

Land Registry releases statistics for September

The Land Registry today (October 3) released its statistics for September 2018.

Land registration

* The number of sale and purchase agreements for all building units received for registration in September was 4,799 (-28.2 per cent compared with August and -36.4 per cent compared with September 2017)

* The 12-month moving average for September was 7,388 (3.0 per cent below the 12-month moving average for August but 2.9 per cent above that for September 2017)

* The total consideration for sale and purchase agreements in September was \$45.5 billion (-25.4 per cent compared with August and -19.6 per cent compared with September 2017)

* Among the sale and purchase agreements, 3,500 were for residential units (-27.4 per cent compared with August and -37.8 per cent compared with September 2017)

* The total consideration for sale and purchase agreements in respect of residential units was \$37.1 billion (-20.7 per cent compared with August and -18.1 per cent compared with September 2017)

Statistics on sales of residential units do not include sale and purchase agreements relating to sales of units under the Home Ownership Scheme, the Private Sector Participation Scheme and the Tenants Purchase Scheme unless the premium of the unit concerned has been paid after the sale restriction period.

Figures on sale and purchase agreements received for the past 12 months, the year-on-year rate of change and breakdown figures on residential sales have also been released.

As deeds may not be lodged with the Land Registry until up to 30 days after the transaction, these statistics generally relate to land transactions in the previous month.

Land search

* The number of searches of land registers made by the public in September was 380,629 (-20.4 per cent compared with August and -12.2 per cent compared with September 2017)

The statistics cover searches made at the counter, through the self-service terminals and via the Integrated Registration Information System Online Services.

[Speech by CE at Global Maritime Forum Annual Summit \(English only\) \(with photos/video\)](#)

Following is the speech by the Chief Executive, Mrs Carrie Lam, at the Global Maritime Forum Annual Summit this morning (October 3):

Mr Stokes (Chairman of the Global Maritime Forum, Mr Peter Stokes), Mr Lim (Secretary-General of the International Maritime Organization, Mr Kitack Lim), distinguished guests, ladies and gentlemen,

Good morning. I'm pleased to be here for the annual Summit of the Global Maritime Forum, to have this welcome opportunity to address this distinguished audience, comprising business and institutional leaders with the power, the passion and the vision to make a difference for the great maritime industry and the world.

I understand that this is the first time the Summit has taken place outside of Denmark. I'm delighted you have chosen Hong Kong for your inaugural global maritime gathering. The theme of the Summit is "Breaking New Ground", which makes Hong Kong an ideal place for the Summit as in this term of the HKSAR Government, I have made innovation a key requirement whether in policy formulation or in government roles and practices. To assist us in doing so, I set up earlier this year the Chief Executive's Council of Advisers on Innovation and Strategic Development. And the Council discussed aviation and maritime at its meeting last month. So we do hope to be breaking some new ground in our maritime industry, in order to remain a global force through this 21st century.

The maritime industry is the cornerstone of international trade. More than 80 per cent of global trade by volume is handled by shipping and a great global network of ports. At the same time, the maritime industry is susceptible to external influences, and we've certainly had a few of those so far this year. Of particular concern for many, including Hong Kong, is the sudden spate of trade disputes, most notably between the world's two largest economies, the United States and Mainland China. A protracted trade logjam between them would undoubtedly squeeze cargo flow across seas.

Operating costs are also increasing, partly because of the International Maritime Organization's 2020 sulphur cap. Don't get me wrong – while it will

have an impact on the maritime industry, we fully support the initiative given the expected gains in environmental protection. As a matter of fact, in 2015 Hong Kong became the first city in Asia to mandate a fuel-switching requirement for ocean-going vessels. That landmark decision has significantly reduced concentrations of ambient sulphur dioxide in the area welling out from our Kwai Tsing Containers Terminal. And to step up control over marine emissions, we plan to mandate that vessels use 0.5 per cent low-sulphur fuel in Hong Kong waters. If approved by our legislature, the requirement will take effect next year, slashing emissions of sulphur dioxide and particulates from ocean-going vessels here by about 75 per cent and 70 per cent respectively.

