

## Police reiterate that arrangements for underage occupants at PolyU remain unchanged

Regarding the violent incidents in the Hong Kong Polytechnic University (PolyU), a number of rioters, some of whom are underage, still remain on campus.

Police today (November 20) reiterate that all persons under 18 years old leaving the campus are required to be photographed and have their personal particulars registered. They will not be arrested at scene but Police reserve every right to take any legal actions in the future.

Police emphasise again that a peaceful resolution is always our aim to solve the conflicts and appeal to the rioters to leave PolyU in a peaceful and orderly manner.

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## Hong Kong Customs seizes suspected unsafe laser pointers (with photo)

Hong Kong Customs seized 83 suspected unsafe laser pointers from seven retailers in Sham Shui Po in the past week. The retailers were suspected of contravening the Consumer Goods Safety Ordinance (CGSO) and its subsidiary legislation, the Consumer Goods Safety Regulation (CGSR).

Customs officers conducted a week-long spot check and test-buy operation between November 11 and 15 in Sham Shui Po. Officers found suspected unsafe models were put on sale at seven retail shops. Among the seven models involved, one was found to have no warning or caution and six others featured warning messages in English only. A total of 83 suspected unsafe laser pointers were seized during the operation and will be sent to a laboratory for safety testing.

Investigation is ongoing.

Under the CGSO, it is an offence to supply, manufacture or import into Hong Kong consumer goods unless the goods comply with the general safety requirements for consumer goods. According to the relevant safety standard for laser pointers, such products must have a relevant warning or caution attached.

Under the CGSR, where consumer goods or their packages are marked with

warnings or cautions with respect to their safe keeping, use, consumption or disposal, such warnings or cautions shall be in both the English and Chinese languages.

The maximum penalty upon conviction is a fine of \$100,000 and imprisonment for one year on first conviction, and \$500,000 and imprisonment for two years on subsequent conviction.

Customs reminds traders to comply with the requirements of the CGSO and the CGSR.

Customs also reminds members of the public to avoid eye contact with the light dots emitted by laser pointers under all circumstances as the beams emitted by laser pointers can pose eye and skin injuries to users.

Members of the public with information relating to unsafe consumer goods may make a report via Customs' 24-hour hotline 2545 6182 or its dedicated crime-reporting email account ([crimereport@customs.gov.hk](mailto:crimereport@customs.gov.hk)).



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## LCQ 1: IPCC's work

Following is a question by the Hon Hui Chi-fung and a reply by the Secretary for Security, Mr John Lee, in the Legislative Council today (November 20) :

Question:

The movement of opposition to the proposed legislative amendments (the movement) has not subsided since its eruption in June this year. It has been reported that as revealed by the findings of a number of public opinion

surveys, more than 70 per cent of members of the public support the appointment of a commission of inquiry by the Government under the Commissions of Inquiry Ordinance to inquire into issues relating to the movement. However, the Government has all along merely indicated that the matters relating to the various large-scale public events and the operations conducted by the Police have been referred to the Independent Police Complaints Council (IPCC) for examination, and that IPCC would submit a report together with improvement recommendations. As all members of IPCC are appointed by the Chief Executive, some members of the public consider that IPCC has a pro-government stance and they have little confidence in the independence of IPCC's work. In this connection, will the Government inform this Council:

(1) among the complaints received by the Complaints Against Police Office in each of the past three years, of the number and percentage of substantiated cases, and among the complaints involving accusations of assault, the number and percentage of substantiated cases;

(2) given that IPCC is not empowered to summon witnesses and carry out investigations, how the Government ensures that the report to be published by IPCC in future will provide a comprehensive and an objective analysis of the causes of the movement, and that IPCC will reach an objective and an impartial conclusion about whether or not police officers have used force excessively; and

(3) in respect of conducting inquiries into issues relating to the movement, whether it has assessed the merits and demerits for the relevant work to be taken up by an independent commission of inquiry or by IPCC, whose members' independence has been called into question; if so, of the outcome?

