



2021

THE HONG KONG SHIPPERS' COUNCIL

ANNUAL REVIEW

Our History

In 1961, The Federation of Hong Kong Industries created the Freight Joint Committee which lead to the creation of the Hong Kong Shippers' Council in 1967 and became a government-subsided organisation in 1976.

Consisting of 15 trade associations, the Council serves to protect and promote the interests of Hong Kong exporters and importers, traders and manufacturers in matters relating to the transportation of merchandise by sea, land and air.

Additionally, the Council works to maintain a level playing field between shippers and service providers, such as shipping lines, airfreight carriers, logistics service providers and freight forwarders. The Council represents Hong Kong shippers overseas and is a member of regional and international shippers' councils, including the Global Shippers' Alliance, the Asian Shippers' Alliance, the Asian Shippers' Council, the Cross Strait Shippers' Alliance, the Federation of ASEAN Shippers' Councils (FASC).

Together, these organisations work side-by-side in shaping the regulatory environment on issues relating to the shipping and transportation of goods on a local, regional, and global level.

香港付貨人委員會

香港付貨人委員會始源於「香港貨運聯席委員會」，於一九六七年命名為「香港付貨人委員會」，並在一九七六年正式註冊成立。

本會之創辦及團體會員共 15 名，委員會的目的及宗旨是維護及促進香港出入口商在海、陸、空貨物運輸方面的利益，保障付貨人能在公平對等的情況下，與貨運服務經營者如船公司、航空公司等商議運費。委員會是一獨立組織，享有國際聲譽，公開接受有關機構和公司申請加入成為會員。

本會是全球付貨人聯盟 (GLOBAL SHIPPERS' ALLIANCE)、亞洲付貨人聯盟 (ASIAN SHIPPERS' ALLIANCE)、亞洲付貨人委員會 (ASIAN SHIPPERS' COUNCIL)、海峽兩岸貨主聯盟 (CROSS STRAIT SHIPPERS' ALLIANCE)、亞細安配貨人理事員會 (FASC) 的成員。本會與海外付貨人組織 保持緊密的接觸和合作，致力建立一個規管的架構，在本地、區內及全球層面上規管貨運事宜。

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**The Hong Kong
Shippers'
Council**

香港付貨人委員會

02 Chairman's Message
主席的話

10 Services and Activities
服務及活動

24 Gallery of Activities
活動展影

42 Honorary Chairman
名譽主席

45 Chairman
主席

46 Members List
會員名錄

51 Secretariat
秘書處

52 Industry Summaries
貨運業概要

Mercurial, uncertain and volatile:
Taking what we learned from

2021

and hope for better cooperation ahead

SAFETY FIRST

Looking back on the 2021 editions of my quarterly “Chairman’s Message”, I am reminded of how mercurial the shipping industry had become amid a global pandemic and the resulting global lockdowns.

In January of last year, the industry was log jammed by port congestions. Not only exports from Asia were impacted, carriers were unable to export cargo from Europe to Asia, and as a result freight rates for this route soared five folds to US\$5,000 per container.



Willy Lin
Chairman

The situation was equally dire in the US, which was still reeling from the bankruptcies and closures of major retail outlets.

New charges like booking guarantee fees, booking cancellation penalties, container retention fees, and container detention fees did little to improve supply chain reliability. Instead, it added additional financial burdens onto shippers who were already struggling amidst soaring airfreight costs.

By April, my message erred on the side of caution amongst the shippers’ community. Whilst the behaviours of consumers — with regards to ecommerce — precipitated a trade boom, I cautioned against riding this wave for too long. It was likely that consumer behaviours would quickly shift as vaccination rates rose.

Concerns over the concentration of manufacturing and sourcing in China, coupled with US President Joe Biden’s hardliner stance against China only added to the palpable uncertainty that hung in the air. And in 2022, China’s growing maritime dominance appears to have contributed to dwindling Sino-US relations.

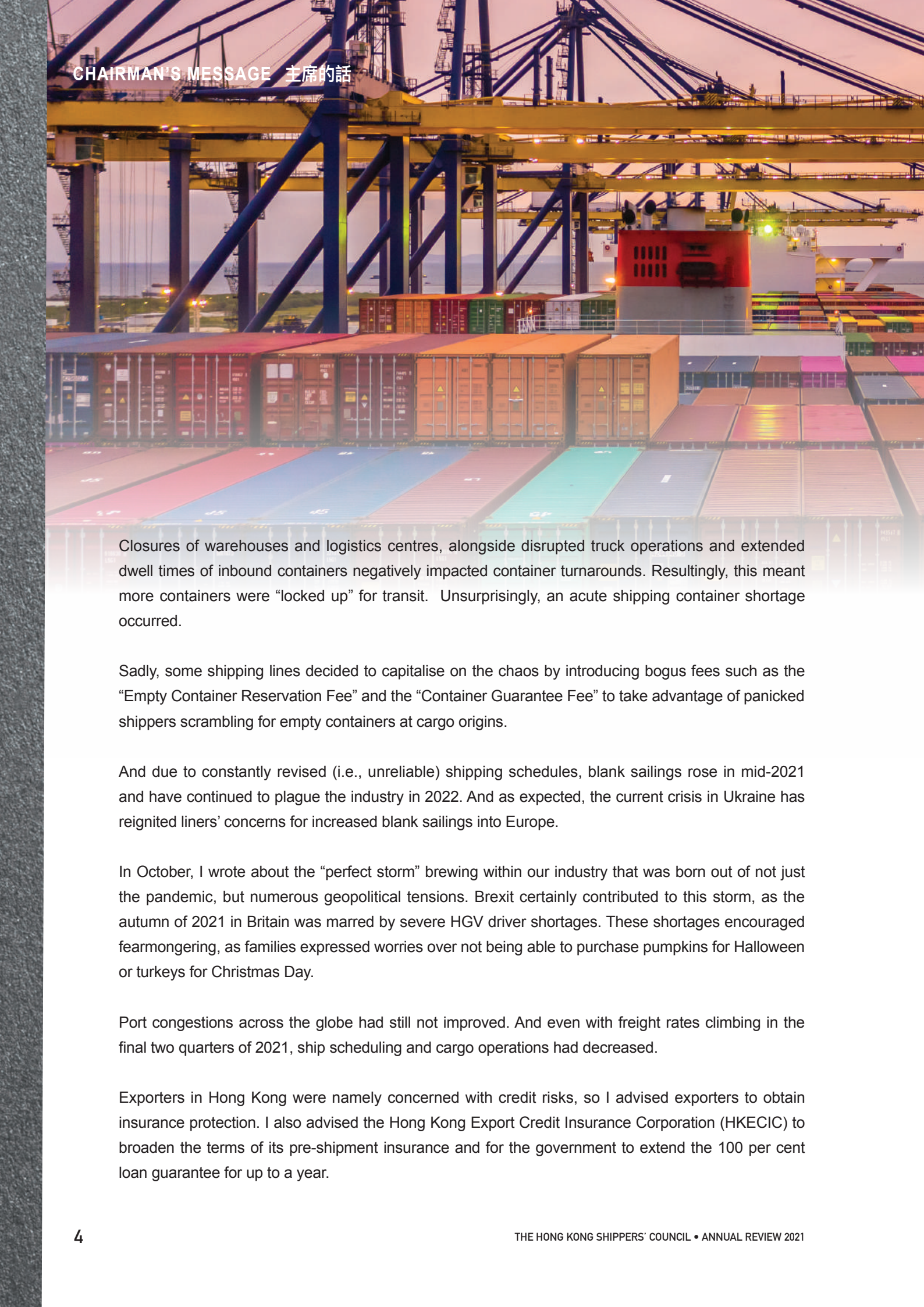
I therefore encouraged cooperation between shipping lines by jointly providing better services, especially in reliability and predictability, as well as carbon emissions, rather than attempting to strike out each other.

However, shipping lines continued to justify their astronomical charges because of the high costs of leasing rates, which had nearly trebled from 2020.

In July, I was shocked to learn that it cost well over US\$15,000 to ship a 40 feet container from Hong Kong to Europe, whilst Drewry’s Hong Kong-Los Angeles Rate Benchmark went up to US\$7,000 for the same sized container.

And since major corporations like Walmart had begun asking their sellers to revise their buy-and-sale terms as a way of shifting costs and liability to sellers, I quickly advised Hong Kong sellers against accepting these charges as this would only cause more upset to an already shaky industry.

And innumerable containers continued to sit at terminals awaiting loading or collection, whilst free storage periods for import and export containers were downgraded due to these congestions.



Closures of warehouses and logistics centres, alongside disrupted truck operations and extended dwell times of inbound containers negatively impacted container turnarounds. Resultingly, this meant more containers were “locked up” for transit. Unsurprisingly, an acute shipping container shortage occurred.

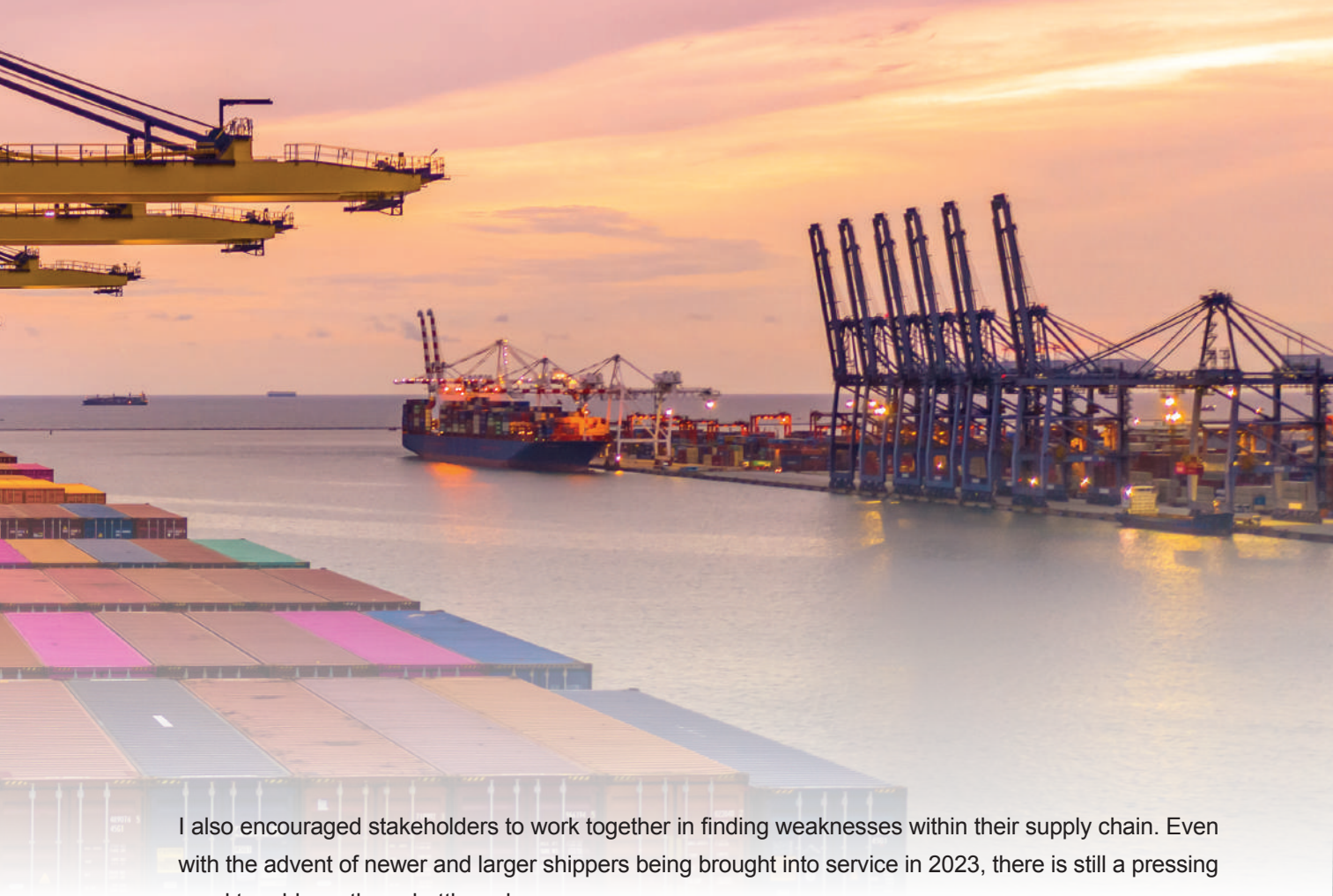
Sadly, some shipping lines decided to capitalise on the chaos by introducing bogus fees such as the “Empty Container Reservation Fee” and the “Container Guarantee Fee” to take advantage of panicked shippers scrambling for empty containers at cargo origins.

