PRX service. ONE's introduction of 1x1,141 TEUs vessel to improve its feeder connection service between Singapore and Yangon under TMM branding since late July 2021. IAL's enhancement of its connection between Western Malaysia and Southern Vietnam in September 2021 via joint operation with WH in the name of Vietnam Malaysia Express (VMX). Benefits to consumers in terms of reduction in ocean shipping cost not noticeable. (Argument from shipping lines used to be that the savings from economy of scale was first and foremost for shipping lines' survival in the throat-cutting business environment; passing back savings to consumers was secondary.)

Q6) With respect to the competition concerns and efficiencies addressed in (4) and (5), are there any differences in the situation before and during the COVID-19 pandemic? If so, please identify those differences.

Pre-COVID 19 Cautious investment in tonnage capacity due to uncertainty of business prospects in aftermath of HJS's demise HMM and ZIM's survival on strength of respective government's financial support. Practice of "blank/void sailings" to maintain rates at levels contributive to keeping the practising shipping lines afloat.

During COVID- 19 Infrastructural constraints, from road to terminal to ocean carriage, resulting in massive disruption of global supply chains, and in turn under supply of transportation means to meet consumer demands. Overseas buyers asking sellers to change sales terms from FOB to CIF, DAP or DDP to shift the shipping costs and liabilities to sellers. Shipping lines unprecedentedly huge profits prompting investment in hardware (container ships and containers). Regulatory compliance in China and USA, EU by big shipping lines resulting in cautious implementation of ocean freight rate and surcharge increase.

Effectiveness of the Order

Q7) Does the Order continue to be merited and effective? In your response, please address: a) the desirability of maintaining a stable and predictable regulatory environment in relation to competition for liner shipping; and b) the likely effects if the Order were allowed to expire.

Stable and predictable regulatory environment conducive to long-term capital investment in transportation, enabling provision of services to support world economic growth. Laissez faire/unregulated environment attracting tramp operators for opportunistic service provision for short-term profits, discouraging liner shipping investors for long-term commitment to the industry, including service coverage, sailing frequency, rate stability etc., ultimately detrimental to global supply chain sustainability.

Q8) Have there been any material changes in the forms or terms of VSAs since the issuance of the Order?

No comment as no access to such information.

Market share limit

Q9) Have there been any changes in the market which would impact the appropriateness of the

market share limit since the issuance of the Order?

Different shipping lines having different business strategies. Maersk Line apparently positioning itself for a total logistics solution provider rather than purely ocean liner. As such, their market share aggrandisement aspiration not anticipated. MSC, on the other hand, aggressively acquiring new tonnages resulting in total tonnage anticipate to surpass Maersk Line's Onus on the Competition Commission to decide on the market share caps for individual shipping lines.

Q10) In the context of intra-regional trades (for example, the intra-Asia trade), have there been any changes which suggest the market share limit should be applied by reference to a particular point-to-point route on the trade instead of by reference to the trade as a whole?

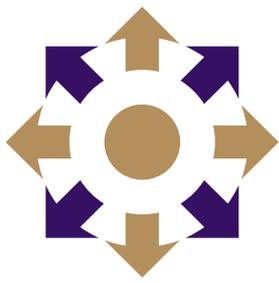
Barring rare exceptions, point-to-point based market share allocation basically unrealistic from provision of port coverage and sailing frequency point of view, mind bearing the negative impact of single corridor/point-to-point routing on shipping lines 'equipment imbalance problem , not to mention difficulty of achieving economy of scale. Market share limit on sub-regional basis, e.g. GBA to GMS (Greater Megon Sub-region) more reasonable and therefore acceptable to the participating shipping lines.

Other matters

Q11) Please provide any further information, views or evidence you consider may assist the Commission in formulating a proposal on the future of the Order.

The exemplified responses to the foregoing questions serve to put in perspective where shipping lines have fallen short of their obligations to consumers in return for the Block Exemption for VSA. The renewal of the Block Exemption for VSA is therefore subject to shipping lines' self-discipline in avoidance of "blank sailings", demonstrable proactive communications with consumers about service changes, deficiencies in service delivery and reasonable compensations thereafter.





