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Celebrating 100 years supporting
transport and logistics professionals

NEWSLETTER

CILT Centenary Convention 2019, Manchester, UK

COMMEMORATE | CELEBRATE | CREATE

This unique CILT Centenary Convention allowed delegates from all around the world to come together to Commemorate the past, Celebrate our Centenary and Create the future for the Logistics and Transport profession. The event was held at The Midland Hotel, Manchester, UK on 16-18 June 2019. The Hong Kong delegation was led by Dr Venus Lun, President; members included Mr Sunny Ho, International Vice President; Dr Dorothy Chan, WiLAT Global Convenor; Ms Vicky Koo, Chairperson of WiLAT HK and WiLAT Deputy Global Convenor; Mr Ki Yu-tin, YP Regional Ambassador East Asia; Mr Paul Lee, CILTHK Young Achiever (2018); and Miss Harriet Leung, Executive Manager.



(from left to right) Mr Ki Yu-tin, Mr Mark Millar, Mr Sunny Ho, Dr Venus Lun, Dr Dorothy Chan, Mr Paul Lee and Ms Vicky Koo

Day one – Welcome delegates from around the world + sessions for WiLAT and the Next Generation (Young Professionals)

Day two – Theme **New Institute for a new Era** + site visits to local places of interest

Day three – Theme – **Global solutions to global challenges**



On 16 June, Dr Venus Lun discussed works of CILTHK in the past year with Mr Steve Rinsler, Trustee and Honorary Secretary, and Mr Rupert Nichols, Trustee and Honorary Solicitor, during the Delegation Meeting. In the second part of the discussion, Dr Venus Lun and Mr Sunny Ho presented the CILTHK's initiative in developing membership in the Greater Bay Area (GBA) in China. CILTHK started the discussion with CILT China in last November and have been acknowledged with the full support from CILT International on this proposal. Taking the advantage of the 'one-hour living circle', CILTHK will be able to provide more membership services to professionals and practitioners in the Guangdong region. The Institute has worked out the detail execution plan on the recruitment of membership firstly with top tier executives in private enterprises in GBA after returning from UK.

On the second day, the Convention discussed what the next 100 years of the Institute will look like. A presentation was jointly given by Sir Peter Hendy, CILT International President, and Mr Paul Sainthouse, President of CILT UK, on **A new Institute for a new era**.

- ▶ Creating a Global Institute for a Global Profession
- ▶ Delivering enhanced value to our members
- ▶ Combining resources to allow investment in education & membership services globally

A Join Up Announcement of the two structures – CILT International and CILT UK, was brought up afterwards. Having the long established and strong back-up of the CILT UK team, there would be a sound platform for future growth; the Institute would be able to reflect changing dynamics in our membership needs. The focus is on how to create for the next

A New Institute for a New Era Panel Discussion: (from left to right) Sir Peter Hendy, Mr Paul Sainthouse, Mr Mark Millar, Mr Sean Curley, Dato Radzak Malek and Mr Martijn Gilbert (Chair of the panel session)

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The Chartered Institute of Logistics and Transport

CILT Centenary Convention 2019, Manchester, UK

century a global organisation that delivers value via networks, knowledge and “knowhow” for individual and corporate members across a global market.

More than update on education and sharing on membership drive, the Convention programme was packed with impressive presentations by seasoned professionals and experts, more interactive panel discussions and plenary sessions in the following three themes: Diversity & Inclusion, Sustainability, Innovation & Technology. Details of the presentations could be made available at <http://www.slideshare.net/ciltinternational>.

Different choices of technical visits were organised on Day 2, including:

- ▶ Amazon
- ▶ DHL AMCoE
- ▶ Missguided (250,000 sq ft warehouse)
- ▶ Museum of Transport Manchester

The Convention was wrapped up with an enjoyable International President's Dinner on 18 Jun 2019. The following two awards were also presented at the Dinner:

- ▶ Ms Aisha Ali Ibrahim, former WiLAT Global Convenor, was presented with the Pegasus Award in appreciating for her contributions to WiLAT;
- ▶ Mr Wayne Kavanagh of CILT Ireland was elected the CILT International Young Achiever 2019



Ms Aisha Ali Ibrahim (middle) was presented the Pegasus Award by Mr Keith Newton, International Secretary General (left) and Mr Paul Sainthouse, President of CILT UK (right)



Mr Wayne Kavanagh (left) received the International Young Achiever Certificate from Mr Paul Sainthouse (right)

More photos of the CILT Centenary Convention 2019 could be made available at <https://ciltuk.org.uk/Events/National-Events/CILT-Convention>.



Group photo of members of the International Management Committee and Presidents of CILT chapters

Report from Mr Paul Lee – CILTHK Young Achiever 2018

I attended the 3-day programme of CILT International Centenary Convention 2019. I have learnt a lot from the international guest speakers as well as the industry's leading speakers. Their talks were categorised into three major areas: Technological Disruption and Artificial Intelligence, Supply Chain and Transportation and CILT development. I am particularly interested in the first two categories.

First of all, the talks regarding innovation and information technology – (1) How to thrive in an age of disruption by Sean Culey illustrates a prominent trend that the innovation cycles are getting shorter and shorter. These shortening cycles can be proved by the rise of Uberisation and robot development (i.e. Boston Dynamic), and (2) Corporate transformation in the new AI future by Inma Martinez described the latest development of AI and demystify the capability of AI. Two additional issues were addressed in her talk, as follows.