And due to constantly revised (i.e., unreliable) shipping schedules, blank sailings rose in mid-2021 and have continued to plague the industry in 2022. And as expected, the current crisis in Ukraine has reignited liners’ concerns for increased blank sailings into Europe.

In October, I wrote about the “perfect storm” brewing within our industry that was born out of not just the pandemic, but numerous geopolitical tensions. Brexit certainly contributed to this storm, as the autumn of 2021 in Britain was marred by severe HGV driver shortages. These shortages encouraged fearmongering, as families expressed worries over not being able to purchase pumpkins for Halloween or turkeys for Christmas Day.

Port congestions across the globe had still not improved. And even with freight rates climbing in the final two quarters of 2021, ship scheduling and cargo operations had decreased.

Exporters in Hong Kong were namely concerned with credit risks, so I advised exporters to obtain insurance protection. I also advised the Hong Kong Export Credit Insurance Corporation (HKECIC) to broaden the terms of its pre-shipment insurance and for the government to extend the 100 per cent loan guarantee for up to a year.



I also encouraged stakeholders to work together in finding weaknesses within their supply chain. Even with the advent of newer and larger shippers being brought into service in 2023, there is still a pressing need to address these bottlenecks.

And now we are coming out of the first quarter of 2022, I feel it is pertinent to revise my previous predictions that forecasted cautiously optimistic growth in a post-pandemic world.

The Ukraine conflict, which began in late February, has sent shockwaves across the world, and it has undoubtedly spelt uncertainty for global economic recovery.

The suspension of Black Sea ports, stranded seafarers, and reports of sea mines in the Black Sea are just a few of the events that have caused major disruption to the shipping industry.

With the plethora of international sanctions made against Russia, fuel prices have skyrocketed and many nations have turned to other economies for their fuel needs.

We must also consider that both Ukraine and Russia are among the world's largest exporters of raw agricultural materials such as corn and wheat.

Although the Ukraine crisis is only a month in, its effects are already being felt across the globe; and there is no telling how long this crisis will continue and when it will end.

Whatever the case, any chance of recovery in 2022 has now been halted indefinitely.

Going forward, I can only hope that my next quarterly message will be a touch more hopeful. It has been an uncertain two years for us shippers — nay, the entire world — so I can only advise that we remain sanguine and continue to cooperate with one another during these trying times.

2021

充滿變動和不確定的一年：

汲取經驗
期待更佳合作契機

回顧 2021 年《付貨人》主席的話，航運業在全球大流行和封城的影響下，出現多個變數。

1 月初，全球主要港口非常擠塞，不單亞洲出口運費受到嚴重影響，一些船公司宣佈無法接受從歐洲到亞洲的出口貨物，結果從歐洲到亞洲的運費飆升五倍至每個貨櫃 5,000 美元。

美國的情況也同樣嚴峻，港口嚴重擠塞，主要零售店關閉和破產，陷入困境。



林宣武主席

一些承運人藉機謀利，某些船公司和貨運代理收取新的費用如訂艙保證金、取消訂艙罰款、貨櫃滯留費和過期倉租等。但此等收費對提高供應鏈的可靠性無補於事，卻給飽受困擾的付貨人帶來更多財政負擔。

4 月《付貨人》我提醒付貨人不應忽視貿易轉向蓬勃的風險，因為一旦疫苗接種致全球達到群體免疫，消費者在商品與服務有關的行為會出現改變。

對集中在中國製造和採購的擔憂，加上美國總統拜登對中國採取強硬立場，更對業界加添了明顯的不確定性。在 2022 年，中國海上主權增長亦導致中美關係更形緊張。

因此，我鼓勵船公司之間保持合作，共同提供更優質的服務，特別是在可靠性和可預測性，以及碳排放方面，而不是試圖互相消滅對方。

然而，船公司藉詞租賃船舶和貨櫃的成本較 2020 年相比幾乎翻了三倍，以高成本為由支撐其高額收費的合理性。

7 月《付貨人》我提及到當時從香港到歐洲 40 呎貨櫃運費的即時價升至超過 15,000 美元，而 Drewry 香港 - 羅省運費指標達 7,000 美元。我對此表示很震驚。

為應對前所未有的高昂運費，部份如沃爾瑪的海外買家要求賣家修改他們的買賣條款，試圖將運輸成本和責任轉嫁給賣家。我建議香港賣家不要接受這些改動，因為這對已經混亂的貿易來說更加是雪上加霜。

其時，大批貨櫃滯留在碼頭無法裝上貨櫃船或提取。港口操作混亂情況嚴重，出入口貨櫃的免費存倉期被大幅縮短。

此外，港口、倉庫及物流中心關閉，再加上貨車服務中斷，進港貨櫃在港口、貨運站、倉庫和物流中心停留時間延長極度影響了貨櫃的運轉。隨著越來越多貨櫃在航程中被“滯留”，流通的貨櫃越來越少，導致貨櫃嚴重短缺。

無奈一些船公司藉“爭奪”吉 (空) 櫃的亂象，乘勢推出吉櫃訂艙費 (Empty Container Reservation Fee)、貨櫃保證費 (Container Guarantee Fee) 等，謀取暴利。



由於船公司隨時和頻密地改變船期，貨運流程時序變得非常不可靠，因此，在 2021 年中，“取消航班”的數量大幅增加，並延續至 2022 年，繼續困擾業界。一如預期，當前烏克蘭的危機再次引發船公司對歐洲航線“取消航班”數量上升的憂慮。

10 月《付貨人》我提及貨運業界正在醞釀“完美風暴”，它不僅源於疫性大流行，還源於眾多的地緣政治緊張局勢。英國脫歐無疑助長了這場風暴，再加上 2021 年秋季英國出現嚴重的重型貨車司機短缺，觸發了市場的恐慌情緒，如市民紛紛表示擔心無法購買南瓜或火雞慶祝萬聖節和聖誕節。

當時全球港口擠塞狀況仍未改善。即使運費在 2021 年最後兩個季度攀升，航運班次和貨運操作服務也相應下降。

有關香港出口商一直擔心的信貸風險問題，我建議出口商尋求保險保障。我還建議香港出口信用保險局擴大其裝運前保險，及建議政府將 100% 貸款擔保期延長一年。

我還鼓勵所有利益相關者共同努力，檢查供應鏈中的每一個弱點。即使在 2023 年有更新和更大的船公司投入使用，我們仍然迫切需要解決這些瓶頸。

2022 年第一季剛過去，我認為有必要修改我之前對大流行後全球審慎樂觀增長的預測。

始於 2 月下旬的烏克蘭事件衝擊全球，無疑給全球經濟復甦帶來不確定性。



黑海港口停航，海員滯留，以及黑海水雷的報導只是部份對航運業造成重要破壞的事件。

隨著國際間對俄羅斯實施制裁，燃料價格飆升，許多國家轉向其他經濟體來尋求燃料供應。

我們還必須考慮到，烏克蘭和俄羅斯都是世界上最大的玉米和小麥等農業原材料出口國之一。

儘管烏克蘭危機發生不久，但其影響已波及全球。這場危機將持續多久以及何時結束，仍是未知之數。

無論如何，預期 2022 年復甦的希望可能會變得渺茫。

展望未來，我期望下一個季度的訊息會是充滿希望的。對我們付貨人來說，應該是全球才正確 -- 過往兩年是不確定的。所以我只能建議大家要保持樂觀，及在這艱難時期繼續加強合作。

SERVICES AND ACTIVITIES

The Hong Kong Shippers' Council was established to protect and promote the interests of not just its members, but Hong Kong shippers in general. This body namely convene on matters relating to the transportation of merchandise by sea, land, and air.

The Council operates under the guidance of an Executive Committee comprising representatives from 15 major trade associations in Hong Kong. It also derives its broad-based representation and membership from these trade associations.

THE COUNCIL'S MISSION

At a regional and local level, the focus of the Council is to:

- Ensure an open and competitive freight market environment
- Ensure that government policy and practices are geared towards the interests of shippers
- Ensure that proper infrastructure and facilities serve the present and future needs of shippers and logistics operators
- Ensure that carriers' charges are reasonable, set with sufficient transparency and justification, and subject to proper governance
- Ensure that Hong Kong shippers' voices are represented locally, regionally, and internationally

The Council achieves these goals through the following actions:

1. Engagement in the Consultative Mechanism of the HKSAR Government

The Council has representation in several major logistics and transport-related government committees and advisory groups, including:

- The Logistics Development Council and its various sub-committees
- Hong Kong Maritime and Port Board and its various sub-committees
- The Sea Cargo Liaison Group, Hong Kong Customs & Excise Department
- The Logistics Industry Training Advisory Group, and the Education Bureau and its various sub-committees
- The Tripartite Meeting for Logistics Industry, Labour & Manpower Bureau
- The Industry Consultative Network (Logistics), Employee Retraining Board
- The Focus Group on Import/Export and Wholesale Trade Manpower Survey, Vocational Training Council
- Port Operations Committee
- Trade Single Window User Consultation Group
- RACSF Scheme Implementation Working Group

2. Engagement in Trade, Industrial, and Professional Organisations and Institutes

The Council closely co-operates with other related organisations and institutes.