Administration Committee

Enduring Membership Award

Enduring Membership Award 2021

The Award is a new initiative launched in August 2021 to acknowledge and recognise the support and dedication of individual members who have held a continuous membership with the Institute for 40 years and above. Ten members are elected, and they are:

- Mr Fred Brown, Chartered Fellow
- Mr Simon Chan, Chartered Member
- Dr Dorothy Chan, Honorary Chartered Fellow
- Ir Dr Stephen Cheng, Chartered Fellow
- Mr Choi Sau Yuk, Chartered Fellow
- Dr Ernest Lee, Chartered Fellow
- Prof Leung Chi Keung, Honorary Chartered Fellow
- Mrs Judy Li, Chartered Fellow

- Mr Matthew Tang, Chartered Member
- Dr Wang Liang Huew, Chartered Fellow

Interviews were arranged with the eligible members and presentation of the Appreciation Certification was presented at the Annual General Meeting on 9 September 2021, with six members personally received the Certificate while four were unable to attend due to either personal engagement or the COVID-19 health quarantine measures. An abridged interview video (<https://www.youtube.com/watch?v=KJ3yTHPZy50>) and the full version were uploaded to CILTHK channel at the YouTube for watching. As mentioned at the closing speech by President Ir Dr Vincent Fong, these distinguished members set an excellent role model for us to learn and follow, and we are able to learn from their wisdom and advice for upholding our professional ethics.



(from left to right) Mr Matthew Tang, Mr Choi Sau-yuk, Mr Fred Brown, Ir Dr Vincent Fong (President), Dr Dorothy Chan, Dr Ernest Lee and Mr Simon Chan

Enduring Membership Award 2022

The 2nd Enduring Membership Award will be organised in 2022 with the following criteria to be met for eligibility.

(a) The Enduring Membership Award applies to all grades of members with continuous membership of at least 40 years, i.e. those who joined the Institute on or before 30 September 1982 will be potentially eligible.

(b) The length of membership counts from the date his/her membership which is initially approved by the Institute. If there is any doubt, the potentially eligible member has to provide documentary evidence such as copy of Membership Certificate to the Institute to certify the length of membership.

(c) The eligible member is in good financial standing with the Institute and no outstanding membership fee is due for settlement.

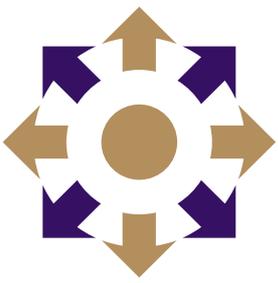
(d) A continuous membership period is mandatory.

(e) The Administration Committee will prepare a list of eligible members based on the updated membership register maintained by the Institute on annual basis.

(f) The Administration Committee will forward the list to the Standing Committee (SC) for vetting and Council for approval.

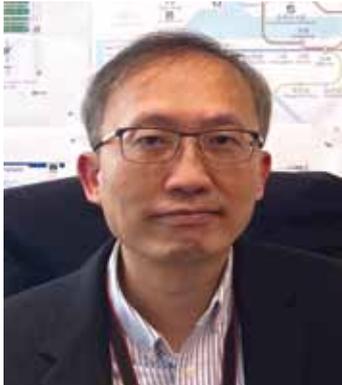
Enduring Leaders Experience Sharing Session 2022

Administration Committee (AC) has arranged jointly with Professional Activities Committee (PAC) to organise an experience sharing session called "Enduring Leaders Experience Sharing Session 2022" which will commence from January 2022. AC will kick off the initial contact with the 2021 Enduring Membership Awardees and invite them to participate in the event with proposed topic for individual Awardees and pass the information of those Awardees accepted to PAC for follow-up. PAC will subsequently work out the details and arrangement with the Awardees.



Professional Activities Committee

Webinar Series 2020-2021: Smart Cities, Smart Mobility Session V: Seamless Digital Customer Experience & Smart Railway Operations, 16 September 2021



The webinar was delivered by Mr Nelson Ng, Chief of Operations Engineering, MTR Corporation. Mr Ng shared how MTR leverages on the use of innovation and technologies to achieve its mission to deliver “Smart Mobility” and “Smart Maintenance”.

To enhance railway safety, train service reliability and recovery response and to realise its “Predict, Prevent and Prioritise” smart maintenance strategy, Digital Engineering including the use of smart and high-precision sensors and sophisticated data analytics has been adopted to measure real-time train and track performance and thereby triggering immediate actions when early failure symptom or adverse trend in parameters is detected. A Data Studio has been established to extensively apply data analytics, video analytics, AI and cloud technology to assist maintenance teams in optimisation of maintenance plans and monitoring of asset health conditions, and to facilitate OCC and station staff to monitor at-risk passenger behaviours at stations and platforms.