Mr Paul Lee (right), one of the finalists of the CILT International Young Achiever 2019, received the certificate from Mr Alan Jones, International Vice President

First, the AI-driven decision in the organisational level should be explainable. If the decision from the ‘black-box’ of AI is not explainable to the human decision-maker, the organisation will make non-transparent yet unreliable decisions with a high level of risk as the external environment is changing in a dynamic pace. Second, the AI-driven decision should be accountable. If AI-driven decisions lead to faults, loss, property damage, and so on, which parties (e.g. services provider of AI or the client organisation) should take up the responsibility?

Regarding the second category, a talk, named the shifting landscapes of 21st century supply chains, by Mark Millar explains the trade war between China and America. The talk further elaborates the beneficiaries from the trade war such as countries in

South Asia. These talks enrich my understanding of international issues of logistics and transportation. Also, the site visit at the fulfilment center of Amazon Manchester is eyes-opening, in which the drones are responsible to deliver the right shelves to the picker. This approach enables the pickers to focus on the item picking task in a sedentary position and thus minimise the movement time of the pickers. Amazon has established a good example of embracing new technology for the highly automated supply chain.

Last but not least, the event gathers a lot of young professionals from many countries and I seized this opportunity to build a professional network with them.



The Chartered Institute of Logistics and Transport

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Report from Mr Ki Yutin – Regional Ambassador East Asia, CILT International YP

The “Centennial” International Convention of CILT has been successfully held in Manchester, UK from 16 to 18 June, 2019. The Convention has been a brilliant platform for CILT members and experts to learn from various parts of the Globe, gaining new perspectives and experience from other professionals, across ages and roles in the industry.

The Convention with an opening of how digital world, and the growth of regionalisation have shaped the industry, by Mr Sean Curley and Mr Mark Millar.



Presentation given by Mr Ki Yutin at the Convention

How “Young Professionals (YP)” evolved to “Next Generation” was one of the major themes of this Convention. Having been through consultation for over a year, the launching of “Next Generation” would be:

1. More inclusive and embractive to members who join this industry at various stages of life, i.e. lowering the age barrier of 35;
2. Enhancing the bridging between junior and secondary sectors in the industry, to create a platform with continuous development of career;
3. The uniqueness of YP that; ‘youngsters’ (‘Next Generation’ members) takes the lead and master activities remain unchanged.

Each region would adapt it according to the each region’s needs, and the unique ways of how each region works may come together, as pieces of a colourful jigsaw puzzle.

Apart from “Next Generation”, there were also regional updates of work over the year; from Europe, Africa, Australia, South Asia and East Asia Regional Ambassadors. Each region has its style to fit the regional needs.

Yutin, on behalf of East Asia region, shared the following updates:

- YPC’s Facebook Page, “Dinner with Stars” and site visits
- Structure of YPC and Students Ambassadors scheme
- Other new attempts:
 - Working with autistic students: develop their niche in transport
 - Conducting sharing sessions with secondary school students
 - YPC members sitting-in in most Committee meetings/panels

YPC’s effort made has been appreciated by attendees from various regions. Grateful for having a group of vibrant, passionate and ambitious young professionals over the years to keep all these going for the transition to Next Generation.

During the Convention, there were also visits to major logistics companies such as Amazon and DHL in Manchester, and some transport site visits. I joined the visit to Manchester Transport Museum, which amazed me that a team of volunteers, mostly retired senior citizens, helped maintain those buses outstandingly well. They also took us for a ride on a bus which started service in 1969. Many of those bus models were widely used in Hong Kong in 1990s, that many of us may well remember.

Overall, having been able to join this Convention is a very fruitful and valuable experience. Best wishes and looking forward to the next Convention in 2020.



Visit to the Manchester Transport Museum



The Chartered Institute of Logistics and Transport Transport Policy Committee

Submission on Electronic Road Pricing Pilot Scheme in Central Core District to Mr Frank Chan, Secretary for Transport and Housing, on 15 May 2019

In the 2018 policy address, the Chief Executive has made it clear that the Government will press ahead with the electronic road pricing pilot scheme in Central upon the commissioning of the Central-Wan Chai Bypass and Island Eastern Corridor Link. With the provision of an alternative route for bypassing traffic, the CILTHK considers it timely to implement the Pilot Scheme in Central as a step forward to tackle the traffic congestion situation in Hong Kong.

Specific Comments on the Scheme

While the CILTHK supports the early implementation of the pilot scheme, we have the following suggestions for the government to consider in refining their current proposals.

The Charging Area

The CILTHK notes that the proposed areas for the Pilot Scheme cover the Central Core District bounded by the shoreline in the north, Rumsey Street in the west, Hollywood Road/Lower Albert Road in the south, and Garden Road/Murray Road to the East. The selection of this area is based on traffic volume consideration while minimising impact on the nearby residence. We have no adverse comments on the proposed boundary but consider residents in the affected area should be granted exemption with certain restrictions such as the number of vehicles, parking requirements, etc. We would also like to caution that the Pilot Scheme covers the outlying islands ferry piers which are the main access points for people and goods in the outlying islands. There is a need for proper consultation with the islanders to identify means to reduce inconvenience to their daily livelihood.

Charging Mechanism

We support the idea of "user pays" to encourage motorists to switch to the use of public transport as far as possible. In this regard, we support exemption to economic road users such as public buses and minibuses, school buses, emergency vehicles as well as carriers for disabled passengers. Taxis, though a public transport mode, are personalised transport which the "user pays" principle should apply. According to the information provided by the Transport Department, taxis account for some 30% of the traffic in a peak hour in Central. Total exemption may have serious impact on the purpose of reducing traffic in the Pilot Scheme. We thus support the provision of some but not full concessions to taxis.