Reply:

President,

Under the Independent Police Complaints Council Ordinance (IPCC Ordinance) (Cap. 604), the statutory functions of the Independent Police Complaints Council (IPCC) include observing, monitoring and reviewing the handling and investigation of reportable complaints by the Complaints Against Police Office (CAPO) and making recommendations on the handling and investigation of complaints. IPCC may also identify any fault or deficiency in any practice or procedure adopted by the Police that has led to or might lead to reportable complaints, and make recommendations to the Police and/or the Chief Executive (CE). The mechanism of complaint against the Police is a well-established two-tier statutory mechanism, with the first tier being CAPO of the Police which receives and investigates complaints; and the second tier being IPCC which is a statutory body. The two-tier complaint mechanism operates effectively under IPCC Ordinance, which provides a clear legal basis to ensure that complaints against the Police will be handled in a fair and just manner.

Under the two-tier mechanism, when CAPO, the operation of which is

independent of other units of the Police, has completed the investigation of a reportable complaint, it will submit a detailed investigation report for IPCC's scrutiny. If IPCC is of the view that there is deficiency in CAPO's handling and investigation, it may request CAPO to make clarification or further investigation. Meanwhile, IPCC may convey its views and recommendations to the Commissioner of Police and the CE in respect of any complaint case.

IPCC has been monitoring and scrutinising CAPO's work in handling and investigating complaints comprehensively along the principles of fairness, justice and impartiality. IPCC is composed of non-official members from various sectors of the community, including Legislative Council members. With their rich experience in the community and public service, IPCC members directly monitor the Police's work in complaint investigation in an in-depth and objective manner, and are supported by an independent full-time secretariat. Doubts about the independence of IPCC are unfair to its members and observers who have been profoundly dedicated to monitoring the Police's work in complaint investigation.

Since June 9 this year, more than 800 protests, processions and public assemblies have been staged in Hong Kong. In response to public concerns regarding law enforcement actions by the Police in major public order events (POEs), IPCC has, pursuant to the powers conferred by IPCC Ordinance, proactively initiated a study on the major POEs in Hong Kong since June 9 and the corresponding actions taken by the Police, and established a Special Task Force and an International Expert Panel to this end. IPCC will announce the progress of the study by phases, and has stated that it would endeavour to submit the preliminary report of the study to the CE and publish the relevant details within the original timeframe (i.e. early 2020). The Government will closely monitor and carefully study IPCC's reports and its recommendations in order to decide on the follow-up action.

Meanwhile, the CE announced on September 4 this year four actions to help Hong Kong move forward. One of the actions is to invite community leaders, professionals and academics to independently examine and review the society's deep-seated problems and to advise the Government on the solutions. The independent review panel will examine the underlying causes of the social incidents in the past few months so as to stocktake and study the different deep-rooted society conflicts, and recommend solutions. The Government is undertaking the preparatory work and will start work on the independent review panel as soon as practicable after the situation has stabilised somewhat.

My reply to various parts of the Member's question is as follows:

(1) In 2015/16, 2016/17 and 2017/18, CAPO handled 3,360, 2,807 and 2,872 allegations respectively, of which 81, 49 and 68 allegations were "substantiated", accounting for 2.4 per cent, 1.7 per cent and 2.4 per cent of the total number of allegations received during the years concerned. Three hundred and forty-six, 245 and 181 allegations involved "assault" respectively, of which one, zero and one allegations were "substantiated",

accounting for 0.3 per cent, 0 per cent and 0.6 per cent of the total number of allegations involving "assault".

(2) and (3) IPCC operates independently and discharges its statutory functions under IPCC Ordinance. Regarding the study on recent major POEs, IPCC has set up multiple channels, including those through e-mail, a hotline, mail and an electronic platform, for stakeholders (including the media and members of the public) to provide information relevant to recent major POEs, so as to help IPCC examine and clarify the events concerned. The Special Task Force established by IPCC has held a number of meetings with the Police, which have all along been providing IPCC with information regarding police operations in the POEs. IPCC has also invited international experts to provide international experience and advice with a view to enriching its study from another angle.