The Council is represented on:

- The Shipping and Transport Committee, HKGCC
- The Logistics Service Advisory Committee, HKTDC
- Transport and Logistics Services Council, FHKI
- The Hong Kong Logistics Management Staff Association
- Hong Kong-Taiwan Business Co-operation Committee
- GBA Logistics & Supply Chain Innovation Alliance

In their mission to represent the needs of local shippers, the Council is actively engaged with relevant policy-makers and bodies that have the power to formulate and execute legislation that have a bearing on Hong Kong's logistics industry.

Furthermore, the Council participates in many prominent government-run engagements, so that the requirements of Hong Kong's shippers are, at the bare minimum, adequately fulfilled.

The Council has participated in discussions on:

- Air Cargo Capacity Shortage
- Air Cargo Fuel Surcharge
- Air Cargo Security Regime Reform
- Belt & Road initiatives
- Competition Issues
- Free Trade Agreements
- Guangdong-Hong Kong-Macau Greater Bay Area
- Market Concentration in the Shipping Industry
- Regulated Air Cargo Screening Facilities Scheme (RACSF)
- Seaport Alliance
- Shipping Surcharges
- SME Development Fund Projects and Logistics 4.0
- Smart Logistics and Logistics 4.0
- Terminal Handling Charges (THCs)
- Trade Single Window
- 2021 Policy Address Consultation
- 2021/22 Budget Consultation

3. Protecting Shippers' Interests and Protesting Unreasonable Shipping Lines' Surcharges

In representing and defending shippers' interests, the Council negotiates freight rates with carriers and service providers in an open market environment.

A sufficiently competitive market entails: transparency of charges and surcharges; the existence of cost-effective payment mechanisms; and regularly reviewed service standards.

Issues such as documentation fees, peak season surcharges, bunker adjustment factors, currency adjustment factors, port congestion surcharges, war risk surcharges, and terminal handling charges are common points of contention between shippers and service providers.

By involving the government and other relevant bodies, the Council can monitor and negotiate fair rates with carriers and freight forwarders.

4. International Cooperation

By participating in a numerous international shippers' forums, the Council can better represent the needs of its members.

These events, which cover significant industrial developments and issues throughout the world, often end in a joint declaration between attendees, be it fairer rates or greener credentials.

Following are some examples of joint declarations made at past conferences.

4 February 2021: Asian Shippers' Alliance Online Meeting

The Asian Shippers' Alliance Meeting was held online. Attendees agreed to tally freight rate and surcharge figures for comparison.

17 June 2021: Asian Shippers' Alliance Online Annual Meeting

The Asian Shippers' Alliance (ASA) Annual Meeting 2021 was hosted by the Thai National Shippers' Council and held via Zoom.

The meeting was attended by Indonesia National Shippers' Council (INSC), Shippers' Council of Bangladesh (SCB), The Hong Kong Shippers' Council (HKSC), Macau Shipper's Association (MSA), Malaysian National Shippers' Council (MNSC), and Thai National Shippers' Council (TNSC).

The European Shippers' Council (ESC) attended the meeting as an observer.

The meeting discussed issues over astronomical freight rates and surcharges, acute container shortages, booking challenges, operations disruptions, and unacceptable supply chain reliability. Therefore, the attending councils called for government intervention to curb these difficult issues. The councils also agreed to enhance shippers' collaboration and signed a joint statement.

13 July 2021: Global Shipper Alliance and UNCTAD Joint Webinar

The Global Shipper Alliance and United Nations Conference on Trade and Development (UNCTAD) held a webinar on the current shipping crisis. The Hong Kong Shippers Council and other members of ASA joined the webinar as a member of the GSA.

Attendees discussed the causes of the current shipping crisis and its effect on developing economies, as well as supply-and-demand, establishing national carriers, and competitiveness within the industry.

19 Oct 2021: 港珠澳物流聯盟2021年線上峰會

The alliance agreement was renewed during an online conference between logistics organisations from Hong Kong, Macau, and Zhuhai.

5. Enhancing Hong Kong's Logistics Industry and Cementing its Position as a Leading Logistics Hub

The Council supports the Hong Kong Government's efforts to strengthen Hong Kong's presence as a major logistics hub within Asia, which will bring it one step further to competing on an international level.

To achieve this, the Council regularly attends various overseas meetings with the Hong Kong Government, all in the name of promoting our local logistics industry. The Council also accommodates many requests to make presentations both locally and overseas.

LOGISTICS PRESENTATIONS

10 June 2021: 20th GS1 Hong Kong Summit

The Executive Director was invited to attend the 20th GS1 Hong Kong Summit and inauguration ceremony.

23 June 2021 : “財知大道” of Metro Finance

During a live broadcast session, the Executive Director gave an account of the current shipping crisis and advised importers and exporters on how best to navigate this predicament.

5 July 2021: Presentation to Hong Kong Metal Manufacturers Association

The Executive Director was invited to give a presentation to Hong Kong Metal Manufacturers Association on the shipping crisis via Zoom.

12 August 2021: Presentation to China Merchant Group : CMPort Industry Talk for 2021 HK Interns

A presentation on “From Fairs Wind Charter to Green Port” was made by the Executive Director to the China Merchant Group.

17 August 2021: “財知大道” of Metro Finance

The Executive Director of the Council was interviewed by a major radio finance channel, “財知大道” of Metro Finance, to share shippers’ concerns in the current shipping crisis.

26 August 2021: Presentation to the German Chamber of Commerce

Together with Invest HK, the Council made a presentation to the Shipping and Transport Committee of the German Chamber of Commerce. The keynote, “How the Trend of Globalisation to Regionalisation Affects Hong Kong as Regional Logistics Hub”, was largely attended by German freight forwarders and shippers.

27 August 2021: 網上座談會：航運集裝箱貿易挑戰

Along with HKEIA, the Council organised a webinar on shipping challenges, and the Executive Director was invited to be a guest speaker. The webinar attracted 90 attendees.

31 August 2021: 航運危機 – 緣由及發展全視像zoom分享交流會

Together with representatives from the China Merchant Port Holdings and Regional Container Line, the Council’s Executive Director shared his insights on the shipping crisis and presented an industry forecast. 100 participants joined the webinar.

3 September 2021: HKTDC Belt and Road Global Forum Annual Roundtable

The Forum invited the Council’s Chairman to give a presentation to about 30 government officials and other VIPs from Belt & Road countries.

2 & 10 September 2021: HKICTA 2021 Smart Mobility Award

The Executive Director acted as the Chief Assessor of the Smart Transport and Smart Logistics sessions for the ICT Awards competition.

24 September 2021: Interdisciplinary Maritime Practice Series III Webinar

The Council was a supporting organisation for this event, and our Executive Director was invited to deliver an opening address at the first session and participate in the panel discussion.

15 October 2021: LOGTECH Expo 2021

The LOGTECH Expo 2021 was organised by the Transport and Housing Bureau, and the Hong Kong Productivity Council. The Council was a supporting organisation of the Expo.

The Chairman delivered a welcome address at the opening session, while the Executive Director moderated a session on industry outlook.

20 October 2021: Press Conference on Trade Challenges

The Vice Chairman attended a press conference on trade challenges. This event was well covered by local media.

1 November 2021 : Hong Kong Maritime Week 2021 – Economist Impact Insight Hour Session

The Chairman participated in a discussion session at *The Economist's* 'Insight Hour' during Hong Kong Maritime Week 2021. The event was supported by the Transport and Housing Bureau. The session theme was, "The shipping industry's post-COVID recovery".

The Council was a supporting organisation of the event.

1 November 2021: Greater Bay Maritime Forum

The Chairman participated in the forum as a panel speaker.

3 November 2021: Asian Logistics and Maritime Conference

The Asian Logistics and Maritime Conference was held from 2-3 November. The Council Executive Director was invited to moderate a session called "Exclusive Dialogue".

16 November 2021: Presentation to Hong Kong Exporter's Association on "Shipping Container Shortage Affecting Global Chain"

The Executive Director discussed the state of the current shipping market to the Executive Committee of the Hong Kong Exporters' Association.

29 November 2021: Hong Kong ICT Awards

The Executive Director was the Chief Assessor of the Smart Logistics Award and Smart Mobility Award competition.

6. Training Courses

Over the years, the Council has organised a number of bespoke training courses, seminars, and visits to logistical sites such as ports and airports. These visits are tailored to shippers and allow them to not only gain valuable firsthand industrial knowledge, but keep abreast of the latest developments within the region.

Certificate in Shipping and Logistics Course

The Council organised the Certificate in Shipping and Logistics Course with the HKU School Professional and Continuing Education, also known as HKU Space.

The aim was to provide industry practitioners and new entrants with a comprehensive training programme that covered the basics of shipping and logistics operations. This also allowed them to build an academic progression path for practitioners to achieve higher academic and professional qualifications.

The programme covered topics such as: the carriage of goods by sea, air, and land; dangerous goods cargo handling; cargo insurance; trade documentation; e-commerce and e-shipping; procurement and supply chain management; and logistics strategy.

Visits to Kwai Chung Container Terminal and Hong Kong Air Cargo Terminal Ltd. were an integral part of the curriculum.

13 January 2021: Live Webinar: What is Good Distribution Practice and How to Mitigate Risk in Pharmaceuticals Cold Transportation?

53 people attended via Zoom.

International Maritime Dangerous Goods Code Training Programme

In lieu of the growing demand on learning how to properly handle dangerous goods (DG), the Council hosted the International Maritime Dangerous Goods Code Training Programme. This was intended to raise awareness on proper safety in cargo transport and update shippers on the most up-to-date revisions to DG regulations. Over 100 participants attended.

The training programme was held on the following dates in 2021:

- 24, 27, 31 May and 2 June (44th Intake)
- 25, 28 May and 1, 3 June (45th Intake)
- 26 – 27 July (HKFSD On-site tutoring)
- 16 – 17 August (HKFSD On-site tutoring)
- 4 – 5 October (HKFSD On-site tutoring)
- 25, 27 October and 1, 3 November (46th Intake)
- 1 – 2 November (HKFSD On-site tutoring)

22 July 2021: “Industry Dialogue: Working Together to Get Though Containerised Trade Challenges” Seminar

The seminar was jointly organised by the Council and the Hong Kong Liner Shipping Association. It was supported by 15 organisations, including the Logistics Development Council and the Hong Kong Maritime and Port Board.

An audience of 300 — comprising 250 online and 50 in-person attendees — registered for the event. There were online attendants from Italy, Denmark, the Netherlands, Germany, Switzerland, the U.K., Spain, Sri Lanka, India, Singapore, Thailand, Bangladesh, Indonesia, Malaysia, Mainland China, and Macao. Turn-out rate was high, with online attendants exceeding 190 at one time.

