

Missing girl in Tin Sum located

A girl who went missing in Tin Sum has been located.

Sun Wing-wa, aged 17, went missing after she left a hospital in Tin Sum on November 8. Her family made a report to Police on November 12.

The girl turned up at Police New Territories South Regional Headquarters to cancel the missing person report yesterday (December 2) afternoon.

Centre for Food Safety announces test results on hot pot food samples

The Centre for Food Safety (CFS) of the Food and Environmental Hygiene Department today (December 3) announced the test results of a recently completed surveillance project assessing the food safety of hot pot cuisine. About 310 hot pot food samples were collected and all passed the tests.

A CFS spokesman said, "Hong Kong people like eating hot pot meals. As food additives, such as colouring matters, preservatives and maleic acid, may be used during the making of hot pot ingredients, beverages and sauces, the CFS conducted this project in a bid to provide timely food safety information to consumers and the trade."

The CFS collected different kinds of hot pot food samples, including meat and meat products (such as beef balls and pork balls), aquatic and related products (such as fish balls, shrimp balls and cuttlefish balls), vegetables and bean products (such as dried bean curds, tofu and soya bean sticks), noodles, soup bases, beverages (such as fresh orange juice and sugar cane drinks) and sauces from restaurants, fresh provision shops, supermarkets, groceries, market stalls and retailers (including online retailers) for chemical and microbiological testing.

Chemical tests included testing for colouring matters, preservatives, maleic acid and metallic contaminants, while microbiological tests for ready-to-eat food included testing for *Bacillus cereus*, *Clostridium perfringens*, *Salmonella* and coagulase-positive staphylococci.

The spokesman reminded the public that food safety is a shared responsibility and all those involved in the food supply chain – from farms and food manufacturers to food handlers and consumers – should put in place safety measures. He advised the trade not to entertain orders beyond handling

capacity. The trade should also comply with legal requirements, follow Good Manufacturing Practice, use permitted food additives in an appropriate manner, and check the quality of food and ingredients upon delivery.

Furthermore, he advised food handlers and consumers to apply the following Five Keys to Food Safety when handling and preparing food:

Choose wisely

- * Patronise reliable shops and select fresh and hygienic foods for hot pot ingredients; and
- * For prepackaged foods or soup bases, check whether the packaging is intact and if the select foods are expired.

Keep clean

- * Observe good food, environmental and personal hygiene when preparing foods. All food ingredients must be thoroughly washed;
- * Poultry meat, pork and beef should be washed and sliced into thin strips for easy cooking;
- * For shellfish like scallops and geoduck, scrub the shells thoroughly and remove the internal organs;
- * Before eating and handling food ingredients, wash hands thoroughly; and
- * If there is a wound on the hand, cover it properly with a waterproof bandage or put on a glove before handling food.

Separate raw and cooked food

- * When shopping for hot pot ingredients, buy prepackaged foods first and raw meat, poultry and seafood last;
- * When shopping or delivering food, raw foods should be kept separately from other ready-to-eat foods or cooked foods to prevent cross-contamination; and
- * Handle raw and cooked foods carefully and separate them completely during the cooking process. Use separate sets of chopsticks and utensils with different appearances to handle raw and cooked foods and avoid contact between raw and cooked foods on the table to prevent cross-contamination.

Cook thoroughly

- * During the whole eating process, take thoroughly cooked food out of the pot only when the soup is boiling completely. Whenever water or soup is added to the pot, wait until it is boiling hot before adding food for cooking;
- * Shrimps should be fully cooked until the shells turn red and the flesh turns white and opaque. Shucked oysters should be cooked in the boiling water for at least three minutes before consumption;
- * Do not consume cooked foods that are mixed with raw eggs as pathogenic or antimicrobial resistant micro-organisms may be present in raw or undercooked eggs; and
- * Condiments such as soy sauce, vinegar, wine, chili and wasabi cannot kill bacteria or parasites that may be present in hot pot ingredients.

Safe temperature

- * Most hot pot ingredients should be stored in a refrigerator at 4 degrees Celsius or below, while frozen foods should be stored in a freezer at -18 degrees C or below; and
- * Do not thaw frozen foods at room temperature as bacteria may multiply rapidly in food. It is preferable to defrost frozen foods in a refrigerator, microwave oven or under running water.