According to its statement, as at October 4 this year, IPCC had received more than 11,800 submissions containing more than 41,400 items of information. As at November 18 this year, 372 "Reportable Complaints" and 762 "Notifiable Complaints" stemming from major POEs had been received. The investigation work for each complaint is closely monitored by IPCC and its 120 Observers.

IPCC's study and monitoring work as aforementioned are arduous and complex, and the relevant events are still evolving. We need to give IPCC the necessary time and room so that it can focus on completing its work. The Government will cooperate fully with IPCC and ensure that the IPCC Secretariat is provided with adequate resources to carry out its work. The report to be submitted by IPCC to the CE will be made available to the public for examination in detail.

We understand the community's concerns about the recent major POEs and the proposals put forward for reviewing the underlying causes of the social incidents in the past few months, identifying deficiencies and deep-rooted social conflicts, etc., such as establishing committees of different natures (including the one referred to in part (3) of the question), or a "Riots Communities and Victims Panel" modelling on the experience of the United Kingdom. I should stress that the purpose, nature and scope of the current study of IPCC are different from and cannot be directly compared to those of the different organisations mentioned above. IPCC has the statutory function to identify any fault or deficiency in any practice or procedure of the Police that has led to or might lead to reportable complaints, and make recommendations. It also has sufficient experience to focus on the handling of complaints against the Police. We are of the view that IPCC should be allowed to perform its functions under the established mechanism, and to report on and publicise its study. The Government will accordingly consider the relevant findings and follow up as appropriate.

Thank you, Mr President.

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## Government to provide one-off extra allowance to recipients of Working Family Allowance and Individual-based Work Incentive Transport Subsidy

The Government announced today (November 20) that, after the funding approval by the Legislative Council Finance Committee (FC), the Working Family Allowance Office (WFAO) of the Working Family and Student Financial Assistance Agency will disburse a one-off extra allowance to recipients of Working Family Allowance (WFA) and Individual-based Work Incentive Transport Subsidy (I-WITS). This is part of the series of measures to support enterprises, safeguard jobs and relieve people's burden announced by the Financial Secretary on August 15.

Recipients eligible for the extra allowance are those whose WFA/I-WITS applications were made in the Applicable Period and eventually approved. The Applicable Period counts from the first day of the month in which the FC approves the funding proposal to the date when funding approval is sought, and the six calendar months preceding that month. For applications submitted by post, the date of the post-stamp will be taken as the application date.

New applicants or previous recipients of WFA/I-WITS who have yet to submit applications in the Applicable Period should submit applications before the Applicable Period expires (i.e. the date when the FC approves the relevant funding proposal) in order to be eligible for the extra allowance.

The extra allowance is equal to the average monthly amount of approved months payable to the corresponding recipients in their most recently submitted (and eventually approved) applications in the Applicable Period. The amount varies from case to case.

In addition, if a WFA household is receiving Comprehensive Social Security Assistance (CSSA) on the date when the FC's funding approval is sought; or an applicant and household members whose working hours have been aggregated for WFA applications submitted an I-WITS application during the Applicable Period (and is eventually approved), that household is only eligible for one single extra allowance, the amount of which is the highest the household is eligible to receive under the WFA, CSSA or I-WITS Scheme. Non-WFA applicants and household members whose working hours have not been aggregated for WFA applications are not subject to the above arrangement.

For enquiries, applicants may call the WFAO 24-hour hotline (2558 3000) or visit the WFAO's enquiry counters at 9/F, 181 Hoi Bun Road, Kwun Tong, or visit the website of the WFAO ([www.wfsfaa.gov.hk/wfao](http://www.wfsfaa.gov.hk/wfao)).

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## Speech by STH at 3rd Mare Forum Hong Kong 2019 (English only) (with photo)

Following is the speech by the Secretary for Transport and Housing, Mr Frank Chan Fan, at the 3rd Mare Forum Hong Kong 2019 today (November 20):

Georgios (Executive Director of Mare Forum International, Mr Georgios Kostoulas), Arthur (Moderator of the Forum, Mr Arthur Bowring), distinguished guests, ladies and gentlemen,

It is my great pleasure to join the Mare Forum Hong Kong again. It is my third time here. At this very difficult time, please accept my warmest welcome to you all, particularly to those who have travelled all the way to Hong Kong. I am also delighted to welcome back the renowned Mare Forum for the third time since 2017. With a congregation of policy makers and chief executives, the Forum is where great minds meet and shed light on the way forward.

