

# SHIPPERS 付貨人 TODAY

MAY-JUN 2017

Vol.40 No.3

## COVER FEATURE

**Dry bulk shipping sails out of stormy waters:  
Recovering after three years of misery**



### **Chairman's Message**

Look on the bright side of  
all cross-border partnerships



U.S. leading-**71**  
container moves  
per hour per berth



A **50**-foot deep berth  
capable of handling  
a **14,000** TEU ship



Three **45**-foot deep  
berths capable of  
handling a **9,200**  
TEU ship



Four Neo-Panamax cranes  
with an outreach of  
**22** containers wide



Seven Post-Panamax  
cranes with an  
outreach of **18**  
containers wide



On-dock rail



**16** RTG cranes

## The Most Productive Port In The U.S.



1-800-638-7519 marylandports.com twitter.com/portofbalt

Governor Larry Hogan MDOT Secretary Pete K. Rahn MPA Executive Director James J. White

# SHIPPERS TODAY

MAY-JUN 2017

Vol.40 No.3

## CONTENTS

<b>CHAIRMAN'S MESSAGE</b>	02
<i>Look on the bright side</i>	
<b>CHANS' ADVICE</b>	04
<i>Assignment vis-à-vis cargo misdelivery</i>	
<b>COVER FEATURE</b>	10
<i>Dry bulk shipping sails out of stormy waters</i>	
<b>SPECIAL FOCUS</b>	18
<i>Getting a better picture to improve shipping processes</i>	
<b>LOGISTICS</b>	22
<i>Organi integrates with INTTRA to automate ocean shipping</i>	
<i>CMA CGM launches new mobile app for customers</i>	
<i>FedEx Express to launch Liège-Memphis flight</i>	
<i>UPS expands China-Europe rail service</i>	
<i>UPS successfully tests drone for residential delivery</i>	
<i>INTTRA acquires Avantida to accelerate digital technology expansion</i>	
<i>CN reports encouraging results in first quarter</i>	
<i>Supply Chain Insights by Mark Millar</i>	
<b>AIR</b>	36
<i>Hong Kong Air Cargo granted Air Operator's Certificate and ATLA Licence</i>	
<i>Turkish Airlines launches new cargo route to Avinor Oslo Airport</i>	
<i>Cathay releases combined traffic figures for March 2017</i>	
<b>PORT</b>	40
<i>Ocean Alliance makes first scheduled call at Wilhelmshaven</i>	
<b>ECONOMY</b>	41
<i>IMF warns of potential disruptions despite raising China growth outlook</i>	
<i>ADB: Developing Asia's 2017 growth weakest in 16 years</i>	
<b>TRADE</b>	44
<i>Prime Source Forum 2017: It's all about survival, sourcing and speed</i>	
<i>China opens seven new FTZs to attract foreign investment</i>	
<b>NEWS</b>	48
<i>World News at a glance</i>	
<i>China News at a glance</i>	
<b>EVENTS &amp; APPOINTMENTS</b>	56
<b>TRANSPORT STATISTICS</b>	58
<b>主席的話</b>	60
<i>往光明處看</i>	
<b>物流</b>	62
<i>粵港澳大灣區發展的構想與機遇</i>	
<b>知文航語</b>	68
<i>香港航空業新格局 (下)</i>	



**Editor** L. Tam  
**Editorial Committee** H.Y. Hung  
Daniel Lam  
**Chinese Section** Fennie Chung  
**Research & Statistics** Fennie Chung  
Ron Chan  
**Advertising** Czarina Shum  
**Circulation** Katty Leung  
Patrick Poon  
Joyce Man  
**Publisher** Sunny Ho  
**Design** YM Tang  
**Printer** Wellfit International  
Printing (HK) Limited

**Address:** Flat V, Phase 3, 10/F, Kwun Tong Industrial Centre, 448 Kwun Tong Road, Kwun Tong, Kowloon, Hong Kong.

The views expressed in this publication do not necessarily reflect those of the Hong Kong Shippers' Council.

本雙月刊內容僅代表筆者意見，並不代表本會立場。

The Hong Kong Shippers' Council is comprised of Founder members, Ordinary members and Associate members. Founder members: Chinese Manufacturers' Association of Hong Kong, Federation of Hong Kong Industries, Hong Kong Exporters' Association, Hong Kong General Chamber of Commerce, Indian Chamber of Commerce, Hong Kong. Ordinary members: Chinese General Chamber of Commerce, Hong Kong, Federation of Hong Kong Garment Manufacturers, Hong Kong Association of Freight Forwarding and Logistics Ltd, Hong Kong Knitwear Exporters & Manufacturers Association, Hong Kong Kwun Tong Industries and Commerce Association Ltd, Hong Kong Management Association, Hong Kong Plastics Manufacturers' Association, Hong Kong Trade Development Council, Hong Kong Woollen and Synthetic Knitting Manufacturers' Association Ltd, Hong Kong Garment Manufacturers' Association.



Shippers Today © Copyright 2017

**The Hong Kong Shippers' Council**

Room 603, 9 Chong Yip Street, Kwun Tong, Kowloon  
Tel: (852) 2211 2323 Fax: (852) 2891 9787  
shippers@hkshippers.org.hk  
http://www.hkshippers.org.hk





Willy Lin  
Chairman

## Look on the bright side

**A**s we embark into the second half of 2017 (and may I say how quickly it has come), I remain uncertain of Hong Kong's trading and shipping industry's prospects for the rest of the year.

In the first three months, China's exports grew 14.8% and Hong Kong grew 10.3% in value terms. Hong Kong Port's container throughput increased 12.6% and its air cargo throughput increased 11.4%. While we have to consider the Chinese New Year holiday's effect, which benefited the results in March in terms of growth rate, the increase figures are truly impressive.

Oddly, these good results are against a background of enhanced anti-globalisation movements and protectionism. While President Trump's trade policies, especially the Sino-American one, are complexed by his adoption of gambling theory and practices, as well as results of his domestics and foreign affairs policies, Hong Kong's trading does not seem to be moving in the direction as anticipated when Trump took the helm. The effects of Brexit as well as the elections in France, Germany and Italy add even more uncertainty to an already delicate situation.

While analysis has been focusing on Hong Kong trading with its traditional trading partners, India has sneakily become Hong Kong's number five export market. For several years already, Hong Kong's exports to the ASEAN countries have been growing far higher than both the United States and the European Union. It

may be premature to say that the "Belt and Road" or the Asia-Pacific Era has arrived, but it would be equally unwise to ignore the fast-changing industry landscape.

In Hong Kong, there are a lot of discussions about "Belt and Road", yet actions lag much behind. Setting up new Economic and Trade Office (ETO) in Jakarta is a correct move and should be followed by more ETOs in South Asia and the "Belt and Road" region; the private sector should act swiftly too.

I felt excited when Premier Li Keqiang declared in March this year that the Guangdong-Hong Kong-Macau Bay Area concept would be formally incorporated into policy level. Some may question its importance as regional co-operation of Guangdong, Hong Kong and Macau is not a novel or groundbreaking partnership. Mainland investments have long been Hong Kong's largest source of investment. So, what is special about this advocacy for the Bay Area development?

Ever since the publication of the Pearl River Delta Development Planning Framework in 2009, efforts have been made to better co-ordinate the planning and development in the region – in infrastructure development, land use planning, economic structure and activities, talent and knowledge development, research and development and so on.

Hong Kong and the Mainland have different political and legal systems, which

can and has lead to some difficulties. Mainland China is still a socialist state and practices continental laws, whilst Hong Kong is a capitalist playground and observes common law. Furthermore, its bay area is unlike ones in other major cities – New York Bay, San Francisco and Tokyo, which are all characterised by dominance of a single nucleus in the area, while Guangzhou, Hong Kong and Shenzhen are quite close in city and population size, as well as in economic mass. This three-nucleus feature is certainly unique for the Guangdong-Hong Kong-Macau Bay Areas. The question is: will this pose difficulties to realisation of the concept?

These concerns are all valid. In some ways, these differences have reduced economic efficiencies of the region. The area would have better air traffic management and flows should development and operations of the five international airports in the region was better planned and co-ordinated. Logistics distribution would be better if it covered wider geographical areas. The same could be applied to land use planning, other infrastructure developments, as well as social and economic activities. Hong Kong also wants more business opportunities on the Mainland than what the current CEPA offers.

It would be different if co-ordination were conducted on national policy level. The comparative advantages of each city will be carefully examined and reinforced. Although Hong Kong adopts a laissez faire system,

history tells us that planning for the future is important. When economies are relatively isolated, they could afford to look only at their own affairs, but this is not the case nowadays. We should opt for synergy and work towards a common goal.

To many people, the main worry of the Bay Area concept is whether it would reduce Hong Kong's autonomy and its unique advantages; there is also concern for over-planned developments. I believe there is no need for such worries.

The "One Country – Two Systems" policy has provided the most prominent cornerstone for Hong Kong. It guarantees that alignment of the Hong Kong system with many other economies of the world. In fact, Hong Kong has benefited and would continue to benefit from the current systems as the "Belt and Road" Initiatives and the "Going-out" strategy of China continue to develop.

Hong Kong has been performing the role of springboard for Chinese investments. There is also a realisation that better risk assessment and management, as well as project management for "Belt and Road" projects are absolutely needed, which again falls within the strength areas of the Hong Kong professional sector.

As Wang Zhen Min, Legal Affairs Department of the Liaison Office of the Central Government in the Hong Kong SAR said during a One Country – Two Systems Forum on April 30, 2017, the Mainland government saw no benefit for Hong Kong to become just another Mainland Chinese city. The wisdom behind will lay the direction for the Guangdong-Hong Kong-Macau Bay Area policy. What we need to do is to identify the positive elements from such vision and concentrate on achieving them.

In other words, we must progress by avoiding negativism and focus only on the bright side of things.



## EXECUTIVE COMMITTEE 2017

### CHAIRMAN

Mr. Willy Lin

### VICE CHAIRMAN

The Hon. Jeffrey Lam

### MEMBERS

Dr. Roy Chung  
Mr. H. Y. Hung  
Mr. Mickey Ko  
Mr. Matthew Lai  
Mr. Gary Lau  
Mr. V K Parekh  
Mr. Cliff Sullivan  
Mr. Eric Sun  
Mr. Stanley Szeto  
Dr. Tony Tai  
Mr. Sunny Tan  
Mr. Wong Wai Wing  
Mr. Yeung Chun Fan  
Mr. Raymond Yip

### EXECUTIVE DIRECTOR

Mr. Sunny Ho





Richard Chan

Richard Chan has been in the shipping industry and transport liability insurance sector for over 20 years, during which time he has worked for a leading shipping company, a P&I club, a transport liability mutual club and a number of insurance brokers. Throughout his career, he has focused on transport related claims and has provided loss prevention and contract advice. Richard graduated from Hong Kong Polytechnic in 1984 with a professional diploma in Business Studies Transport and obtained the qualifications of MCIT and ACI Arb in 1987 and 2000 respectively. He also holds an MBA degree from the University of East Asia.

Email: richardchan@sun-mobility.com



Simon Chan

Simon Chan is Director and Co-founder of Sun Mobility Insurance and Claims Services Ltd. His specialty is transport liability insurance brokerage and unique transport risk management services. He has extensive risk assessment and marketing and sales experience in marine insurance products in Greater China. Simon is a highly experienced marine, multimodal and logistics risks manager in Asia Pacific. He received a B.A. (Hons) degree from the University of Hong Kong and attended the Institute of Chartered Secretaries and Administrators. He also has an MBA degree in finance and e-commerce from the University of Science and Technology.

Email: simonchan@sun-mobility.com



## Assignment vis-à-vis cargo misdelivery

The Hong Kong High Court issued a Judgment on 22/8/2016 dealing with a case that a forwarder wanted to strike out a cargo misdelivery claim on the ground that the claim disclosed no reasonable cause of action. [HCCL 5/2015]

On 17/2/2016, the defendant ("the forwarder") applied by summons to strike out the claims made against it by the plaintiff ("Skechers"), on the ground that the Amended Statement of Claim dated 13/8/2015 ("Amended SOC") disclosed no reasonable cause of action, was embarrassing, scandalous and otherwise an abuse of the process of the court.

On 10/6/2016, Skechers filed its summons dated 12/5/2016 to further amend the Amended SOC, and to join 19 other parties as plaintiffs in the action. The application was opposed by the forwarder, on the basis that the amendments were not sufficiently formulated, that no explanation had been given by Skechers as to why it sought to depart from its originally pleaded and verified case, and that without the amendments, Skechers' claim was fatally flawed such that it should be struck out.

On the striking out application, the forwarder claimed that Skechers' claim was made under the bills of lading ("Bills") pleaded in the Amended SOC, but that it had no title to sue as it was not a party to the Bills. It was only in the Re-amended Statement of Claim which Skechers sought leave to be filed ("Re-amended SOC") that Skechers pleaded that the proposed 2nd to 20th plaintiffs were the parties to the Bills, and that it sought to rely on various assignments which purportedly took place between Skechers and the additional plaintiffs. Without the alleged assignments, the forwarder claimed that Skechers had no title to sue, that the Amended SOC disclosed no cause of action, and the amendments sought to be made in the Re-amended SOC were for the purpose of saving the proceedings from being struck out.



## THE DULUTH INTERMODAL ADVANTAGE

CREATING NEW INLAND AND MATCHBACK OPPORTUNITIES FOR SHIPPERS



CN provides fast reliable shipping services between China and North America through our West Coast port gateways. And now, with CN's newest intermodal facility in Duluth, Minnesota; we offer customers the ability to move freight by its shortest and most economical path, saving time and money!



www.cn.ca | @CNRailway | 86 10 5982 2225





The forwarder claimed that in these circumstances, the proper course was for the court to strike out the Amended SOC, but grant leave to Skechers to amend (if there was a properly formulated amended claim), with costs to the forwarder.

#### The pleaded causes of action

On a detailed review of the Amended SOC, the Judge accepted the submissions and explanations made on behalf of Skechers, that the cause of action relied upon and as pleaded in the Amended SOC was for the forwarder's misdelivery of goods under the Agreements pleaded in paragraph 4 (a) of the Amended SOC. As defined in paragraph 4 (a), the "Agreements" were the contracts for shipment of goods, which Agreements were made orally and were evidenced partly in writing and partly by conduct. The oral contract was Skechers' instructions to the forwarder for the goods to be shipped. The Agreements were evidenced in writing by the Bills, as pleaded in paragraph 4 (b) of the Amended SOC. The conduct relied upon as evidence of the Agreements was the previous course of dealings between Skechers and the forwarder as pleaded in paragraph 5 of the Amended SOC. This was the state of the pleadings as at the date of the Amended SOC.

As pleaded, therefore, the Amended SOC disclosed an arguable cause of action on the basis of the oral Agreements and the previous course of dealings allegedly between Skechers and the forwarder. The forwarder might claim that there were insufficient particulars of the oral agreements allegedly made, in which case it was open to the forwarder to seek further and better particulars. The Judge did not agree that the cause of action was unarguably bad, such

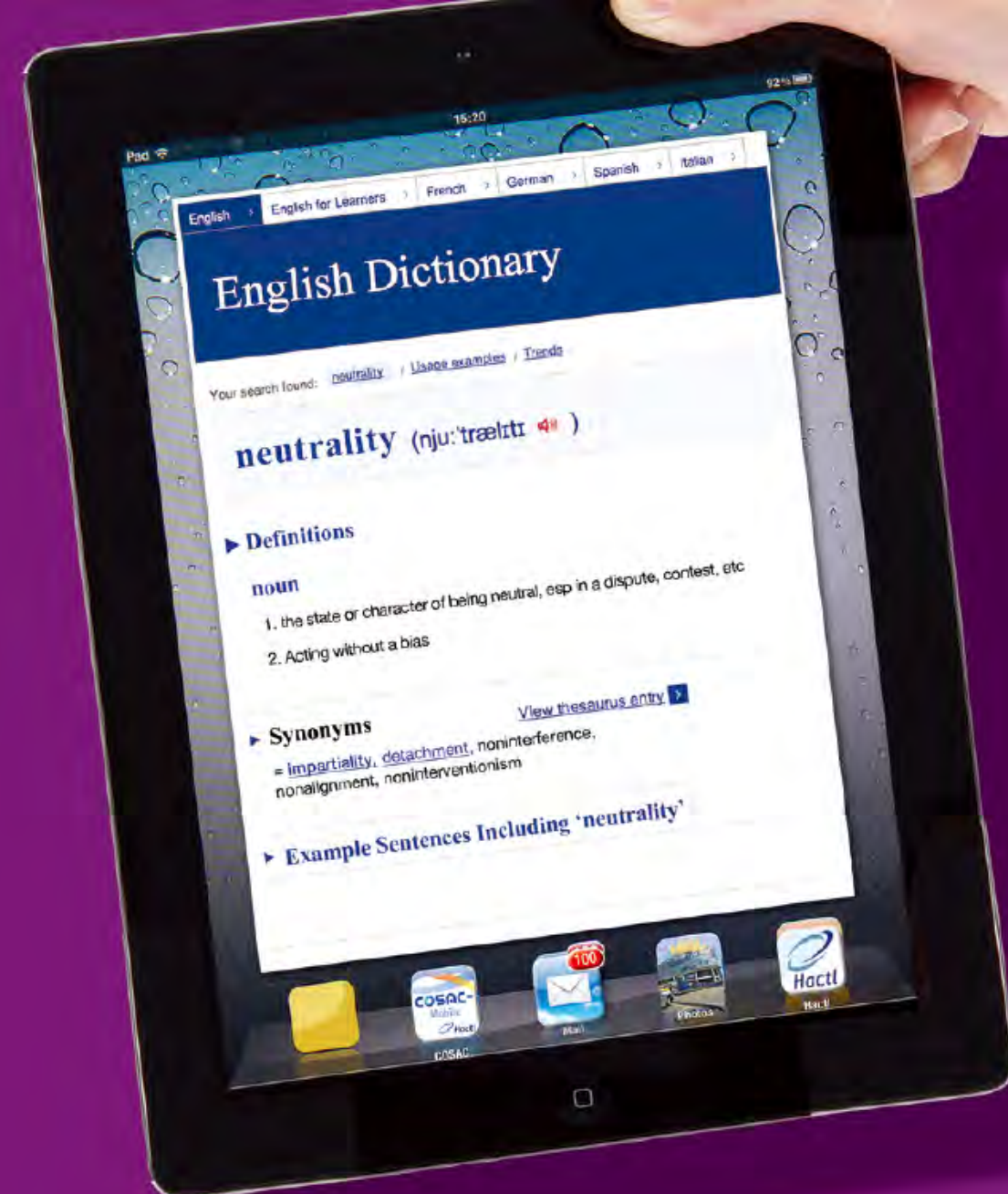
that it was plain and obvious that Skechers' claims should be struck out. Whether the Agreements existed and could be established was a matter of evidence and proof at trial, and not for striking out (*Mak Yiu v Chinachem Realty Ltd* HCA 10335/1998, 17/11/1999).

#### The proposed re-amendments

The defence raised, that Skechers was not a party to the Bills, prompted Skechers to apply to amend its pleading and to join the parties named in the Bills as the proposed 2nd to 20th plaintiffs. By the Re-amended SOC, Skechers sought to plead that the proposed 2nd to 20th plaintiffs were the shippers named in the Bills, but they had assigned to Skechers their rights under the Bills and the contracts of carriage evidenced by the Bills. The assignments were pleaded to be dated January, February and March 2015 ("Assignments"), before the date of the Writ.