Feedback was positive across the board, and attendees have requested that the Council host another industry dialogue seminar.

4 Aug 2021: 香港付貨人委員會與香港創新科技及製造業聯合總會網絡分享會：海運危機的緣由、解決方案及展望

The Council jointly organised a webinar entitled, “Shipping Crisis: Cause, Solutions, and Outlook” with the Hong Kong Federation of Innovative Technologies and Manufacturing Industries. The presentation lasted for 45 minutes, and was followed by a Q&A.

19 August 2021: Workshop of “Introduction of E-Commerce Logistics on Operations/Clearance/Freight Payment Collection”

The Council organised a one-day workshop focusing on e-commerce logistics, with the intention of allowing participants to better understand freight operations with respect to e-commerce logistics in greater detail. It covered e-commerce operations and cross-border operations, including customs clearance and payment.

3 November 2021: Asian Logistics, Maritime and Aviation Conference

Like past years, the Council jointly organised a session of the Supply Chain Management & Logistics Forum at the ALMAC 2021 with HKTDC.

It was supported by Hong Kong Export Credit Insurance Corporation.

The core theme was, “Is Digital Shipping the Future of the Shipping Industry?”. The Council invited an array of speakers from different backgrounds and disciplines to join the panel discussion. The Council Chairman was one of the speakers.

November 2021: Hong Kong Maritime Week 2021

The Council partnered with the Chartered Institute of Logistics and Transport to conduct a seminar on “Blockchain in Hong Kong” at Hong Kong Maritime Week 2021.

7. Promulgating News and Messages to Shippers and the Industry

As well as posting regular updates to its official website, the Council also sends regular updates to its members. This is so our members are made aware of vital changes that take place in what is considered to be a mercurial industry.

The Council issues Shipping Alerts warning shippers to take appropriate actions to cope with shipping crises, such as high and volatile freight charges; operations disruptions in Hong Kong, Chinese ports, and other areas; and unreliability and unpredictability in supply chains.

The Council also advises how best to mitigate changes and implement alternative shipping arrangements to avoid missing shipments.

Our publication *Shippers Today* features in-depth articles and reports on the latest developments in the logistics, maritime, and aviation industries.

As of 2021, *Shippers Today* is published quarterly instead of bimonthly. It is also available online at HKTDC Research.



服務及活動

香港付貨人委員會主要的服務宗旨是在海、陸、空貨運事宜上，維護及促進屬下會員與本地付貨人之整體利益。

本會的政策由本港十五個主要商會會員代表組成的「執行委員會」制定，並由秘書處負責執行。由於這些商會有廣泛代表性，令本會擁有廣大的代表基礎。

委員會職能

在地區及本地層面上，本會關注的事項包括：

- 確保一個公開及具競爭性的貨運環境
- 確保政府的政策及措施是以付貨人的利益為依歸
- 確保基建及貨運設施滿足付貨人及物流服務供應商現時及將來的需要
- 確保船公司的收費合理、有足夠的透明度及有適當的監管
- 確保在本地、區內及國際間反映香港付貨人的意見

本會的工作包括：

1. 與政府和業界的諮詢機構緊密合作

本會積極參予政府和業界的諮詢機構各工作小組會議，並與此等組織緊密合作：

- 物流發展局及其工作小組委員會
- 香港海運港口局及其小組委員會
- 香港海關海運貨物顧客聯絡小組
- 教育局物流業培訓諮詢委員會及其他小組委員會
- 勞工處物流業三方小組座談會
- 僱員再培訓局行業諮詢網絡
- 職業訓練局出入口及批發業人力調查專題小組
- 港口行動事務委員會
- 香港貿易單一窗口諮詢小組
- 管制空運貨物安檢設施工作小組

2. 與業界組織、專業組織及學會緊密合作

本會亦積極參與以下業界組織、專業組織及學會：

- 香港總商會船務及運輸委員會
- 香港貿易發展局物流服務諮詢委員會
- 香港工業總會運輸及物流服務委員會
- 香港物流管理人員協會
- 香港 - 台灣商貿合作委員會
- 大灣區物流與供應鏈創新聯盟

本會積極參與上述諮詢、業界、專業組織及學會的會議及活動，反映付貨人的意見及他們的訴求。我們參予政府在制訂和執行政策時致力保障付貨人的利益。我們的意見有助政府制訂物流及香港基建發展方面的政策。

在 2021 年，本會曾參與討論的物流事項包括：

- 航空運力短缺
- 空運貨物燃油附加費
- 強化空運安全措施建議
- 一帶一路
- 競爭事項
- 自由貿易協定
- 粵港澳大灣區
- 市場集中及競爭
- 管制空運貨物安檢設施 (RACSF)
- 香港海港聯盟
- 有關航運的各類附加費
- 中小企業發展支援基金物流 4.0
- 智慧物流及物流 4.0
- 碼頭處理費
- 香港貿易單一窗口
- 2021 施政報告及 2021/22 財政預算案諮詢

3. 保障付貨人利益及反對船公司徵收附加費

本會在運費方面的工作重點是保障付貨人可以在一個自由競爭的市場環境內，和公平對等的情況下，與個別船公司商議運費。其中常觸及的問題包括：貨運市場是否有足夠的競爭、運費和附加費是否合理和有透明度、付款機制是否方便及具成本效益、目前業界提供之貨運服務是否符合水準，以及有否監察機制等。

本會監察運費及其他附加費包括碼頭處理費、文件費、旺季附加費、燃油調整附加費、貨幣調整附加費、港口擠塞附加費、戰爭風險附加費、和設備轉移附加費等。本會強烈反對不合理的費用，並會要求船公司擱置收費行動。在必要時，我們會要求政府介入。

4. 國際聯繫

在國際層面上，本會一直與海外付貨人組織保持緊密合作。藉著相互聯繫，區內的付貨人組織可表達及交換航運方面的意見，及透過共同行動向航運組織單方面加費表達不滿，更可藉此印證各地付貨人組織在貨運上所作出的努力和進展，加深彼此的認識。

付貨人組織透過週年會議進行討論和彙集影響各地區的航運資訊。與會者會於會議結束後草擬及簽署聯合聲明，內容涉及國家、地區和全球等層面的來年計劃大綱。近年透過國際性會議，付貨人組織在全球業界變得更具影響力。

2021 年 2 月 4 日：亞洲付貨人聯盟 (ASA) 會議

亞洲付貨人聯盟會議於 2021 年 2 月 4 日以視像會議進行，會議代表交換市場資訊，和重點討論付貨人關注的運價和附加費事宜。

2021 年 6 月 17 日：亞洲付貨人聯盟 (ASA) 週年會議

亞洲付貨人聯盟 (ASA) 2021 年週年會議，由泰國付貨人委員會主辦，以視像會議進行。香港、印尼、孟加拉、澳門、馬來西亞等付貨人組織參加會議，歐洲付貨人委員會以觀察員身份出席。

會議代表討論高昂和極度不合理的運費和附加費、嚴重集裝箱短缺、訂艙困難、運營中斷和不可接受的供應鏈可靠性等問題，及呼籲各地政府有關機構介入，並加強各地組織合作，為付貨人爭取權益。會上簽署了聯合聲明。

2021 年 7 月 13 日：全球付貨人聯盟 (GSA) 及聯合國貿易和發展會議 (UNCTAD) 網絡研討會

全球付貨人聯盟和聯合國貿易和發展會議 (UNCTAD) 於 2021 年 7 月 13 日就當前的航運危機舉辦網絡研討會。本會和其他亞洲付貨人聯盟成員參加網絡研討會。研討會組織討論付貨人關注的事項，如航運危機的原因、航運供求情況、當前形勢對發展中經濟體的影響、關於建立國型船公司的論點，並就競爭機構如何看待目前情況進行了研究。

2021 年 10 月 19 日：港珠澳物流聯盟 2021 年線上峰會

香港、澳門和珠海三地物流組織代表一致同意加強聯繫，促進三地物流服務和行業的合作。港珠澳物流聯盟協議於線上會議後續簽。

5. 鞏固香港物流業及其物流樞紐地位

本會全力支持特區政府推動香港港口發展及加強香港在區內物流樞紐的領導地位，這是香港在國際貿易上賴以成功的關鍵。

在推動香港物流業方面，本會積極參與特區政府的海外推廣工作。本會亦應邀出席本地及海外多個會議和發表演講。

物流代表團及發表演講

2021 年 6 月 10 日：第 20 屆 GS1 HK 高峰會

執行總幹事獲邀參與第 20 屆 GS1 HK 高峰會及就職典禮。

2021 年 6 月 23 日：新城財經台“財知大道”

本會執行總幹事出席新城財經台“財知大道”的直播訪問，分享他對當前航運危機的看法，以及對進出口商給予建議。

2021 年 7 月 5 日：香港金屬製造業協會主辦 Zoom 視像講座

執行總幹事應邀參與由香港金屬製造業協會主辦的 Zoom 視像講座，演講主題為「海運危機的緣由、解決方案及展望」。

2021 年 8 月 12 日：招商局港口 2021 年香港實習生講座

招商局邀請執行總幹事以“From Fairs Wind Charter to Green Port”發表演講，對象為 2021 年度香港實習生。

2021 年 8 月 17 日：新城財經台“財知大道”

執行總幹事接受新城財經台“財知大道”訪問，表達付貨人對當前航運危機的關注。

2021 年 8 月 26 日：德國商會演講分享

執行總幹事應德國商會航運及運輸委員會邀請，與香港投資推廣署，就“從全球化到區域化的趨勢如何影響香港作為區域物流樞紐”為題，分享經驗。與會者包括德國貨運代理和付運人。