More than ever, it's co-operation and partnership at the regional and global levels that will help us overcome external challenges. It is my Government's determination to connect with the world and to look for opportunities to collaborate with other economies. Since taking office in July 2017, I have been to dozens of cities in the Mainland and over 10 countries in Asia and Europe, including port cities such as Marseille, with a clear goal of forging closer ties with our partners, or potential partners, worldwide.

The Hong Kong Maritime and Port Board, chaired by our Secretary for Transport and Housing, Frank Chan, has also visited prominent maritime cities to expand connections and the opportunities they can bring. Last year, in London, the Board signed a Memorandum of Understanding with its UK counterparts, both sides keen to promote their maritime strengths and develop the talent so essential to the industry's future. Next month, Maritime London will be among the international maritime community taking part in the annual Hong Kong Maritime Week, organised by the Board along with our Shipowners Association and Maritime Museum. It's a week overflowing with conferences and seminars, industry briefings, networking events and maritime-themed community activities, all in celebration of our maritime legacy and future.

Next month, as well, the Board will visit Copenhagen and Oslo, and I look forward to establishing stronger maritime connections between Hong Kong and the Nordic nations.

Those connections, and the opportunities we hope to realise from them, will be driven largely by innovation and technology. Automation and digitalisation are transforming the global maritime industry. Automated ships, big data, blockchain, robotics and so on are reshaping the modus operandi of the maritime supply chain.

Take e-commerce as an example. Global retail e-commerce sales reached US\$2.3 trillion last year. By 2021, they're projected to more than double, to US\$5 trillion. That's great news for the logistics industry, but I also believe that seaborne transportation will have a role to play in this booming trade, particularly with cross-border e-commerce continuing to thrive. And this is where innovation and technology will make their indelible mark.

Decades ago, containers were packed with bundles of products that

required additional packaging or value-added services before being put up for sale. These days, containers are filled with ready-for-sale parcels packaged for individual consumers. Container-shipping clients have expanded from large-scale manufacturing companies to numerous small- and medium-sized enterprises. Maritime business must adapt to new business models, offering such smart solutions as digitalised platforms for better shipment tracking and the use of big data in analysing consumer behaviour. At the same time, cyber security and risk allocation must be addressed to protect the interests of all concerned.

Apart from innovation and technology, we need to maintain a continuing wave of fresh talent to manage the expansion of global trade and the world's shipping fleets. It is not an easy task given the demands, both professional and personal, of a career at sea, but I can assure you that my Government is working hard to expand our talent flow. In 2014, for example, we set up the Maritime and Aviation Training Fund. It encourages young people to make their careers in the industries, while enhancing the qualifications and competency of existing professionals.

I note that the great talent challenge will be discussed this afternoon, both in a working session and follow-up breakout sessions. No doubt, that will stimulate ideas on how best to attract and retain promising young talent, as well as how best to ensure a bright future for them and for the industry as a whole.

The opportunities will surely be there, thanks to the far-reaching Belt and Road Initiative. The Belt and Road Initiative has been designed to expand transnational and intercontinental connectivity. It is built to create long-term business prospects, not only for the Mainland but for the economies of Asia, Europe, Africa and even Latin America, particularly those nations situated along the 21st Century Maritime Silk Road. That connectivity embraces infrastructure, policy co-ordination, trade, financial integration and people-to-people bonds. In boosting trade links, increasing capital flow and attracting infrastructural investment, it will catalyse vast opportunities for seaborne trade and maritime services.

As an international maritime centre and global trade and investment hub, Hong Kong has what it takes to be the business bridge between East and West. Located at the heart of Asia and at the doorstep of China, Hong Kong is strategically positioned and supremely well connected to the world's major cities and trade centres. We are situated along the most thriving international sea routes. Our container terminal is one of the world's busiest ports. Our liner services connect to 470 destinations a week, and we maintain sea-cargo operations with 58 countries along the Belt and Road corridor.

Despite Hong Kong's clear strengths, maintaining the competitiveness of our maritime sector remains a formidable challenge. Slightly more than a decade ago, Hong Kong Port was ranked first worldwide in total throughput handled. Last year, it finished fifth, a slide attributable to fierce competition from regional ports coupled with internal constraints in land and

manpower supply and international economic uncertainties. To maintain competitiveness, we are pursuing new opportunities, particularly through national developments and initiatives. Together with the Belt and Road, the Guangdong-Hong Kong-Macao Greater Bay Area has the greatest potential. The development brings together Hong Kong, Macao and nine prosperous cities in southern China. With a population of nearly 70 million and an aggregate GDP of about US\$1.5 trillion, the Bay Area is a huge market on its own. Further, the Bay Area will take full advantage of each city's unique strengths, consolidating resources and maximising each other's business potential.