The forwarder claimed that as Skechers' pleaded case was that its right of suit was transferred to it by reason of the Assignments, the Amended SOC disclosed no viable title to sue without the Assignments.

In the absence of a plea of any notice of the Assignments having been served on the forwarder, it would appear on the face of the proposed Re-amended SOC that Skechers was an equitable assignee. The Judge accepted the submissions made on behalf of Skechers, that an equitable assignee might sue in its own name (*Allson Classic Hotel (HK) Limited v Harvest Star International Limited* [1996] 2 HKLR 330), and that the plea of an assignment did not introduce a new cause of action (*Asia-Pac Infrastructure v Shearman*



We don't fly planes. We load and unload them.

Quickly. Efficiently. Reliably. Safely.

To us, every customer matters.

And every flight gets equal priority - because none of them is ours.

Anything less just isn't Hactl.

**Hactl**

it's all in the handling







& Sterling [2012] 3 HKLRD 321, Beijing Tong Gang v Allen & Overy [2015] 4 HKC 391). So long as the Assignments were in existence at the date of the Writ, they could be pleaded by way of amendment (Telecommunications & Technology v Outblaze Ltd HCA 2541/2009, 13/5/2011). The Judge also accepted that no question of contractual time bar applied to the facts of this case, where the goods in question were delivered without production of the original Bills (Cheong Yuk Fai v China International Freight Forwarders [2005] 4 HKLRD 544 at 556 and Starlight Exports v CTO HCCL 55/2004, 19/7/2006).

The forwarder's complaint was that the Assignments were not sufficiently pleaded. Whether they were valid under the relevant governing law, whether they were supported by valid consideration, whether they were absolute assignments, whether their terms had been sufficiently pleaded and were clearly agreed, and whether the Assignments in fact took place before the Writ was issued (as was alleged), could be pursued by requests for further and better particulars, and were to be tested and established at trial. On the whole, the Judge considered that the pleadings of the Assignments were adequately formulated. As Skechers emphasized, Skechers had a cause of action which was constituted at the time when the Writ was issued and the Amended SOC was filed, in reliance on the verbal Agreements evidenced by the course of dealings between Skechers and the forwarder. The assignors were joined as a matter of practice (Chitty on Contracts Vol 1 32nd Ed, para

19-039 to 19-040), particularly when there was a dispute as to the validity or effect of the assignments sought to be relied upon. In view of the arguments already raised by the forwarder, as to the consideration for the Assignments, their governing law, and whether the Assignments had actually been made, it could not be said that the joinder of the assignors as plaintiffs would not be necessary.

The Judge did not consider that the amendments proposed by the Re-amended SOC introduced allegations that were inconsistent with the verified claims originally made in the Amended SOC, on the basis of the Agreements being partly oral and partly evidenced in writing and by conduct. The forwarder's complaint, that Skechers had failed to give an explanation for its need to make the amendments, by reference to para 20/13/1 Hong Kong Civil Procedure, was not established.

#### Orders on striking out, amendment and dismissal applications

This was not a plain and obvious case that the Amended SOC should be struck out. Nor did the Judge consider that there were grounds to refuse leave to Skechers to re-amend the Amended SOC, in order to plead the Assignments and to join the 2nd to 20th plaintiffs. The forwarder's application to strike out the legal action was dismissed, and the Judge granted leave to Skechers on its application to join the 2nd to 20th plaintiffs and to re-amend the Amended SOC.

Simon Chan, Director  
E-mail: [simonchan@smicsl.com](mailto:simonchan@smicsl.com)

Richard Chan, Director  
E-mail: [richardchan@smicsl.com](mailto:richardchan@smicsl.com)

Please feel free to contact us if you have any questions or you would like to have a copy of the Judgment.

**AFFC** 機場空運中心  
AIRPORT FREIGHT FORWARDING CENTRE



The Airport Freight Forwarding Centre (AFFC) is operated by Airport Freight Forwarding Centre Company Limited, a wholly-owned subsidiary of the Sun Hung Kai Properties Group. AFFC is close to the cargo terminals at Hong Kong International Airport. It offers over 1.5 million square feet warehouse space and offices for lease.



**AFFC IS A WORLD-CLASS INTERNATIONAL  
AIR CARGO CONSOLIDATION CENTRE  
SITUATED IN HONG KONG INTERNATIONAL AIRPORT**

Leasing Hotline : (852) 2827 2002

[www.affc.com.hk](http://www.affc.com.hk)

2 Chun Wan Road, Chek Lap Kok, Hong Kong



# Dry bulk shipping sails out of stormy waters

The general consensus by industry titans on dry bulk shipping is that the market has seen its bottom and the fundamentals show recovery is emerging, reports Ken Gangwani

## SPACE - THE FINAL FRONTIER

As the quest for more warehouse space continues, certain capacity limits are likely to be quickly reached when using conventional static storage methods. SSI SCHAEFER vertical lift LogiMat® represents a low cost solution to your storage problems. As well as saving space, the LogiMat® increases picking speed and reduces replenishment time through less time spent walking as the system operates according to the "goods to man" principle.

[ssi-schaefer.com](http://ssi-schaefer.com)



**SSI SCHAEFER**



**D**ry bulk shipping has been caught in a perfect storm for the past three years and the troubled waters got rougher in 2016, historically one of the worst years for the industry.

Going forward, 2017 will see another year of die-hard competition but the first signs of recovery are emerging. However, caution remains the watchword if the recovery is to be sustained.

Michael Birley, managing director of Langton Shipping Group, told the Marine Money conference in Hong Kong recently that overall, he was optimistic. "But we have seen the market go from very bad to less bad. It is not good as yet. The recovery is fragile," he warned.

"The Capesize sector has really taken off but I think that is because of short-covering as people were caught short as commodity prices, especially of iron ore and coal, moved up substantially from the first half of last year."

Lei Yang, head of China ocean transport at commodity trader Cargill, said the dry bulk market recovery was being led by China, the major importer of iron ore and coal.

Yang expressed surprise at the pace of recovery, something he put down to a substantial gap of China's leading indices, the producer price index (PPI) and the consumer price index (CPI). The PPI was at 7.8% and the CPI at 0.8% in February.

"The gap has widened to as much as seven percentage points, signalling that domestic commodities are in short supply. This could have caused the spike in rates as traders scrambled to restock," he said.

According to analysts, gains in the PPI were driven largely by mining and heavy industry, with a 36.1 per cent leap in mining, the biggest jump in that category since early 2010. Raw materials increased by 15.5 per cent, while oil refiners and chemical producers also saw solid increases.

Mats Berglund, CEO of Pacific Basin Shipping, said demand was good and the carrier was positive, but he also warned shipowners to be cautious.

Langton Ship Finance Forum  
Raising Capital: Positioning For Recovery  
Thursday, 6 April 2017  
Renaissance Hotel Hong Kong



Michael Birley



Lei Yang



Mark Young



Mats Berglund

"We need more sustainable recovery so we need to be more patient," he said. "The fleet is still growing, scrapping has pretty much stopped due to the higher freight rates, but we have a stronger situation now than we had a year ago."

Berglund said the dry bulk shipping business had passed the worst, but rates remained at poor levels. "Rates have been at break-even levels recently but owners really need these rates to be sustained over the 25-year life of a ship to reasonably consider buying a new ship," he said.

"We have passed the worst but we came from such an incredibly

low level. It's time to let the market come to us this time," he added.

Pacific Basin earlier in April reported improved average time-charter equivalent (TCE) earnings in the first quarter as the Baltic Dry Index (BDI) reached a three-year high. The company generated average Handysize and Supramax daily TCE earnings of US\$7,460 and US\$8,030 per day net in the first quarter of 2017, representing a 26% and 38% year-on-year improvement and outperforming the Baltic indices by 18% and 3.5% respectively.

There was consensus among other panelists at the conference

that the market hit the bottom last year and rates would not return to the poor levels of 2016.

Asia Maritime Pacific CEO Mark Young said it was "very unlikely" the BDI would hit the low of 290 points experienced last year. But he added that while the BDI may fall to around 650 points seen at the beginning of 2017 from the 1,200 points in April, it was unlikely to stay at that level for long.

The BDI, benchmark of the industry's performance, is a composite of the Baltic Capesize, Supramax, Panamax, and Handysize indices. It is useful in determining the cost to move materials by sea.







Michael Jorgensen

Michael Jorgensen, head of Panamax Pacific, Klaveness Asia, agreed the market was on a recovery curve. He said China demand was important but carriers had to also look at other countries.

China's iron ore and steel prices have been rallying for a year, fuelled by a construction boom, though worries are growing over rapidly rising stockpiles at Chinese ports. The country's insatiable demand for resources has helped spur an inflationary pulse in commodities markets worldwide.

All market indicators seem to be doing better in 2017, though the economic environment still remains foggy mainly due to the uncertainty in the Chinese and Indian economies and the relevant economic policies of these two countries.

According to the latest projections of the International Monetary Fund (IMF), the World GDP is expected to grow by around 3.4% in 2017, the highest since 2014 when it hit the same rate. Both the advanced economies and the emerging markets are expected to experience a higher growth than in 2016.



Tim Huxley

India's growth is also expected to be higher than in 2016 but its economy has been affected by the demonetisation effect as a result of recent government policies. The long-term impact of this policy has not yet been evaluated and so the overall economic environment of India still remains cloudy.

On the other hand, a small slowdown is expected in China at a GDP of about 6.5%, down from the GDP of 6.7% that the country experienced in 2016. The Baltic and International Maritime Council (BIMCO) called 2016 a "horrible year for the dry bulk shipping industry" and advised that "scrapping ships and no newbuildings is the fastest road to recovery for the dry bulk market."

BIMCO's latest analysis of the market found that the dry bulk shipping industry was on target to reach profitability by 2019, and even if there is a slight increase in supply side growth, it should be offset by stronger demand. Zero per cent fleet growth was the target for the oversupplied dry bulk market, and if that was

maintained through 2017, the Handymax segment may even turn around a year earlier, said BIMCO chief shipping analyst Peter Sand.

BIMCO said that the lift in freight rates is positive, but added that there is still work to be done on the supply side, coupled with a significant level of demolition activity.

"Freight rates will be slightly higher than originally projected for the coming years. Combining the relatively better freight market, with a 10-year-low OPEX level in 2016 – the dry bulk industry remains on the road to recovery," BIMCO stated.

Meanwhile, global shipping consultancy Drewry, singled out the dry bulk market as a good investment opportunity. It forecast earnings in the dry bulk market would improve from 2017 onwards, with demand projected to grow at a pace of 3% and supply by about 1%. As supply and demand becomes more balanced, charter rates are expected to improve gradually.

Despite the overcapacity in the dry bulk shipping industry opportunities remain for a shipowner to make a profit by buying a second-hand ship. Asked at the Hong Kong conference by moderator Tim Huxley, chairman of Mandarin Shipping, to weigh up buying a second-hand ship against a newbuilding with prices still hovering around the 2008 rate of US\$23-\$31 million, Berglund strongly advocated for the purchase of a second-hand ship.

He explained: "If you can buy a five-year-old Handysize vessel for US\$14-\$15 million and a newbuilding for US\$23 million, which is currently being offered by Japan, you will be in a good position."

"Historically that is a fantastic price for a five-year-old ship and there is still a lot of upside on second-hand value. You still cannot build ships at the US\$14-\$15 million levels. Of course, you have to get the timing right. But it is not bad to have a strategy to focus on the equation and not only on the asset value."

Jorgensen did not see eye-to-eye with Berglund. He said: "It is all about the volatility. In general, I would recommend to make sure



you maintain your ships proper and I will say to anyone looking to buy a second-hand vessel you should do an inspection, and then a second inspection and again a third inspection, because you might not get what you think you are buying. We have seen several cases of owners buying second-

hand vessels and spending a lot of money on maintenance and crew. I am sure the grain majors are sooner or later going to pay off for quality ships. So if we all maintain our ships properly we will see that business come back to us."

## WHEN YOU SHIP FROM A TO B, WE MEET YOUR NEEDS A TO Z.

Getting your shipment from one place to another is only part of the air cargo experience. You need quick service at tender and recovery. You need a simple booking and billing process. You need real-time information. At Delta Cargo, we're equipping our dedicated and responsive teams with the innovative tools and technology it takes to meet all your needs and help you ship with ease.

DELTA CARGO.COM



**DELTA**  
CARGO



Yang agreed with Jorgensen. "We do value the fact that the more qualified the ship the better. We are willing to pay a premium for such kind of ships. We have social responsibilities. We favour owners who can provide more qualified, more green and more safe ships."

Young said: "A small portion of our customers look to the quality of the ship, the reputation of the company, the credibility of their financial balance sheet. But in this market still the majority of the players are looking for the cheaper solution."

There are apparently two schools of thought on how to survive the dry bulk market. Some shipowners, particularly Europeans, have embarked on a series of acquisitions of second-hand tonnage and on the other side of the coin we have seen some Asian giants turning more conservative in asset markets and deferring newbuildings. The jury is still out on who has taken the right position. Hong Kong Air Cargo Terminals Limited (Hactl) – Hong Kong's largest cargo terminal operator – is totally dedicated to the well-being of its workers and underlined that commitment by holding a highly successful Safety Week.

Hactl's entire 2,500-strong workforce participated in the event at the end of September; it was designed to promote safer working practices and workplace behaviour. The event will now be held annually.

Safety Week built on the initial success of a one-day pilot event in 2013. This year, a team from the company's Quality and Safety Section supervised a full programme



of events, devised to take place within the work environment, in order not to disrupt Hactl's 24/7 high-volume handling business.

A countdown to Safety Week was displayed on a giant monitor in the state-of-the-art SuperTerminal 1 and details of the programme timetable were displayed throughout the week to maximise awareness.

The Safety Week programme incorporated different themes and topics for each day, including Good Housekeeping & FOD Prevention, Heat Stress Prevention and Tractor & Forklift Driving Safety, Accident Prevention, Pre-work Exercise, Manual Handling Safety, Behavioural-based Safety Observation (BBSO) and "Pointing and Calling" Safety.

Highlights of the week included a Safety Slogan Competition with a top prize of HK\$800 in shopping vouchers, won by Jim Wai Yip of Operation Services. The week also

featured a Good Housekeeping Treasure Hunt, encouraging tidiness in the workplace by concealing 40 envelopes containing prizes or motivational messages in locations throughout the giant facility, where they would only be discovered by thorough tidying.

On the final day of Safety Week, staff received a talk on health, followed by a Green Lunch of healthy food. The Safety Cup and HK\$3,000 cash prize were won by Ground Services, while the Best Teamwork Award and a HK\$500 prize also went to Ground Services, in recognition of the meaningful slogan they produced and their inventive use of a guitar solo to support their entry!

In a related development, the final day of Safety Week saw Hactl receive the prestigious Hong Kong Occupational Health and Safety award, winning against some of the biggest names in Hong Kong industry and commerce.

## Professional Diploma in Logistics and Transport Management

CEP Modules

<http://hkuspace.hku.hk>

### Join CLT through Part-Time Study at HKU SPACE

#### Professional Recognition

This is the only diploma programme granted with full exemption of the educational requirement of CLT Chartered Membership.

#### Articulation opportunities

Graduates may articulate to the B.Sc. (Hons) International Supply Chain and Shipping Management, offered jointly by The University of Plymouth, UK with HKU School of Professional and Continuing Education. Graduates, upon election to CLT Chartered Membership, can also apply for admission to master degrees in logistics or transport offered by universities in Hong Kong or overseas.

#### Other Features

- CEP reimbursable
- Students may choose to complete in 1 year

#### Bridging courses

Candidates may also choose to start at Certificate level



☎ 2508 8864 (Ms Wella Chau)

📠 2508 6403

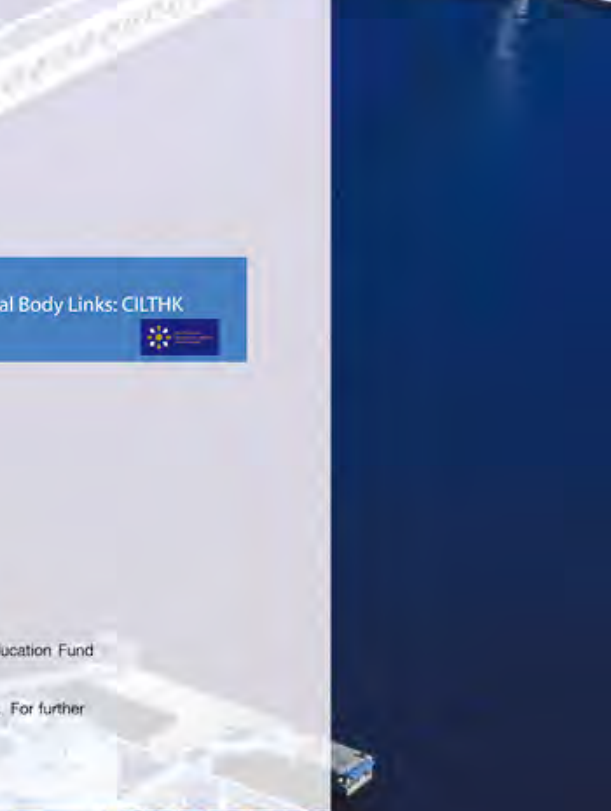
✉ [wella.chau@hkuspace.hku.hk](mailto:wella.chau@hkuspace.hku.hk)

CEP Selected module(s) of this programme have been included in the list of reimbursable courses for Continuing Education Fund purposes. For further details, please refer to HKU SPACE's website or <http://www.info.gov.hk/sfaa/cef>

These programmes have been included in the list of reimbursable courses for Continuing Education Fund purposes. For further details please refer to HKU SPACE's website of <http://www.info.gov.hk/sfaa/cef>

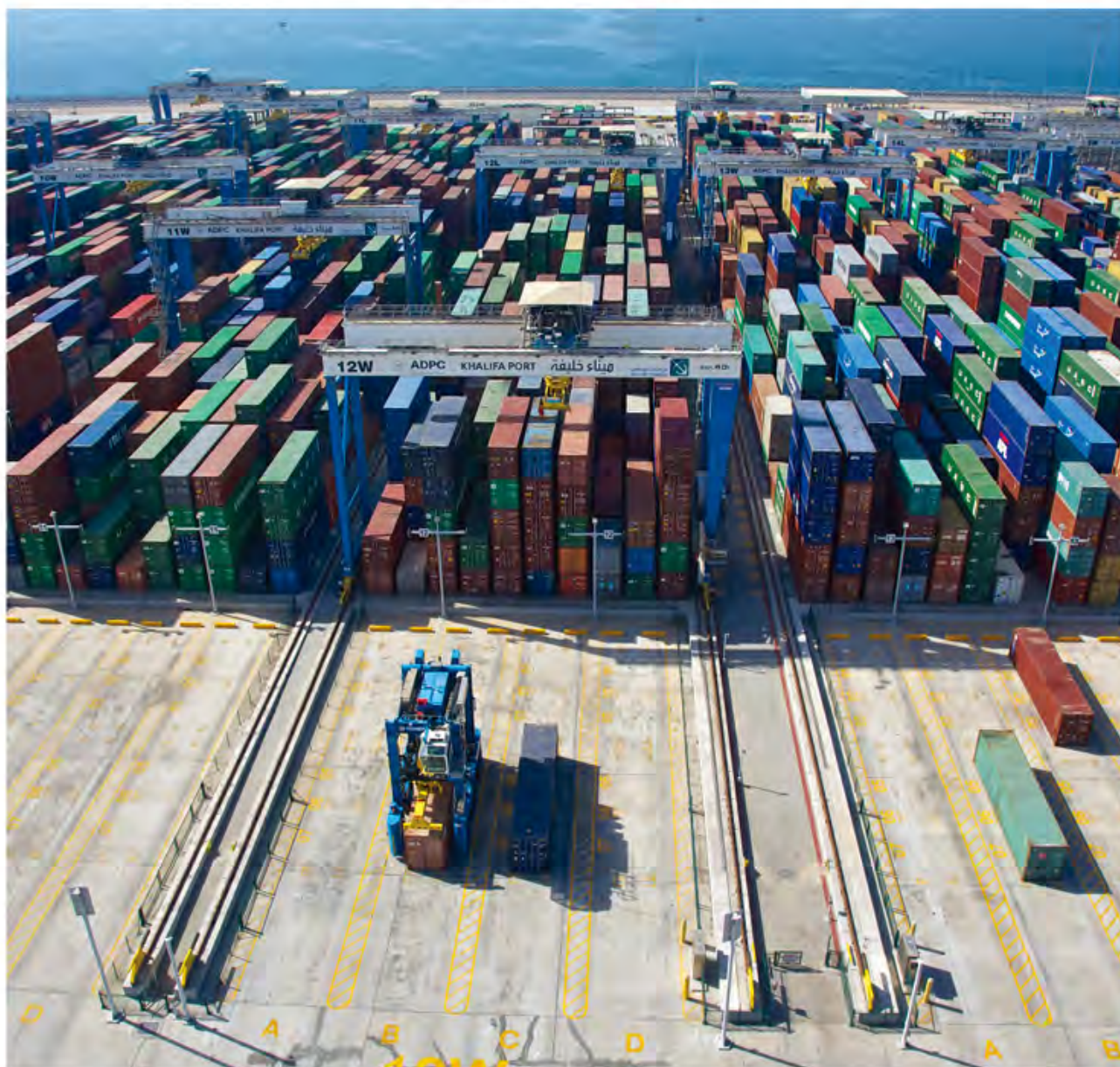
HKU SPACE is a non-profit making University company limited by guarantee.