Sponsors of the Webinar Series 2020-2021:



Logistics and Supply Chain MultiTech R&D Centre
物流及供應鏈多元技術研發中心



Hong Kong Maritime Week 2021

Webinar: Emergency Pack for Cargo, GA/Salvage Security Collection involving Large Container Vessels, 1 November 2021



The webinar was delivered by Mr Peter Fei, General Manager, and Mr William Lai, Assistant General Manager of Charles Taylor Adjusting – Marine, HK Branch. The grounding of the “Ever Given”, an ultra large container ship, in the Suez Canal, has had immense effects on global supply chains, affecting numerous cargoes on their way to Europe. It leads to various issues, one of which being a long-standing principle unique to maritime transport since the ancient Greeks – “General Average”. The core principle of General Average is simple (like “AA” system in defraying costs of meals among a group of attendants as part of our Hong Kong culture) but its implementation can be much more complicated requiring high expertise, particularly when multi-bills of lading cargo interests are involved in the process. Swift communication and cooperation between all parties is the key to resolve the large GA/Salvage security collection issues in



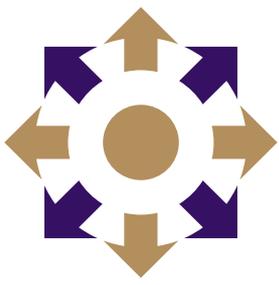
Mr Peter Fei



Mr William Lai

the aftermath of a major shipping incident.

At the webinar, the basic relating to the above from the perspective of cargo interests was shared, and the practical issues/questions which cargo interests have been seen commonly encounter were discussed



Education & Training Committee

Luncheon Seminar: Current Trends in Logistics and Employability Singapore Perspective, 16 July 2021

The COVID-19 pandemic is one of the numerous major disruptions to the global supply chain in current times. The speaker, Mr Thomas Sim, Senior Vice President – International Federation of Freight Forwarders Associations (FIATA), shared his insights into the challenges of some of these disruptions in the perspective of the Singaporean case, the impacts of the US-PRC trade war, the Suez-Canal blockage, emerging technologies etc. In the second part of the webinar, Mr Sim introduced the Singapore's Industry Transformation Map (ITM), the logistics' industry trends and career progression pathway, logistics' job profiling and the Singapore's SkillsFuture Framework, as well as the SLA-TLA's training offerings, etc.



Recent Market Developments in Shipping Market and Vessels Sales and Purchase 101, 28 September 2021

When it comes to S&P of ships, people usually will think of Yachts. But for commercial vessels, it will be those which carry coal, grain, iron ore (Bulk carriers) or palm oil, crude oil, Jetfuel (Tankers) or TEUs, FEUs (Containers) that we are talking about. Mr Anthony Tai, Director, Sale and Purchase Division of Clarksons Platou, talked about the recent developments of the three markets (Bulkers, Tankers and Containerships) and also touched base on the process of buying/selling a vessel during the webinar.



Dr Peter Wong, Chairman of E&T (left) and Mr Anthony Tai, the speaker (right)

CPD Activities

4 & 11 Dec 2021	CILTHK 2-day Course 2021 <ul style="list-style-type: none">- International Commercial Arbitration: Updates and Latest Development
9 Dec 2021	SCLP Network for Supply & Logistics Professionals Webinar: Warehousing Best Practices
9-10 Dec 2021	The 25th International Conference of Hong Kong Society for Transportation Studies <ul style="list-style-type: none">- Sustainable Mobility
16 Dec 2021	CILTHK Luncheon Seminars <ul style="list-style-type: none">- Asset Life Assurance
14 Jan 2022	<ul style="list-style-type: none">- Introduction to Railway Bridges
16 Feb 2022	<ul style="list-style-type: none">- Coordination among Station, Train, and Operations Control Centre

The 20th CILTHK Student Essay Competition

第二十屆香港運輸物流學會中學生徵文比賽

English Junior Group:

What are the future and challenges of electric vehicles in Hong Kong?

English Senior Group:

What mode would you suggest to the Government and the Logistics Service Providers (LSPs) to retain her leading and competitive position in logistics service?

The essay competition aims to arouse the interests of the secondary school students in the logistics and transport industry and to enhance their analytical skill and creativity.