2021 年 8 月 27 日：網上座談會：航運集裝箱貿易挑戰

執行總幹事獲邀出席與香港電子業商會和香港鐘表業總會合辦有關“航運集裝箱貿易挑戰”網上座談會，討論當前航運業挑戰。約 90 位參加者。

2021 年 8 月 31 日：航運危機－緣由及發展全視像 zoom 分享交流會

執行總幹事參加“航運危機－緣由及發展”全視像 zoom 分享交流會，擔任演講嘉賓，向 100 位參加者分享航運危機的見解。

2021 年 9 月 3 日：香港貿易發展局“一帶一路”國際聯盟年度圓桌會議

論壇邀請本會主席向來自“一帶一路”沿線國家約 30 名政府官員和其他貴賓進行演講。

2021 年 9 月 2 日及 9 月 10 日：2021 香港資訊及通訊科技獎：智慧出行獎

執行總幹事獲邀擔任「2021 香港資訊及通訊科技獎：智慧出行獎」－智慧交通及智慧物流組別的首席評審。

2021 年 9 月 24 日：跨領域海事實務系列 (三) 線上研討會

本會是該研討會支持機構，執行總幹事擔任嘉賓，在首個環節致開幕辭，並參與小組討論。

2021 年 10 月 15 日：物流科技博覽 2021

物流科技博覽 2021 由運輸及房屋局及香港生產力促進局合辦。本會是博覽會的支持機構。本會主席在開幕禮上致歡迎辭，執行總幹事主持有關業界前景的討論環節。

2021 年 10 月 20 日：新聞發佈會：貿易挑戰

本會副主席出席關於貿易挑戰的新聞發佈會，本地傳媒廣泛報導。

2021 年 11 月 1 日：香港海事週 Economist Impact Insight Hour 討論會

主席參加在香港海事週舉行的 Economist Impact Insight Hour 討論會，主題是“後疫情的航運業”。本會是此次活動的支持組織。

2021 年 11 月 1 日：大灣區國際航運論壇

論壇邀請本會主席擔任小組討論環節講者。

2021 年 11 月 3 日：亞洲物流航運及空運會議

亞洲物流航運及空運會議 (ALMAC)2021 於 11 月 2-3 日舉行。本會執行總幹事應邀主持深度交流對話環節，案例研究主題是「付貨人面對的挑戰」。

2021 年 11 月 16 日：出口商會演講分享

執行總幹事應出口商會邀請擔任演講嘉賓，向其委員會會員探討有關“貨櫃短缺影響全球供應鏈”問題。

2021 年 11 月 29 日：2021 香港資訊及通訊科技獎 - 智慧出行獎

執行總幹事獲邀擔任「2021 香港資訊及通訊科技獎 - 智慧出行獎」的首席評審。

6. 教育及培訓及考察團

本會積極舉辦課程、研討會及考察團，參觀物流配套設施、港口和機場等，讓付貨人及業界從業員可知名悉市場貨運模式，加強貨運專業知識，探討市場變化和掌握新商機。

航運及物流證書課程

在 2021 年，本會與香港大學專業進修學院（HKUSPACE）繼續合作舉辦「航運及物流證書」課程。該證書課程前身為「綜合航運及物流證書」課程，已有二十多年歷史，為本地航運及物流界培育不少人才。課程由業內資深人士任教，內容廣泛而詳盡，包括海陸空運輸、危險品處理、貨物保險、貿易文件、電子商貿、電子船務、採購和供應鏈管理、物流策略等。此外，課程安排學員實地參觀葵涌貨櫃碼頭、香港空運貨站有限公司等機構，瞭解其運作程序。

2021 年 1 月 13 日：視頻講座：What is Good Distribution Practice and How to Mitigate Risk in Pharmaceuticals Cold Transportation?

53 人參與視頻講座。

國際海運危險品課程：2021 年

基於業界對海運危險品貨運知識的需求的增加，本會在 2021 年繼續舉辦「國際海運危險品課程」，培訓人才以配合海運的規定。參加者超過 100 人，反應熱烈。有關活動如下：

5 月 24, 27 & 31 日和 6 月 2 日 (44th Intake)

5 月 25, 28 日和 6 月 1, 3 日 (45th Intake)

7 月 26 – 27 日 (HKFSD On-site tutoring)

8 月 16 – 17 日 (HKFSD On-site tutoring)

10 月 4 – 5 日 (HKFSD On-site tutoring)

10 月 25, 27 日和 11 月 3 日 (46th Intake)

11 月 1 – 2 日 (HKFSD On site tutoring)

2021 年 7 月 22 日：“Industry Dialogue – Working Together to Get Through Containerised Trade Challenges” Seminar

本研討會主題是共同應對集裝箱化貿易挑戰，由本會與香港定期班輪協會合作舉辦，共有 15 個支持機構，包括物流發展局、香港海運港口局。

本研討會吸引約 300 名觀眾，包括 250 名線上和 50 名實體參加者。線上參加者來自意大利、丹麥、荷蘭、德國、瑞士、英國、西班牙、斯里蘭卡、印度、新加坡、泰國、孟加拉、印尼、馬來西亞、中國內地和澳門等地。出席率相當高，高峰時段在線參加者超過 190 人。參加者踴躍提問，反應熱烈。

2021年8月4日：香港付貨人委員會與香港創新科技及製造業聯合總會網絡分享會：海運危機的緣由、解決方案及展望

本會與香港創新科技及製造業聯合會合辦是次網絡研討會，本會執行總幹事以「海運危機的緣由、解決方案及展望」分享經驗，並設問答環節。

2021年8月19日：Workshop on “Introduction of E-Commerce Logistics on Operations/Clearance/Freight Payment Collection”

本工作坊主題是電子商務物流，重點討論電子商務、跨境業務操作，包括清關和繳費模式。本工作坊的目的是讓參與者更深入了解不同電子商務物流模式下的電子商務物流和貨運操作。

2021年11月3日：亞洲物流航運及空運會議

本會與香港貿易發展局在亞洲物流航運及空運會議中，合作舉辦供應鏈管理及物流論壇，主題是“「數碼化是物流業的未來？」”。本會邀請來自不同背景和學科的講者出席該論壇的小組討論。本會主席擔任論壇主持。觀眾踴躍提問，獲得一致好評。

2021年11月：2021年香港航運週

本會與運輸及物流學會合作，在2021年航運週舉辦區塊鏈研討會。

7. 向會員發放業界資訊

我們透過電子郵件及網頁 www.hkshippers.org.hk 發放資訊給付貨人，定期為會員提供最新的航運收費資料及運輸統計報告，讓他們可掌握業界最新消息，如空運及海運市場的動向、香港出入口數據、內地港口概況等。

此外，本會向會員及業界發出航運提示，提醒他們留意物流運輸最新發展，如高昂及波動的運費、香港、內地港口和其他地區貨運操作情況，不可靠和不可預計的供應鏈等，以便及早作出應對安排，以免貨運延誤。

本會之雙月刊《付貨人》雙月刊，提供印刷和電子版本，為本會與付貨人溝通的橋樑，讓他們知悉物流服務供應者如貨運代理、船公司及航空公司的動向，以及經濟、商貿及國內的貨運業發展等。由2021年起，《付貨人》改為季刊。線上版本可在香港貿易發展局 TDCResearch 瀏覽。



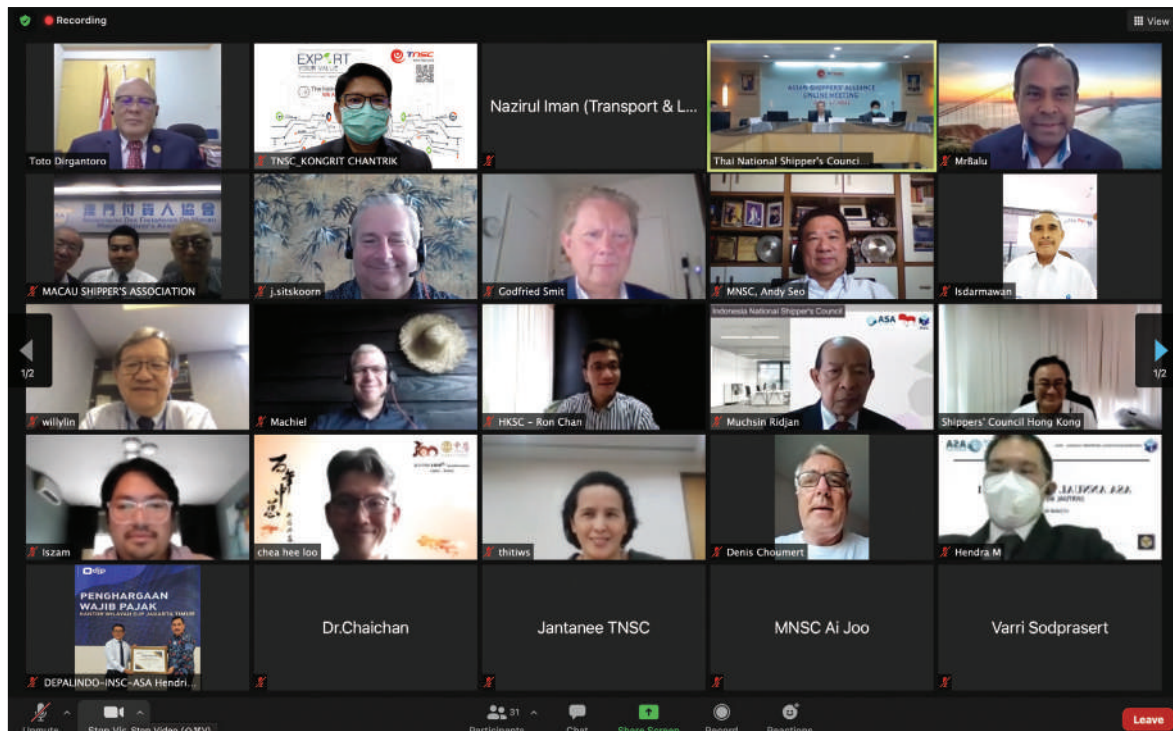
International Representation

4 February 2021

Asian Shippers' Alliance Online Meeting, Bangkok

17 June 2021

Asian Shippers' Alliance Online Meeting, Bangkok



13 July 2021

Global Shipper Alliance and UNCTAD Joint Webinar

19 October 2021

港珠澳物流聯盟 2021 年線上峰會



Logistics Representation

10 June 2021

20th GS1 Hong Kong Summit



23 June 2021

“財知大道” of Metro Finance



5 July 2021

香港金屬製造業協會主辦：海運危機的緣由、解決方案及展望分享會

Presentation to Hong Kong Metal Manufacturers Association

4 August 2021

香港付貨人委員會與香港創新科技及製造業聯合總會合辦網絡分享會



GALLERY OF ACTIVITIES 活動展影

12 August 2021

Presentation to China Merchant Group: CMPort Industry Talk for 2021 HK Interns



17 August 2021

Interview at “財知大道” of Metro Finance

26 August 2021

Presentation on GCC Logistics Committee Meeting

27 August 2021

網上座談會：航運集裝箱貿易挑戰



31 August 2021

航運危機 – 緣由及發展全視像 zoom 分享交流會

2 & 10 September 2021

HKICTA 2021 Smart Mobility Award



3 September 2021

HKTDC Belt and Road Global Forum Annual Roundtable



24 September 2021

Interdisciplinary Maritime Practice Series III Webinar Inaugural (1st) Session

15 October 2021

LOGTECH Expo 2021



GALLERY OF ACTIVITIES 活動展影

15 October 2021

LOGTECH Expo 2021



20 October 2021

Press Conference on Trade Challenges

1 November 2021

Hong Kong Maritime Week 2021 – Economist Insight Hour Session



1 November 2021

Greater Bay Maritime Forum

3 November 2021

Asian Logistics and Maritime Conference - Exclusive Dialogue



GALLERY OF ACTIVITIES 活動展影

16 November 2021

Presentation to Hong Kong Exporter's Association on "Shipping Container Shortage Affecting Global Chain"