"People should also pay attention to the amount of food consumed and follow a balanced diet when having hot pot meals. To reduce fat intake, it is preferable to choose a clear soup base as it contains less fat than bone, satay and mala soup bases. Eat vegetables first to fill oneself up and then meat to prevent overeating. Members of the public should also eat more vegetables with high dietary fibre and less fatty meats and animal offal, and use less sauce and condiments. If there are nutrition labels for hot pot products, make healthier food choices by referring to their nutritional contents and choosing those lower in fat, sodium and sugars," the spokesman said.

[LegCo to debate proposed resolutions on appointment of judges](#)

The following is issued on behalf of the Legislative Council Secretariat:

The Legislative Council (LegCo) will hold a meeting tomorrow (December 4) at 11am in the Chamber of the LegCo Complex. During the meeting, Members will debate two proposed resolutions on appointment of judges.

These two proposed resolutions will be moved by the Chief Secretary for Administration under Article 73(7) of the Basic Law and section 7A of the Hong Kong Court of Final Appeal Ordinance. The proposed resolutions are set out in Appendices 1 and 2 respectively.

On Members' motions, Mr Vincent Cheng and Mr Wong Ting-kwong will move separate proposed resolutions under section 34(4) of the Interpretation and General Clauses Ordinance to extend the period for amending the Employees Retraining Ordinance (Amendment of Schedule 2) Notice 2019 and the Tax Reserve Certificates (Rate of Interest) (Consolidation) (Amendment) Notice 2019, laid on the table of the Council on November 6, 2019, to the meeting of January 8, 2020. The proposed resolutions are set out in Appendices 3 and 4 respectively.

Meanwhile, Members will debate a motion under Article 73(9) of the Basic Law to form an independent investigation committee to investigate the charges against the Chief Executive for serious breach of law and/or dereliction of duty. The motion, jointly initiated by Mr Alvin Yeung, Mr James To, Mr Leung Yiu-chung, Professor Joseph Lee, Ms Claudia Mo, Mr Wu Chi-wai, Mr Charles Mok, Mr Chan Chi-chuen, Mr Kenneth Leung, Dr Kwok Ka-ki, Mr Dennis Kwok, Dr Fernando Cheung, Dr Helena Wong, Mr Ip Kin-yuen, Mr Andrew Wan, Mr Chu Hoi-dick, Mr Lam Cheuk-ting, Mr Shiu Ka-chun, Ms Tanya Chan, Mr Hui Chi-fung, Dr Cheng Chung-tai, Mr Kwong Chun-yu, Mr Jeremy Tam, Mr Gary Fan and Mr Au Nok-hin (25 Members), is to be moved by Mr Alvin Yeung. The motion is set out in Appendix 5.

Mr Wong Ting-kwong and Mr Wong Kwok-kin will move separate motions under Rule 49B(1) of the Rules of Procedure to relieve Ms Tanya Chan and Mr Shiu Ka-chun of their duties as Members of the Legislative Council. The motions are set out in Appendices 6 and 7 respectively.

Dr Kwok Ka-ki and Ms Claudia Mo will move separate motions under Rule 49B(1A) of the Rules of Procedure to censure Mr Junius Ho. The motions are set out in Appendices 8 and 9 respectively.

Ms Yung Hoi-yan and Mr Junius Ho will also move separate motions under Rule 49B(1A) of the Rules of Procedure to censure Dr Cheng Chung-tai and Mr Lam Cheuk-ting. The motions are set out in Appendices 10 and 11 respectively.

Mr Dennis Kwok, Dr Kwok Ka-ki, Mr Alvin Yeung and Dr Fernando Cheung will move separate motions under Article 73(5) and (10) of the Basic Law to summon persons concerned to produce papers and testify. The motions are set out in Appendices 12-17 respectively.

Mr Au Nok-hin, Mr Andrew Wan, Mr Jeremy Tam, Ms Claudia Mo, Ms Tanya Chan, Dr Kwok Ka-ki, Mr Lam Cheuk-ting, Mr Kwong Chun-yu, Mr Gary Fan and Mr Chung Kwok-pan will move separate motions under the Legislative Council (Powers and Privileges) Ordinance to appoint select committees to conduct inquiries. The motions are set out in Appendices 18-29 respectively.