There is also one category of transport modes which needs to be taken care of - our urban logistics operators. There is a need for the timely delivery on catering and other provisions to serve the people in the Central Core District on a need basis. While it is agreed that their activities should be encouraged to be conducted outside the peak periods as far as possible, the government should consider providing concession to those which need to perform their activities during the charging period.

The level of congestion charging should be reasonably and practicably considered to achieve the goal of reducing traffic congestion. We note that the proposed charge is on a cordon-based approach, requiring a vehicle to pay on a per pass basis at the cordon point and during the charging period. While we agree that this approach is simple, we would suggest consideration be given to take into account the duration of stay in the charged area to avoid unnecessary long stay and traffic circulation causing congestion. We suggest to consider a progressive charging scheme according to the duration of stay, i.e. the longer the stay, the higher the charge.

Congestion charging and variable charges at variable period

The CILTHK supports the concept of variable charges at variable period, to take full accounts of the varying traffic situation. There should be mechanism in place to flexibly adjust the charges and charging period according to changes in traffic pattern.

Privacy Concerns

We note that the Government would adopt the Radio Frequency Identification technology supplemented by Automatic Number Plate Recognition in vehicle identification and would ensure that the personal data handling would comply with the Data Protection Principles of the Personal Data (Privacy) Ordinance, Cap. 486. We have no particular concerns in this regard.

Target

We note the Government's initial target is to reduce the overall traffic volume in the Central Core District by 15%. The CILTHK considers it better to adopt the average car or better still the bus journey speeds at the major roads as target. Traffic situation varies considerably. A certain percentage reduction in overall traffic volume may not be too meaningful in the future if traffic continues to increase. The average journey speed would be a more independent and meaningful target, in particular if it is linked up with congestion charges whereby charges may be adjusted upwards or downwards to reflect the traffic situation. With the telematics data, it would be relatively easy to verify the achievements. This target would also be better understood by the general public.

We suggest the government to clearly state the objectives and the Key Performance Indicators ("KPIs") to measure the effectiveness of the scheme. The objectives may possibly be to reduce traffic congestion in the Central Core District, to reduce delays to franchised buses and GMBs, and to achieve the specified KPIs. KPIs may include peak hour journey speeds not to fall below the stated target speeds for some specified road links, franchised buses and GMBs to pass through all signalised junctions in the first cycle, etc.



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Complementary measures

The CILTHK notes that in addition to the congestion charging, the Government would also take a multi-pronged approach to alleviate traffic congestion in the Central Core District.

- (a) Park and Ride
- (b) Improving Public Transport Network
- (c) Enforcement

The CILTHK notes that the intention of the Government is to launch a simple scheme to test the effectiveness of the application of

congestion charging in Hong Kong. We appreciate the efforts taken by the Government to tackle the congestion issues and have no objection to the adoption of a simple scheme in the initial stage but consider that there should be a proper mechanism in place to refine and adjust the scheme wherever and whenever considered necessary.

For full copy of the submission and government's reply, please visit the Institute website at [NEWS/POSITION PAPERS](http://NEWS/POSITION_PAPERS) page on www.cilt.org.hk.

Submission on Road Safety Concerns to Mr Frank Chan, Secretary for Transport and Housing, on 9 July 2019

In 2018, there were a total of 15 653 accidents, with the number of casualties being 19 217. The figures appear to be not much different from that of 2017. Despite so, there are several areas of concerns which we would like to highlight here :

- The number of fatalities in 2018 increased by 16.7% as compared with that in 2017;
- The number of passengers killed in 2018 was 27, which is the total number of passengers killed from 2015 to 2017;
- There are increases in the number of involvements in respect of light goods vehicles, motor cycles, and public bus. Of these, involvements of both franchised buses and red minibuses (RMBs) increased by over 20%;
- Major contributory factors for traffic accidents and casualties include driving too close to vehicle in front, careless lane changing, negligent driving, not observing traffic signals / signs, driving inattentively, passenger losing balance, pedestrian inattentiveness, etc.

The CILTHK notes the government's call for "zero accidents on roads" but regrettably the reality is that Hong Kong is far from reaching this target.

The CILTHK appreciates that in response to a series of traffic crashes involving franchised buses, the Chief Executive set up an Independent Review Committee (IRC) to examine the operation and management of franchised buses to recommend safety related measures with a view to sustaining a safe and reliable franchised bus service in Hong Kong. The IRC recommended 45 measures to enhance bus safety. The Council is in full support of these safety related measures, in particular those related to the installation of additional safety devices on buses, fatigue management of franchised bus drivers, manner and behaviour of drivers and pedestrians, and route risk assessments. While noting the above, the CILTHK considers these safety related measures should be expanded to cover other transport modes as well.

In addition, the CILTHK considers that a holistic approach be adopted in tackling road safety, comprising aspects relating to

road/vehicle designs and related facilities, human factors, regulation and enforcement. Our views are elaborated below for consideration :

Road/Vehicle designs and related facilities

- Roads should be designed in such manner as to eliminate potential traffic safety hazards. Safety audits should be conducted in the design stage as well as before road commissioning to identify road safety concerns and introduce remedial measures if needed before opening to public use.
- Traffic signals, signs and street furniture should be installed and traffic management measures should be introduced to provide clear indications to road users of their respective priority in using the roads.
- Road markings and street furniture should be audited from the all road safety aspects before erection. Irregularities causing safety concerns should be rectified as soon as possible.
- Safety audits should be conducted for all the traffic crashes black spots every year.
- New technology should be adopted to eliminate potential human errors/risks as far as possible.
- Vehicles should be designed to improve driver visions on other road users, to facilitate easy boarding and alighting activities and to give adequate safety protection to drivers and passengers.
- We support the installation of updated safety devices on franchised buses as recommended by the IRC. We suggest that such installations should be expanded to cover other types of vehicles as far as possible.
- Data collected by safety devices such as black boxes should be followed up and analysed to monitor driver behaviour and identify areas of safety concerns.

