

Hong Kong Monetary Authority Exchange Fund Bills tender results

The following is issued on behalf of the Hong Kong Monetary Authority:

Hong Kong Monetary Authority Exchange Fund Bills tender results

Tender date	: December 11, 2018
Paper on offer	: EF Bills
Issue number	: Q1850
Issue date	: December 12, 2018
Maturity date	: March 13, 2019
Amount applied	: HK\$93,460 MN
Amount allotted	: HK\$45,581 MN
Average yield accepted	: 1.67 PCT
Highest yield accepted	: 1.75 PCT
Pro rata ratio	: About 64 PCT
Average tender yield	: 1.76 PCT

Tender date	: December 11, 2018
Paper on offer	: EF Bills
Issue number	: H1879
Issue date	: December 12, 2018
Maturity date	: June 12, 2019
Amount applied	: HK\$47,220 MN
Amount allotted	: HK\$9,000 MN
Average yield accepted	: 1.89 PCT
Highest yield accepted	: 1.90 PCT
Pro rata ratio	: About 33 PCT
Average tender yield	: 1.98 PCT

Hong Kong Monetary Authority tenders to be held in the week beginning December 17, 2018:

Tender date	: December 18, 2018
Paper on offer	: EF Bills
Issue number	: Q1851
Issue date	: December 19, 2018
Maturity date	: March 20, 2019

Tenor : 91 Days
Amount on offer : HK\$42,859 MN

Tender date : December 18, 2018
Paper on offer : EF Bills
Issue number : H1880
Issue date : December 19, 2018
Maturity date : June 19, 2019
Tenor : 182 Days
Amount on offer : HK\$10,000 MN

[Transcript of remarks by CE at media session before ExCo meeting \(with video\)](#)

Following is the transcript of remarks by the Chief Executive, Mrs Carrie Lam, at a media session before the Executive Council meeting this morning (December 11):

Reporter: Mrs Lam, do you see the need to tighten traffic law then? And secondly, about the Meng Wanzhou case, that she holds three SAR passports, what does it mean that the Immigration has been issuing in accordance with law? Does that mean some of them are fake, could be fake? And would you join Beijing's call to demand for her release as well? Thank you.

Chief Executive: As far as how we could enhance road safety in Hong Kong, this is always an ongoing objective of the Hong Kong SAR Government. As a result of the very serious fatal traffic accidents this year, the relevant departments will of course, in light of the investigations of every incident, recommend and take the necessary measures. For example, you may recall that arising from a couple of very fatal bus accidents, franchised bus accidents, we are already tightening up some of the safety measures and I have even suggested and announced in my Policy Address that if we need to put in some public money in order to enhance safety, we will do it for the benefit of the passengers.

As far as the incident concerning the issue of passports to Madam Meng, as we have said on several occasions, it is actually not quite proper for us to comment on individual case because it concerns privacy and personal data. So, what we have done in the past few days is the Immigration Department has already issued two press releases to explain the general policies under immigration laws that at any point in time, one holder of a passport will only hold one valid passport – there is no doubt about that. But there will be occasions where a passport holder will apply for a new passport before the

natural expiry date because of various circumstances, like the loss of the passport, or the change of personal particulars, or other specified circumstances. Under those circumstances the passport holder will be issued a new passport with a new passport number before the expiry date comes. What will happen to the old passport? The old passport will have to be cancelled by the Immigration Department. I'm sure you will have this experience that your old passport will be cut, a corner of it will be cut, so it becomes an invalid passport. There are also situations where the old passport contains a valid visa and very often this valid visa is to America. I had that experience previously, and you don't want to apply afresh for another valid visa because that valid visa may have validity of a few years or up to 10 years. So it is not uncommon for the passport holder to use a valid current passport, but at the same time in entering that particular country with visa requirements, to present the old passport with a valid visa. This is what we have explained in public in the last few days about the general policies and the Secretary for Security has also answered quite extensively those queries. But in light of the very special circumstances and the exceptional nature of this case because it has given rise to even demands and requests from some Legislative Council members, I have agreed that the Immigration Department will look into this particular case and explain or announce the outcome of the Immigration Department's sort of case-file review. The Immigration Department issued another press release last night to confirm that this case is entirely in line with what we have described and explained in public. I can say this again, that in so far as the issue of passports to Madam Meng, all the procedures and arrangements are in order. She has been issued a few passports over a period since she has obtained the Hong Kong Permanent Resident status because of the specified circumstances that I have explained, but at one point in time or at any point in time, she holds only one valid Hong Kong SAR passport. I hope that clarifies the situation.

(Please also refer to the Chinese portion of the transcript.)