Dr Priscilla Leung will also move a motion under the Legislative Council (Powers and Privileges) Ordinance to appoint a select committee to conduct an inquiry. The motion is set out in Appendix 30. Mr James To will move an amendment to Dr Priscilla Leung's motion.

Meanwhile, Mr Dennis Kwok will move a motion on no confidence in the Fifth Term Government of the Hong Kong Special Administrative Region as set out in Appendix 31. Ms Claudia Mo will move an amendment to Mr Dennis Kwok's motion.

Mr Ho Kai-ming will move a motion on ensuring children's right to play for them to grow up happily. The motion is set out in Appendix 32. Mr Ip Kin-yuen, Dr Kwok Ka-ki, Dr Fernando Cheung, Dr Chiang Lai-wan and Mr Hui Chi-fung will move separate amendments to Mr Ho Kai-ming's motion.

On Member's Bill, the St. John's College (Amendment) Bill 2019 will be

introduced into the Council for the First Reading and the Second Reading. The Second Reading debate on the Bill will be adjourned.

During the meeting, Mr Abraham Shek, Chairman of the LegCo Public Accounts Committee, will present the "Supplemental Report of the Public Accounts Committee on Report No. 72 of the Director of Audit on the Results of Value for Money Audits" and address the Council.

Members will also ask the Government 22 questions on various policy areas, six of which require oral replies.

The agenda of the above meeting can be obtained via the LegCo Website (www.legco.gov.hk). Please note that the agenda is subject to change, and the latest information about the agenda could be found on the LegCo Website.

Members of the public are welcome to observe the proceedings of the meeting from the public galleries of the Chamber of the LegCo Complex. They may reserve seats by calling 3919 3399 during office hours. Members of the public can also watch or listen to the meeting via the "Webcast" system on the LegCo Website.

[Land Registry releases statistics for November](#)

The Land Registry today (December 3) released its statistics for November 2019.

Land registration

* The number of sale and purchase agreements for all building units received for registration in November was 6,701 (+32.0 per cent compared with October 2019 and +69.5 per cent compared with November 2018)

* The 12-month moving average for November was 6,161 (3.9 per cent above the 12-month moving average for October 2019 but 11.3 per cent below that for November 2018)

* The total consideration for sale and purchase agreements in November was \$61.5 billion (-6.2 per cent compared with October 2019 but +42.0 per cent compared with November 2018)

* Among the sale and purchase agreements, 5,756 were for residential units (+43.9 per cent compared with October 2019 and +118.4 per cent compared with November 2018)

* The total consideration for sale and purchase agreements in respect of residential units was \$47.8 billion (+17.4 per cent compared with October 2019 and +83.6 per cent compared with November 2018)

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 November was 386,075 (-9.9 per cent compared with October 2019 and -12.9 per cent compared with November 2018)

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

[Opening speech by STH at International Symposium on Road Congestion Charging \(English only\) \(with photos\)](#)

Following is the opening speech by the Secretary for Transport and Housing, Mr Frank Chan Fan, at the International Symposium on Road Congestion Charging today (December 3):

Professor Wong (Deputy Chairman of Hong Kong Institution of Engineers – Logistics and Transportation Division, Professor SC Wong), Commissioner Mable (Commissioner for Transport, Ms Mable Chan), distinguished guests, ladies and gentlemen,

Good morning. It is my great pleasure to join the symposium, where transport experts from home and abroad would share their insight and experience on Road Congestion Charging, an important topic that is probably

on the agenda of every transport policy maker.

A transport system plays a pivotal role in facilitating the movement of people, goods and services. As a city develops with its growing population and economic activities, it counts on comprehensive and careful transport planning which, in my humble opinion, is underpinned by six major considerations, namely accessibility, carrying capacity, speed, safety, sustainability and affordability.

One must strike a delicate balance among these considerations in planning any transport network, especially for metropolises like London, Singapore and Tokyo. It is thus not surprising to see mass carriers such as railway topping the hierarchy in land transport systems in these cities, complemented by other transport modes like buses, trams, and taxis.