Human Aspects

- Drivers are the spirit of vehicles. For professional drivers, attention should be given to their working conditions, health and training.
- We support the recommendations in the IRC to study into the issue of driver fatigue and consider that this should be



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expanded to cover other professional drivers as well.

- Consideration should also be given to introduce compulsory medical check-up for all professional drivers for their own concerns as well as other road users.
- Attitudes and behavior of drivers are also important issues in relation to road safety. Driver training should focus also on driving manners in addition to skills.
- Passengers should be educated to give due respect to drivers to form a harmonious riding environment.

Regulation and Enforcement

- The current Road Traffic Ordinance should be reviewed to address issues including but not limited to :
 - Mandatory GIVE WAY to buses from stops and laybys,
 - Mandatory GIVE WAY to pedestrians at marked crossings,
 - To lower traffic speeds in dense urban areas,
 - To designate bus priority lanes for buses. They can be shared use by emergency vehicles,
 - To review regulations for commercial drivers in the same manner as bus drivers.

- While it is important to provide legislative measures to regulate road traffic and safety, regulation without enforcement would not work. We note that in many cases traffic malpractices such as illegal parking on roads obstructing other traffic and affecting driving moods, speeding, etc. would lead to road safety concerns. The government should allocate more resources including manpower and new technology to enforce against traffic malpractices causing traffic and road safety concerns.

Road safety is a multi-dimensional topic and has to be looked at from all aspects of road safety, vehicle safety, passenger safety, operator safety and system safety. The CILTHK hopes that the government would take note of our suggestions. Hopefully with the concerted efforts of all parties, we would not be too far away from our vision of Zero Accident on Roads.

For full copy of the submission, please visit the Institute website at NEWS/POSITION PAPERS page on www.cilt.org.hk.

Submission on Accelerating the Co-ordinated Development of Logistics and Transport in GBA to Mr Frank Chan, Secretary for Transport and Housing, on 15 May 2019

In the “Outline Development Plan for the Guangdong-Hong Kong-Macao Greater Bay Area” (the Plan) issued by the Central Government of Mainland China, there is high level coverage of the transportation and logistics as well as key infrastructure which provides a guideline to the respective developments in the Greater Bay Area (GBA) over the next 15 years. The Chartered Institute of Logistics and Transport in Hong Kong (CILTHK), set out below our cognizance of the implications and the derived benefits, with recommendations to the HKSAR Government for the accelerative measures to adopt to help Hong Kong’s logistics practitioners capitalise on the burgeoning opportunities in GBA.

The following aspects were elaborated in our submission:

- ▶ Implications of collaborative infrastructural development
- ▶ Implications of co-operative regulatory facilitation
- ▶ Implications of co-ordinated manufacturing industry
- ▶ Harnessing the opportunities for transport and logistics development

Government, the Accelerator

Hong Kong is one of the four core cities, along with Macao, Guangzhou and Shenzhen, listed in the Plan for the regional development of GBA. To achieve complementarity of functions and observance of the parameters of co-ordinated development for mutual benefits, government’s leadership is pivotal. It is encouraging to know that our Chief Executive is a member of the “Leading Group for the Development of GBA” where the related contributions of HKSAR will be articulated, and the related benefits

duly recognised. In respect of transport and logistics, we look to the HKSAR Government for its cogwheel support in the following areas:

1. For the seamless connection in cross-boundary transport flow in GBA, it is imperative that the China and Hong Kong Customs and Customs, Immigration and Quarantine (CIQ) can work in tandem, with the Trade Single Window as a key B2G facilitating mechanism. As the time line for implementation stretches to 2023, interim measures need to be figured out through engagement and collaboration at G2G level to alleviate the current cross-border clearance chokepoints.
2. On the super highway of Smart Logistics, the imperative for Hong Kong’s transport and logistics going forward is to gear up its digital infrastructure with provision of logistics information platforms, powered by innovative technologies, for the facilitation of trade and management of supply chains in GBA. The resulting benefits of instant visibility and security of information exchange will contribute potently to Hong Kong’s collaborative development in transport and logistics with the cities in GBA. The Government’s support in the form of regulatory facilitation and financial incentive will be helpful.
3. Another area of co-operation will be the creation of “green channels” between the bonded areas in GBA and the Hong Kong International Airport (HKIA) and Kwai Tsing Container Terminals (KTCT) with co-location clearance, after which the



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cargo will be transported speedily across the border with the necessary security ensured via adoption of technologies like the e-Lock mechanism.