Kwai Fong vegetable shop under Bonnie Vegetables and Fruit Wholesale Limited convicted for causing noise annoyance

A vegetable chain stall operated by Bonnie Vegetables and Fruit Wholesale Limited in Kwai Fong caused noise nuisance to nearby residents by persistently using loudspeakers to play promotional recordings. It was fined \$5,500 by Fanling Magistrates' Courts today (December 11) for contravening the Noise Control Ordinance (NCO).

An Environmental Protection Department (EPD) spokesman said that since early this year, the department received various complaints about the

noise nuisance caused by a vegetable chain stall on Shing Fong Street in Kwai Fong. The shop persistently played promotional recordings loudly and repeatedly by using loudspeakers, which adversely affected nearby residents and shops. Upon investigations and on-site assessment, it was confirmed that the noise generated from the vegetable chain store caused annoyance and the department subsequently prosecuted the stall under the NCO.

Since September last year, seven vegetable stalls operated by Bonnie Vegetables and Fruit Wholesale Limited, which are located in Kwai Fong, Tsuen Wan, Yuen Long, Tai Po, Shau Kei Wan and Yau Ma Tei, have been convicted a total of 13 times for contravening the NCO by causing noise nuisance to nearby residents with their loudspeakers persistently playing promotional recordings. The company director has also been convicted and fined two times as a result of the above offences. After a series of enforcement actions by the EPD, the situation of the aforementioned stalls improved.

The EPD will continue to closely monitor the situation of vegetable chain stalls causing noise nuisance in various districts. The department will also conduct stringent enforcement actions to combat repeated contraventions by these stalls and consider prosecuting the responsible person of the operating company.

The spokesman reminded persons responsible for retail shops and market stalls that when they play promotional recordings to sell goods, they should contain the noise level within their shop area and should not cause annoyance to other people outside their shops or nearby residents. Otherwise, it constitutes an offence, and offenders are liable to a maximum fine of \$10,000. For stores with repeated contraventions, the operator himself/herself will also be criminally liable for the offence once convicted.

[Speech by CE at Asian Insurance Forum 2018 \(with photos/video\)](#)

Following is the speech by the Chief Executive, Mrs Carrie Lam, at the Asian Insurance Forum 2018 this morning (December 11):

Dr Moses Cheng (Chairman of the Insurance Authority), the Honourable Chan Kin-por (Legislative Council member (Insurance)), Mr Jonathan Dixon (Secretary General of the International Association of Insurance Supervisors), Mr Laurence Li (Chairman of the Financial Services Development Council), distinguished guests, ladies and gentlemen,

Good morning. I am delighted to join you today for the opening of the inaugural Asian Insurance Forum.

The Insurance Authority is a relatively young regulator in Hong Kong, taking over the role from the former Office of the Commissioner of Insurance, a government department staffed by civil servants, in June last year. The purpose of establishing the Insurance Authority is to have a nimble regulator which can address market situations and regulatory changes with higher flexibility and efficiency – a transformation considered necessary as in the case of the regulation of the banking sector, now by the Hong Kong Monetary Authority, and the securities industry, now by the Securities and Futures Commission. Despite its infancy, I commend the Authority for a flying start, acting swiftly on various fronts. These include facilitating the development of insurtech, making good progress in formulating a Risk-based Capital Framework for the insurance sector and preparing for the direct licensing of insurance intermediaries, establishing closer liaison with the Mainland authorities to discuss wider access to the Mainland market for Hong Kong insurance companies, and promoting public understanding of insurance products.

While the Authority has been busy with all its regulatory and market development initiatives, it still goes the extra mile to organise this timely forum for participants to discuss the trends shaping the insurance landscape in the region in general and in Hong Kong in particular. I am delighted to see so many industry leaders taking part in this forum. Your presence demonstrates that the Authority, even at such a young age, is already proving itself to be a high achiever of the industry. I must thank Moses for his leadership and his entire team for their efforts in putting the Authority on such a solid footing.

In less than a month's time, we will be welcoming the new year. And, looking back, 2018 has already secured its place in history as a particularly eventful year. In the financial sector, there were ups and downs in the past 11 months. The Hang Seng Index rose to more than 32 000 points in January, before a recent 20 per cent correction. Despite the market volatility, our financial system has remained robust and resilient.

In September, Super Typhoon Mangkhut hit Hong Kong, causing massive disruption. It was the strongest storm in Hong Kong's recorded history. Fortunately, there was not a single fatality from the storm and only minimal damage to our built infrastructure. Government clean-up teams and many groups of volunteers helped to get the city back on its feet in next to no time. I mention this because it underscores two key attributes – the quality of our physical infrastructure and the resilience of our community.