徵文比賽旨在啟發中學生對物流及運輸行業的興趣，並藉此提高同學的分析技巧及創意潛能。

中文初級組：

就東京奧運單車比賽項目，試述參賽單車如何安全運抵會場。

中文高級組：

疫情影響下航空客運服務受到嚴重打擊，如何解決過剩的運力？

Streams 組別

Junior Group 初級組 (Form 1 - Form 3) (中一至中三)

Senior Group 高級組 (Form 4 - Form 6) (中四至中六)

Awards 獎項

The awards presentation ceremony will be held in March 2022.

頒獎禮將於2022年3月份舉行。

Champion 冠軍

Book coupon HK\$1,000

書券港幣一千元

First runner-up 亞軍

Book coupon HK\$500

書券港幣五百元

Second runner-up 季軍

Book coupon HK\$300

書券港幣三百元

Merit award 優異獎

Book coupon HK\$100

書券港幣一百元

Entry Requirements 參賽形式及要求

Individual or Team (up to 3 persons)

個人或團隊(不多於3人)

Maximum 3,000 words

不多於3,000字

Procedures of application and submission 遞交作品方法

Please send the essay along with the application form to the e-mail address designated for Chinese and English stream. The essay is required to submit in Microsoft Word format. Please title the file name of word document with your student name and the group name.

請將參加表格連同比賽作品傳送至下方指定電郵地址。

作品請以Microsoft Word檔案格式遞交，檔案名稱需列明參加組別及學生名稱。

Chinese Stream 中文組: chinese_ec@cilt.org.hk

English Stream 英文組: english_ec@cilt.org.hk

Application form can be downloaded from

CILTHK website at <http://www.cilt.org.hk>

參加表格可於本學會網址下載 <http://www.cilt.org.hk>

Deadline for Submission 截止報名日期： 11th February 2022 (Friday)

Enquiries
查詢

t 電話: 2877 - 0330 f 傳真: 2866 - 6118 e 電郵: info@cilt.org.hk

7/F., Yue Hing Building, 103 Hennessy Road, Wan Chai, Hong Kong

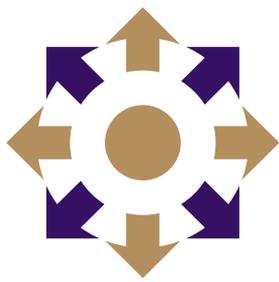
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Next Generation Committee

Roadshows on CILT Professional Qualification to Students of Accredited Programmes

Since 2017, the Institute has been offering a total FREE Student Membership to eligible students undertaking CILT/CILTHK accredited programmes in Hong Kong. In welcoming the new academic year 2021/2022, Next Generation Committee (NGC) conducted roadshows either online or physically to meet with

students in inviting them to become our members. In the roadshows, development in Hong Kong logistics & transport and the Institute events were shared. Through the exchange, we were able to learn the expectations from students which will be duly considered when planning future NGC activities.

The roadshows were:

University/College	Programmes
PolyU	MSc in International Shipping and Transport Logistics, 24 Aug 2021
	MSc in Global Supply Chain Management, 25 Aug 2021
HKU	MSc (Eng) in Industrial Engineering and Logistics Management, 26 Aug 2021
	MSc in Urban Planning, 27 Aug 2021
	MSc (Eng) in Transportation Engineering, 28 Aug 2021
	MA in Transport Policy & Planning, 28 Aug 2021
MTR Academy	Advanced Diploma in Transport Operations and Management, 2 Sep 2021
HKUST	BEng in Industrial Engineering and Engineering Management (IEEM), 6 Sep 2021
PolyU	BBA (Hons) in Aviation Management & Logistics, 7 Sep 2021
HSUHK	BBA (Hons) in Supply Chain Management, 25 Nov 2021 + a guest lecture



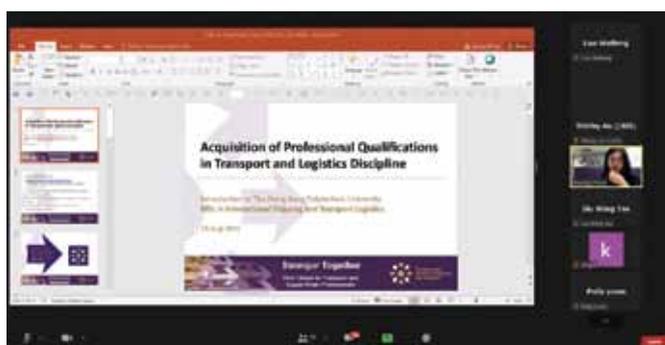
Miss Angelina Lau, member of NGC, talked at HKU's MSc (Eng) in Industrial Engineering and Logistics Management