4. For boosting the confidence of Hong Kong's investors in logistics facilities in GBA, it is imperative that the Management Body responsible for shepherding the logistics park projects will make provisions for the participation of Hong Kong professionals. This China-Hong Kong joint management approach will be an institutional innovation conducive to the collaborative development of the logistics sector in GBA.
5. The utilisation of the HZMB for freight movement has been noticeably light since its opening, despite the obvious speedy connection between the three cities. Part of the reason is the slow progress in effecting direct cross-border trucking between Hong Kong and Macao. Reportedly, the Macao side is fast-tracking on its logistics facilities expansion by putting the hitherto unused warehouse space near the airport terminal to productive use. The capacity enhancement will prompt airfreight operators to run more chartered flights in/out of Macao. And the resulting cargo volume increase, apart from that of FOB Macao, will continue to be barged to/from Hong Kong, and not via the HZMB if the issue of ineffective cross-border trucking between Hong Kong and Macao is not resolved in good time. It is hoped that the two Governments will jointly work on improving the current cross-border trucking arrangement to fully unleash the transport and logistics potentiality of the Bridge.
6. Cross-border trucking itself is beset by the overall shortage of truck drivers in Hong Kong. The 2016 manpower survey conducted by VTC in 2017 informed that there were 1,340 vacancies for truck drivers (2016 Manpower Surveying Report of the Transport and Logistics Industry, TLTB,VTC). That figure is probably higher by now as the ageing population in this sector is continuing unabated, with new entrants far and few

between. A long-term supplementary measure is to import foreign truck drivers.

7. To strengthen the competitiveness of Hong Kong enterprises in developing the China market, incl. GBA, is the "Mainland Programme" under the Dedicated Fund on Branding, Upgrading and Domestic Sales (BUD), which was enhanced in August 2018. A notable exclusion from the "Expenditure items that may be funded under the Programme" (Mainland) is the relevant operating costs for setting up new business entity. This cost item is recommended to be covered by the Program.
8. The GBA Plan has set out the direction of talent development to support the co-ordinated developments in the Area. In particular respect of aviation, the Hong Kong International Aviation Academy (HKIAA) has been nurturing local and regional air transport talent. Potentially, HKIAA can contribute to the development of Hong Kong into an aviation training centre in GBA, with complementarity from the Aero Institute (AI-HK) in the form of facility support in Macao for pilot training.
9. To enrich the understanding of the transport and logistics policies and the facilitative measures in GBA as well as the supporting resources available from the HKSAR Government, it is necessary to organise industry forums, seminars, workshops etc. under the auspices of Trade and Industry Department (HKTID), Customs and Excise, Hong Kong Productivity Council (HKPC), Hong Kong Trade Development Council (HKTDC) etc. in conjunction with their counterparts in GBA so that stakeholders will have a platform for knowledge and experience sharing and gaining, and engendering of ideas for the realisation of the benefits to Hong Kong from the co-ordinated development of transport and logistics in GBA.

For full copy of the submission, please visit the Institute website at [NEWS/POSITION PAPERS](http://www.cilt.org.hk) page on www.cilt.org.hk.

CILTHK Office

Conference Room Available for Hire

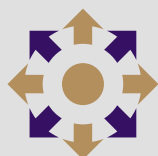
The CILTHK Office situates at Wanchai and is open for hiring. The venue is suitable for a wide variety of uses such as meetings, training sessions, lectures, seminars, presentations, sales talks, etc. For further information and booking enquiries, please contact CILTHK Secretariat Office at 2866-6336 (T) or info@cilt.org.hk.



Location	Size (sq.ft.)	Maximum Seating		
		Classroom Style	U-Shape	Theatre Style
7/F., Yue Hing Building, 103 Hennessy Road, Wanchai, Hong Kong.	400	27 persons	30 persons	40 persons

Rental Charges:

Duration	CILT Members/ Sponsors	Non-CILT Members
Per hour (Minimum 2 Hours)	HK\$500 per hour	HK\$600 per hour
Per half day (i.e. 4 Hours)	HK\$1,800	HK\$2,200
Per day (i.e. 8 Hours)	HK\$3,300	HK\$4,000



The Chartered Institute of Logistics and Transport Professional & Marketing Activities Committee

CILTHK Seminar Series: Update on Maritime Regulation & Compliance Issues Session V: Key Compliance Issues Know Your Customer, 27 April 2019

The seminar series was completed with the last session themed on 'Know Your Customer' on 27 April 2019. Again, it was delivered by Ms Joanne Waters, Senior Registered Foreign Lawyer (England & Wales), HK and Ms Sophie Forsyth, Legal Assistant, HK. The importance of knowing the customer in different perspectives was discussed including topics of Customs & Misdeclaration of Cargoes, Sanctions and Anti-bribery, Digitalised Trading and Future Trends in Maritime and Port Regulation. In concluding the seminar, Joanne forecasted the near-future of shipping regulation would likely to be dominated by environmental concerns while technological advances should provide significant opportunities and challenges in the medium-long term. Industry players should look for a harmonised and standardised approach to maximise the benefits of new technology.



(fr left to right) Mr Clement Ho, Chair of the seminar; Ms Joanne Waters & Ms Sophie Forsyth, the speakers

CILTHK Visit: HKTV Multimedia & Ecommerce Centre, 24 May 2019

HKTVMall is an all-in-one online shopping mall, working with more than 2,800 merchants to provide more than 250,000 merchandises, covering every aspect of ordinary daily needs. Since its opening, the average daily order volume has been surged from 300 to over 11,800 in just 3 years. To streamline the logistics procedures and improve efficiency and accuracy, HKTVMall applied a robotic pick & pack system from Germany in March 2018 and have a larger scale of the same system put into operations at HKTV headquarters in TKO Industrial Estate in the 1st quarter of 2019 to meet the increasing demand of order fulfilment. Ms Jessie Cheng, Associate Director - Corporate Communications of HKTV and her team presented an overview of the HKTVMall and its Multimedia & Ecommerce Centre and led a guided tour to enable participants better understand its automated warehousing system.