Since late 2018, international trade has been sluggish amid ongoing geopolitical and trade tensions. Last month, the International Monetary Fund forecasted a global economic growth of three per cent in 2019. This is the fourth downward adjustment since January and the lowest since the last decade. While we keep fingers crossed for a positive outcome from the trade negotiation between the United States and China, the outlook remains precarious.

In the face of the rather challenging global environment, we need to find a way out. The world now looks to Asia as the key driver of growth. With the world's second largest economy, China, together with the fast-growing Southeast Asian countries, the continent alone contributes some 40 per cent of the global merchandise trade value. The estimated growth rate of 5.9 per cent in 2019 for Asia highlights the potential and prospect.

Closer to home, immense opportunities arise from the Guangdong-Hong Kong-Macao Greater Bay Area development. The Greater Bay Area, with a population of 70 million and an aggregate GDP of US\$1.5 trillion, has much to offer. Notably, three of the busiest container ports in the world are located within the Greater Bay Area – Shenzhen, Guangzhou and Hong Kong. In 2018, their combined throughput was 67 million TEUs. Under a coordinated and synergised development strategy, the overall competitiveness of the Greater Bay Area is set to rise, and this applies to the maritime and shipping industry.

Hong Kong is a small city, with some 7.4 million people, or less than 0.1 per cent of the global population. But, believe it or not, this tiny little city was the world's eighth largest trading economy of goods and

services in 2018.

Hong Kong's success doesn't come by coincidence. Because of a limited domestic market, we have been reaching out to the world all the time. With our strategic location in the heart of Asia and at the doorstep of Mainland China, shipping activities began to grow. Our international trade set sail in the 1960s when the first scheduled container ship berthed at Hong Kong. In 2018, our Kwai Tsing Container Terminals, together with our efficient land transport infrastructures, managed to move some 280 million tonnes of cargoes. Our voyage to economic prominence would not be possible without the invaluable contribution of the maritime and shipping industry.

On the maritime front, over 800 shipping-related companies are now operating in Hong Kong. They provide a wide spectrum of quality maritime services ranging from ship management, ship broking and chartering to ship finance, marine insurance, and maritime arbitration. Recognising Hong Kong's strengths in talents and services, we are tasked to provide maritime services to the shipping enterprises in the Mainland and Macao. There are ample opportunities for every one of us here today.

I should have stopped here if everything goes fine. But reality is often unforgiving. As an externally oriented economy, we are not immune from the impact of this global economic slowdown. Growth in the first half of 2019 was a marginal 0.5 per cent. For the first nine months of 2019, the Hong Kong Port handled 6.5 per cent less throughput compared with the same period last year. Amidst the external headwinds and domestic social unrest, we have to brace ourselves for the eventuality of an overall negative growth for 2019.

"A smooth sea never made a skilled sailor." Indeed, Hong Kong has overcome many testing moments, and risen once and again, stronger and more resilient.

In June, Hong Kong was named the world's second-most competitive economy in the world, according to the World Competitiveness Yearbook. In September, the Global Financial Centres Index once again ranked Hong Kong the third leading financial centre worldwide after New York and London.

Underlying these international accolades is our belief in free trade and economic freedom. Both the Washington-based Heritage Foundation and the Fraser Institute of Canada recognise that. And they repeatedly named Hong Kong the freest economy worldwide.

We are committed to providing a level playing field for all and remain wide open for businesses. In March, we sealed the Free Trade Agreement (FTA) with Australia. Then, in June, the FTA and related investment agreement we signed with ASEAN came into effect. Through reduced tariffs, enhanced market access, legal certainty and investment protection, we are looking forward to much closer economic collaboration with economies in the region.