29 November 2021

Hong Kong ICT Awards



Activity

2021/2022

Certificate Course in Shipping and Logistics (jointly organised with HKU SPACE) - 2022

13 January 2021

Live Webinar: What is Good Distribution Practice and How to Mitigate Risk in Pharmaceuticals Cold Transportation

24, 27 & 31 May and 2 June 2021

International Maritime Dangerous Goods Code Training Program (44th Intake)



GALLERY OF ACTIVITIES 活動展影

25, 28 May and 1 & 3 June 2021

International Maritime Dangerous Goods Code Training Program (45th Intake)

22 July 2021

“Industry Dialogue – Working Together to Get Through Containerized Trade Challenges” Seminar



22 July 2021

“Industry Dialogue – Working Together to Get Through Containerized Trade Challenges” Seminar



GALLERY OF ACTIVITIES 活動展影

26-27 July 2021

International Maritime Dangerous Goods Code Training Program (On-site tutoring)

2-3 August 2021

International Maritime Dangerous Goods Code Training Program (On-site tutoring)

4 August 2021

香港付貨人委員會與香港創新科技及製造業聯合總會網絡分享會：海運危機的緣由、解決方案及展望

19 August 2021

Workshop of “Introduction of E-Commerce Logistics on Operations/Clearance/Freight Payment Collection”



2-3 November 2021

International Maritime Dangerous Goods Code Training Program (On-site tutoring)

3 November 2021

A session on “Is Digital Shipping the Future of the Shipping Industry” at Asian Logistics, Maritime and Aviation Conference 2021



GALLERY OF ACTIVITIES 活動展影

3 November 2021

A session on “Is Digital Shipping the Future of the Shipping Industry” at Asian Logistics, Maritime and Aviation Conference 2021



3 November 2021

A session on “Is Digital Shipping the Future of the Shipping Industry” at Asian Logistics, Maritime and Aviation Conference 2021



21 November 2021

Hong Kong Maritime Week 2021



Dr. Dennis H S Ting, OBE, JP
丁鶴壽, OBE, JP

Dr. Dennis H S Ting, served as Chairman of the Hong Kong Shippers' Council from 1980 to 1985, one of the many community services he has rendered Hong Kong through the years.

He served as Chairman of the following: Hong Kong Q-Mark Council, 1988-1995; Hong Kong Toys Council, 1986-1995; Federation of Hong Kong Industries, 1984-1989; Hong Kong Industrial Design Council, 1982-1985; Hong Kong Packaging Council, 1980-1982; and Hong Kong Exporters' Association, 1970-1971.

Dr. Ting has been Honorary President of the Hong Kong Q-Mark Council since 1990. Dr. Ting has been the Chairman of the Board of Qualidux Industrial Co Ltd, a major Hong Kong toy manufacturer. The company has produced both OEM and private label toys, among them the world famous Mighty Morphin Power Rangers, Star Wars, as well as McDonald's premiums. In recent years, Qualidux has developed its own proprietary brands in plastic furniture, folding tables, puzzles and bathroom accessories.

Dr. Ting was made a Justice of the Peace in 1977, and awarded Officer of the Most Excellent Order of the British Empire (OBE) in 1988. He was conferred an Honorary Degree of Doctor of Science of Worcester Polytechnic Institute of Massachusetts, USA in 1997. He has also been a member of the Jiangsu Provincial Committee, Chinese People's Political Consultative Conference.

丁鶴壽博士，為香港付貨人委員會 1980-1985 年主席，曾出任多項社會公職事務，並曾擔任以下組織主席一職：香港優質產品標緻局（1988-1995）、香港玩具協會（1986-1995）、香港工業總會（1984-1989）、香港工業設計委員會（1982-1985）、香港包裝協會（1980-1982）、香港出口商會（1970-1971）。自 1990 年起丁氏更被推舉為香港優質產品標緻局之名譽會長。

丁博士曾任廣達實業有限公司主席，該公司為香港最早及最大的玩具生產廠家之一。

丁博士於 1977 年獲頒太平紳士名銜，於 1988 年獲英國頒授 OBE 勳銜，並於 1997 年獲美國麻省 WORCESTER POLYTECHNIC INSTITUTE 頒授榮譽理學博士銜。丁博士亦曾為中國人民政治協商會議江蘇省委員。



Mr. James Tien Pei-chun, GBS, JP
田北俊, GBS, JP

Mr. Tien Pei Chun, James, GBS, JP, was born in Shanghai, educated in Hong Kong and the United States of America with a Master's in Chemical Engineering from the San Jose State University.

He has extensive experience in the commercial and manufacturing sectors, and is currently Chairman of the privately held Manhattan Group, Manhattan Holdings Limited, Manhattan Garments (International) Limited, Manhattan Realty Limited and a director of a number of private companies.

Mr. Tien was actively involved in politics in the past decades. He has thorough knowledge of Hong Kong's economic developments, including the tourism industry.

田北俊先生出生於上海，先後就讀於香港和美國，獲美國聖荷西大學頒授化學工程碩士。

田先生在工商界的經驗深湛，是萬泰集團萬泰控股有限公司、萬泰製衣（國際）有限公司和 Manhattan Realty Limited 主席，及私營公司董事。

田先生過往活躍於政界數十年，熟悉香港經濟發展，包括旅遊業。



Mr. Chan Wing Kee, GBM, GBS, OBE, JP
陳永棋, GBM, GBS, OBE, JP

Mr. Chan Wing Kee is Executive Director of YangtzeKiang Garment Limited; Director of YGM Trading Limited; Director of Hong Kong Knitters Limited; Independent Non-Executive Director of Kingboard Holdings Limited.

Mr. Chan is Honorary Chairman and Principle President of Federation of Hong Kong Guangdong Community Organisations; Honorary Chairman & President of Hong Kong Federation of Overseas Chinese Associations; Principle President of Hong Kong Federation of Dongguan Associations; Council Chairman of Cheng Si-Yuan (China-International) Hepatitis Research Foundation.

He was also a Deputy to the 8th and 9th National People's Congress of The People's Republic of China; Standing Committee Member of 10th, 11th & 12th The Chinese People's Political Consultative Conference of The People's Republic of China; Member of Hong Kong Affairs Adviser; Committee Member of The Preparatory Committee of H.K.S.A.R.; Member of Basic Law Consultative Committee both in Hong Kong and Macau; Member of Commission on Strategic Development of H.K.S.A.R.; Member of the Judicial Officers Recommendation Commission of Hong Kong; Chairman of HKTDC Mainland Business Advisory Committee; Chairman of Small and Medium Enterprises Committee of the H.K.S.A.R.; Member of Textile Advisory Board; Member of Economic Council of Macau; Council Member of Hong Kong Trade Development Council; Member of Hong Kong/Japan Business Co-operation Committee; President of Chinese Manufacturers' Association of Hong Kong; Chairman of Friends of Hong Kong Association; Chairman of Textile Council of Hong Kong; President of Federation of Hong Kong Garment Manufacturers; Chairman of Hong Kong Shippers' Council; Chairman of The Hong Kong Exporters' Association.

陳先生現為長江製衣有限公司執行董事、YGM 貿易有限公司董事、香港織造有限公司董事、建滔集團有限公司獨立非執行董事。

陳先生現任香港廣東社團總會永遠榮譽主席兼首席會長、香港僑界社團聯會永遠名譽會長兼主席、香港東莞社團總會首席會長、程思遠（中國 - 國際）肝炎研究基金會理事會主席。

此外，陳氏亦曾任第 8 屆及第九屆全國人民代表大會代表、中國人民政治協商會議第十屆、第十一屆及第十二屆全國委員會常務委員、港事顧問、全國人民代表大會香港特別行政區籌備委員會委員、香港及澳門基本法諮詢委員會委員、香港特區政府策略發展委員會委員、香港司法人員推薦委員會委員、香港貿易發展局內地商貿諮詢委員會主席、香港特別行政區中小型企業委員會主席、香港特別行政區紡織業諮詢委員會委員、澳門經濟委員會委員、香港貿易發展局理事、香港貿易發展局港日合作經濟委員會委員、香港中華廠商聯合會會長、香港友好協進會會長、香港紡織業聯會會長、香港製衣業總商會會長、香港付貨人委員會會長、香港出口商會會長。



Mr. Willy Lin, GBS, JP, FCILT
林宣武, GBS, JP, FCILT

Mr. Willy Lin is Chairman of The Hong Kong Shippers' Council as well as Hong Kong Productivity Council. Mr. Lin is a member of the HKSAR's Logistics Development Council, Maritime and Port Board, Trade and Industry Advisory Board, an Ex-officio member of Committee on Innovation, Technology and Reindustrialisation. He is also Honorary Chairman of Textile Council of Hong Kong, Hong Kong Exporters' Association, and Hong Kong Knitwear Exporters' & Manufacturers' Association.

Mr. Lin is a Member of Chinese People's Political Consultative Committee of Jieyang, Guangdong.

Of his overseas affiliations, Mr. Lin is Honorary Consul for the Slovak Republic in Hong Kong and Macao, and Honorary Trade Advisor to the Ministry of Commerce of Thailand.

Mr. Lin is Managing Director of Milo's Knitwear (International) Ltd., and Non-Executive Director of Top Form International Ltd.

林宣武先生現為香港付貨人委員會主席、香港生產力促進局主席、香港物流發展局成員、香港海運港口局成員、創新、科技及再工業化委員會當然委員、香港工業貿易諮詢委員會委員、香港紡織業聯會名譽會長、香港出口商會名譽會長、香港毛織出口廠商會名譽會長、廣東省揭陽市政協委員會委員、斯洛伐克共和國駐香港及澳門名譽領事、美國百森大學督學、泰國商務部香港名譽顧問。

林宣武先生同時亦是美羅針織廠（國際）有限公司董事總經理及黛麗斯國際有限公司獨立非執行董事。

Executive Committee Members

執行委員會 2021

The Executive Committee is the governing and policy-making body of the Council.
執行委員會管轄付貨人委員會一切事務，並負責制訂政策。