Quality infrastructure was in the spotlight in the latter part of 2018, as we witnessed the commissioning of two mega infrastructure projects – the Hong Kong-Zhuhai-Macao Bridge and the Guangzhou-Shenzhen-Hong Kong Express Rail Link. These world-class cross-boundary corridors have furthered enhanced Hong Kong's connectivity with the Mainland, facilitating flows of trade, talent and ideas between Hong Kong and its hinterland, particularly the Guangdong-Hong Kong-Macao Greater Bay Area.

The year 2018 has also proven to be a turbulent time on the macroeconomic scale, including growing protectionist sentiments in some

countries, geopolitical conflict and severe natural disasters, and more lately trade war between China and the United States and major protests in France. Although Hong Kong has proven its resilience, we cannot afford to be complacent. We cannot and we will not compromise on quality, whether it be the quality of our infrastructure, quality of talent or quality of our systems, including our financial and legal systems.

Despite lingering global economic uncertainties, including trade relations between China and the United States, I am optimistic about Hong Kong's outlook. Third quarter figures show that our unemployment rate remains at a record low of 2.8 per cent, export of goods rose 5 per cent and export of services expanded by 3.1 per cent compared to the same period last year.

Looking ahead, Hong Kong is primed to play a key role in our country's rapid development. As a leading international financial centre, we can anticipate strong demand for our financial services in the Guangdong-Hong Kong-Macao Greater Bay Area, a region covering 11 cities of nearly 70 million people with a collective GDP of about US\$1.5 trillion. The fact that Hong Kong serves as a financial launchpad for the Greater Bay Area is evidenced by Hong Kong Fintech Week last month, which, for the first time, featured events in both Hong Kong and Shenzhen. Some 8 000 professionals from more than 50 economies took part in Fintech Week. I anticipate that this cross-boundary model will be adopted by more events in the Greater Bay Area in future.

An integrated Greater Bay Area, fused by quality infrastructure, quality services and quality talent, will in turn stimulate demand for high-quality insurance and risk management services. This forum is a great opportunity for industry players to brainstorm new ways for the insurance industry to contribute to and benefit from the Greater Bay Area.

Looking further afield, we also sit at a critical junction for the Belt and Road Initiative, a converging point for international trade and world-class professional and financial services. Boosting infrastructure development is a priority objective under the Belt and Road Initiative, which covers more than 60 countries across Asia, Africa and Europe. According to an estimate by the Asian Development Bank, as much as US\$1.7 trillion per year is needed for infrastructure investment in Asia until 2030. Such infrastructure developments will generate demand for project financing and insurance solutions to manage financial, legal, political and regulatory risks. In this connection, I applaud the Insurance Authority for launching its new Belt and Road Insurance Facilitation Platform. I am confident that the Platform will provide stakeholders with timely and relevant Belt and Road information to help them capture new business opportunities.

The HKSAR Government acts as a "facilitator" and "promoter" to create opportunities for the insurance industry. Last December, we concluded an agreement with the National Development and Reform Commission on Hong Kong's participation in the Belt and Road Initiative. This secures the support of the Central Authorities to encourage Mainland enterprises to establish captive insurance companies in Hong Kong to underwrite risks for their overseas business. The Central Authorities also support Hong Kong to provide professional services such as insurance and re-insurance for large-scale

infrastructure projects under the Belt and Road Initiative.

Meanwhile, Hong Kong has already been offering a 50 per cent profits tax concession for professional reinsurance and captive insurance businesses. In my Policy Address in October this year, I further proposed tax relief to help promote the underwriting of specialty risks in Hong Kong.

In addition to tax incentives, we are eager to modernise our legislation to facilitate market development. Again in my 2018 Policy Address, I announced that we will make legislative amendments to allow for the formation of special purpose vehicles in Hong Kong specifically for issuing insurance-linked securities (ILS). According to an international reinsurance company, the global market size for ILS is around US\$80 billion. In the first half of 2017, the amount of newly issued ILS exceeded US\$8 billion. Hong Kong is well positioned to attract the issuance of ILS by Mainland companies.

We also facilitate and promote growth of marine insurance business in Hong Kong, which is crucial to the development of the maritime and insurance sectors. Hong Kong is a natural marine insurance hub for the region. Indeed, the International Union of Marine Insurance set up its first Asian chapter in Hong Kong in 2016, the first time in the organisation's 142-year history to establish a permanent presence outside of Europe. The opening of the Union's Asian hub in Hong Kong exemplifies its confidence in our city's position as a prominent industry player in Asia.

I have also tasked the Insurance Authority to explore streamlining regulation to facilitate the operation of protection and indemnity clubs for shipowners in Hong Kong. I welcome more ideas from the industry on ways that we can make Hong Kong an attractive hub for high-value-added maritime services, including marine insurance.

I understand the Financial Secretary, Mr Paul Chan, will talk in more detail about some of these topics during the Keynote Luncheon later today. For now, allow me to assure you that my Government is committed to reinforcing Hong Kong's role as a global risk management centre and insurance hub.