This is an exempted course under the Non-local Higher and Professional Education (Regulation) Ordinance. It is a matter of discretion for individual employers to recognize any qualification to which these courses may lead.





# Getting a better picture to improve shipping processes



In plain industry description, Containerchain designs and develops software solutions or to be slightly more precise, it offers business to business and web-based software technologies to bring digitalisation and improve the processes of the shipping industry.

But Tony Paldano, founder and CEO of Containerchain sums it up rather nicely to provide a uniquely different perspective to

show how wonderful it is that innovation could breathe new life into the age-old processes of shipping logistics.

"Remember in the old days when we wanted to see a movie, we had to physically turn up to buy tickets and very often after the purchase we had so much time to kill that we were forced to hang around aimlessly. Now we just purchase online and our time can be better used for something else."

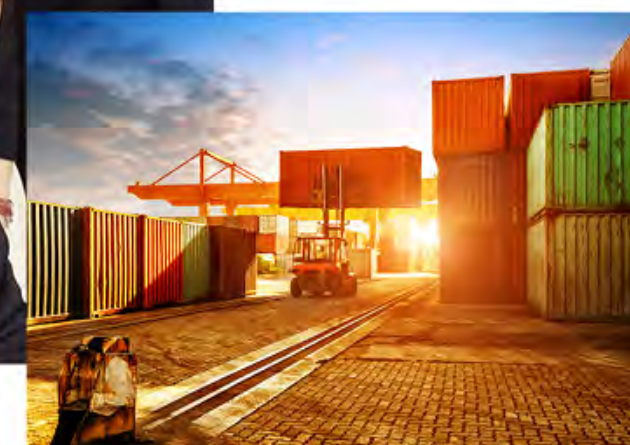


Paldano said the shipping processes are the same because without a seamless system to organise different parties involved, a lot of precious time would be wasted, hence efficiency goes down and costs go up. All these inefficiencies and cost increases eventually gets passed on to Shippers and Consignees.

At Containerchain, nothing stands still, everything works well, and most importantly, they work effectively.

Containerchain believes in taking a proactive stance and persistent questioning of industry practices, which means they are always looking for new innovative ways to help the industry embrace contemporary technology and improve processes.

It all began in Melbourne 10 years ago when there was a need to solve a growing dysfunction in the Melbourne empty container



industry. With the number of container depots declining due to low revenue, and container shipments steadily rising, it was clear something needed to be done to correct the imbalance.

In 2007, Paldano founded Containerchain in Australia and used his long-acquired expertise in creating software for Asian freight logistics to devise a solution for the empty container supply chain.

Then in 2010, Containerchain had its watershed moment as it unveiled its information sharing technology to a forum of logistics giants who had been searching for a much-needed means of a clear and accessible technology to allow clear and accessible information sharing between transport operators and empty depots.





Not only did Containerchain have the very technology they needed, but the solution to increase revenue and reduce operational costs for these struggling empty container depots and for container trucking companies.

Over the next two years, Containerchain began rolling out its revolutionary software into mass production which saw its technology being adopted by every single empty container depot and container trucking company in Australia and implementation in various depots in Singapore and Malaysia.

In 2013, the firm took a step further in its global expansion and merged with Paldano's Asia-based firm MAXimas, allowing Containerchain to further penetrate the Asia Pacific region.

A decade after its inception, Containerchain is the chief software supplier for container

logistics and freight scheduling in Australia for empty container supply chain. Its solution, however innovative, is simple and allows industry players to link up via a secure network, synchronise their operational processes to optimise their asset utilisation, from the instance they disembark from the ship to the final moment they return.

Paldano's brainchild allows logistics operations to run smoothly and efficiently, thanks to Containerchain's real-time solutions, which deliver "digitalisation" combined with process re-engineering to innovate the empty container supply chain to bring real efficiencies and cost benefits to all stakeholders.

"Now you got the picture," he said.



## UNLOCKING VALUE ACROSS THE CONTAINER LOGISTICS SUPPLY CHAIN

Transport inefficiencies that start at the terminal gate have a flow-on effect right across the logistics supply chain, creating depressed profitability for each industry participant.

Containerchain solves this via a single platform for connecting everyone involved in moving containers from port-to-door and back again. A solution that provides for real-time paperless tracking, total container movement visibility, proactive operational planning, optimised asset utilisation and efficient operating tools and systems.

Shipping lines, cargo owners, warehouse operators, road transporters, container terminals and depots are connected using mobile and desktop applications that automate communication, manage container depot and yard operations, track containers, assign jobs for drivers, produce digital documentation and receipts and optimise traffic conditions at, and nearby, all landside facilities.

Discover how to unlock more profit and productivity from your business today using Containerchain by visiting [containerchain.com](http://containerchain.com) or request a no obligation demonstration at [info@containerchain.com](mailto:info@containerchain.com).



# CONTAINERCHAIN

[containerchain.com](http://containerchain.com)



# THE GERMAN CONTAINER PORTS

THREE TERMINALS | ONE NETWORK | ALL ADVANTAGES



## Bremerhaven | Hamburg | Wilhelmshaven

EUROGATE is Europe's leading shipping line-independent container terminal operator network with twelve locations. With Bremerhaven, Hamburg and Wilhelmshaven we are the number one on Germany's North Sea coast. Our range of services is complemented by an intermodal transport network across the whole of Europe.

For more information visit [www.eurogate.eu](http://www.eurogate.eu).

MOVING  
THE GLOBAL  
ECONOMY



## Organi integrates with INTTRA to automate ocean shipping

INTTRA, the world's ocean shipping electronic marketplace, and Organi, a logistics software provider, will form an alliance to increase efficiency across the board.

The alliance will allow Organi to integrate INTTRA's Container Booking and Shipping Instructions products into OLS and OLS Customs, Organi Logistics System, Organi's all-in-one solutions for the operational and financial management of freight forwarders, storage operators (for third parties), container logistics, customs offices and industrial companies with logistical processes.

As a result, Organi's customers will have seamless access to INTTRA's network to make bookings, submit shipping

instructions and track shipments anywhere in the world.

By integrating with INTTRA, the largest multi-carrier network, Organi customers will have access to more than 50 of the world's leading ocean carriers via a single connection. This provides a more efficient way to process ocean freight transactions, avoiding double input and related mistakes as well as saving time and money and hence improving productivity.

"Through this alliance, we look forward to providing customers with better control and greater visibility into their supply chains, further standardising ocean shipping processes in order to increase efficiencies across the industry and allowing them to proactively focus

on increasing customer service levels", states Kristof Poulain, Business Unit Manager at Organi.

"Organi's core focus on the automation of business processes makes them a natural partner for INTTRA", says Sherie Orzechowski, Vice President, Business Development, Alliances. "We are pleased that our product will enable Organi to provide an even more efficient solution to its customers and those that they serve."



## WE KEEP YOUR STEP AHEAD



The ports of China are only 15-minute driving distance from Macau International Airport.

CAM Office Building, 4<sup>th</sup> Andar, Av. Wai Long, Taipa, Macau  
Tel: (853) 8598 8888 Fax: (853) 2878 5465  
Website: [www.macau-airport.com](http://www.macau-airport.com) E-mail: [camlgd@macau-airport.com](mailto:camlgd@macau-airport.com)







**Regional Distribution Centre**  
**Raw Materials Hub**  
**E-commerce / Order E-fulfillment**  
**Postponement Assembly (BTO/CTO)**  
**Vendor Managed Inventory**  
**Reverse Logistics**  
**Customized Value-added Services**



**Tradeport Hong Kong Limited**

香港商貿港有限公司

Address: Tradeport Logistics Centre, 21 Chun Yue Road,  
Hong Kong International Airport, Hong Kong

Tel. no.: (852) 2286 1388

Fax no.: (852) 2286 1323

Email: [scs@tradeport-hongkong.com](mailto:scs@tradeport-hongkong.com)

Website: [www.tradeport-logistics.com](http://www.tradeport-logistics.com)



\* Self owned facilities located at Hong Kong International Airport

DEPARTMENT OF INDUSTRIAL AND SYSTEMS ENGINEERING  
工業及系統工程學系

## Master of Science in Industrial Logistics Systems 工業物流系統碩士

(Programme Code: 45089 FTM/PTM)

- The first master programme in logistics systems in Hong Kong. Started in the year 2000 with more than 700 graduates to date
- The programme is accredited by The Chartered Institute of Logistics and Transport (HK) and The Hong Kong Logistics Association
- Provides exposure to the latest development in logistics in Hong Kong and Mainland China
- All compulsory subjects are assessed by coursework elements
- Opportunity to network with logistics practitioners and executives through the Alumni Association



## CMA CGM launches new mobile app for customers

**C**MA CGM Group, a leading worldwide shipping group, has launched a new version of its mobile app that allows customers to track shipments, provide access to all line schedules and company news.

The new app is also available on tablets operating on Android and iOS systems. It is available in 5 languages - English, French, Chinese, Spanish and Portuguese.

With the new version of the CMA CGM application, customers are now able to:

• Follow their shipments from the port of loading to the port of unloading

• Access schedules of specific ships or trips in order to plan shipments

• Obtain one or more shipping routes between two points, selected optimally by the app out of more than 200 shipping lines and over 400 vessels from the Group's fleet

• Follow CMA CGM Group's corporate news including new services and rate information

The new app presents a redesigned and ergonomic interface that makes all features

intuitive and easy to use. It also provides access to customer service.

To watch the video detailing the CMA CGM app, go to:  
<https://youtu.be/S4e4ULuNyyA>



🌐 Programme Website: [www.ise.polyu.edu.hk/mscils](http://www.ise.polyu.edu.hk/mscils)  
🌐 Online Application: [www.polyu.edu.hk/admission](http://www.polyu.edu.hk/admission)  
📞 Enquiry: Ms. Louise Tung  
(Tel: 2766 4227 Email: [louise.tung@polyu.edu.hk](mailto:louise.tung@polyu.edu.hk))



**Jet-Speed**  
Your Personalized Freight Partner  
www.jet-speed.com

**Your Cargo, Our Commitment**

Air Freight  
Sea Freight  
Logistics  
Consolidation  
Charters  
Project Management

Office: 11/F, 15 Wang Chiu Road, Kowloon Bay, Kowloon, Hong Kong  
Phone: 27500091 / 25200313 Fax: 27992720 / 25200089

## FedEx Express to launch Liège-Memphis flight

FedEx Express has begun operating a new flight linking TNT's European air hub in Liège, Belgium to the FedEx World Hub in Memphis, US, in early April 2017.

From Memphis the aircraft will continue on a round-the-world flight to Shanghai via Seattle and Anchorage, US before returning to Liège.

This is a significant step in connecting the FedEx Express and TNT worldwide networks, which will give TNT customers around the globe direct access to the robust portfolio of FedEx services in the US and Canada.

"This new flight by FedEx Express is



a tangible example of the customer benefits that the acquisition of TNT will bring," said David Cunningham, President and CEO of FedEx Express. "By combining our strengths, particularly the FedEx Express air network and TNT's strong European road capabilities and Liège hub, we will connect even more people and possibilities."

FedEx Express will use Boeing 777

Freighters offering 116 tons of capacity for the Liège-Memphis service. Once in Memphis, the TNT volumes will be injected into the FedEx network for delivery across the US and Canada.

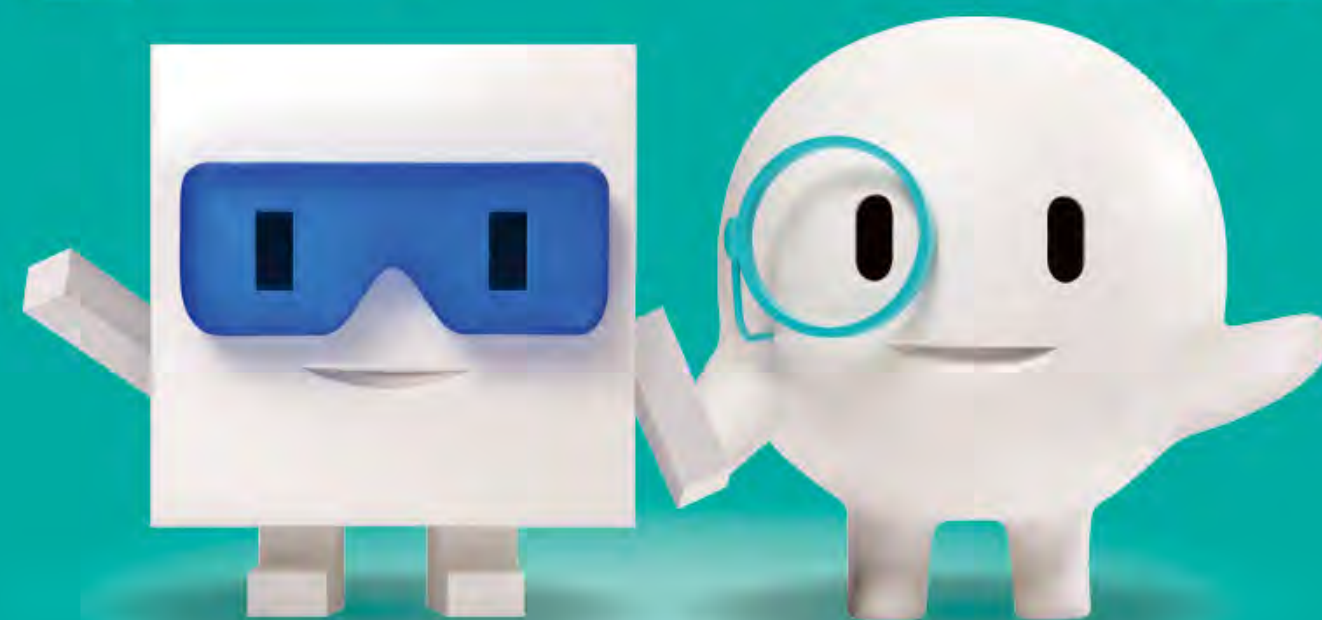
With this new flight, TNT customers shipping to North America will benefit from broader service coverage, faster transit times and higher weight capabilities.

企業遇到  
**技術應用** 或者  
**管理疑難?**

生產力局嘅阿TEC同阿BIZ  
幫到你!

**TEC**  
跨領域  
專業技術顧問

**BIZ**  
全方位  
企業管理專家



**生產力局**  
係你首選嘅企業方案伙伴

Hong Kong Productivity Council  
www.hkpc.org  
2788 5555

50 HKPC

生產力局  
Hong Kong Productivity Council  
香港生產力促進局





## 政府 協會 聯盟 平臺

**政**府行為對物流行業發展很是重要，這裏只要有方向，感覺也就不一樣，因為政府看的也比市場遠。但很多落地事，政府未能先接觸或執行，或要一些先行先試，或取一些意見諮詢，協會就可接上來，看看大家意見，按部就班，試試反應。而在執行中也存在不同業務圈子，這點多是老友記拍檔。這些拍檔在市場上或而硬體很多，或而關係很好，或而網絡很潤，也就構成不同的聯盟。為這些未來政府行為，協會決策做些業務上的推動及放風，令市場上早作準備，也好做配合，那就更容易政通人和，事事順利，聯繫平台也就出現。今天隨著互聯網的使用增加，以網上訊息去滲透，去交流也就愈來愈多。平常一幫朋友，組織些不同人際平臺，打打麻將；唱唱歌；食個晚飯聚下；交流一下貨源或一起跑些計劃，這就起了很多大小市場平臺。過去互聯網平臺還未興起，而Facebook；Linkedin；WeChat；Yahoo在物流界大家都不太運用，那就以人際平臺作交流，在日常興趣聚會中，就多多分享政府；協會及市場的各方訊息，好作配合互聯網去做訊息分享。用互聯網去分享訊息，成本會更低，也更快，而其中的混雜雖然也會濫，但整體滲透率的。效益明顯而易見，所以使用平臺及認識平臺也成為我們香港物流同業的未來重要工具，也就多用多鑑定。

香港政府在處理香港的物流業的未來，重心應由重變輕，碼頭，公路，火車至到內河船今天都受壓力。進出貨基本不用到香港這裡來轉口，香港今天既不近生產，又不近消費群，要貨主在這裏停多一站，今天香港看不到這強項。物流業能滿足這香港7百萬人的剛需求，也就OK，那重投資就變得模糊。今天前海來了，珠海橫琴來了，上海及11個自貿區也來了，連大灣區概念也來了，物流重投資在香港就更難成事了。今天只剩三跑!! 就看大家可否保得著個空港了!!