CHAIRMAN 主席

Mr. Willy Lin
GBS, JP, FCILT
林宣武先生

Hong Kong Knitwear Exporters &
Manufacturers' Association
香港毛織出口廠商會



VICE CHAIRMAN 副主席

The Hon. Jeffrey LAM Kin-fung
GBS, JP
林健鋒議員

Hong Kong Plastics Manufacturers'
Association
香港塑膠業廠商會



MEMBER 會員

The Hon. Sunny Tan
陳祖恒議員

The Hong Kong General Chamber
of Textiles Ltd
香港紡織廠商會有限公司



Dr. Roy Chung
GBS, BBS, JP
鍾志平博士

Hong Kong Management Association
香港管理專業協會



Mr. H.Y. Hung
洪克有先生

Hong Kong General Chamber of
Commerce
香港總商會



Mr. Gary S.T. Lau
劉焯濤先生

Federation of Hong Kong Industries
香港工業總會



Mr. Gary H.Y. Lau
劉浩然先生

HongKong Association of Freight
Forwarding and Logistics Ltd
香港貨運物流業協會有限公司



Mr. Simon Wong
黃家和先生

Chinese Manufacturers' Association
of Hong Kong
香港中華廠商聯合會



Mr. V.K. Parekh

Indian Chamber of Commerce Hong Kong
香港印度商會



Mr. Mickey Ko
高敏堅先生

Chinese General Chamber of Commerce Hong Kong
香港中華總商會



Mr. Eric Sun
孫榮聰先生

Hong Kong Exporters' Association
香港出口商會



Mr. Jason Man
文宇軒先生

Hong Kong Woollen and Synthetic Knitting Manufacturers' Association Ltd
香港羊毛化纖針織業廠商會有限公司



Dr. Partrick Lau
劉會平先生

Hong Kong Trade Development Council
香港貿易發展局



Ms. Landy Lau
劉雅君女士

Hong Kong Kwun Tong Industries and Commerce Association Ltd
香港觀塘工商業聯合會



Mr. Richard Cheng
鄭文德先生

Federation of Hong Kong Garment Manufacturers
香港製衣業總商會



Mr. Sunny Ho
何立基先生

Executive Director
執行總幹事

Sub-Committee

小組委員會 2021

As of December 2021, the Chairmen of the Council's Sub-Committees are:

小組委員會為執行委員提供專業意見：

Air Freight Sub-Committee Mr. Gray H.Y. Lau	空運小組委員會 劉浩然先生
The Air Freight Sub-Committee undertakes all matters relating to the transportation of goods by air, aiming at efficient and economical air services, as well as the exchange of information and views with organisations relating to the airfreight industry.	關注空運事宜，務求香港付貨人能享用具經濟效益的空運服務。
China Sub-Committee Dr. Roy Chung	中國小組委員會 鍾志平博士
The China Sub-Committee advises the Executive Committee on matters relating to the transportation of goods between Hong Kong and China, with emphasis on freight rates, road charges and infrastructure services.	關注中港運輸事宜，特別在運費、路費以及基礎設施方面提供意見。
Education Sub-Committee Mr. Eric Sun	教育小組委員會 孫榮聰先生
The Education Sub-Committee oversees the organisation and development of educational courses and seminars of interest and practical benefit to shippers and the members of the cargo transportation industry.	為付貨人及從事運輸業人士舉辦各種實用、有裨益的教育培訓課程、講座及工作坊。
Finance Sub-Committee Dr. Patrick Lau	財務小組委員會 劉會平先生
The Finance Sub-Committee undertakes the regular review of the Council's financial standing and advises the Council on fiscal matters.	負責監察付貨人委員會各項財務事宜。
Membership Sub-Committee Mr. Simon Wong	會員小組委員會 黃家和先生
The Membership Sub-Committee is responsible for the recruitment of Ordinary and Associate members.	負責會員推廣工作。
Publications Sub-Committee Mr. H.Y. Hung	刊物小組委員會 洪克有先生
The Publications Sub-Committee oversees the direction and content of the Council's bi-monthly publication, Shippers Today, to see to it that it serves as a forum for channeling information from the various sectors of the shipping and cargo transportation industry, to the Hong Kong shippers.	監察付貨人委員會刊物的出版，藉著刊物向會員報導業界的最新動向、付貨人委員會各項活動，以加深社會人士對付貨人委員會的認識與瞭解。
Sea Freight Sub-Committee Mr. Willy Lin	海運小組委員會 林宣武先生
The Sea Freight Sub-Committee advises the Council on all matters relating to shipping, particularly freight rates and import trade by sea, infrastructure and the movement of freight from the PRD and the Hong Kong port.	關注出入口海運事宜，特別是運費調整及服務質素方面。

Founder and Ordinary Members

創辦及團體會員 2021

As of December 2021, there were 15 Founder* and Ordinary members of the Council comprised of trade associations, plus an Associate membership of individual companies.

截至 2021 年 12 月，本會之創辦*及團體會員共 15 名，另有由個別公司組成的普通會員。

- | | |
|--|------------------|
| • * The Chinese Manufacturers' Association of Hong Kong | * 香港中華廠商聯合會 |
| • * The Federation of Hong Kong Industries | * 香港工業總會 |
| • * Hong Kong Exporters' Association | * 香港出口商會 |
| • * The Hong Kong General Chamber of Commerce | * 香港總商會 |
| • * Indian Chamber of Commerce, Hong Kong | * 香港印度商會 |
| • The Hong Kong General Chamber of Textiles Ltd | 香港紡織商會有限公司 |
| • The Chinese General Chamber of Commerce, Hong Kong | 香港中華總商會 |
| • The Federation of Hong Kong Garment Manufacturers | 香港製衣業總商會 |
| • Hong Kong Association of Freight Forwarding and Logistics Ltd | 香港貨運物流業協會有限公司 |
| • Hong Kong Knitwear Exporters & Manufacturers Association | 香港毛織出口廠商會 |
| • Hong Kong Kwun Tong Industries and Commerce Association Ltd | 香港觀塘工商業聯合會 |
| • Hong Kong Management Association | 香港管理專業協會 |
| • Hong Kong Plastics Manufacturers Association | 香港塑膠業廠商會 |
| • Hong Kong Trade Development Council | 香港貿易發展局 |
| • Hong Kong Woollen and Synthetic Knitting Manufacturers Association Ltd | 香港羊毛化纖針織業廠商會有限公司 |

* Founder Members 創辦會員

Associate Members 普通會員 2021

- Air-City Co. Ltd 航都國際物流貨運集團
- Airport Freight Forwarding Centre Company Ltd 機場空運中心
- British-American Tobacco Co. (HK) Ltd 英美煙草 (香港) 有限公司
- Cargo Services (Far East) Ltd 嘉宏航運有限公司
- Intertek Testing Services Hong Kong Ltd 天祥公證行有限公司
- Jacobson van den Berg (Hong Kong) Ltd 雅各臣 (香港) 有限公司
- JAS Forwarding (HK) Ltd 捷士國際聯運 (香港) 有限公司
- Kader Industrial Co Ltd 開達實業有限公司
- Preford Ltd Preford Ltd
- Regina Miracle International Ltd 維珍妮國際有限公司
- Sky Air (International) Co Ltd 天時空運 (國際) 有限公司
- Sun Mobility Insurance and Claims Services Ltd 新移動保賠顧問有限公司
- The Refined Industry Co Ltd 聯輝實業有限公司
- U-Freight Ltd 聯邦航空貨運有限公司
- * William KW Leung & Co 梁景威律師事務所
- Yangtzekiang Garment Manufacturing 長江製衣廠有限公司

The Hong Kong Shippers' Council Secretariat serves and assists the Executive Committee in the pursuit and execution of the aims and goals of the Shippers' Council. As the working arm of the Council, the Secretariat arranges Executive Committee meetings and activities aimed towards the promotion of the Council's mandate and responsibilities. The Council has a comprehensive education, training, and publishing agenda that is designed to upgrade and enhance the know-how and competitive edge of Hong Kong's shipping community.

秘書處是香港付貨人委員會的執行部門，負責日常會務的運作，致力實踐委員會的宗旨。除定期舉行執行委員會會議外，秘書處透過舉辦各類型活動及一系列的培訓課程，推廣本會的宗旨及提高香港貨運業界的競爭力。

Secretariat 秘書處

Executive Director:	執行總幹事：
Sunny Ho	何立基

Executive Officers:	執行幹事：
Ron Chan	陳永亮
Fennie Chung	鍾玉燕
Tony Hui	許文榮

Clerical Officers:	文員：
Jack Yiu	姚家俊
Joyce Man	萬惠兒

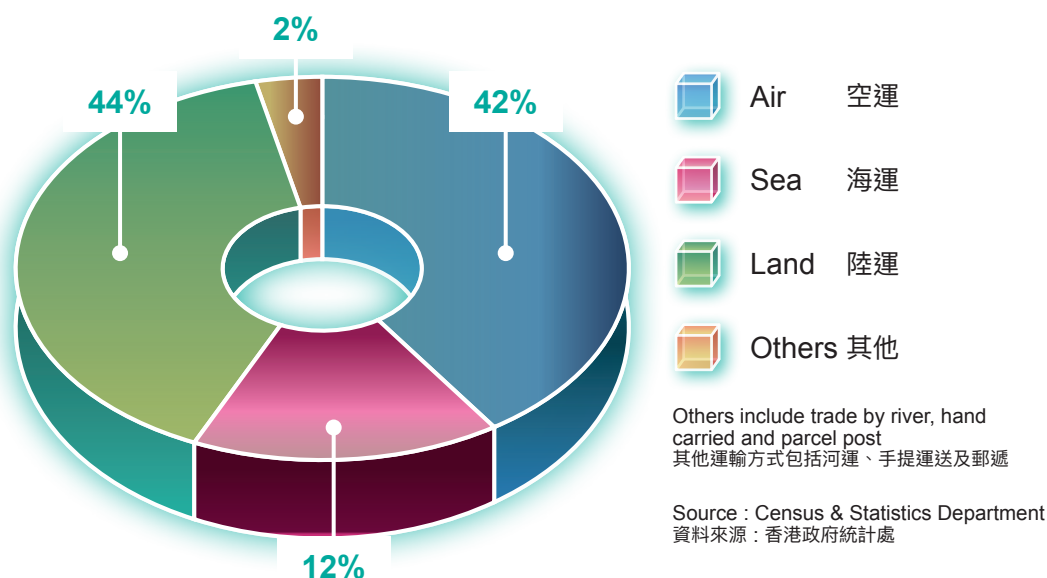
Hong Kong Shippers' Council

Add: Rm 702, 9 Chong Yip Street,
Kwun Tong, Kowloon
Tel: (852) 2211 2323
Fax: (852) 2891 9787
Email: shippers@hkshippers.org.hk
Website: www.hkshippers.org.hk