Similar to other metropolises, railway is the backbone underpinning Hong Kong's transport system. At present, the mass transit railway serves over 40 per cent of all passengers a day. The vision and planning blueprint of our railway network is expected to serve areas inhabited by 75 per cent of the local population and about 85 per cent of job opportunities. Still, railway cannot reach the doorstep of every household or office, and there comes the road that fills the gap.

As a city's population and economic activities grow, road congestion becomes commonplace. While a blockage of blood vessels can cause serious damage to bodily health, road congestion wears away a city's health by undermining its productivity, sustainability and quality of life. According to the INRIX 2018 Global Traffic Scorecard, each American lost roughly 100 hours due to congestion in 2018, costing about US\$1,300 on average per driver. This means nearly US\$87 billion in total for the entire nation. Time and financial costs aside, traffic jams are one of the culprits behind climate change. The stopping and starting of cars stuck in traffic jams burn fuel at a higher rate than when they are running smoothly on the road, and consequently leads to increases in carbon dioxide emissions and causes health concerns.

As one of the most densely populated metropolises, Hong Kong is not immune to traffic congestion. With an extensive and comprehensive coverage of its railway network, together with other public transport modes, about 90 per cent of commuting trips in Hong Kong involve the use of public transport, which translates into 12.9 million passenger trips every day. Indeed, the use of private vehicles in Hong Kong is more an option than a necessity. Our roads are amongst the most heavily used in the world, with over 360 vehicles per kilometre running during peak hours, compared to some 250 to 270 vehicles per kilometre in other metropolises like London and Singapore. Despite our continued efforts in enhancing our road infrastructure, the expansion of roads fails to catch up with car growth. Over the past decade, the number of licensed cars in Hong Kong has grown by 40 per cent, compared to a mere increase of 4 per cent in road length.

Several stretches of roads in Hong Kong are particularly congested. At peak hours, the vehicular speed in Central, our CBD, is only 10 kilometres

per hour on average, slightly faster than walking. Furthermore, motor vehicles are the main source of air pollutants at street level and the second largest source of greenhouse gas emissions in Hong Kong. This is not sustainable and it calls for prompt actions.

In the face of aggravating traffic congestion in Hong Kong, road becomes a scarce utility which has to be optimised for use. One of the amicable solutions is to explore the application of "congestion charging" using a two-pronged approach. First, we charge vehicles based on an "Efficiency First" principle. In other words, we charge less for efficient people carriers such as buses, as well as vehicles that support economic activities such as goods vehicles. The overall goal is to enable more efficient use of our limited road space and to encourage motorists to make use of our efficient public transport service.

Second, we charge more for road sections that are heavily used, thereby encouraging drivers to change their commuting pattern through rethinking their driving need, changing their timing and routing of commuting, or even switching to the use of public transport.

We all appreciate that different cities adopt different measures to tackle congestion problems depending on their own traffic characteristics. Such measures include "car-pooling" schemes; access restrictions, road pricing, charges for polluting vehicles in low-emission zones; prohibition against vehicles with car plates ending with certain numbers from driving in the city centre on certain days, and even vehicle quota systems to name a few.

In Hong Kong, we are already applying the "Efficiency First" principle at government tolled tunnels. We are contemplating electronic road pricing in our CBD. Today, reputable speakers from overseas will share with us their successful experiences in implementing congestion charging at their hometowns. No doubt we all stand to benefit from their wisdom as we chart the way ahead.

Perhaps in a few decades, we will no longer have traffic jams thanks to technological advancements and smart-city solutions like adaptive traffic signals, autonomous vehicles and multi-modal solutions. But before we get there, we have to bite the bullet and look for pragmatic ways to address the problem. It is a daunting challenge but I am confident that we will find the right solution to cure the congestion problem for Hong Kong.

In closing, I would like to express my sincere gratitude to the four institutes which have helped put together such a timely and meaningful event. I would also like to thank the organising committee for making today's symposium a success. May I wish you all an enlightening and fruitful exchange, and for overseas guests, a pleasant stay in Hong Kong. Thank you.