香港協會大人們過去都是重資產人話事，又船；又飛機；又倉，搵多個IT人都無，不要說到平臺、互聯網這些人材了，所以日常活動也就以排碳；泊車；報關等自律行為的討論為主導，或而減減稅，政府就來做個優惠，那邊廂在政治架構有要求時，協會也就一呼百應。今天香港物流形勢也就如此，如何多做滲透物流中小企構成落地聯盟；平臺市場，也就需要多點時間去感染影響。不竟由重變輕，不好受，也不容易。香港要做供應鏈之都；物流要發展以管理為核心的離岸貿易可不是隨便說了就成功!! 要很多配合和明白。

國際供應鏈聯盟  
www.oym56LM.com  
CEO馮祖期  
2017年4月

## 香港物流網絡智庫

主辦機構: ISGA 國際供應鏈聯盟有限公司  
協辦: CHKL 香港物流商會



**溝通 融合 團結 發展** 逢單月份的22號在香港舉行

第一次聚會時間:  
2017年5月22日

地址:  
觀塘海濱道181號, One Harbour Square 21樓全層

規模:  
計劃參與人數: 60人 參與企業: 30家

時間表	流程
14:00	接待
14:30	交流
14:30-16:00	十家企業自我介紹 (先報名先得)
16:15-17:15	物流金融四個分享 (四位專家介紹)
17:15-17:30	物流平台發展介紹 (OYM Edmon Fung)
17:30-17:45	問答時間
17:45-18:30	大眾自由交流 提供紅酒, 飲料及名廚小食

費用:  
每家企業: HK\$1,000/2位  
HK\$800 /1位

報名及聯繫方式  
Simon Hui  
Edmon Fung  
Lindsey Lam

**物流老總高管交流會  
歡迎用家參與**

了解活動詳情 ▶

www.oym56LM.com GO











## INTTRA acquires Avantida to accelerate digital technology expansion

INTTRA, the world's ocean shipping electronic marketplace, announced in mid-March that it had acquired Avantida, the European market leader in empty container management for ocean carriers.

Enhanced co-ordination of land and ocean container movements generates efficiencies and reduces costs, and INTTRA's entry into landside container logistics will provide additional value for existing and new customers. Avantida's core business – digitised, automated container reuse and repositioning – addresses a major challenge for ocean carriers, transport companies, terminals, depots, and other stakeholders.

Industry experts estimate that empty container positioning costs the ocean shipping industry up to US\$20 billion a year, approximately 40 per cent of handling costs.

"Avantida, an industry leader in

digitised container logistics, has products and customer bases that are highly complementary to those of INTTRA. Acquiring Avantida advances our strategy of extending our reach into the intermodal value chain, enabling INTTRA to better serve our customers. With cutting-edge, cloud-based technology and a unique business model, Avantida enhances efficiency and delivers substantial value to carriers, shippers, and other landside transport companies," said INTTRA's CEO, John Fay. "I am very pleased to welcome Avantida's team to the INTTRA family and I am confident that they will continue to execute on their mission supplemented by INTTRA's resources."

"We are excited to join forces with INTTRA," said Luc De Clerck, Avantida's CEO. "Together we can leverage technology innovation to digitise and transform a multi-billion dollar market that is central to global trade. INTTRA's global network will enable us to accelerate product adoption in Europe and around the world. Our combined offering will further benefit numerous stakeholders within and beyond ocean shipping and container logistics, including reducing carbon dioxide emissions and congestion at ports and surrounding communities."



**HKUSPACE**  
香港大學專業進修學院  
HKU School of Professional and Continuing Education  
<http://hkuspace.hku.hk/>

香港付貨人委員會  
THE HONG KONG SHIPPERS' COUNCIL  
<http://www.hkshippers.org.hk>

香港付貨人委員會 香港大學專業進修學院 聯合主辦

## 航運及物流證書



2007-2008 畢業學員攝於香港大學陸佑堂

香港付貨人委員會與香港大學專業進修學院於本年度再次聯合主辦「航運及物流證書」課程。

該證書課程前身為「綜合航運及物流證書」，已有二十多年歷史，為本地航運及物流界培育不少人材。課程由富經驗之業內人仕任教，內容廣泛而詳盡，包括海陸空運輸、貨運、現代物流、電子商貿、電子船務、進出口簽證管制、信用狀、銀行融資、貿易文件、商業法律、貨運保險及賠償、規模經濟、投資回報率單元。課程新增航運及空運危險品，內容更為廣泛，非常精采，不容錯過。此外更安排學員實地參觀葵涌貨櫃碼頭或香港空運貨站有限公司等機構，瞭解其運作程序。學員完成此證書課程如獲優良成績更可升讀香港大學專業進修學院的商業物流管理專業文憑課程，繼而修讀大學課程。

本年度「航運及物流證書」將於二零一七年九月十九日至二零一八年六月十九日逢星期二晚上約七時至十時舉行，於香港大學專業進修學院授課，每節三小時，教學語言以廣東話為主，並以英語為輔。學員修畢是項課程及考試合格，將獲頒發證書，該證書一向為本地各大機構重視。

截止報名日期為二零一七年八月三十一日。

「航運及物流證書」之費用為八千七百元，如為香港付貨人委員會及香港定期班輪協會會員，則費用為八千二百元。學員修畢課程後可獲政府持續進修基金資助。

聯絡：沈麗薇（香港付貨人委員會）  
電話：2211 2323  
傳真：2891 9787  
電郵：czarina@hkshippers.org.hk  
網址：<http://www.hkshippers.org.hk>

黃小姐（香港大學專業進修學院）  
2867 8323  
2861 0278  
blogistics@hkuspace.hku.hk  
<https://hkuspace.hku.hk/interest/business/supply-chain-management>

會址：九龍觀塘創業街9號603室



香港大學專業進修學院人文及法律學院副總監梁剛銳先生（中）頒發給2016-2017班中中考第一名的雙冠軍曾美蘭（左）及李肇宏（右）。



2016-2017學員於去年十一月十九日參觀香港空運貨站有限公司，由該公司助理經理-業務拓展伍志敏先生（第一行正中右二）帶領及詳細講解貨物於超級一號貨站運作，學員獲益良多，大開眼界，對香港空運業有進一步瞭解，特此向該公司致謝。

學員可於最短三年半完成以下課程：

國際供應鏈及船務管理榮譽理學士  
University of Plymouth, UK

兼讀制，修讀年期最短1.5年（可申請政府MATF培訓基金）

商業物流管理專業文憑  
HKU SPACE

兼讀制，修讀年期最短1年（可申請持續進修基金）

\* 專業學會認可：香港運輸物流學會

航運及物流證書  
HKU SPACE & Hong Kong Shippers' Council

兼讀制，修讀年期8個月（可申請持續進修基金）



# CN reports encouraging results in first quarter

As expected by investors, Canadian National Railway (CN) reported positive first-quarter results on April 24 with revenue up 8% at C\$3.2 billion, and earnings per share up 16% at C\$1.16.

CN saw carloadings increase 9% with growth coming from all but two of its customer segments, and rail ton-miles increase 14%. However, higher fuel costs -- up 46% from last year -- and tariffs on a major Canadian export -- wood products -- are set to impact the company's results for the rest of the year.

One of CN's competitive advantages is that it's one of the most diversified major railroads. In the first quarter, five different kinds of carloadings each accounted for more than 10%

of its total revenue, with intermodal -- which is actually made up of lots of different kinds of freight -- being the biggest at 23%. Better yet, the company saw carloads increase in four of those five, and rail ton-miles increase in every carloading category except forest products.

Not only does this diversity of revenue streams help offset cyclical weakness from a single industry, but it also gives CN flexibility in where it can invest for future growth. CN's recent investments in expanding its intermodal capacity are paying off, with carloads up 9% and rail ton-miles up 8% last quarter.

Over the past couple of years, shipments of Canadian lumber and other forest products have been a source of solid revenue and growth

for CN. And with US new home construction set to continue growing in a solid economy with strong demand, this is an industry CN has been counting on to be a source of stable growth in the near future.

However, recent trade actions by the Trump administration could put the brakes on that. In late April the US Department of Commerce put tariffs of between 3% and 24% on different Canadian wood-products companies, a move that's almost certainly going to impact volumes that cross into the US. A final ruling isn't expected until September, and in the interim, it's likely that American lumber buyers will look for alternatives, as these tariffs will essentially get passed along to the buyer.



## SUPPLY CHAIN INSIGHTS

# TPP Trumped – Advantage to China?

By Mark Millar

From the broad geopolitical and macroeconomic perspectives, the US's withdrawal from the Trans Pacific Partnership (TPP) preferential trade agreement strengthens China's position on the global economic stage and puts China at the forefront of "re-writing the rules of international trade".

China is now equipped to lead the way on global trade deals, most notably through its leadership role in the Regional Comprehensive Economic Partnership (RCEP) trade pact, which is likely to be implemented by the end of this year.

The RCEP agreement comprises 16 economies across the Asia Pacific region, which according to the Asia-Pacific Research Network, encompasses half of the world's population (3.5 billion people), 38% of the world economy and nearly 30% of the world's trade volume.

Compare that to the TPP's 12 nations with 750+ million people, which equals an annual GDP of nearly US\$ 28 trillion, that represents roughly 40 per cent of global GDP and one-third of world trade.

However, the TPP may not be completely dead-and-buried for the time being. There seems to be some interest in pursuing an amended TPP without the United States - some have unofficially called it the "TPP 11" with others naming it the "TPP 12 minus 1" -- with Japan now poised to take the lead.

A left-field option would be for China to join the amended TPP 11, but that could result in a significant overlap with the RCEP (eight common participants), therefore it might be sensible to invite the four Americas-Pacific members of the TPP (Canada, Chile, Mexico and Peru) to join the RCEP.

Over the medium term, the RCEP paves the way for the FTAAP -- the Free Trade Area of the Asia-Pacific -- which embraces all 21 APEC economies - including China and the US.

Whatever happens, we will be seeing more changes on the world trade playing field and on the related freight flows. In light of more uncertainty in the year ahead -- expect the unexpected!



Author of "Global Supply Chain Ecosystems", Mark Millar has been engaged as speaker, MC or moderator at more than 450 corporate events, management briefings, customer functions and industry conferences across 26 countries.  
[www.markmillar.com](http://www.markmillar.com)





# Hong Kong Air Cargo granted Air Operator's Certificate and ATLA Licence



**H**ong Kong Air Cargo has been granted the Air Operator's Certificate from the Civil Aviation Department and the Licence from the Air Transport Licensing Authority (ATLA).

This is the first time in 12 years that a new Hong Kong carrier offering scheduled services has been granted the certificate and licence, marking a glorious milestone for Hong Kong's aviation industry.

Hong Kong Air Cargo will introduce new aircraft and a series of supporting infrastructure in order to boost its market competitiveness. To further enhance the logistics network where Hong Kong is the hub, the airline plans to deploy B747 or B777

wide body extension cargo aircraft over the next five years, reaching a double-digit fleet size.

And based on the combined needs of the logistics market, the airline will also make use of its new cargo capacity to launch Asia routes to Japan and India as well as long-haul routes to Europe and America. Together with its land transport and maritime shipping services, Hong Kong Air Cargo will gradually build up its own comprehensive sea, land and air logistics transportation system.

The Hong Kong International Airport is the world's largest international air cargo throughput hub airport, handling 4.42 million tons of air cargo throughput in 2015. Hong Kong is

able to maintain and further develop its position as an international logistics hub thanks to China's promising Belt and Road initiative, the Guangdong-Hong Kong-Macau Big Bay Area development plan and a series of large-scale transport infrastructure projects like the Hong Kong-Zhuhai-Macau Bridge, the Guangzhou-Shenzhen-Hong Kong Express Rail Link, and the 3-runway system at the Hong Kong International Airport.

With all these new developments on the horizon, Hong Kong will further cement its position as the gateway and hub of the Pearl River Delta economic zone and continue to serve as the bridgehead for the mainland's foreign trade and transportation.

# Turkish Airlines launches new cargo route to Avinor Oslo Airport

**T**urkish Airlines has launched new cargo flights to Oslo Airport from March 10. The new flights are running twice weekly to collect Norwegian seafood for delivery to destinations around the world.

"We have observed a great interest in Norway as a large cargo market, and are now pleased to welcome Turkish Airlines Cargo, who have selected us as their next destination in the Nordic region," says Avinor Director of Cargo, Martin Langaas.

The Turkish carrier now ensures that Norway's main airport is directly linked to the global market available from Istanbul Ataturk Airport, one of the world's largest cargo hubs.

"We are excited to finally be able to connect Oslo Airport closer to Turkish Airlines' wide network out of Istanbul. Thanks to Turkish, Norwegian

seafood exporters now have greater access to the world's largest international network, which provides new opportunities for the Norwegian export industry," explains Langaas.

Last year was a record year for Norwegian seafood export, and Turkish Airlines hopes to be more actively involved in this exciting development.

"We are now able to fly even more seafood directly out of Oslo Airport – thereby providing even better premises for export of Norwegian commodities. We are reducing the number of units being carried by land transport to airports in our neighbouring countries. Faster shipping of fresh fish helps to ensure the quality and value of Norwegian export goods," Langaas emphasises.

With closer and increased co-operation, Turkish Airlines has great

expectations for the Norwegian market.

"Our Istanbul network enables us to offer efficient connections to great traditional markets for Norwegian seafood, and simultaneously access brand new markets through our global network. We have great expectations for the Norwegian market, and we are convinced that our route and network can help to make the Norwegian seafood industry even more competitive," says Sinan Dilek, General Manager Turkish Airlines Norway.

Turkish Airlines will operate flights from Oslo Airport on Fridays up until the end of March and from that point onwards the frequency of departures will go up to two per week. The route will be serviced by an Airbus A330-200F.







## Cathay releases combined traffic figures for March 2017

Cathay Pacific Airways released on April 19 combined Cathay Pacific and Cathay Dragon traffic figures for March 2017 that showed a drop in the number of passengers carried but an increase in cargo and mail uplifted compared to the same month in 2016.

Cathay Pacific and Cathay Dragon carried a total of 2,851,661 passengers last month – a decrease of 3.7% compared to March 2016. The passenger load factor dropped 1.1 percentage point to 82.8%, while capacity, measured in available seat kilometres (ASKs), increased by 0.3%. In the first quarter of 2017, the number of passenger carried declined by 1.2% while capacity fell by 0.4%.

The two airlines carried 181,189 tonnes of cargo and mail last month, an increase of 15.4% compared to the last corresponding period. The cargo and mail load factor rose by 7.3 percentage points to 70.3%.

Cathay Pacific General Manager Revenue Management Patricia Hwang said: "Passenger demand during the traditionally slow season between the Chinese New Year and Easter holidays declined, with our North American routes continuing to come under pressure. Our North East Asia routes performed well on the whole, although Korea was slightly impacted by the political situation there. Our new route to Tel Aviv, which was launched during the month, proved to be a bright spot...Looking

ahead, the market environment remains highly competitive and yield remains a major concern."

Cathay Pacific General Manager Cargo Sales & Marketing Mark Sutch said: "Our cargo business continued its positive momentum into March. Tonnage grew well ahead of our capacity growth. Asian exports were boosted by a number of new product launches and quarter-end project movements. Transpacific routes and inbound-India routes were particularly strong. Volumes from the Hong Kong market recorded good year-on-year growth. It was also encouraging to see the inbound loads from Europe and North America continue to hold up well..."



香港付貨人委員會  
THE HONG KONG SHIPPERS' COUNCIL



## IATA Dangerous Goods (Practical) Certification Course (for Cat 1.3.6 Personnel)

### 1. Course Objective:

It is a requirement by law that comprehensive and approved training must be given to all personnel involved in handling of dangerous goods. This in-depth program could provide practical skills and techniques to participant in the handling of dangerous goods. IATA Certificate will be awarded for candidates who have successfully passed the examination. Also it is also a requirement of law that revalidation training be carried out every 24 months.

### 2. Who should attend:

Shipper, Manufacturer, Cargo Forwarder, Warehouse Agent and Carrier

### 3. Schedule/Duration:

#### a. Basic 5 Days DG Course

- Chinese Lesson: 2017 MAR 20-24, APR 24-28, MAY 15-19, JUN 19-23, JUL 17-21, AUG 14-18, SEP 18-22, OCT 16-20, NOV 13-17, DEC 11-15

#### b. Refresher 3 Days DG Course (revalidation training)

- Chinese Lesson: 2017 MAR 13-15, APR 19-21, MAY 22-24, JUN 26-28, JUL 24-26, AUG 21-23, SEP 25-27, OCT 23-25, NOV 27-29, DEC 18-20

### 4. Course Content:

General philosophy of the IATA Dangerous Goods Regulations, shipper's / operator's responsibilities, dangerous goods security, provisions for passengers and crew, limitations, recognition of undeclared dangerous goods, state and operator variations, classification of dangerous goods, list of dangerous goods, special provisions, packing instructions, marks & labels, shipper's declaration and relevant documents, acceptance procedures, storage and loading procedures, notification to captain, emergency response, case sharing and written examination

### 5. Training Venue :

Room 1601, 16F, Laford Centre (勵豐中心) 838 Lai Chi Kok Road, Cheung Sha Wan, Kowloon, Hong Kong (2 mins walk from Lai Chi Kok MTR Exit D2)

### 6. Certificate:

IATA Certificate

### 7. Course Fee :

(including handout, exercise and test): Basic DG Course HK\$4,600 per person, Refresher DG Course HK\$2,650 per person

### 8. Class Size:

18 People per Class

\*\*For enquiry: Please contact The Hong Kong Shippers' Council Ms Shum:

Tel: 2211 2323 / 2211 2336 Fax: 2891 9787 e-mail: Czarina@hkshippers.org.hk

Please complete in English:

No. of participant : \_\_\_\_\_ Total amount : \_\_\_\_\_

Date : \_\_\_\_\_ Cheque no. : \_\_\_\_\_

Name of participant : \_\_\_\_\_ Participation Date : \_\_\_\_\_

Position : \_\_\_\_\_ E-mail address : \_\_\_\_\_

Company Name : \_\_\_\_\_

Company Address : \_\_\_\_\_

Contact Information : \_\_\_\_\_ Mobile Phone No. : \_\_\_\_\_

### Notes :

By crossed cheque made payable to "The Hong Kong Shippers' Council".

Please mail all cheque to "Room 603, 9 Chong Yip Street, Kwun Tong, Kowloon" (attention to Miss Shum)

Enrollment is accepted according to the date of payment and on first come first served basis

Under no circumstance course fee is refundable unless class is full and/or cancelled

The name of participant can only be amended before the course date

Participants can purchase the 2011 DGR for HK\$1,600 (original price from IATA \$2,100). To purchase, please contact Ms Kwok 9183 8951.



# Ocean Alliance makes first scheduled call at Wilhelmshaven

Ocean Alliance made its first scheduled call at EUROGATE Container Terminal Wilhelmshaven. The "OOCL Tianjin" tied up for the first time on the Ocean Alliance NEU1 service on May 13, 2017.

However, before the first scheduled ships started operating on the new service dock at the port, a number of shipping lines had been busy running trials in order to co-ordinate processes. The preparations also included deliveries of empty equipment, which local consignors collected from the container terminal for packing at their warehouses, to ensure the fully packed containers would be ready and waiting

to be loaded onto the first ship. On April 20, 2017, the shipping line OOCL delivered about 400 empty containers on board the "OOCL Europe". With the initial phase of empty container deliveries, OOCL intends to underpin the conceptual integration of Wilhelmshaven into the Ocean Alliance network.

"Preliminary bookings for the month of May are looking good and there is a high demand for equipment," says Frank Rose, Regional Group Operations Manager OOCL.