(fr left to right) Mr Ken Chan, member of PMAC; Mr Eric Wong, Council Member and Ms Jessie Cheng, Associate Director – Corporate Communications of HKTV

CILTHK Seminar: Augmented Reality and NO to between augmented and reality, 31 May 2019

Pokeguide is an award-winning mobile app showing user which public transportation they should take from one place to another. It includes an Augmented Reality (AR) navigation system showing the direction to the destination. It won the Hong Kong ICT Gold Award (Best Smart Hong Kong) and Asia Pacific ICT Award Merit (Smart Tourism) in 2018 with thousands of users in Hong Kong, Macau and Taiwan. Mr Brian Hui, Co-founder of Pokeguide Ltd., demonstrated the concept of Pokeguide and explained what is AR and how AR and AI (Artificial Intelligence) work to fulfil the last mile for passengers. Also, Brian shared his view on the upcoming development of AR and AI in the transport and logistics industry and led a fruitful discussion with participants throughout the seminar.



Mr Brian Hui (right) received the souvenir from Mr Dannie Ho, Chair of the seminar (left)



The Chartered Institute of Logistics and Transport Professional & Marketing Activities Committee

Joint Seminar: Tackling Road Risk with ISO 39001, 20 Jun 2019

ISO 39001 specifies requirements for a road traffic safety (RTS) management system to enable an organisation that interacts with the road traffic system to reduce death and serious injuries related to road traffic crashes which it can influence^{Note}. Some countries such as Japan and Malaysia have already taken the initiatives to implement the standard a few years ago. In view of series accidents in Hong Kong, the Independent Review Committee on Hong Kong's Franchised Bus Service has suggested to adopt ISO 39001 for the public bus service providers and other related organisations so to improve the road safety. A joint seminar was organised by CILTHK, HKARMS and BSI Hong Kong to introduce the ISO 39001. The seminar was delivered by Ir Stephen Yu, Operations, Compliance & Risk Director of BSI HK. What is ISO 39001 about, what benefits it could bring and how it can be implemented in Hong Kong were addressed.

Note The statement was quoted from the website of International Organisation for Standardisation.



Ir Dannies Ho, Chair of the seminar (left) and Dr Henriette Shen, Hon Treasurer of HKARMS (right) presented the souvenir to Ir Stephen Yu (middle)

Joint Zhuhai Logistics Study Tour, 25 Jun 2019

The development of the Greater Bay Area is accorded the status of key strategic planning in the country's development blueprint, having great significance in the country's implementation of innovation-driven development and commitment to reform and opening-up. The interaction and exchanges between Hong Kong and Zhuhai continues to grow after the commissioning of the Hong Kong-Zhuhai-Macao Bridge (HZMB). To facilitate a better understanding of the latest development in Zhuhai, a study tour was jointly organised by CILTHK and the Hong Kong Shippers' Council for 36 members on 25 Jun.

The cargo clearance on both Hong Kong Port and Zhuhai Port at HZMB were introduced by Mr Lau Sing-yip Wilbur, Divisional Commander of HZMB (Cargo) of Hong Kong Customs and Exercise Department and Mr Wang Jingfei, Deputy Director of HZMB Customs (港珠澳大橋珠海公路口岸海關王景偉副關長) respectively. The second part of the study visit included visiting the Henggin New Area Exhibition Hall and two port & logistics operators: Zhuhai International Container Terminals (Hongwan) Co., Ltd. and Civet (Zhuhai) Logistics Co., Ltd.



Group photo taken at HZMB Hong Kong Port



Group photo taken at HZMB Zhuhai Port



The Chartered Institute of Logistics and Transport WiLAT Hong Kong

"WiLAT Greater Bay Area Carnival 2019" was successfully held on April 13, 2019 (Saturday) afternoon at "CookToGather". It was a joyous afternoon and well-attended by about 50 audience including GBA guests from WiLAT China, CILT Macao, practitioners and friends of WiLAT in Hong Kong to celebrate the 6th anniversary of WiLAT Hong Kong. We would like to take this opportunity to thank our event sponsors making this event successful. Sponsors included MTR Corporation Ltd, Shun Tak - China Travel Ship Management Ltd, Chung Shing Taxi Ltd, Hong Kong Tramways Ltd, Asia Airfreight Terminal, Hutchison Logistics and 九哥·麻辣燙·車仔面. We do look forward to their continuing support in the years to come.



There were 3 cooking teams led by our honourable chefs with members of CILTHK Council Members, Friends of WiLAT and young professionals who experienced the spirit of cooperation by cooking food together. Participants enjoyed delicious foods and music performance by KMB's WiLAT Got Talent winning team K-All-Star. Also, we appreciated Ms Cecilia Yeung and Mr Charles Cheung on the coordination work with chefs and the logistic arrangement. The fascinating event was the most joyous way for WiLAT HK to celebrate our 6th anniversary and we look forward to

this signature event to be organised in 2020!

"WiLAT Greater Bay Area Carnival 2019" is our signature event, it gathered leaders and young practitioners to learn about the concepts of Greater Bay Area development by guest speakers, how to make GBA signature cuisine by chefs and shared happy moment of food tasting, music performance and networking. We were honoured to have invited 2 guest speakers to conduct seminar of GBA Development. It was an insightful sharing and the participants were impressed and look forward to the development of GBA in the future.

- (1) Dr WANG James Jixian, Research Director of Bay Area Hong Kong Centre; Visiting Associate Professor, Department of Management Sciences and Research Centre on One-Belt-One-Road of City University of Hong Kong shared the topic of "The key to success in Guangdong, Hong Kong, Macau and Greater Bay Area: Connection and integration"; and
- (2) Mr Bryan Chan, China Director of Spring-GDS PostNL shared the topic of "The Great Bay Area and e-Commerce development".