While Hong Kong faces fierce competition in cargo trade, we remain highly competitive in professional services. More than 800 companies, from ship finance and leasing, to insurance, ship management, legal and arbitration services, are profitably engaged in the international maritime business here. Many of the world's leading ship brokers keep offices in Hong Kong. So, too, do nearly 90 authorised ship insurers, some 35 of which are foreign insurers.

That's hardly surprising, given Hong Kong's standing as the world's freest economy. A week ago today, Canada's Fraser Institute once again named Hong Kong the freest economy in the world in its annual Economic Freedom of the World report. Earlier this year, the Washington-based Heritage Foundation named Hong Kong the world's freest economy for the 24th year in a row. We are also among the world's most competitive economies, rated second globally in this year's World Competitiveness Yearbook. That's thanks to a low and simple tax regime, a level playing field for business and the rule of law backed by an independent judiciary.

Let me add that the Hong Kong Shipping Register is the fourth largest in the world, with a total of about 120 million gross tonnes. Its reputation for fleet quality is well known worldwide, and that's reflected in our very low detention rate. And our Marine Department continues to enhance our Shipping Registry. Since last year, for example, our overseas and Mainland offices have helped deliver the Certificate of Registry to select maritime cities, expediting the sailing of overseas ships registered in our Shipping Register.

The Belt and Road Initiative and the Bay Area will create surging needs for legal and dispute-resolution expertise as well as other professional services, including investment and risk assessment, research, financing, insurance and accounting. We have all the professionals here in Hong Kong, working with clients from the Mainland and from all over the world. They give Hong Kong our clear competitive edge, providing high value-added services for Mainland companies looking to go out to the world and for a world of companies looking to the booming markets of the Mainland and throughout Asia. To ensure that the world is aware of our business prowess, particularly when it comes to the maritime industry, a dedicated maritime desk has already been set up at Invest Hong Kong to promote Hong Kong's wide-ranging maritime expertise and value, communicating those advantages to overseas and Mainland maritime cities.

You may wonder where is the "new ground" that we intend to break, having

listened to me in the last 10 minutes or so. I am afraid this is a timing, not a substance, issue because I will be delivering my annual Policy Address this time next week, and it is not possible for me to disclose whether we have any measures to boost maritime services in Hong Kong.

Ladies and gentlemen, Hong Kong has a proud history of accomplishment as an international maritime centre and global trade hub. With the concerted efforts of Government and industry, and the support of international organisations such as yours, I'm confident that our maritime industry's record of achievement and innovation will continue long into the future.

My thanks again to the Global Maritime Forum for organising the Global Maritime Forum Summit, your first global summit, here in Hong Kong. I wish you all a rewarding Summit, and smooth sailing in the coming year. Thank you.



[Auction of traditional vehicle registration marks to be held on October 21](#)

The Transport Department today (October 3) announced that the auction of traditional vehicle registration marks will be held on October 21 (Sunday), in Meeting Room S421, L4, Hong Kong Convention and Exhibition Centre, Wan Chai.

"A total of 300 vehicle registration marks will be put up for public auction. The list of marks has been posted at the department's website, www.td.gov.hk," a department spokesman said.

Applicants who have paid a deposit of \$1,000 to reserve a mark for auction should also participate in the bidding (including the first bid at the reserve price of \$1,000). Otherwise, the mark may be sold to another bidder at the reserve price.