"We co-ordinate our processes with each of the shipping companies in the Ocean Alliance to ensure all handling operations run smoothly from the first



scheduled call. The docking of the 'OOCL Europe' shows that our combined efforts are worthwhile. We are pleased that the Ocean Alliance is undertaking extensive preparations for the new service. This shows commitment to the Wilhelmshaven location and to the terminal's local and regional customers," says Mikkel Andersen, Managing Director of EUROGATE Container Terminal Wilhelmshaven.

In addition to OOCL, other shipping companies such as CMA CGM and Unifeeder, have put the handling processes at the terminal to the test.



## IMF warns of potential disruptions despite raising China growth outlook

The International Monetary Fund (IMF) in mid-April raised forecasts for China's economic growth in 2017 and 2018, citing expectations of continued policy support, but warned of potential disruptions in the medium term unless Beijing reduces its reliance on rapid credit growth.

The IMF upgraded its estimate for China's 2017 growth to 6.6 per cent from 6.5 per cent, which it made in January. It also raised its forecast for growth next year to 6.2 per cent from the previous 6.0 per cent.

While higher, the IMF estimates would equate to a significant slowdown from recent growth rates.

China's economy grew by a faster-than-expected 6.9 per cent in the first quarter of this year, fuelled by robust bank lending, higher government

infrastructure spending and a housing market that is showing signs of overheating.

The IMF said China has made some progress in reducing its industrial production overcapacity, but noted that the economy continues to rely on government stimulus and rapid credit expansion to maintain growth.

The report cited China's "policy preference for maintaining relatively high GDP growth", but warned of the consequences of unbalanced growth in the medium term.

"The resulting persistent resource misallocation, however, raises the risk of a disruptive adjustment in China in the medium term," which could be exacerbated by continued capital outflows, the report said.

Despite pledges from policymakers to rein in financial risks and pursue more sustainable growth, China continues to depend heavily on debt and public spending to drive growth.

Total new credit to the economy, which includes bank lending as well as other forms of credit, increased by a record 6.93 trillion yuan in the first quarter, according to recently released data.

The Bank for International Settlements had previously warned that excessive credit growth in China would mean an increasing risk of a banking crisis in the next three years.

Meanwhile, the IMF raised its forecast for global growth for 2017 by 0.1 per cent to 3.5 per cent but left its estimate for 2018 growth unchanged at 3.6 per cent.


**大昌行物流有限公司**  
 DCH LOGISTICS COMPANY LIMITED




中國江門 China Jiangmen  
 香港 Hong Kong  
 澳門 Macau

**全方位供應鏈服務 Total Supply Chain Services**

**國際貨運代理服務** Freight Forwarding Services

**加工包裝增值服務** Add-Value Repacking Services

**食品安全檢測服務** Food Safety Testing Services

**冷凍鏈管理及配送服務** Cold Chain Management & Distribution Services

**拼櫃服務** Consolidation Services

**保稅倉儲服務** Bonded Warehouse Services






大昌行集團成員  
 Member of DCH Holdings

**3966 2222**



**www.dchlogistics.com**



# ADB: Developing Asia's 2017 growth weakest in 16 years

Developing Asia is on track to post its slowest annual growth in 16 years this year as it adjusts to China's rebalancing and possible spillovers from global policy uncertainty, according to the Asian Development Bank.

The Manila-based lender kept at 5.7 per cent this year's growth forecast for developing Asia, which groups 45 countries in the Asia-Pacific region. That would be the region's weakest expansion since it grew 5.0 per cent in 2001.

Next year, developing Asia should again grow by 5.7 per cent, the ADB said in its 2017 Asia Development Outlook report.

"Developing Asia continues to drive the global economy even as the region adjusts to a more consumption-driven economy in China and looming

global risks," said Yasuyuki Sawada, the ADB's chief economist.

Sawada said the region faces "risks from uncertain policy direction in the advanced economies, including the pace of interest rate normalisation in the United States".

"While short-term risks seem manageable, regional policymakers should remain vigilant to respond to possible spillover through capital outflows and exchange rate movements," Sawada said.

The Federal Reserve hiked US rates a notch in mid-March, its second tightening in three months. Forecasts from Fed officials suggest a median of two more increases before year-end.

China, which is rebalancing its economy to



growth led by consumption rather than exports, is expected to grow 6.5 per cent this year, the ADB said. That is better than its December forecast of 6.4 per cent, but weaker than the 6.7 per cent expansion in 2016.

Growth in China is seen slowing further to 6.2 per cent in 2018.

The ADB reduced its 2017 growth forecast for India to 7.4 per cent from 7.8 per cent and it expects growth there to pick up to 7.6 per cent in 2018.

With nearly all economies in Southeast Asia showing an upward trend, the region should expand by a faster 4.8 per cent this year and pick up to 5.0 per cent next year, the ADB said.

Meanwhile, economies in South Asia are projected to expand by 7.0 per cent in 2017 and 7.2 per cent in 2018. And strong consumer demand and rising global commodity prices could cause the inflation pace in developing Asia to quicken to 3.0 per cent this year and to 3.2 per cent in 2018, the ADB added.

## A DUALITY OF VENUE HIRE AND PHILANTHROPY, WHY NOT?



#pier8 #exceptional\_venue #stunning\_harbour\_views #convenient #contemporary\_exhibits

ENQUIRIES - [denisechau@hkmaritimemuseum.org](mailto:denisechau@hkmaritimemuseum.org) or +852 3713 2506

Hong Kong Maritime Museum, Central Pier No. 8, Hong Kong  
T: +852 3713 2500 | [info@hkmaritimemuseum.org](mailto:info@hkmaritimemuseum.org) | [www.hkmaritimemuseum.org](http://www.hkmaritimemuseum.org)



## DELIVERING WITH IMPACT FOR YOUR AUDIENCE

Clients have engaged Mark Millar as Speaker, Moderator, MC or Conference Chairman at more than 450 Events in 26 Countries.

**Knowledgeable | Professional | Memorable**

"thought-provoking, inspiring and humorous"

"every event organiser's dream"



Mark Millar is Managing Partner of M Power Associates Limited in Hong Kong



**Mark Millar**  
[speaking@markmillar.com](mailto:speaking@markmillar.com)  
Hong Kong  
+852 9468 5295  
[www.markmillar.com](http://www.markmillar.com)



Mark's book, **Global Supply Chain Ecosystems**, is available at [www.gsce-mm.com](http://www.gsce-mm.com)





## Prime Source Forum 2017: It's all about survival, sourcing and speed

**N**ot surprisingly, with a rise in protectionism around the world, survival under global political frictions was a major theme alongside two other broad topics - sourcing in uncertain times and speed to meet the demands of millennial consumers - that dominated the discussions at this year's highly-anticipated Prime Source Forum (PSF).

The annual landmark event of the fashion industry, held on March 13 - 14, brought together some 300 senior executives of the global fashion supply chain. From those working in raw materials to e-retail, many shared their insights on the global outlook and how digitalisation and supply chain management strategies could benefit the industry. Speakers also touched upon regulatory frameworks as well as taking a closer look at new markets and sourcing hubs such as Africa.

This year's delegates came from a wide-range of business sectors which

included apparel and footwear, material, textile and fabrics, components and accessories, garment manufacturing-related technology and equipment, product lifecycle management, logistics and supply chain management, design, consultation, financial services, legal services, press associations, government organisations and educational institutes for the industry.

In his opening remarks, Anson Bailey, Principal of Business Development, KPMG, who was also Master of Ceremonies, set an insightful tone for the meeting by saying, "We live in interesting and challenging times."

His gripping remark was followed by an equally interesting welcome address by Gregory So Kam-leung, Secretary for Commerce and Economic Development of the HKSAR. "Fashions change but change is always the fashion... To keep up with the fast pace of the fashion sector, one needs to think fast by anticipating, spotting and setting trends..."

In his welcoming speech, Willy Lin, Chairman of the Hong Kong Productivity Council and the Hong Kong Shippers' Council, who is also a veteran garment manufacturer, said that despite growing anti-globalisation sentiment and rising protective measures, the Brexit phenomenon, weak consumer spending, a changing economy and changing retail models born out of the rapid development of O2O businesses, there are plenty of opportunities on the horizon despite these upsets.

Lin added that according to eMarketer, e-commerce sales (including both products and services) are expected to grow by over 20% every year in the next 5 years. Further to that, Asia-Pacific is predicted to become the world's largest retail e-commerce market with China alone expected to account for almost half (47%) of all such sales worldwide.

It has become increasingly common that sourcing managers in senior positions no longer have to visit local

and overseas trade fairs to source new products. Instead, they seek out new suppliers through existing industry connections, selected referrals or at high-level conferences.

With the goal of strengthening the significant buyer-supplier relationship and these new networks that World Fashion Design Competition and Award (WFDA) came into being in March 2016.

WFDA is a B2B platform offering producers opportunities to demonstrate their capabilities of manufacturing designed fashion items to their potential clients from around the world on a single platform. Unlike other fashion design competitions, WFDA focuses on collaboration amongst producers, designers and buying offices of multinational brands or e-retailers in order to work towards enhancing the global fashion industry. This year's PSF oversaw the WFDA awards ceremony which honoured some of the best designers in the industry.

At the 2nd WFDA award ceremony, Anderson Lee, Chairman, Sustainable Fashion Business Consortium who was also Master of the Award Ceremony, said although the event was still in its infancy, it has provided a great impetus to help collaborate stakeholders, share optimum practices and expertise which have all added value to the industry and has provided a prominent platform for talented designers to showcase their products.

Meanwhile, a number of speakers sounded a note of caution on protectionism and as Colin Browne, President of Global Sourcing of Under Armour, put it aptly in his keynote address, this year the world will see politics shifting away from globalisation to regionalisation as countries become more protectionist.

Browne and many speakers also highlighted the importance of better service to consumers as they have become more specific about what they want, have very different demands and expectations including speed, experience and customisation, and expect products and services to be delivered with corporate social responsibility in mind.

It's worth noting that many speakers remained upbeat despite globalisation is on the decline and protectionism is on the rise, as they believed there are still opportunities if executives know how to rethink their traditional low labour cost and long lead time model to adjust to rising costs, political and anti-trade policies, complex and fragmented supply chains.

There was an interesting session - Sourcing 2020 - to focus on the future fashion sourcing landscape. The buzzwords, according to Anne-Laure Descours, Global Director of Development and Sourcing Apparel, Puma SE, would be: collaboration, engagement, flexibility, adaptation and agility.

There was an interesting session - Sourcing 2020 - to focus on the future fashion sourcing landscape. The buzzwords, according to Anne-Laure Descours, Global Director of Development and Sourcing Apparel, Puma SE, would be: collaboration, engagement, flexibility, adaptation and agility.

Needless to say, technology, automation, data and digitalisation, will continue to help achieve optimal efficiency in trade as in the new retail landscape that emphasises on broader assortments and personalisation, consumer wants to see now, buy now and wear now.

The second day of PSF began with a keynote address by Dr Arkebe Oqubay, Minister and Special Advisor to the Prime

Minister, the Federal Democratic Republic of Ethiopia, on now is the right time to invest in Ethiopia as the country is the fastest growing country in Africa with GDP growth standing firm at 11 per cent for the last 13 years.

Finally, Executive Director at the Hong Kong Shippers' Council, Sunny Ho's probing questions got to the heart of the subject. Ho, who was also a moderator, asked Mark Green, Executive VP of PVH on what opportunities he saw in Africa could play an integral part in the global supply chains. And still on the subject of Africa being a major sourcing hub, he asked Gareth Brooks, Managing Director of VF Asia Ltd whether there were different opportunities for Africa and asked him to identify the main hurdles for "Made in Africa" to become popular or even the mainstream products in consumer market.

With such a diverse range of stimulating topics discussed, this year's PSF most certainly provided countless opportunities for participants to meet and network with industry stakeholders.







## China opens seven new FTZs to attract foreign investment

The State Council announced in late March that it had established seven new Free Trade Zones (FTZ) in the provinces of Liaoning, Zhejiang, Henan, Hubei, Sichuan, Shaanxi and Chongqing.

The FTZs were opened on April 1, 2017 bringing the total number of FTZs in China to 11. The statement followed the announcement on August 31, 2016 by the Minister of Commerce for China that seven new FTZs would be established in China.

The previous four FTZs are located on the coast in Shanghai, Tianjin, Guangdong and Fujian. These areas were chosen for their geographical advantages for trade such as their proximity to major seaports and international airports. Conversely, five of the new FTZs are located inland. The Chinese Minister of Commerce, Gao Hucheng, stated that this is

reflective of the fact that Central and Western China will be the "new frontier" for foreign investment in China, in line with the country's "One Belt One Road" policy.

The government also released details explaining why each FTZ has been chosen.

Liaoning has been chosen to reignite the competitiveness of northeast China's traditional industries and consequently opening up new sectors for foreign investment.

As a new FTZ Zhejiang is expected to improve the construction of Zhoushan Free Trade Port and encourage commodity trade liberalisation.

Henan is chosen to help establish a modern three dimensional traffic system and modern logistics system meaning it will one day become a key

location along China's "One Belt One Road" connection.

Hubei, as a new FTZ, is to play the role of a hub for high-tech industrial bases focussing on the Yangtze River Economic Belt.

Sichuan is chosen to be the gateway to China's western inland areas while Shaanxi is to help facilitate the construction of the "One Belt One Road" network. And finally, Chongqing is hoped to be in a strategic position to enable access to the west of China in order to facilitate the region's overall future development.

The general principle of FTZs is to focus on free market policies and flexible governmental measures to encourage foreign firms to do business in China.



香港付貨人委員會  
THE HONG KONG SHIPPERS' COUNCIL



## 管制代理人證書課程 (RAR)

### 1. 課程目標：

為確保香港空運貨物符合《國際民用航空公約》附件 17 規定，香港民航處在 2000 年 3 月 增設管制代理人制度 (RAR)，以規範托運人所需遵行的航空保安法例規定，從而強化空運貨物供應鏈的保安。香港貨運代理商 (CARGO AGENT) 或空運貨物托運人 (SHIPPER) 可申請註冊為管制代理人，目的以防止利用航空運輸托運的貨物非法運載爆炸品和引爆裝置載客機和貨機上。香港航空保安計劃訂定每位管制代理人公司應至少有兩名工作人員已參加並完成民航處認可培訓課程，天空國際有限公司，現提供民航處認可“管制代理人”培訓課程（課程已包括民航處 2013 年 7 月 15 號新的要求），在過程中學員將理解到管制代理人的法律要求以及如何使用正常營運需要。**此外所有管制代理人持有人需要在證書屆滿前或 36 個之內接受復訓課程。以確保處理人員的知識更新並符合現行法例規定。**

### 2. 誰應該參加：

托運人，貨運代理和承運人

### 3. 費用 / 上課日期：

1 天基本培訓 / 復訓課程 (HK\$750 元 / 人) 上課時間：0900-1700

- 中文課程：2017 MAR 31, APR 11, MAY 26, JUN 30, JUL 28, AUG 25, SEP 29, OCT 27, NOV 24, DEC 22

### 4. 課程大綱：

管制代理人制度的目的，國際及香港法例，管制代理人的責任，已知托運人、帳戶托運人或非已知托運人托運的貨物之處理，豁免貨物，如何識別一個已知的托運人，接收貨物程序（文件查核 / 外觀檢查），不同申報單的運用，保安措施，管制代理人之間的貨物處理（集運 / 運提單轉讓），安全控制的類型，貨倉承辦商和運輸承辦商的要求，記錄備存，可疑貨物的處理，質量控制規定和筆試。

### 5. 名額：

每班 20 人

### 6. 學習地點：

荔枝角道 838 號勵豐中心 16 樓 1601 室（勵豐中心入口在長義街，從荔枝角地鐵 D2 出口步行 2 分鐘）

### 7. 證書：

成功地通過了考試的學員將獲得頒發香港民航處管制代理人認可的證書

支票抬頭請填寫：THE HONG KONG SHIPPERS' COUNCIL

查詢：沈小姐（電話：2211 2323 / 2211 2336） 電郵：Czarina@hkshippers.org.hk

致：香港付貨人委員會沈小姐（傳真：2891 9787）

請以英文填寫

人數：\_\_\_\_\_ 合共港幣：\_\_\_\_\_ 支票號碼：\_\_\_\_\_

姓名：\_\_\_\_\_ 職位：\_\_\_\_\_ 電郵：\_\_\_\_\_

姓名：\_\_\_\_\_ 職位：\_\_\_\_\_ 電郵：\_\_\_\_\_

姓名：\_\_\_\_\_ 職位：\_\_\_\_\_ 電郵：\_\_\_\_\_

公司名稱：\_\_\_\_\_

公司地址：\_\_\_\_\_

聯絡人：\_\_\_\_\_ 電話：\_\_\_\_\_ 電郵：\_\_\_\_\_

請將支票連同報名表寄往：香港九龍觀塘創業街 9 號 603 室香港付貨人委員會沈小姐收

\* 備註：1. 本會將以先到先得方法辦理報名手續，並以收到支票日期為準

2. 除課程已額滿或取消外，已繳費用恕不退還

3. 若因臨時事故未能出席，可另派代表補替，惟必須於開課前通知本會



## World News at a glance

### *Great interest in digitalisation in Russian port and logistics sectors*

A partnership and co-operation agreement was signed between Port of Hamburg Marketing (HHM) and the Admiral Makarov State University for Sea and Inland Waterway Shipping in early April.

This coincided with the traditional German week in St Petersburg when a workshop was conducted with the focus on "Digitalisation in the port sector and logistics", co-organised by HHM, the German-Russian chamber of commerce and the German business Eastern-Europe association.

The ports in Hamburg and St Petersburg are in close proximity to the main cities. As international ports they both have similar structures and face comparable challenges in terms of managing traffic and logistics processes.



### *Dubai GDP growth accelerates due to stronger domestic spending*



Dubai's gross domestic product is expected to accelerate this year at a faster pace than most Arab economies as it's bolstered by stronger local spending and a pick-up in global trade, the International Monetary Fund said in early May.

GDP will grow as fast as 4 per cent from 2.7 per cent in 2016, according to Jihad Azour, head of the IMF's Middle East and Central Asia Department.

The projected growth compares with an average of 2.3 per cent for the Middle East and North Africa, according to IMF data.

Dubai, home to Emirates Airline and the world's tallest skyscraper, borrowed tens of billions of dollars to build an economy reliant on trade, transport, finance and construction. After a spell of breakneck growth, the global financial crisis pushed the real estate market into a slump and took Dubai to the brink of default. Authorities have since tightened regulations and repaired the emirate's public finances.

"Growth is expected to strengthen on the back of stronger domestic spending, including investment in preparation for Expo 2020, and the pickup in global trade," Azour said.

### *Expansive business development with stable result for EUROGATE*



The EUROGATE Group reported in early April its results for the 2016 financial year, showing an 11.6 per cent increase in its operating result (EBIT) to EUR 101.6 million (2015: EUR 91.1 million) and an increase of 3.3 per cent in net profit for the year to EUR 75.9 million (2015: EUR 73.5 million).

To many in the industry 2016 was a turbulent year for container shipping, and one that brought a few surprises and unexpected changes which included a number of shipping company mergers and the insolvency of Korean carrier Hanjin Shipping. Against this backdrop, EUROGATE still managed to successfully demonstrate its ability to operate profitably. Capital expenditure in 2016 came to EUR 19.0 million, which was 8.1 per cent higher than in the previous year (EUR 17.6 million).