Mr Billy Cheng, member of NGC, talked at HKU's MATPP



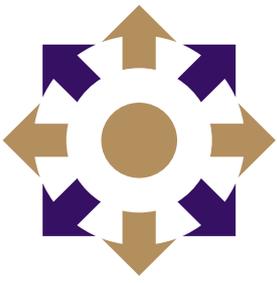
Guest Lecture delivered by Mr Eric Wong at HSUHK



Miss Jessica Chuen, member of NGC, shared online with students of PolyU's MSc in ISTL



Mr Fred Lo, member of NGC, talked online with students of HKU's MSc (Eng) in Transportation Engineering



Membership Committee

New Tier of Organisation Membership

The Organisation Membership (OM) was introduced in 2001. In an attempt to broaden our coverage of OMs, it was resolved in the past AGM an additional tier (i.e., Silver Tier) of Organisation Member to facilitate the admission of Small-Medium Enterprises (SMEs) as Organisation Members.

Details of the two OMs are:

(1) **Gold Tier** (OM category) the admission requirements of which are same as the current OM and the annual membership fee will be remained at the existing rate, i.e., HK\$6,800 per year.

(2) **Silver Tier** (SMEM category)

The SMEM (i.e., Silver Tier) shall be a registered company with:-

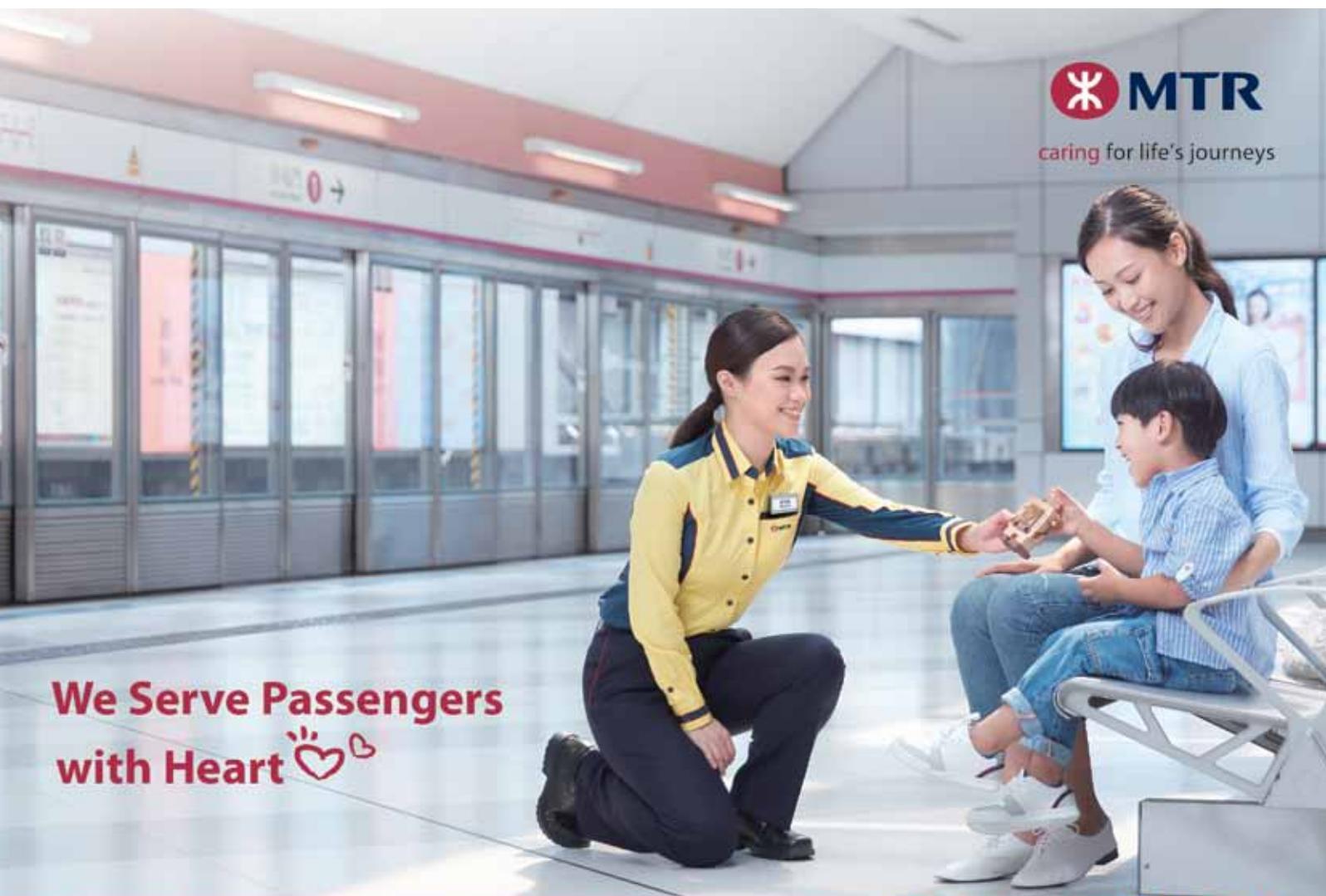
- over one year of operation and with limited liability; and
- actively involved in