I congratulate the Insurance Authority for hosting this Asian Insurance Forum. No doubt, dialogue and networking at this forum will reveal new insights into ways that you and your companies can grasp opportunities in Hong Kong, the Greater Bay Area and throughout the Belt and Road region and beyond.

I wish you all a very fruitful exchange and a rewarding year ahead. Thank you very much.



Special traffic arrangements for race meeting in Happy Valley tomorrow

Special traffic arrangements will be implemented in Happy Valley tomorrow (December 12). The arrangements will come into effect one and a half hours before the start of the first race and will last until the crowds have dispersed after the race meeting.

A. Traffic arrangements before the commencement of the first race

1. Road closure

Southbound Wong Nai Chung Road between Queen's Road East and the up-ramp outside Hong Kong Jockey Club (HKJC) will be closed except for vehicles heading for Aberdeen Tunnel.

2. Traffic diversions

- Southbound Wong Nai Chung Road between Village Road and the up-ramp outside HKJC will be re-routed one way northbound;
- Vehicles from eastbound Queen's Road East heading for Wan Chai and Happy Valley will be diverted to turn left to Morrison Hill Road;
- Traffic along southbound Morrison Hill Road heading for Happy Valley will be diverted via Sports Road and Wong Nai Chung Road;
- Traffic along Queen's Road East cannot turn right to Wong Nai Chung Road except for vehicles heading to Aberdeen Tunnel;
- Traffic from Cross Harbour Tunnel heading for Queen's Road East will be diverted via the down-ramp leading from southbound Canal Road flyover to Morrison Hill Road to turn right at the junction of Wong Nai Chung Road and Queen's Road East; and
- Traffic from Cross Harbour Tunnel heading for Happy Valley or Racecourse will be diverted via the down-ramp leading from southbound Canal Road flyover to Canal Road East, southbound Morrison Hill Road, Sports Road and Wong Nai Chung Road.

B. Traffic arrangements before the conclusion of race meeting

1. Road closure

The following roads will be closed from 35 minutes before the start of the last race:

- The up-ramp on Wong Nai Chung Road outside HKJC leading to Aberdeen Tunnel;
- Southbound Wong Nai Chung Road between Queen's Road East and the up-ramp leading to Aberdeen Tunnel;
- Southbound Wong Nai Chung Road between Village Road and the Public Stands of HKJC;
- Westbound Leighton Road between Wong Nai Chung Road and Canal Road East; and
- Southbound Morrison Hill Road between Leighton Road and Queen's Road East.

In addition, southbound Wong Nai Chung Road between the up-ramp leading to Aberdeen Tunnel and the Public Stands of HKJC will be closed from about 10 minutes before the start of the last race.

2. Traffic diversions

The following traffic arrangements will be implemented from 35 minutes before the start of the last race:

- Eastbound Queen's Road East at its junction with Morrison Hill Road will be reduced to one-lane traffic heading for northbound Canal Road flyover;
- Vehicles from Cross Harbour Tunnel heading for Wan Chai will be diverted via the down-ramp leading from Canal Road East, U-turn slip road beneath Canal Road flyover, Canal Road West and Hennessy Road;
- Vehicles from Cross Harbour Tunnel heading for Happy Valley will be diverted via the down-ramp leading from Canal Road East, eastbound Leighton Road and Wong Nai Chung Road;
- Traffic on southbound Morrison Hill Road will be diverted to turn left to eastbound Leighton Road;
- Traffic along southbound Morrison Hill Road heading for Happy Valley will be diverted via eastbound Leighton Road and Wong Nai Chung Road; and
- Traffic along westbound Leighton Road will be diverted to Wong Nai Chung Road.

C. Learner drivers prohibition

Learner drivers will be prohibited to turn left from Caroline Hill Road to Leighton Road between one and a half hours before the start of the first race and one hour after the last race. In addition, learner drivers will be prohibited from accessing the following roads within the above period of time:

- Shan Kwong Road between Yik Yam Street and Wong Nai Chung Road;
- Village Road between its upper and lower junctions with Shan Kwong Road;
- Percival Street between Hennessy Road and Leighton Road;
- Canal Road East; and
- The service road leading from Gloucester Road to Canal Road flyover.

D. Suspension of parking spaces

Parking spaces on southbound Wong Nai Chung Road between Sports Road and Blue Pool Road will be suspended from 11am to 7pm during day racing, from 4.30pm to 11.59pm during evening racing, and from 5pm to 11.59pm during night racing.

Any vehicles found illegally parked within the precincts of the above affected areas will be towed away without prior notice.

Actual implementation of road closure and traffic diversion will be made by the Police at the time depending on traffic conditions in the areas. Motorists should exercise tolerance and patience, and follow the instructions of Police on site.