Michael Blach, Chairman of the EUROGATE Group Management Board: "Container shipping is currently going through a phase of transition. Last year saw the start of an unprecedented wave of consolidations among

the shipping lines. In the future, the main East-West trade lanes, which are so important to us, will be dominated by the three major alliances 2M, OCEAN Alliance and THE Alliance. For EUROGATE this represents a great opportunity, because with our North Sea terminals in Bremerhaven, Hamburg and Wilhelmshaven we offer the alliances a wide range of capabilities for clearing their vessels – including the world's biggest megaliners of the future with transport capacities in excess of 20,000 TEUs.

"In recent years, EUROGATE has time and again proved its mettle in an intensive competitive environment. To ensure that this remains so, we are aiming to continually improve our performance. We want to innovate and are focusing closely on the driving forces of technology and digitalisation. This also includes the introduction of automation processes. As the public is aware, we are currently planning a pilot project for the automation of straddle carriers at our Wilhelmshaven location. Further decisions on this have yet to be taken."



# World News at a glance

## EU leaders can finally exhale after Macron's victory in France



The victory of pro-European Union candidate Emmanuel Macron in the French presidential election in May triggered immediate sighs of relief by EU leaders and expectations that his victory will strengthen the embattled bloc.

Macron's support for the EU marked a stark contrast with his opponent, nationalist Marine Le Pen, an advocate for France leaving the bloc and abandoning the euro.

His victory is seen as an endorsement of the European project and comes after months

of uncertainty about the future of the bloc following Britain's decision to leave; the US election of President Donald Trump, a critic of the EU; and the rise of nationalist politicians across the bloc.

EU leaders were quick to congratulate Macron. German Chancellor Angela Merkel called Macron immediately after the election on May 7 that "the French voters' decision was a clear commitment to Europe".

European Commission President Jean-Claude Juncker was the first top EU official to send a letter of congratulations to Macron, after having endorsed him ahead of the May 7 vote — an unusual move for EU officials. Juncker wrote that "the history of the EU is so closely linked to that of France that the public debate about France's place in Europe echoed far beyond your country."

## London has the most millionaire CEOs

For millionaire chief executives, London is calling.

The capital of the United Kingdom is home to the largest number of millionaire CEOs in the world, with 2.9% of these individuals living there, according to research conducted by financial publications Compelo and Wealth Insight.

Among the rich CEOs who call Queen Elizabeth II and UK Prime Minister Theresa May neighbour is Virgin Group founder Richard Branson, who is worth an estimated US\$5.1 billion.

The No 2 and No 3 spots went to San Francisco and New York, respectively — more than 2% of the world's millionaire CEOs live in each of these two cities.

Most of the top 10 list was made up of American cities, however. They included Los Angeles,



Houston, Boston, Chicago and Washington, DC. Meanwhile, other international locales that managed to crack the list included Singapore (No 4) and Paris (No 8).

That's not a huge surprise though — the report found that 48% of all the world's millionaire CEOs reside in the US. Comparatively, just 8% live in Britain, and only 4% of them call France home.



香港付貨人委員會  
THE HONG KONG SHIPPERS' COUNCIL



## International Maritime Dangerous Goods Code IMDG Compliance Course

Co-organizers : Sky Safe International Consultant Limited

### Who Should attend :

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

### Course Objective :

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

### 1. For personnel :

NVOCC, shippers, freight forwarders

### 2. Materials :

including

### 3. Date and Time :

Date : 2017 APR 05-07, JUN 12-14, OCT 09-11  
Time : 0900-1700

### 4. Languages :

English and Cantonese

### 5. Course fees :

HK\$2600/ person

### 6. Learning Location :

Room 1601, 16F, Laford Centre, 838 Lai Chi Kok Road, Cheung Sha Wan, Kowloon

### 7. Attendance :

Attendance Certificate will be provided

### 8. For Registration :

Please contact The Hong Kong Shippers' Council  
Ms Shum Tel no 2211 2336 / 2323 or fax 2891 9787

Please complete in the English:

Name: \_\_\_\_\_ Title: \_\_\_\_\_

e-mail: \_\_\_\_\_ No of participant: \_\_\_\_\_

Total Amount: \_\_\_\_\_ Cheque No.: \_\_\_\_\_

Company Name: \_\_\_\_\_ Contact Person: \_\_\_\_\_

Address: \_\_\_\_\_

Tel: \_\_\_\_\_ Fax: \_\_\_\_\_

Email: \_\_\_\_\_ Signature: \_\_\_\_\_

### Notes:

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

[ ] I object to the use of my personal data for delivering information about news, notices, messages, activities, education programmes, services, publications and latest offers and promotions from The Hong Kong Shippers' Council.



## China News at a glance

*China's online grocery market is set to more than double by 2020*



Online grocery in China could more than double the growth in market share by 2020, according to figures released on April 25 by international grocery research organisation IGD, a training and research charity that helps the food and grocery industry deliver the needs of the public.

Its current 3.1% share of the country's total grocery market is forecast to leap to 6.6% over the next three years. The expansion is driven by the growth of the internet, greater smartphone usage, more focused investment from retailers and shifting demographics, and IGD further forecasts online grocery in China to grow by almost 32% year on year by 2020.

Shirley Zhu, Asia Programme Director at IGD, explains: "China already has the world's largest online grocery market in terms of value and this certainly shows no signs of slowing down."

A combination of online "marketplaces" and bricks and mortar retailers make up China's leading

online grocery players, according to IGD. Shirley explains: "Alibaba's Tmall and JD.com are the two of the largest online retailers in China and they also have a strong position in online grocery. These platforms are a one-stop shop for all domestic and international brands and categories, as well as offering a nationwide logistics network, rapid delivery, innovative and simple payment solutions, and new technologies such as drones and virtual reality."

"Indeed, as China's online grocery channel continues to grow, we expect to see more partnerships created between retailers and manufacturers. We also expect to see online grocers personalising their offers, using data to understand how and when people shop online, to deliver a better service and even personalised products. We also expect innovations such as voice-activated technology, virtual reality and smart devices to play a greater role as the market develops," She adds.

*Chinese e-commerce growth is unstoppable*

China's National Bureau of Statistics recently released a report on the country's 2016 economic data, which showed that Chinese online shopping is experiencing a massive boom.

Already the largest e-commerce economy in the world, the Chinese e-commerce market growth is still going strong and is predicted to expand even further over the next few years.

The report showed that the Chinese e-commerce market growth rate increased by 26.2%, representing 15.5% of total retail sales in the country. The e-commerce industry in China has generated 5.16 trillion yuan in 2016, twice the growth rate of the entire retail economy in China.



Last year, Chinese people purchased more food online with figures showing a 28.5% growth. As for clothing items, it increased by 18.1% while items such as mobile devices saw a rise of almost 12% in online sales.

*Hong Kong airport ranked 5th best in the world*



Hong Kong International Airport was ranked the fifth best in the world for a second year during the "Oscars of Aviation" in mid-March.

Singapore's Changi Airport retained the top spot for the fifth year running in this year's World Airport Awards, organised by British aviation consultancy Skytrax. Second, third, and fourth places went to Tokyo International Airport (Haneda), Incheon International

Airport, and Munich International Airport, respectively.

HKIA previously held the top place from 2001-2005, 2007-2008, and 2011, but has been slowly inching down the ranks since 2011, sliding from 3rd place in 2012 to 5th in 2016. However, all is not lost, as HKIA won in best dining, came second in best passenger immigration service, and seventh in both shopping and cleanliness.



# China News at a glance

## HK Express caps strong Q1 with new A320neo and A321 aircraft in its fleet



Hong Kong's low-fare airline HK Express has reported strong business performance in March, capping a stellar first quarter in 2017. The low-fare airline continued to grow its ancillary revenue, expand its fleet and maintain highly efficient operations.

HK Express also received the "Tourism Marketing Award" from Sina Weibo HK in the Weibo Star 2016 Awards. The award recognises the low-fare airline's social media efforts on Weibo, citing HK Express' powerful communication messages, popularity, search engine rankings and high engagement as winning factors.

HK Express also celebrated the arrival of new aircraft, adding one A320neo and one A321 aircraft to its fleet in March. The A320neo is one of the most fuel-efficient aircraft in the market, promising low emissions, longer flight range and 50% noise reduction. Now with 21 aircraft in its fleet, HK Express is expected to continue its passenger and network growth in Asia with new destinations to be announced later this year.

In March, HK Express flew 287,886 guests, marking a 16.81% increase compared to the same month last year. Over the past 12 months, HK Express flew 3,027,325 guests, representing a 21.28% increase compared with the same period ending March 2016.

The low-fare airline reported yet another strong Load Factor last month, marking the fourth month in a row with record operational efficiency of 90%. On-Time Performance (OTP) continues to lead the industry, recording 79.2% in March and 77.9% year-to-date. Better yet, the OTP rate was 81.5% in the past 12 months, furthering its status as one of Asia's most on-time airlines.

Cathay targets HK\$4 billion in cuts over three years

Cathay Pacific Airways is seeking HK\$4 billion (US\$514m) in savings over the next three years, with half targeted for this year.

In the first cost-saving target made public, Air China, which has a 30 per cent stake in Hong Kong's flag carrier, backed Cathay Pacific to turn the business around.

The airline started a three-year restructuring exercise, the biggest shake-up in 20 years, after it lost HK\$575 million (US\$74m) last year.

Part of the plan would see management jobs cut, a pay freeze for managers, all non-critical recruitment halted and a 30 per cent cut in staff costs at its headquarters. Cathay earned HK\$92.7 billion last year, but expenses came in at HK\$93.2 billion, leading to the loss.



## Sky Safe International Consultant Ltd



**Sky Safe International Consultant Ltd** is IATA Accredited Training School and our courses comply with the ICAO, IATA, IMO and regulatory requirements.



### We specialize in

- Dangerous Goods Training,
- IMDG
- Cargo Claims Handling
- Basic Air Cargo Training
- Cargo Security (RAR)
- Special Cargo Handling
- Design of DG Package
- DG Label
- Handling Label
- DG Package
- Consultancy

### Contact:

To arrange a course time or obtain more information, please contact:  
Mr. Lewis Leung  
Tel: (852) 2376 4959 or (852) 91838221  
Email: admin@skysafe.com.hk  
Internet: <http://www.skysafe.com.hk>

**IATA Basic Dangerous Goods Regulations Course\* (Category 1, 3 and 6)**

基礎危險品規例  
(English / Cantonese)

**Refresher Dangerous Goods Regulations Course\* (Category 1, 3 and 6)**

危險品規例復訓  
(English / Cantonese)

**Awareness Training in Dangerous Goods Regulations\* (Category 4, 5, 7, 8, 9, 10 and 11)**

危險品認知課程  
(English / Cantonese)

**Regulated Agent Regime\***

管制代理人制度保安培訓  
(English / Cantonese)

**International Maritime Dangerous (IMDG) Code Training Course\***

國際海運危險貨物規則課程  
(English / Cantonese)

**Cargo Claims Handling Course\***

貨物理賠課程

Courses schedule and enrollment

please refer to our web page [www.skysafe.com.hk](http://www.skysafe.com.hk)

Remark "※": Our courses can be tailored to your company's training needs.

All courses can be conducted in Chinese/English at your company to save your staff valuable travelling time

**Hazard Goods Packaging**

Wide Range of Size Fibreboard box (4G) absorbent material and hazard labels will available for ordering

**Course Venue**

Our courses are held at convenient location at Laford Centre, Lai Chi Kok

**How You Will Benefit**

- Enhance your knowledge of how to transport dangerous goods by air or sea and handling of claim
- Acquire the necessary skills to properly prepare and process dangerous goods shipments
- Develop an awareness of the legal requirements, operational restrictions and governing entities
- Find out how to champion dangerous goods compliance standards in your organization
- Enhance your ability to identify any weak links in your handling procedures
- Learn about the safety issues and how to apply them in the workplace

**ROOM 12, 25/F., Longham Place Office Tower B Argyle Street Kowloon, H.K.**

**TEL: (852) 2376 4959 FAX: (852) 3007 0490**

**INTERNET: <http://www.skysafe.com.hk>**



## Turkish Cargo moves to a new location in Hong Kong

In 2011, Turkish Cargo opened its Asian regional office in Hong Kong, considered the most significant air cargo centre in the region. In March this year, its regional office was relocated from Jubilee Centre in Wan Chai to No 88 Hing Fat Street in Causeway Bay.

More than 80 of its business partners joined the opening of the new regional base at the opening ceremony, which was officiated by the Turkish Consul General in Hong Kong Mr Korhan Kemik, the airline's CCO Mr Turhan Özen, alongside Vice President Mr Halit Anlatan and Cargo Regional Director Mr Hüseyin Ceyhan.

Mr Özen said: "I found here in Hong Kong a strong team and strong supporters and believe 2017 will be a good year for cargo business as we have already had some positive signals. We believe our current co-operation with our business partners will become even stronger in

2017 with our increasing quality and capacity."

Since the establishment of its regional office in Hong Kong six years ago, the airline has seen a rapid growth in the air cargo sector in the region. In 2011, its air cargo flights only flew to 4 destinations in Asia. By 2017, the airline is flying to 20 destinations and has become one of the fastest growing airlines in the region. During the last six years, its cargo volumes have grown by 300 per cent and the trend is expected to continue.



## Hactl wins innovation award



Hong Kong Air Cargo Terminals Limited (Hactl) – the major independent cargo handler at Hong Kong International Airport – has won the Innovation Award at this year's Cargo Airline of the Year awards.

Hactl's winning submission focused on its recent ground-breaking switch to mobile computing throughout its giant terminal and ramp operations, which employ 2,400 staff. Its enhanced "COSAC-Mobile" apps suite now enables staff to input information, and receive

updates and instructions on the move, without the need to use fixed data terminals. This has dramatically reduced ramp vehicle use and emissions.

Using COSAC-Mobile, customers can also pre-register arrival of their trucks at SuperTerminal 1, check flight status, use a fast-track lane into the truck parking area, and receive automated call-forward messages via smart phone.

Announcing the award, Air Cargo News said its judges praised Hactl for their integrated mobile app and

ANPR technology, designed to speed up processing of vehicles, improve customers' experience and reduce costs. And this was just one of the 26 projects that Hactl's Performance Enhancement team are working on in order to improve efficiency for airline customers.

A total of 15 categories were featured in the 2017 awards, based on a mix of direct voting by more than 18,000 supply chain professionals, and company submissions.

## UPS appoints Mark Vale Growth and Emerging Markets President



UPS has named Mark Vale President of Growth and Emerging Markets. Vale and his team will expand and enhance the company's market reach and global capabilities to better serve customers doing business in emerging and developing markets around the world.

Vale succeeds Derek Woodward, who retired after 32 years of service to UPS.

"Mark brings the global insight, experience and leadership that will help lead UPS to its next phases of expansion. We continue to increase and enhance our international product and facility footprint, driven by cross-border and local market growth," said Jim Barber, President of UPS International.


"The World Bank forecasts suggest emerging markets and developing economies are poised for accelerated growth of 4.2% in 2017, compared to global growth estimates of 2.9%," Barber added.

"Connecting customers to economic opportunities requires a network of logistics and supply chain experts. We look forward to Mark helping align UPS's global capabilities to meet customers' needs."


"I am looking forward to focusing on helping UPS customers connect to emerging markets throughout the world. This is where new trade

corridors are being developed and fresh opportunities are opening," Vale said.

"I am extremely encouraged by the dynamism and passion I see at UPS to help customers and countries reach their potential in growth and emerging markets."



HONG KONG LOGISTICS ASSOCIATION  
香港物流協會



**香港物流協會 (HKLA) 成立於 1996，是香港的非牟利物流專業協會，致力於積極推廣香港的物流及供應鏈管理。**

**本會會員包括物流服務企業、貿易商、廠商、大專院校學者以及從事倉儲、貨運、配送、採購、顧客服務及物資管理專業人員。歡迎從物流相關行業的公司或個人加入成為本會會員。**

**香港物流協會為「全國物流從業人員職業能力等級認證」(原名:全國物流師職業資格認證)在香港的認可考試中心，此資格認證廣為內地物流業僱主接受。考試成功可獲頒發「物流從業人員職業能力等級證書」。考試分別於每年 5 月及 11 月舉行，詳情請聯絡本會或瀏覽本會網頁 [www.hkla.org.hk](http://www.hkla.org.hk)。**

香港九龍達之路 78 號生產力大樓地庫一樓  
電話: (852) 2777 9656 傳真: (852) 3421 2477  
電郵: [info@hkla.org.hk](mailto:info@hkla.org.hk) 網頁: <http://www.hkla.org.hk>





## SEA TRANSPORT 海運

### Hong Kong Container Throughput 香港貨櫃碼頭吞吐量

Jan - Mar 2017 2017年1-3月

	'000 TEUs 千個廿呎貨櫃	Over same period last year 與去年同期比較
Kwai Tsing Container Terminals 葵青貨櫃碼頭	3,862	(+12.5%)
Other than Kwai Tsing Container Terminals 葵青貨櫃碼頭以外	1,006	(+12.8%)
Total 總計	4,867	(+12.6%)

Source 資料來源: Hong Kong Port Development Council 香港港口發展局

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

Conference 船公會	HK\$ / TEU 港元 / 廿呎貨櫃	HK\$ / FEU 港元 / 四十呎貨櫃
Intra Asia Discussion Agreement 亞洲區內商討協議	\$2,000	\$3,000
Transpacific Stabilization Agreement 泛太平洋穩定協議	\$2,140	\$2,855

### Bunker Adjustment Factors 燃油調整附加費

Conference 船公會	BAF 燃油調整附加費	Effective Date 生效日期
Intra Asia Discussion Agreement 亞洲區內商討協議	US\$65 / TEU 65 美元 / 廿呎貨櫃 US\$130 / FEU 130 美元 / 四十呎貨櫃	May 1, 2017 2017年5月1日
Transpacific Stabilization Agreement 泛太平洋穩定協議	(WC 西岸) US\$324 / FEU 324 美元 / 四十呎貨櫃 (EC 東岸) US\$621 / FEU 621 美元 / 四十呎貨櫃	Apr 1 - June 30, 2017 2017年4月1日至6月30日

### Drewry Hong Kong-Los Angeles Container rate benchmark

Drewry 香港 - 羅省貨櫃運費指標

In US\$ per full 40 ft. container load,  
excluding terminal handling charge at origin port.