- air, sea, rail, road, passenger or freight transport; and/or
- logistics; and/or
- transport or logistics related services; and/or
- transport or logistics related research and development organisation.

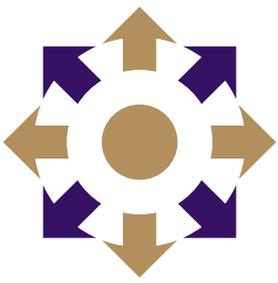
must have

- a minimum of six (6) full-time employees
- a minimum paid-up capital of HK\$200,000 or above;

Each SMEM will be entitled to have one (1) free membership card, and annual membership fee of each SMEM is set at **HK\$4,800 per year.**



**We Serve Passengers
with Heart**



Members' Profiles



LEE Sui-chun, Macella, FCILT

Macella has been serving as a Transport Officer at the Transport Department of the Government of Hong Kong Special Administration Region since 1989. She is currently the Deputy Commissioner for Transport (Transport Services and Management) of the Transport Department, and has assumed the post since September 2016. Macella has rich experiences in policy formulation, planning, studies and regulation of a spectrum of public transport services (including railway, franchised bus, public light bus, ferry and taxis, etc.), provision of vehicle and driving licence services as well as management of transport facilities including government tunnels, tolled roads and parking facilities.

Macella holds a Master Degree of Social Sciences (Urban Studies) and a Master Degree of Science (Urban Planning) conferred by The University of Hong Kong. She has been maintaining close working relationship and communications with major public transport operators and trade members, operation and management service providers of transport facilities and academia in the transport field.



YEUNG Wing-shan, Theresa, FCILT

A member of Arup's East Asia Board, Theresa heads the firm's planning business across the Region. She is a visionary leader who brings together planners, urban designers, sustainable development experts, traffic consultants and environmental specialists to create Smart Green Resilient urban spaces.

Theresa is passionate to engage the public in the planning and design process, shaping inclusive, welcome developments. She also chairs Arup's community engagement programme in East Asia, bringing our professional skills to make a real difference in communities where we work. In recent years, she has spoken widely, sharing her experience and inspiring more young women to join the industry and advance to leadership roles.

Theresa sits on a number of important statutory bodies and plays a key role in the planning industry, influencing from policy level. Theresa currently serves as Vice President of the Hong Kong Institute of Planners, and is a Member of the Antiquities Advisory Board, Member of the Corruption Prevention Advisory Committee of the Independent Commission Against Corruption, Member of Appeal Panel (Estate Agents Ordinance). Theresa is also an Elected Member for Supervisory Board of the Hong Kong Housing Society, Board Member of the Planners Registration Board, Director of Professional Green Building Council, and Advisor of Our Hong Kong Foundation.

New & Upgrade members (13 November 2021)

New CMILTs	LO Chun-hong	WANG Xuxi	YU Wing-sze	
Upgrade to CMILT	WONG Tsui-ying			
New MILTs	SHIU Kai-yin	WANG Yunfei	WONG Yuk-ting, Alice	ZHAO Tianyu
Upgrade to MILT	LO Chak-lam			
New Affiliate Members	CHAN Ho-fung SUN Kangshu	CHAN Pak-hei, Mick TAM Ka-nang	KUNG Wing-chun TSANG Sinyi	MOK Kai-him
Upgrade to Affiliate Member	LAM Hoi-fung			