As time and tide wait for no man, the maritime industry thus cannot stand still. Innovations and creative solutions are continuously required for



not just to stay ahead of the game, but more importantly, as others have just mentioned, to comply with the various international requirements for sustainability and breakthroughs.

Take for example, the International Maritime Organization's 2020 sulphur cap requirement. With the due date just round the corner, most economies have taken steps to ensure compliance, and we have done that a year ago. The majority have opted to use compliant fuel, the others opted for scrubbers and LNG vessels.

To help combat climate change, IMO targets an average of 40 per cent reduction of carbon dioxide emissions by 2030 and a 50 per cent cut in greenhouse gas emissions by 2050.

To achieve this bold 2050 target, industry experts anticipate that zero emission vessels have to set sail by 2030. This leaves the trade with a ticking clock to design and build greener vessels. It is encouraging that a "Getting to Zero Coalition" has been formed recently by more than 80 shipping companies, commodity traders and banks. This cross-sector partnership manifests the trade's commitment and determination to identify the best technology, finance and business practices for the 2050 target.

The need for eco-friendly vessels also generates demand for top quality ship finance and ship leasing. As one of the top international financial centres in Asia, Hong Kong is best positioned to serve such needs. We house seven of the world's top 10 ship finance bookrunners. Over the past decade, our shipping loans and advances have surged by an average of more than nine per cent annually. To better support shipowners and ship-finance companies, we are going to provide tax concessions for ship leasing businesses in Hong Kong.

Apart from using greener vessels, the trade has to find ways to reduce fuel consumption for both cost-efficiency and environmental protection. For instance, with the technological advancement in weather routing and ocean current analytics, many captains are now better equipped to decide the best possible routes from one place to another. Ships are thus able to, on one hand, avoid the rough weather areas, and on the other hand, make use of ocean currents to sail faster with less fuel.

Here at home, shipping-tech businesses are blooming. A local start-up designs and manufactures underwater drone robots for full inspection and cleaning of the hull. The new technology offers a more efficient, cost effective and safer hull maintenance work by robots rather than by divers.

Of course, many more game-changing technologies are out there; autonomous shipping, blockchain and digitalisation just to name a few. While these technologies can help meet regulator and customer expectations better and faster, they also bring disruption to existing business models and operations. Therefore, we need to build consensus across the globe to tackle the challenges together, and that's why we are here today.

The future starts today, not tomorrow. We have to invest now and invest "smart" for future. To Government, we cannot think of a better investment than on human capital.

Attracting young people to join the maritime industry is by no way easy. As I talked with many delegates when I visited overseas partners in the past few years, we all come to the same conclusion that we need to work harder to attract the younger generation to join the maritime and shipping industry. If you ask university freshmen whether they have heard of Apple or Google, the answer is very simple, as you could have imagined. But if you ask them about Maersk or OOCL or HIT, you would probably meet with blank faces. The maritime and shipping industry has been contributing a lot to the global economy.

We spare no effort in the nurturing of maritime talents. Earlier in May, the Government injected HK\$200 million into the Maritime and Aviation Training Fund. The injection enhances on-going initiatives and supports new schemes for students and industry practitioners. The Fund is also conducive to raising awareness of the maritime and shipping industries so that young and talented people are attracted to join the industry.

Ongoing publicity and promotion is another form of "smart" investment. Think about the Hong Kong Maritime Week. To you, it is a golden opportunity to connect, look for potential partners and gain insights on the latest developments. It also enables us to showcase our strengths and potentials, and foster collaboration with partners, both local and overseas.

Ever since its establishment, the Hong Kong Maritime and Port Board, together with the Government have organised many visits to overseas and Mainland maritime cities. The concerted effort between the industry and government has borne many fruits. The decision of the International Chamber of Shipping to establish its first-ever Asian Liaison office in Hong Kong is a vivid demonstration.

Ladies and gentlemen, I have just shared with you my humble observations and thoughts. While 2019 is less gleaming than we would like it to be, we invite you all to set sail together. In closing, I would like to extend my heartfelt appreciation to every one of you for your participation. Amid social unrest and personal anxiety, your presence means a lot to us. May I wish you all an enjoyable and rewarding forum. Thank you.