美元 / 四十呎重櫃  
(不包含出口港口之碼頭處理費)

Week 星期	Month / year 月份 / 年份	Rate per 40-foot box 四十呎貨櫃 運費	Change (%) by week 按星期之 轉變	Change (%) from a year earlier 按年之轉變
<b>2016</b>				
Week 13	Mar-16	\$718	0.0%	-56.2%
Week 14	Apr-16	\$818	13.9%	-50.1%
Week 15	Apr-16	\$718	-12.2%	-62.0%
Week 16	Apr-16	\$718	0.0%	-56.2%
Week 17	Apr-16	\$623	-13.1%	-62.0%
Week 18	May-16	\$823	32.1%	-46.5%
Week 19	May-16	\$773	-6.1%	-52.8%
Week 20	May-16	\$773	0.0%	-51.3%
Week 21	May-16	\$723	-6.5%	-51.4%
Week 22	Jun-16	\$923	27.6%	-35.8%
Week 23	Jun-16	\$823	-10.8%	-46.5%
Week 24	Jun-16	\$748	-9.1%	-47.2%
Week 25	Jun-16	\$693	-7.4%	-47.4%
Week 26	Jun-16	\$693	0.0%	-47.4%
Week 27	Jul-16	\$1,093	57.7%	-22.9%
Week 28	Jul-16	\$993	-9.2%	-30.0%
Week 29	Jul-16	\$1,243	25.2%	2.1%
Week 30	Jul-16	\$1,093	-12.1%	-10.3%
Week 31	Aug-16	\$1,243	13.7%	2.1%
Week 32	Aug-16	\$1,243	0.0%	-23.2%
Week 33	Aug-16	\$1,243	0.0%	-18.1%
Week 34	Aug-16	\$1,243	0.0%	-23.2%
Week 35	Aug-16	\$1,243	0.0%	-23.2%
Week 36	Sep-16	\$1,743	40.2%	14.8%
Week 37	Sep-16	\$1,743	0.0%	22.9%
Week 38	Sep-16	\$1,743	0.0%	14.8%
Week 39	Sep-16	\$1,743	0.0%	22.9%
Week 40	Oct-16	\$1,743	0.0%	21.7%
Week 41	Oct-16	\$1,643	-5.7%	14.7%
Week 42	Oct-16	\$1,843	12.2%	39.8%
Week 43	Oct-16	\$1,843	0.0%	39.8%
Week 44	Nov-16	\$2,043	10.9%	67.7%
Week 45	Nov-16	\$1,843	-9.8%	51.3%
Week 46	Nov-16	\$1,661	-9.9%	48.6%
Week 47	Nov-16	\$1,561	-6.0%	53.4%
Week 48	Nov-16	\$1,461	-6.4%	59.2%
Week 49	Dec-16	\$1,361	-6.8%	40.6%
Week 50	Dec-16	\$1,661	22.0%	91.4%
Week 51	Dec-16	\$1,661	0.0%	103.1%
Week 52	Dec-16	\$1,661	0.0%	131.4%
<b>2017</b>				
Week 1	Jan-17	\$2,361	42.1%	66.5%
Week 2	Jan-17	\$2,261	-4.2%	59.5%
Week 3	Jan-17	\$2,361	4.4%	66.5%
Week 4	Jan-17	\$2,361	0.0%	79.2%
Week 5	Feb-17	\$2,361	0.0%	93.9%
Week 6	Feb-17	\$2,158	-8.6%	77.2%
Week 7	Feb-17	\$1,858	-13.9%	52.6%
Week 8	Feb-17	\$1,658	-10.8%	71.4%
Week 9	Mar-17	\$2,158	30.2%	148.7%
Week 10	Mar-17	\$1,658	-23.2%	102.8%
Week 11	Mar-17	\$1,558	-6.0%	103.0%
Week 12	Mar-17	\$1,358	-12.8%	89.2%
Week 13	Mar-17	\$1,358	0.0%	89.2%
Week 14	Apr-17	\$1,558	14.7%	90.6%
Week 15	Apr-17	\$1,358	-12.8%	89.2%
Week 16	Apr-17	\$1,358	0.0%	89.2%

Source: Drewry Shipping Consultants, derived from Hong Kong non-vessele operating common carriers.

Container benchmarks on additional routes are available  
from Drewry at [www.containerbenchmark.com](http://www.containerbenchmark.com)  
其他航線的貨櫃運費指標可瀏覽 [www.containerbenchmark.com](http://www.containerbenchmark.com)

Information correct as of Apr 20, 2017 數字截至 2017 年 4 月 20 日  
SUBJECT TO CHANGE WITHOUT NOTICE 如有更改, 恕不另行通知



## AIR TRANSPORT 空運

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

Jan - Mar 2017 2017年1-3月

	Tonnes 公噸	Over same period last year 與去年同期比較
Loaded 裝貨	691,000	(+13.7%)
Unloaded 卸貨	408,000	(+7.7%)
Total 總計	1,099,000	(+11.4%)

Source 資料來源: Airport Authority 機場管理局



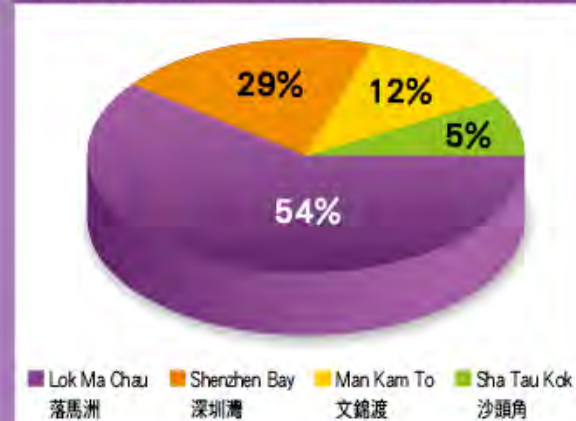
## LAND TRANSPORT 陸運

### Cross Boundary Vehicle Movements 跨境車輛流量

Jan - Feb 2017 2017年1-2月

	Number 架次	Over same period last year 與去年同期比較
Man Kam To 文錦渡	266,288	(+5%)
Sha Tau Kok 沙頭角	123,642	(-4%)
Lok Ma Chau 落馬洲	1,286,178	(+2%)
Shenzhen Bay 深圳灣	686,114	(+10%)
Total 總計	2,362,222	(+4%)

Source 資料來源: Hong Kong Customs and Excise Department 香港海關



## CHINA PORTS 中國港口

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

Jan - Mar 2017 2017年1-3月

	TEUs 廿呎貨櫃	Over same period last year 與去年同期比較
Yantian International Container Terminal 鹽田國際集裝箱碼頭	2,632,689	(-1.4%)
Chiwan Container Terminals 赤灣集裝箱碼頭	1,184,314	(-2.5%)
Shekou Container Terminals 蛇口集裝箱碼頭	1,419,937	(+5.3%)
Shenzhen Ports Total 深圳港口總計	5,493,001	(-1.1%)

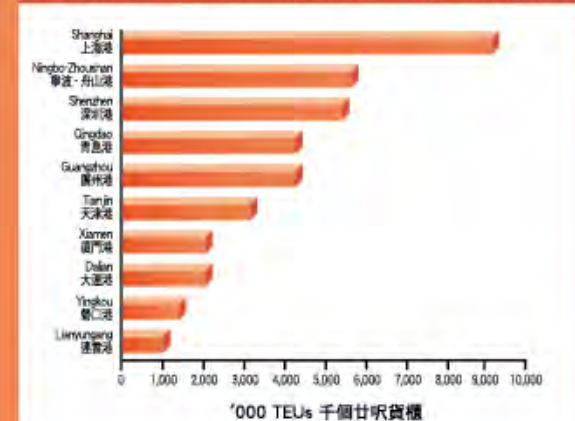
Source 資料來源: Shenzhen Municipal Port Authority 深圳市港務管理局

### China Top Ten Container Ports 中國十大集裝箱港

Jan - Mar 2017 2017年1-3月

	'000 TEUs 千個廿呎貨櫃	Over same period last year 與去年同期比較
Shanghai 上海港	9,353	(+9.5%)
Ningbo-Zhoushan 寧波-舟山港	5,881	(+9.1%)
Shenzhen 深圳港	5,637	(+1.4%)
Qingdao 青島港	4,512	(+1.9%)
Guangzhou 廣州港	4,440	(+11.0%)
Tianjin 天津港	3,349	(+2.1%)
Xiamen 廈門港	2,231	(+8.4%)
Dalian 大連港	2,201	(+3.0%)
Yingkou 營口港	1,539	(+0.9%)
Lianyungang 連雲港	1,125	(-14.7%)

Source 資料來源: Shenzhen Municipal Port Authority 深圳市港務管理局







林宜武主席

## 往光明處看

快將踏入 2017 年下半年了。可是，今年香港全年貿易和航運業的表現，仍然是未知之數。

今年首三個月，以貨值計算，中國與香港出口分別增長 14.8% 和 10.3%。香港港口貨櫃吞吐量上升 12.6%，空運貨量則上升 11.4%。雖然三月份的貨量增長幅度得益於農曆新年假期影響，可是上述增長幅度確是令人非常鼓舞的。

奇怪的是，此等理想的增幅與反全球化和保護主義抬頭的趨勢是背道而弛的。自特朗普就任總統後，雖然他採取的貿易政策，特別是中美貿易採用了賭博理論，以及受國內外事務政策的發展而變得不明朗確，可是香港的貿易表現似乎並沒有按預期的方向發展。此外，英國脫離歐盟，還有法國、德國和意大利的選舉均增加了變數。

一向以來，貿易的統計分析都側重於香港與傳統貿易夥伴的數據，但印度已靜悄悄的成為香港第五大出口市場了。事實上，過往幾年，香港出口往東盟國家貨量的增幅，都遠高於美國和歐盟。儘管“一帶一

路”或：“亞太”時代已經到來的說法，可能仍是言之過早，可是假如我們忽視急速變化的貨運形勢是極不明智的。

現時，香港有很多關於一帶一路的討論，可是行動卻相對落後。在雅加達開設經濟貿易辦事處（ETO）是一個正確的舉措，緊隨的應該是在南亞和一帶一路沿帶地區設立更多 ETO。私營機構也應該迅速行事。

李克強總理在今年 3 月宣布，粵港澳大灣區概念將正式納入政策層面，我對此感到很興奮。有人可能質疑粵港澳大灣區概念對廣東、香港和澳門三地區域合作的重要性，認為這不是嶄新的概念或新的伙伴關係。內地投資長期以來一直是香港最大的投資來源。粵港澳大灣區發展的倡導又有什麼特別之處呢？

其實自 2009 年《珠江三角洲發展規劃綱要》出台以來，內地政府一直致力加強協調區內規劃與發展，包括基建發展、土地利用規劃、經濟結構與活動、人才與知識發展，及研究開發等。

可是，香港和內地有不同的法政制度，因此有憂慮指落實粵港澳大灣區發展概念會存在困難。中國大陸是社會主義國家，執行大陸法；而香港則採用資本主義和普通法。此外，與全球其他以單核主導的主要灣區 - 紐約灣區、舊金山灣區、東京灣區不同，廣州、香港和深圳三地在城市、人口規模，以及經濟總量方面都相當接近。這個三核特徵對於灣區發展來說肯定是獨一無二的。難道這一概念真的難以實現嗎？

此等疑慮確是存在的。這些差異在某程度上影響了粵港澳大灣區內的經濟效率。區內五個國際機場的發展和運作其實可以有更好的規劃和協調，其航空交通管理和流量將更為理想。同時，如果涵蓋地理區域更廣泛，則對提升整體物流配送效率也更為有利。在土地利用規劃、其他基建，及社會經濟活動的情況也如上述一樣。此外，香港也希望爭取到較 CEPA 範疇內更多的商機。

如果協調是在國家政策層面上，結果將會不同了。區內每個城市的相對優勢將會更認真被檢視和加強，並會在發展過程中互相補益。雖然

香港採取不干預政策，但歷史告訴我們，對未來的規劃是很重要的。當經濟體是割離的話，他們可以只處理自身的事務，但這不是今天的經濟狀況。我們應該尋求更多的協同效應和共同點。

很多人對大灣區概念的主要擔憂，是會削弱香港的自主權和獨特優勢，以及過度計劃發展。但我認為對這些無須過於擔憂。

一國兩制是香港最重要的基石，它保證了香港制度與世界許多其他經濟體的銜接。事實上，香港早已從這制度中受惠，並且將繼續受惠於中國現行“一帶一路”倡議和“走出去”戰略。

香港一直扮演中國投資跳板的角色。還有很清晰的，很多“一帶一路”及“走出去”項目的風險評估和管理，這也是香港的專業服務的強項範疇。

中聯辦法律部部長王振民在 2017 年 4 月 30 日的“一國兩制”論壇上表示，如果香港變成另一個中國內地城市，對中國政府並沒有益處。這背後的智慧是為粵港澳大灣區政策打下未來的發展方向。我們需要做的是從這願景中找出積極元素，並努力將之實現。

我們應避免負面主義，讓我們將焦點放在光明面，一同邁步向前吧！



## 執行委員會 2017

### 主席

林宜武先生

### 副主席

林健鋒議員

### 會員

鍾志平博士

洪克有先生

高敏堅先生

黎健漢先生

劉榮濤先生

Mr. V K Parekh

蘇立夫先生

孫榮聰先生

司徒志仁先生

戴澤良博士

陳祖恒先生

王惠榮先生

楊振勳先生

葉澤恩先生

### 執行總幹事

何立基先生



## 二、粵港澳大灣區疊加效應明顯和實力雄厚

粵港澳大灣區是一種複合疊加型灣區經濟體，存在著不同於其他類型灣區經濟的疊加效應。一是粵港澳大灣區本身構造可以分為三個層次，形成差異化疊加效應。粵港澳大灣區的核心層次是珠江三角洲的9個城市加上香港和澳門，也就是通常說的9+2城市群（香港、澳門、廣州、深圳、珠海、佛山、中山、東莞、惠州、江門、肇慶），擁有約1億人口，面積5.6萬平方公里，GDP規模達1.4萬億美元，這樣的基礎和條件。

## 一、什麼是灣區

灣區，從地理概念上看，是由一個海灣或相連的若干個海灣、港灣、鄰近島嶼共同組成的區域。從經濟角度上看，灣區經濟是依托共享灣區形成的開放型區域經濟高級形態。由於毗鄰海灣，灣區具有比一般沿海地區更優越的生態和區位，而且區內各主體可依托灣區建設港口群，這就是灣區經濟與沿海經濟區域最不同的地方。另外，灣區經濟本質上為區域經濟，表現為“合群連河”。所謂“合群”，就是與周邊城市連成一體而成為共生經濟

體，由於有了一片合適的共享海域水體，灣區就會形成多個不同功能的都市，從而形成相當規模的城市群。另一方面就是“連河”，即在主要依賴水運的情況下，國內外產品主要通過灣區出入所連接的內河，然後再進出廣闊內陸腹地等要素。因此，通常灣區應具備超級大港和交通樞紐等的優勢，甚至是具備由交通優勢而發展成金融發達及創新高地等幾大要素。縱觀當今世界，東京灣區、紐約灣區、舊金山灣區是世界公認的知名三大灣區，其經濟發展的成就也舉世公認。如果對應地看，粵港澳恰恰已經具備這樣的基礎和條件。

# 粵港澳大灣區 發展的構想 與機遇

黃重銘

從珠江西到珠江東，深圳河到香江水，珠江三角洲的9座城市與香港、澳門兩個特別行政區，近年常被作為“粵港澳大灣區”共同提起。而近期，粵港澳大灣區更成為一個“熱點”名詞。2015年3月，國家頒布“一帶一路”願景與行動計劃，首次在國家戰略層面提出打造粵港澳大灣區，2016年3月，國家“十三五”規劃再次提出推動粵港澳大灣區建設。而這個名字，也在今年第一次寫入李克強總理所作的《政府工作報告》當中，作為國家層面的經濟規劃。這意味著議論多年的粵港澳大灣區發展設想已被列入國家經濟發展戰略的層面。以此為標志，中國灣區經濟發展的新時代正在到來。







超過西班牙的 1.19 萬億美元和俄羅斯的 1.32 萬億美元的水平，對外貿易總額超過 1.8 萬億美元。區域年航空客運流量 1.75 億人次，港口集裝箱年吞吐量超過 6500 萬標準箱，產業結構以先進製造業和現代服務業為主，港澳地區服務業增加值佔 GDP 比重均在 90% 左右，這些指標絲毫不遜色於舊金山、紐約、東京等成熟的大灣區城市群，甚至是“一灣富可敵國”。

二是粵港澳大灣區由處於不同制度框架之下的區域構成，形成體制性疊加效應。粵港澳大灣區不但擁有“一國兩制”方針下的香港和澳門兩個特別行政區和自由港，而且還有深圳、珠海兩個經濟特區，廣州南沙、深圳前海和珠海橫琴三個自由貿易試驗區，由此形成了包括特別行政區＋自由港、經濟特區＋自由貿易試驗區等多重經濟體的體制

疊加優勢和開放疊加形態，從而能夠產生巨大的經濟和社會能量。

三是粵港澳大灣區由“灣區群＋港口群＋產業群＋城市群”組成，形成組合體疊加效應。從大區域來看，粵港澳大灣區主要是以環珠江灣區為核心，同時還包括大鵬灣區、大亞灣區等一些外圍灣區。正是由於灣區群的存在，在粵港澳大灣區範圍內形成了港口群，如香港港、深圳港、廣州港、東莞港、珠海港等；由於港口群的帶動，灣區內形成不同的產業集群，目前已經形成了通訊電子信息產業、新能源汽車、無人機、機器人等高端產業集群，同時也有石油化工、服裝鞋帽、玩具加工、食品飲料等中低端產業集群。正是由於港口群的存在以及產業集群的帶動，出現了大量移民人群，從而推動了城市化的快速發展，並最終形成不同功能、不同層

級的城市群。由於存在上述諸多疊加效應，使得粵港澳大灣區無論是市場化程度還是國際化程度都相對較高，創新能力更為強勁，成為中國對外經貿的窗口、開放型經濟的先行地和城市群發展的引領者。

### 三、粵港澳大灣區發展時機成熟且前景廣闊

粵港澳合作由來已久，具有地理區位上的天然優勢。這個位於中國東南沿海的灣區，是與海上絲綢之路沿海國家、沿線國家海上往來距離最近的發達區域，也是全球最密集的港口群。作為中國最繁忙的航空區，去年粵港澳大灣區內機場的年吞吐量已經超過了紐約灣區三大機場吞吐量。更重要的是，在創新發展已成為全球趨勢的當下，粵港澳大灣區具備了成為全球科技創新中心的潛質。不算香港、澳門，

僅珠江三角洲九座城市，研發經費支出佔粵港澳大灣區的 GDP 比重達 2.7%，和美國、德國處於同一水平線。從產業基礎來看，粵港澳地區產業體系完備，各地分工有特色。在珠江三角洲地區，香港金融業發達，廣州的貿易和物流相當突出，深圳則高科技企業眾多，足以與世界級灣區經濟相媲美。因此，粵港澳大灣區從一開始對標的就是世界級灣區。

粵港澳大灣區合作建設正在成為共識。首先是國家層面的認同。如前所述，2015 年 3 月，國家頒佈“一帶一路”願景與行動計劃，首次在國家戰略層面提出充分發揮深圳前海、廣州南沙和珠海橫琴三個自由貿易試驗區的作用，深化與港澳合作，打造粵港澳大灣區。2016 年，全國人大常委會批准的國家“十三五”規劃提出，加快前

海、南沙、橫琴等粵港澳合作平台建設，推動粵港澳大灣區和跨省區重大合作平台建設。同時國務院印發深化泛珠三角區域合作指導意見，明確要求攜手港澳共同打造粵港澳大灣區，建設世界級城市群。其次，共建粵港澳大灣區已經取得了廣東省及珠江三角洲城市與港澳地區的廣泛認同。早在 2011 年，廣東省政府公佈環珠江口宜居灣區建設重點行動計劃，提出以東京灣區、舊金山灣區、紐約灣區為師打造環珠江口灣區，到 2020 年發展成為經濟規模超越紐約、東京、倫敦等三大國際都會區的、經濟實力及影響力名列全球最前沿的世界級規模的灣區城市密集群。