We would like to thank our team of renowned chefs to demonstrate the GBA signature cuisine and sponsor foods, and they were:

- (1) 黃隆滔師傅, 富臨飯店 阿一鮑魚行政總廚,
- (2) 葉世昌師傅, 品玥廳副行政總廚
- (3) 陳基英師傅, 順德公漁村河鮮酒家 行政總廚
- (4) 雷啟裕師傅, 中國太平主廚

Mr Albert Su (4th from the left on the 1st row) taken the photo with participants



"GBA Series by WiLAT – Entrepreneurship" was successfully held on 3 June 2019 (Monday) night at iBakery Gallery Tamar Café. iBakery was officially established in July 2010 which is a social enterprise specialising in training and hiring the under privileged people under the Tung Wah Group of Hospitals. The event was well-attended by 18 WiLAT members and Friends of WiLAT. It was our honour to have Mr Albert Su, Chief Executive of Tung Wah Group of Hospitals, to share the topic of "Women Employment Status in Social Enterprises". Mr Su shared the purpose and policy to run Social Enterprises and how to encourage and offer job opportunities to the women. It was an informative evening with quality discussion over dinner. WiLAT HK has conducted survey to investigate how to attract and retain female talent in the industry. To learn more information, please visit the full report at: <https://www.wilat.org/wilat-hong-kong-survey>.



The Chartered Institute of Logistics and Transport Young Professionals Committee

YPC organised three events in the past few months for young members to learn about new major transport infrastructure in Hong Kong, to promote CILTHK to secondary students, and to meet with logistics industry leader.

YPC Visit - Central-Wan Chai Bypass Control Centre & Facilities, 4 May 2019

The first event was visiting the Central-Wan Chai Bypass Control Centre & Facilities on 4 May 2019. Through the visit, our young members had a better understanding on both the operations and challenges of the Bypass, which now serves as a major highway of the road network on Hong Kong Island.



Sharing with students of Fortress Hill Methodist Secondary School, 8 May 2019

On 8 May, YPC visited secondary school with sharing of professional knowledge on Sea Transport Development of Hong Kong in the Fortress Hill Methodist Secondary School. The main objectives of this event are to promote CILTHK to secondary students and arouse their interest to join transport industry in their future career.

YPC Dinner with Industry Leader - Mr Brian Wu, 9 May 2019

For YPC's Dinner with Industry Leader on 9 May 2019, young members met with Mr Brian Wu, who is the Chairman of Hong Kong Association of Freight Forwarding and Logistics (HAFFA) and Director of BEL International Logistics. Mr Wu shared various topics regarding freight forwarding and logistics industries such as customs clearance and air cargo security inspection, which provided participants with an insight on Hong Kong air cargo development and operation practice.



CPD Activities

23 Aug 2019	GS1 Hong Kong Food Safety Forum 2019
10 Sep 2019	CILTHK Seminar: Minimising lost from car accidents by applying Big data analytics to your vehicle network
11-12 Sep 2019	Belt and Road Summit 2019
20 Sep 2019	LSCM Logistics Summit 2019 – The Pivotal Role of Hong Kong in the Greater Bay Area
19 Oct 2019	CILTHK Seminar: Special Cargo Handling - Human Remains Delivery & Cargo
19-20 Nov 2019	The 9th Asian Logistics & Maritime Conference (ALMC)
21 Nov 2019	CILTHK Seminar: Following a Maritime Casualty – Adjusting Average
3 Dec 2019	International Symposium on Road Congestion Charging
14-16 Dec 2019	The 24th International Conference of Hong Kong Society for Transportation Studies



The Chartered Institute of Logistics and Transport Quality Assurance Committee

The Institute introduced the programme accreditation system in early 1990. It is to accredit the transport- or logistics-related courses which are able to fully or partially meet the key knowledge areas for CILT Chartered Membership. Since 2003, accreditation visits have been conducted on full exemption applications. Currently, there are 24 CILT/CILTHK accredited programmes delivered by local universities and tertiary level institutions, and many have been awarded with CILT/CILTHK accreditation over a decade.

On 8 June, the Quality Assurance Committee (QAC) was delighted to welcome 17 representatives in the gathering held at the CILTHK Office. Valuable comments and suggestions especially in how to attract students to become CILTHK Student Members were received. In the coming new academic year, a new round of recruitment programme for CILTHK's Free Student Membership and 50%

Discount Scheme for Affiliate Membership will be introduced through Programme Leaders/Directors. To adhere to the mission of CILT to become a career partner to our members, the QAC is looking forward to a much stronger collaboration with academic institutions to render support to transport- and logistics-students in their career path.



CILTHK free email service will be CLOSED



The Institute's website (www.cilt.org.hk) is undergoing a revamp exercise that the brand new website will be launched in the 4th quarter this year. The change will also cause the closure of our free email service to members. The CILTHK free email account was offered to every member since their joining-in in the past 17 years. However, we noticed our email service is no longer delivering the sort of experience that CILTHK members need and on the other hand, personal email has been provided by almost all members for communication use with us. That is the reason we came to the conclusion for closing the service.

Upon the closure of our email service, your account (xxx@cilt.org.hk) is no longer accessible and its contents will be deleted. You won't be able to send or receive emails with it. Any forwarding that was set up will no longer work.

Things you need to do

- Provide an alternative email address to CILTHK if you haven't done so before;
- Migrate and/or Back-up any emails/information saved in your CILTHK email account ASAP (CILTHK shall not be able to help in retrieving any deleted emails once the email account is removed).