Upgrade to Graduate Members WONG Chin-wah, Sarah

WONG Yi-wai

New Student Members

CHAN Hiu-chun	CHAN Angel Yan-lok	CHAN Cheuk-nam, Cyrus	CHAN Chung-man
CHAN Tsz-to	CHAN Kin-yat	CHAN Lok-yi	CHAN Nga-man
CHEN Mengting	CHAN Yu-tung, Cheryl	CHE Hok-chi, Edward	CHEN Linying
CHENG Tsz-yeung	CHEN Xianglin	CHENG Haoqiang	CHENG Man-ka
CHEUNG Lok-hin	CHEUNG Hou-wa, Rover	CHEUNG Ho-yu	CHEUNG Ka-kit
CHIU Ka-ying	CHEUNG Tung-han, Tom	CHEUNG Yat-wai	CHI Yan-ling
CHU Ka-kuen	CHOW Chit-yin	CHOW Sin-yau	CHOY Sin-yi
DONG Bangqing	CHU Wai-cheung	CHUI Wing-sum	CHUNG Shin-yue
FONG Tin-lok	FAN Kwok-mau	FONDA Maydeline	FONG Lei, Henry
FU Lee-ta	FOO Chun-kau	FU Ho	FU Jiawei
GOH Yong-qi	FU Ye	FU Zihao	FUNG Yik-hei
HO Chun-yin	GUO Jun	GUO Youlian	HAN Yiwai
HO Tsun-yip	HO Ka-pui	HO Kar-lok	HO Leo
HUANG Ruiyuan	HO Tsz-ming	HONG Liting	HU Rui
HUI Sum-yuet	HUANG Weiqi	HUI Fung	HUI Mau-man
HUNG Yuk-yi	HUI Wing-sum	HUI Yin-pui, Jason	HUNG Ting-yan
KOK Leong	KAM Wing-yip	KO Ho-him	KO Wan-yeung
LAI Ching-yi, Jenny	KWAN Ka-ho	KWOK Ming-tak Jason	KWOK Yee-hang Anson
LAI Tok-yeung	LAI Chi-wa	LAI Ka-wai	LAI Ping-leung
LAM Cheuk-yin	LAM Angela Mei-ki	LAM Chak-lung	LAM Cheuk-man
LAM Sin-ying	LAM Hau-kiu	LAM Hin-chung	LAM Hui-to
LEE Hin-yee	LAM Yue-seng	LAM Zoe	LAU Yiu-win
LEE Man-ki	LEE Hiu-pan	LEE Hong-kiu	LEE Ho-sum
LEUNG Chung-tin Timothy	LEE Sau-lai	LEE Wai-lung	LEUNG Chi-hang
LEUNG Tsz-foon Justin	LEUNG Ho-ming	LEUNG Hong-kan	LEUNG Ke-ying
LI King-lam	LEUNG Yung-to	LI Chi-hung	LI Ho-ching
LI Shuran	LI King-yeung	LI Pui-lam	LI Run
LIU Tsz-tao, Kelvin	LI Tongxin	LIANG Waner	LIM Agatha Sacha Lee
LO Ho-sum	LIU Yinfei	LIU Yu Zhao	LO Chunyin
LUI Chin-yan	LOK Tin-ching	LOK Wai-cheong	LOOK Ka-wai
MAI Jingyi	LUO Wenwen	MA Chun-man	MA Fong-ching
MOK Man-wai	MAI Yongyi	MAK Nga-kiu	MAN Ho-wing, Dominic
NG Tsz-ching	NG Kui-fung	NG Lik-wang	NG Lok-lam
NG Wing-sang	NG Tsz-yin	NG Wai-man	NG Wai-yan
POON Hang-shuen	NG Yin-lam	NGAI Yin-shan	OU Letian
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TSANG Ho-man	TO Ue-lam	TONG Kin-leung	TSANG Hei-yin
WAN Siqi	TSANG Wai-man	TSE Wingshun	TZE Chi-ting, Gigi
WANG Liuqiao	WAN Tsz-chung	WAN Zihao	WANG Chung-yam Justin
WONG Ching-wai	WANG Yuheng	WANG Zhanyu	WONG Ching-hei
WONG Kwun-han	WONG Chung-yan	WONG Chun-shing	WONG Ka-hei
WOO Ingrid	WONG Lok-yin	WONG Ming-yip	WONG Sin-yee
Wu Xin-xin	WOO Ka-mei	WU Hoi-wing	WU Qingyun
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