與此同時，珠江三角洲各城市積極行動起來，深圳、佛山、肇慶、江門、東莞、珠海等多地的《政府工作報告》都提出融入參與粵

港澳大灣區建設。從深圳市推進情況來看，2014 年初深圳市《政府工作報告》中率先提出“發展灣區經濟”，當年年底深圳市委市政府正式出台大力發展灣區經濟意見，隨後還與港澳地區簽署共同參與粵港澳大灣區建設備忘錄，尤其是今年初深圳市委六屆五次全會公告和《政府工作報告》，進一步從加強深港合作、打造前海自貿片區對外開放門戶、建設一帶一路重要樞紐、構建開放發展戰略通道等方面作出了共建粵港澳大灣區的具體部署。

### 四、推出粵港澳大灣區是具備重要意義的國家發展需要

粵港澳合作不是新概念，大灣區城市群的提出，應該說是包括港澳在內的珠江三角洲城市融合發展的升



級版，從過去三十多年前店後廠的經貿格局，升級成為先進製造業和現代服務業有機融合最重要的示範區，從區域經濟合作，上升到全方位對外開放的國家戰略，這為粵港澳城市群未來的發展帶來了新機遇，也賦予了新使命。

目前中國經濟發展正面臨國際國內的雙重壓力和挑戰，極需培養新的經濟增長極和動力源。從國際來看，2008年全球金融危機之後，西方發達國家為維護自身利益，開始推行“去全球化”的貿易保護主義模式，全球經貿投資規則和經濟治理體系進入深入調整期，這對於外向型經濟比重較高的中國來說，衝擊較大，需要重新建立對外開放的新格局。從國內來看，經過了30多年的高速增長之後，中國進入經濟新常態，轉型發展，推動供給側結構性改革需要成為區域經濟的領頭羊。正是在國際國內的雙重需求和挑戰下，粵港澳大灣區備受矚目 and 期待。

打造粵港澳大灣區將是實現中國夢的偉大實踐，也是落實國家“一帶一路”戰略的重要舉措。與其他世界級大灣區不同，粵港澳大灣區建設是在一個主權國家內三個獨立關稅區深化合作的重要嘗試，涉及產業佈局、土地利用、信息互通、資源共享、交通能源、基礎設施、創新圈、城市群協調等方方面面。因此，更需要發揮“一國兩制”優勢，健全合作機制，增強輻射帶動作用，形成最具發展空間和增長潛

力的世界超級灣區，提升粵港澳參與國家發展戰略的能力和水平。

## 五、粵港澳大灣區發展和建設的有關措施和建議

區域合作的關鍵在於打通資金、物流、人才等各個要素之間的連接通道，使各種要素流動更加便利，要實現粵港澳大灣區的深度融合，提升整體競爭力，這需要在體制機制上的更多創新，通過深化改革來實現。

一是加強基礎設施互聯互通，形成輻射國內外的綜合交通體系；以深港世界級海港樞紐功能為依托，聯合南沙等輻射範圍內的幹線機場和港口，形成粵港澳超級港口群，並加快港口轉型升級步伐，提高國際中轉業務比重，形成區域生產性服務中樞與亞太綜合交通樞紐，強化粵港澳大灣區國際貿易集成功能，增強深港組合港的全球航運中心功能；依托香港、廣州和深圳三大國際機場，構建灣區內多層次航空運

輸體系，拓展航空配套服務市場，增強和擴大國際空港輻射功能。

二是積極發揮即將開通的港珠澳大橋的作用，以區域交通運輸一體化為目標，編制綜合交通體系總體規劃，統籌考慮重大交通基礎設施佈局、管理模式、線網走向，加快建設高速鐵路城際軌道交通網絡、高速公路網絡、高等級內河航道網絡等具有現代化水平的陸路、水路交通網絡。

三是打造全球創新高地，合作打造全球科技創新平台，建設粵港澳大灣區創新共同體，逐步發展成為全球重要科技產業創新中心；加快“粵港科技創新走廊”建設，帶動粵港澳科技創新資源向產業鏈高端集聚，積極爭取國家授權廣東在與港澳科技合作發展方面先行先試；推動粵港澳在雲計算、大數據、物聯網、人工智能等領域信息技術合作發展，加快建設國際信息港。

四是切實發揮廣東自貿試驗區先行



先試作用，依托前海、南沙和橫琴三大支點，發揮集自貿區、經濟特區、國家級新區、綜合配套改革試驗區等綜合優勢，以國家“一帶一路”戰略樞紐為導向深化與港澳地區合作，加快建成粵港澳大灣區門戶樞紐。深化與沿線國家基礎設施互聯互通及經貿合作，深入推進粵港澳服務貿易自由化，打造CEPA升級版。

五是推動粵港澳金融競合有序、協同發展，培育金融合作新平台，擴大內地與港澳金融市場要素雙向開放與聯通，打造引領泛珠、輻射東南亞、服務於“一帶一路”的金融樞紐，形成以香港為龍頭，以深圳、廣州、澳門、珠海為依托，以前海、南沙和橫琴為節點的大灣區金融核心圈。

六是共建大灣區優質生活、教育圈，著力改善社會民生，打造國際

化教育高地，完善就業創業服務體系，促進文化繁榮發展，共建健康灣區，推進社會協同治理，把粵港澳大灣區建成綠色、宜居、宜業、宜游的世界級城市群。

## 六、香港應積極抓住粵港澳大灣區發展機遇

2017年底，歷時5年建設，全長55公里的港珠澳大橋將全線貫通，通車後香港至珠海的陸路通行時間將由3小時變成半小時，粵港澳之間的交通因此將會更為完善和便捷。處在粵港澳大灣區最前沿位置的香港，與內地城市往來必定更加頻繁。這將有利於香港融入整個珠江三角洲地區的發展，擴大產業鏈，提供更多就業機會，並吸引更多的外資。下一步，香港應積極在基礎設施建設、構建核心金融圈、打造全球創新高地等多方面參與大

灣區建設，可重點推進區域經濟合作以及人員流動便利化，包括加強香港與深圳在落馬洲河套地區和廣東自貿區的合作，以及進一步打造珠江三角洲灣區“一小時生活圈”等項目上。相信這將進一步強化香港作為內地與世界“超級聯繫人”的作用，增強香港的國際競爭力，改善香港社會環境，紓解現有結構性矛盾，並鞏固作為國際航運中心、金融中心、貿易中心的地位。



黃重銘

2005年回國後在深圳，曾就職於馬士基及騰邦等大型航運、物流公司，具備較豐富的物流、港口和航運經驗及知識。

現任職於深圳市政府交通管理部門，與政府、企業、大學及行業協會等機構關係密切，熟悉及瞭解國家物流業最新發展及政策動向。



# 解讀 前海深港現代服務業合作區

2010年8月26日，國務院批復《前海深港現代服務業合作區總體發展規劃》，前海深港現代服務業合作區（以下簡稱“前海合作區”）正式設立。前海合作區的設立旨在充分發揮香港國際經濟中心的優勢和作用，利用前海粵港合作平臺，推進與香港的緊密合作和融合發展，逐步把前海建設成為粵港現代服務業創新合作示範區，在全面推進香港與內地服務業合作中發揮先導作用。

香港付貨人委員會為滿足香港營商者在內地與香港關係日益密切的形勢下，把握前海合作區的設立對香港的影響及由此衍生的投資機會，通過全面系統梳理前海合作區有關的規劃、政策、法規、辦法、規定等，以出版《解讀前海深港現代服務業合作區》一書的形式，全面深入介紹前海合作區。

《解讀前海深港現代服務業合作區》一書在收集、整理和分析大量相關資料的基礎上，詳細介紹了前海合作區的總體概況，重點對《前海深港現代服務業合作區總體發展規劃》、《前海深港現代服務業合作區綜合規劃》、《深圳經濟特區前海深港現代服務業合作區條例》等相關規劃和管理制度進行了全面、深入的分析解讀；同時對中央、省、市各級政府及前海合作區管理局為促進前海合作區開發開放研究出臺的政策法規、試點方案及深港合作具體方案等內容也進行了透徹、細緻的闡釋和說明。

全書框架體系結構合理，規劃及政策梳理細緻深入，內容解讀通俗易懂，既具有宏觀指導性，又具有微觀操作性。該書對於香港營商者全面瞭解前海合作區設立對香港產生的影響及合理把握由此衍生的投資機會把握具有一定的參考意義和實用價值。



- \* 本書於2015年7月出版，定價每本港幣100元，現特價八折，即港幣80元。
- \* 請填妥下列表格，連同劃線支票寄：九龍觀塘創業街9號603室香港付貨人委員會陳先生收。
- \* 支票抬頭請寫：THE HONG KONG SHIPPERS' COUNCIL
- \* 查詢：陳先生——電話：2211 2323  
傳真：2891 9787  
電郵：ron@hkshippers.org.hk

## 《解讀前海深港現代服務業合作區》訂購表格

姓名：\_\_\_\_\_ 公司名稱：\_\_\_\_\_

地址：\_\_\_\_\_

電話：\_\_\_\_\_ 傳真：\_\_\_\_\_ 電郵地址：\_\_\_\_\_

☐ 速遞(另加25元) ☐ 自取

本書特價每本港幣80元，在本地速遞運送，每本另加港幣25元。

訂購數量：\_\_\_\_\_本 合共金額：\_\_\_\_\_元 支票號碼：\_\_\_\_\_

請將訂購表格連同支票寄：九龍觀塘創業街9號603室香港付貨人委員會陳先生收



2015年

# 香港航空業 新格局（下）

知文

上一期說到國泰航空集團在產品性價比、服務、成本控制上，均受到新晉航空、廉價航空等競爭對手的壓力，加上燃油對沖錄得大額虧損，令去年業績見紅，蝕5.75億元。國泰航空集團管理層也明白到舊方法或已不合時宜，因此在今年初舉行的領導層會議上提出「新策略方針」，並指2017年將會是二十年來改變最重大的一年。





國泰航空集團強調，會建立一個更精簡、以顧客及其需要為主導，能迅速應對營運環境變化的組織架構，而在落實新策略的過程中，一些現有職位或變得不合時宜，暗示有裁員的可能性。最新消息指出，國泰將於未來三年減省 40 億元成本開支，今年慳 20 億元，當中包括節省香港總部中、高管理階級人員成本 30%。儘管整個重組方案至年中才公佈結果，但已令一眾高薪員工「羅羅攞」，恐成為開刀目標。

### 口碑安全老本尚存

正所謂希望越大、失望越大。國際航空市場格局快速改變，中國國航、東方航空和南方航空等為首的內地航空公司，以及阿聯酋航空、卡塔爾航空等中東航空公司迅速崛起，在機隊更新和服務提升上均較國泰航空集團走前一步，配上具吸引力的機票定價，在短期內分得巨大的市場份額，成功籠絡旅客的

心。反而向來走開高端路線的國泰航空，旅客在支付較高的機票費用後，卻得不到理想的服務，當然感到失望不忿。

不過，撇除燃油對沖虧損影響，國泰航空在股本回報方面完勝內地三大航，且其安全性更是備受肯定。根據德國「航空事故資料評估中心」（JACDEC）近日公佈 2017 年世界安全航空公司排行，國泰航空連續第 3 年被評為「全球最安全航空公司」，香港航空和香港快運或因成立年期較短，暫未有位列榜上。

國泰航空集團在旅客最關注的安全性上有優勢，加之市場口碑等「老本」尚存，若此番能及時調整戰略方向，成功改善收益率和拓展多元化收入來源，相信仍有機會在未來幾年重振旗鼓。

在這裡順帶一提，現時中國國航和國泰航空互相持股，早前有傳國航

將增持國泰航空，甚至入主，惟筆者以為，機會甚微。尚記得早兩年澳洲航空、東方航空與信德集團合資成立捷星香港，但最終無法成功獲發牌照，當時國泰航空以「母公司為澳洲航空的捷星澳洲所控制，像特許經營模式在本港營運」為由提出反對意見，若此番將大股東之位讓給中國國航，豈不是自掌嘴巴？

### 旅客轉經內地中轉

國泰航空集團「新策略方針」能否見效尚是未知之數，但該集團如今面臨的困境，或可側面反映香港航空業所面對的挑戰。近年內地航空公司積極更新機隊、拓展國際航線，以較相宜的價格在北京、上海及廣州等三大內地樞紐機場布局轉運中心，不僅成功令內地旅客減少經香港作中轉，也吸引一些國際旅客轉經內地中轉，令香港國際機場的樞紐角色開始減弱，帶來隱憂。

商務印書館出版

香港付貨人委員會  
The Hong Kong Shippers' Council

# 英漢海事 實用詞典

由深圳船舶代理學會名譽會長、中國國家專家網交通運輸專家、中國海事仲裁委員會仲裁員陳有銳先生編寫的《英漢海事實用詞典》最近已由商務印書館出版。該詞典共收詞 50000 餘條，約 110 多萬字，附錄 8 個，每冊港幣 100 元。內容包括：海事、港口、租船、物流、金融、電子信息、船舶代理、貨運代理、運輸保險、環境保護、口岸查驗、國際商務以及海商法規等。

該詞典的特點是每個單詞都注音、詞性及主要基礎知識的註解，收入關聯短語和詞組，為讀者學習和需求著想，一攬子解決問題，突出方便和實用。

本詞典可供從事海事、港口、海運、保險、物流、船舶代理、貨運代理、國際商務等單位或企業的管理者、業務人員以及大專院校相應專業的師生參考。

該書是在編者的《英漢海事常用詞彙》（1979 年）的基礎上進行擴編的。《人民日報》、中央電視台等媒體曾廣泛進行報導。在歷時 10 年的編寫過程中，得到中國遠洋運輸（集團）總公司、中國海商法協會、中國海事仲裁委員會、中國船舶代理及無船承運人協會、深圳市交通運輸委員會、深圳市船舶代理學會、香港物流管理人員協會等單位和有關人員的鼓勵、支持和幫助。



陳有銳先生曾先後在香港明華船務公司、中遠貨櫃航運有限公司、招商局船務企業有限公司、亞洲空運中心有限公司、中遠物流有限公司等單位任職。

- ★ 本詞典於定價每本港幣 100 元。
- ★ 請填妥下列表格，連同劃線支票寄：九龍觀塘創業街 9 號 603 室香港付貨人委員會鍾小姐收。
- ★ 支票抬頭請寫：THE HONG KONG SHIPPERS' COUNCIL
- ★ 查詢：鍾小姐——電話：2211 2323  
傳真：2891 9787  
電郵：fennie@hkshippers.org.hk

## 《英漢海事實用詞典》訂購表格

姓名：\_\_\_\_\_ 公司名稱：\_\_\_\_\_

地址：\_\_\_\_\_

電話：\_\_\_\_\_ 傳真：\_\_\_\_\_ 電郵地址：\_\_\_\_\_

☐ 速遞（另加 20 元）

☐ 自取

本詞典定價每本港幣 100 元，在本地速遞運送，每冊另加港幣值 20 元。

訂購數量：\_\_\_\_\_ 冊 合共金額：\_\_\_\_\_ 元 支票號碼：\_\_\_\_\_

請將訂購表格連同支票寄：九龍觀塘創業街 9 號 603 室香港付貨人委員會鍾小姐收



2017 年



以南航為例，去年廣州樞紐全年中轉旅客 465 萬人次，同比增長 11%，當中國際中轉和第六航權中轉分別增長 19% 和 50%；至於東航在上海樞紐的中轉聯程旅客量也增長了 24.2%。

2016 年，中國國航、東方航空和南方航空在國際航線的運力投入分別按年增長 15.8%、28.8% 和 22.8%；海南航空的國際航空運力投入更大增 57.15%。反觀國泰航空集團，去年整體客運運力增長 2.4%，投放最大的歐洲航線運力增長 8.3%。雖然國泰航空集團較內地航空公司更早佈局國際航線，惟運力的投放速度也已顯示這些後起之秀要搶佔國際市場的決心。

當中外航空公司在國際航線上展開價格戰爭，而在美元升值預期



的帶動下，港元走強，令國泰航空的票價進一步失去競爭力。至於香港機場三跑道系統剛剛起步，需待 2023 年才落成，但周邊機場如廣州、深圳、台北、新加坡等，以及上海、北京等其他亞洲區內的機場基建快速發展，正逐漸拉近與香港機場的差距，這同時也限制了國泰航空集團的向外拓展步伐。

在曾經輝煌一時的香港碼頭業競爭不斷受到質疑之際，香港機場會否步其後塵？正所謂居安思危，思則有備，有備而無患。相信國泰航空集團乃至香港國際機場需思考在保留原有優勢的同時，在產品、服務和增值服務上創新突圍，善用數字科技，將成為未來致勝關鍵。

### Subscription Order Form 訂閱單

## SHIPPER'S TODAY

## 付貨人

Mr/Mrs/Ms:

先生/太太/女士

Job Title:

職銜

Company:

公司名稱

Address:

地址

Telephone:

電話

Fax:

傳真

Rates (6 issues, including postage - air mail for overseas subscribers)

收費(6期,連郵費——海外空郵)

HKSC Member (本會屬會會員)

Non Member (非本會會員)

HK\$60

HK\$120 (Local 本港)

US\$35 (Overseas 海外)

Renminbi\$120 (P.R.C. 國內)

Please return this form, together with a crossed cheque made out to the HONG KONG SHIPPERS' COUNCIL, to the following address:

Room 603  
9 Chong Yip Street  
Kwun Tong  
Kowloon

九龍觀塘  
創業街9號603室

Inquiries may be directed to Ms Czarina Shum at 22112323

查詢請致電沈小姐 22112323

Web-site 網址

[www.hkshippers.org.hk](http://www.hkshippers.org.hk)



# HAPPY Anniversary

# 25

CONGRATULATIONS

## We can't be Successful without You

**PREFORD** = Professional • Reliable • Efficient • Freight • forwarder

Tel: (852) 2766 0877 Fax: (852) 2330 7844

### PREFORD NETWORKS

#### CHINA

##### SHANGHAI

Tel: 86-21-63508128

Fax: 86-21-63604813

##### NINGBO

Tel: 86-574-87192777

Fax: 86-574-87192829

##### TIANJIN

Tel: 86-22-58895880

Fax: 86-22-58895881

##### QINGDAO

Tel: 86-532-85711880

Fax: 86-532-85711237

##### XIAMEN

Tel: 86-592-2391507

Fax: 86-592-2391500

#### THAILAND

##### BANGKOK

Tel: 66-2-1291230

Fax: 66-2-1291233

#### INDONESIA

##### JAKARTA

Tel: 62-21-6621836

Fax: 62-21-6621963

#### VIETNAM

##### HOCHIMINH

Tel: 84-8-39146971

Fax: 84-8-39146973

[www.preford.com](http://www.preford.com)





**TK PLUS**

## Your cargo comes first

With TK Plus service, your cargo has a guaranteed place even in heavy traffic regions. Your cargo comes first at more than 295 destinations, because our priority is your priority. Maybe that's why we are one of the fastest growing cargo airlines in the world.

**air cargo  
europe**

May 9–12, 2017  
Messe München

Visit us!  
Halle B1, Booth 429/530

**TURKISH  
CARGO**



*Globalize  
your business*

[www.turkishcargo.com](http://www.turkishcargo.com) | +90 850 333 0 777