We are sorry for the inconvenience caused by retiring this service. The exact date of closing of the email service has not been finalised. Members will have at least 2 months' time from now on to migrate and/or back-up their emails and contacts. The Institute will send advanced notices to all members when the new CILTHK website is launched and the date of closing of the email service through emails, CILTHK website and other necessary means.

Annual General Meeting 2019 of the Chartered Institute of Logistics and Transport in Hong Kong

Date: 19 September 2019, Thursday
Time: 7:00pm (follows by a dinner at 8:00pm)
Venue: Function Rooms, 3/F South Tower, "The Salisbury" – YMCA of Hong Kong, 41 Salisbury Road, Tsim Sha Tsui, Kowloon, Hong Kong.

Notice of AGM 2019 will be served to all members via electronic means later. For any enquiry, please contact the Institute at 2866-6336 (T) or info@cilt.org.hk (E).

Revised Policy on Retired Membership

The policy allows a concessionary rate of 50% of annual subscription fee was recently reviewed and approved by the CILTHK Council on 9 August 2019. Any member shall be eligible for retired-member status if he/she

- (1) has retired from active practice of his/her profession or business; and
- (2) is not in full-time employment.

All applications for Retired Membership are subject to the Membership Committee's approval, the decision of which is final.

Application Form is downloadable at the Download Area page of the Institute website www.cilt.org.hk. For enquiry, please contact Miss May Kwong, Administration Officer, at (T) 2866-1018 or (E) maykwong@cilt.org.hk.



The Chartered Institute of Logistics and Transport Membership Committee

Members' Profiles



Ken CHUNG, FCILT

Ken has got more than 25 years of experiences in re-engineering fortune 500 companies' global supply chain and cold chain management. Currently, he is the Director - Logistics, of the Henderson (China) Investment Co., Ltd and mainly focus in managing of scalable logistics project in China and overseas. Ken is the Chairman of the Chamber of Hong Kong Logistics Industry (CHKLI), steering member of HK PolyU Food Safety Consortium of the Innovative & Technology Development Office (ITDO) and member of the Institute of Purchasing & Supply of Hong Kong (IPSHK). He has also been serving different committees of the Hong Kong SAR Government for many years. Recently, Ken has also been appointed as Director of the Greater Bay Area Intelligent Cold Chain Industry Institute. Ken had awarded his Master Degree in Global Logistics Management by Royal Melbourne Institute of Technology (RMIT) in Australia and awarded certificate of advanced level (level 4) of the Chartered Institute of Environment and Hygiene(CIEH).



Jenny LAM, FCILT

Jenny Lam has been the Chief Executive Officer, Subsidiaries of Cathay Pacific Group since July 2017. She leads the three wholly owned subsidiaries of Cathay Pacific Airways including the cargo terminal services and operations of Cathay Pacific Services Limited (CPSL); ground handling services provision of Hong Kong Airport Services Limited (HAS) and commercial laundry services of Vogue Laundry Services. She is responsible for leading and overseeing the development and execution of the companies' long-term business strategy. Prior to that, Mrs Lam was seconded to the group's subsidiary Cathay Pacific Catering Services (CPCS), the inflight catering company as General Manager and subsequently took up the position of Chief Executive Officer in 2011. She joined the airline in 1988 and has held a variety of managerial roles. Mrs Lam was the member of the Advisory Council on Food & Environmental Hygiene of Food & Health Bureau of Hong Kong Special Administrative Region for four years and serves the Safeguard Committee of Hong Kong Q-Mark Council, Federation of Hong Kong Industries.



Edward C.W. LAU, FCILT

Edward LAU is the Co-Founder and Chief Executive of Pointline Enterprise Private Limited; a strategic consulting firm that specialises in supply-chain, e-commerce fulfilment, aviation, transportations, joint-venture establishments, and M&A organisation integration. Edward is a seasoned professional, he was the President of Asia of Landmark Global, CEO of Jetstar Hong Kong in 2013-2015. Prior to joining Jetstar, he spent over 10 years at TNT Express WorldWide where he held a number of senior positions and was the Managing Director Hong Kong from 2008 to 2013. During his employment in FedEx, he was a chartered member (1985 till 1997) of the team that established Federal Express (NYSE FDX) in Asia. Edward holds a Graduate Diploma in Business Communications from The Chinese University of Hong Kong and a Postgraduate Award in Management and Business Studies from University of Warwick, UK. Besides being a Chartered Fellow of CILTHK, Edward has been a Board Member of the CILT Singapore since 2016.



The Chartered Institute of Logistics and Transport Membership Committee

New & upgrade members (updated as of 31 July 2019)

NEW CMILTs

CHEUNG Ho-yin
CHU Kar-ning Catherina

CHOW Chi-shan
HO Jun-sing

UPGRADE TO CMILT

TSANG Yee-yeung

NEW MILT

HUANG Xiaoyan, Michelle

NEW AFFILIATE

LAM Hiu-fai

NEW Student Members

CHAN Chi-wa
CHAN Yi-ki
CHEUNG Yukyi Joey
JAYAWARDENA, Dulanga
LOU Chongyang
POON Wai-sze
SUM Wing-hei
YAN Chenyu

CHAN Kai-king, Marco
CHEN Chun-hei
HO Yi-ching
LAI Yajing
NG Tin-long
SO Man-hin
WONG Yi-wai
ZHOU Yiyi

CILTHK
& Ince

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http://www.cilt.org.hk/webadmin/img/news/493_1.pdf