People who wish to participate in the bidding at the auction should take note of the following important points:

- (a) Successful bidders are required to produce the following documents for completion of registration and payment procedures immediately after the successful bidding:
- (1) the identity document of the successful bidder;
 - (2) the identity document of the purchaser if it is different from the successful bidder;
 - (3) a copy of the Certificate of Incorporation if the purchaser is a body corporate; and
 - (4) a crossed cheque made payable to "The Government of the Hong Kong Special Administrative Region" or "The Government of the HKSAR". (For an auctioned mark paid for by cheque, the first three working days after the date of auction will be required for cheque clearance confirmation before processing of the application for mark assignment can be completed.) Successful bidders can also pay through the Easy Pay System (EPS). Payment by post-dated cheques, cash or other methods will not be accepted.
- (b) Purchasers must make payment of the purchase price through EPS or by crossed cheque and complete the Memorandum of Sale of Registration Mark immediately after the bidding. Subsequent alteration of the particulars in the memorandum will not be permitted.
- (c) A vehicle registration mark can only be assigned to a motor vehicle which is registered in the name of the purchaser. The Certificate of Incorporation must be produced immediately by the purchaser if a vehicle registration mark purchased is to be registered under the name of a body corporate.
- (d) Special registration marks are non-transferable. Where the ownership of a motor vehicle with a special registration mark is transferred, the allocation of the special registration mark shall be cancelled.
- (e) The purchaser shall, within 12 months after the date of auction, apply to the Commissioner for Transport for the registration mark to be assigned to a motor vehicle registered in the name of the purchaser. If the purchaser fails to assign the registration mark within 12 months, allocation of the mark will be cancelled and arranged for re-allocation in accordance with the statutory provision without prior notice to the purchaser.

For other auction details, please refer to the Guidance Notes – Auction of Vehicle Registration Marks, which can be downloaded from the department's website, www.td.gov.hk.

Special traffic arrangements for race meeting in Happy Valley

Special traffic arrangements will be implemented in Happy Valley today (October 3). 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.

Illegal worker jailed

A Bangladeshi illegal worker holding a recognisance form was jailed by Shatin Magistrates' Courts yesterday (October 2).

During an anti-illegal worker operation mounted on July 8, Immigration Department (ImmD) investigators raided a restaurant in Sai Kung. A male Bangladeshi illegal worker, aged 34, was arrested. When intercepted, he was found performing kitchen works. Upon identity checking, he produced for inspection a recognisance form issued by the ImmD, which prohibits him from taking employment. Further investigation revealed that he was a non-refoulement claimant. An employer suspected of employing the illegal worker was also arrested and the investigation is ongoing.

The illegal worker was charged at Shatin Magistrates' Courts yesterday with taking employment after landing in Hong Kong unlawfully and remaining in Hong Kong without the authority of the Director of Immigration or while being a person in respect of whom a removal order or deportation order was in force. After trial, he was sentenced to 21 months' imprisonment.

The ImmD spokesman warned that, as stipulated in section 38AA of the Immigration Ordinance, illegal immigrants or people who are the subject of a removal order or a deportation order are prohibited from taking any employment, whether paid or unpaid, or establishing or joining in any business. Offenders are liable upon conviction to a maximum fine of \$50,000 and up to three years' imprisonment. The Court of Appeal has issued a guideline ruling that a sentence of 15 months' imprisonment should be applied in such cases.

The spokesman reiterated that it is a serious offence to employ people who are not lawfully employable. The maximum penalty is imprisonment for three years and a fine of \$350,000. The High Court has laid down sentencing guidelines that the employer of an illegal worker should be given an immediate custodial sentence. According to the court sentencing, employers must take all practicable steps to determine whether a person is lawfully employable prior to employment. Apart from inspecting a prospective employee's identity card, the employer has the explicit duty to make enquiries regarding the person and ensure that the answers would not cast any reasonable doubt concerning the lawful employability of the person. The court will not accept failure to do so as a defence in proceedings. It is also an offence if an employer fails to inspect the job seeker's valid travel document if the job seeker does not have a Hong Kong permanent identity card. The maximum penalty for failing to inspect such a document is imprisonment for one year and a fine of \$150,000.

Under the existing mechanism, the ImmD will, as a standard procedure, conduct initial screening on vulnerable persons, including illegal workers, illegal immigrants, sex workers and foreign domestic helpers, who are arrested during any operation, with a view to ascertaining whether they are trafficking in persons (TIP) victims. When any TIP indicator is revealed in the initial screening, the officers will conduct a full debriefing and identification by using a standardised checklist to ascertain the presence of TIP elements, such as threat and coercion in the recruitment phase and the nature of exploitation. Identified TIP victims will be provided with various forms of support and assistance, including urgent interference, medical services, counselling, shelter, temporary accommodation and other supporting services. The ImmD calls on TIP victims to report crimes to the relevant departments.