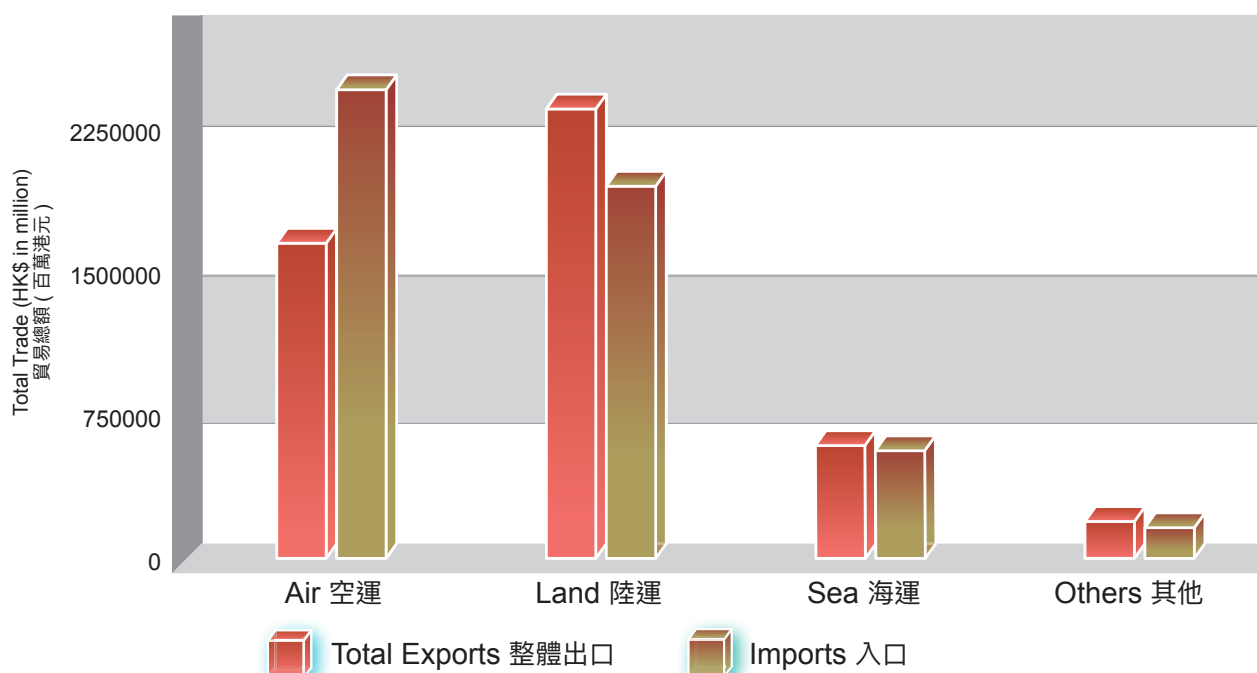
香港付貨人委員會

地址：九龍觀塘創業街9號702室
電話：(852) 2211 2323
傳真：(852) 2891 9787
電子郵箱：shippers@hkshippers.org.hk
網址：www.hkshippers.org.hk

HONG KONG EXTERNAL TRADE BY MODE OF TRANSPORT 2021 香港經運輸方式劃分的對外貿易數字 2021



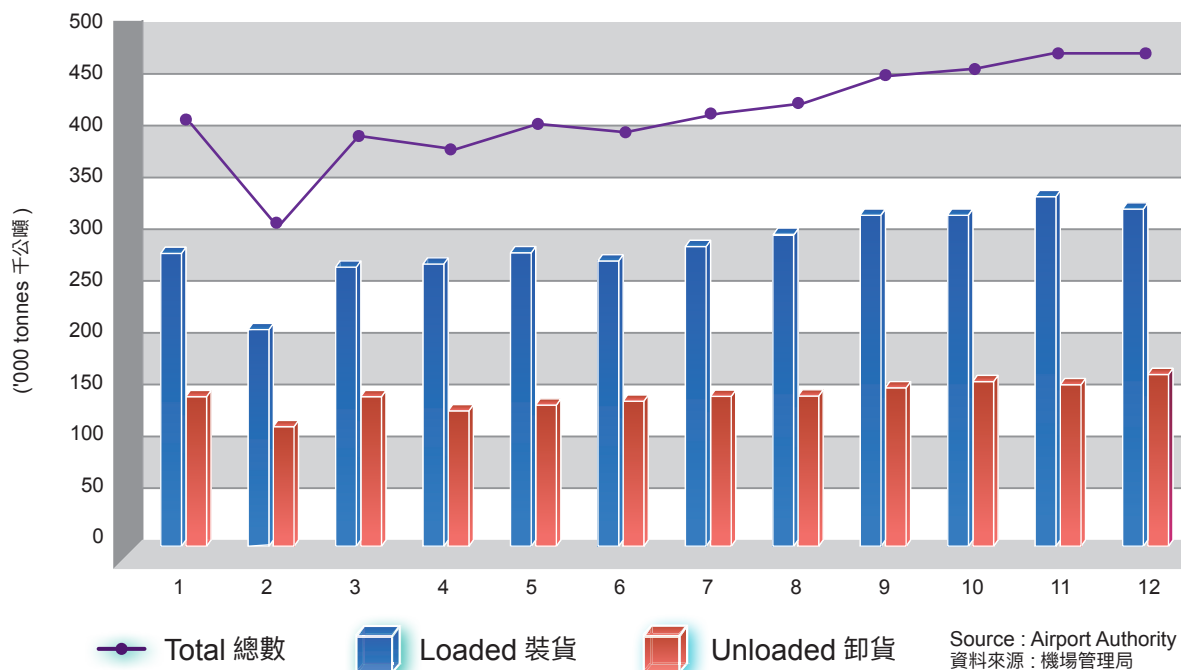
HONG KONG EXTERNAL TRADE BY MODE OF TRANSPORT 2021 香港按運輸方式劃分的對外貿易數字 2021



Source : Census & Statistics Department
資料來源：香港政府統計處

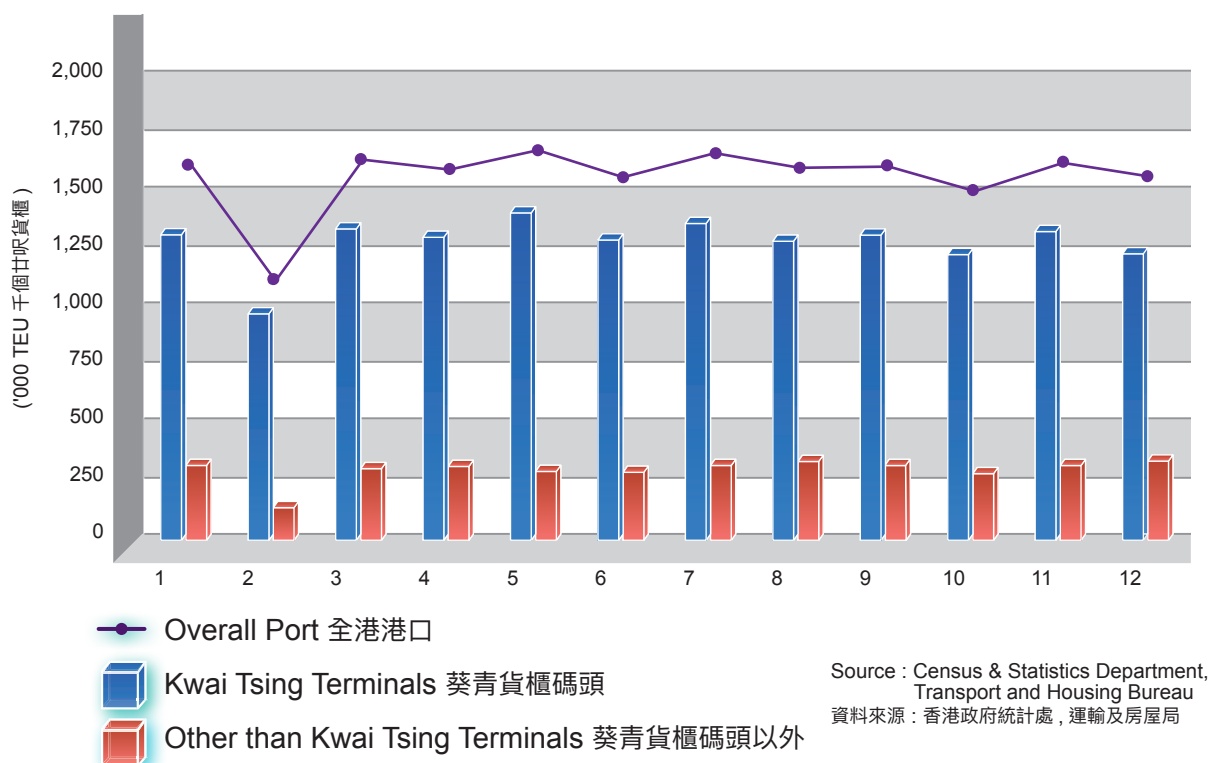
HONG KONG AIR CARGO THROUGHPUT 2021

香港空運貨物吞吐量 2021



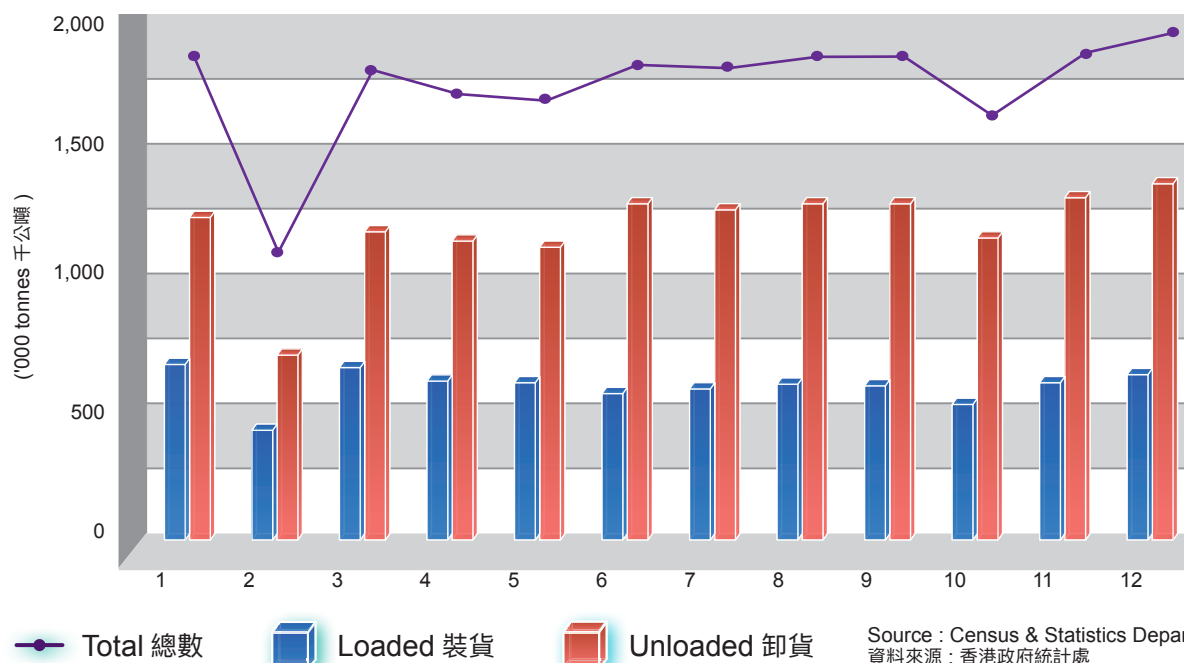
HONG KONG CONTAINER THROUGHPUT 2021

香港貨櫃碼頭吞吐量 2021



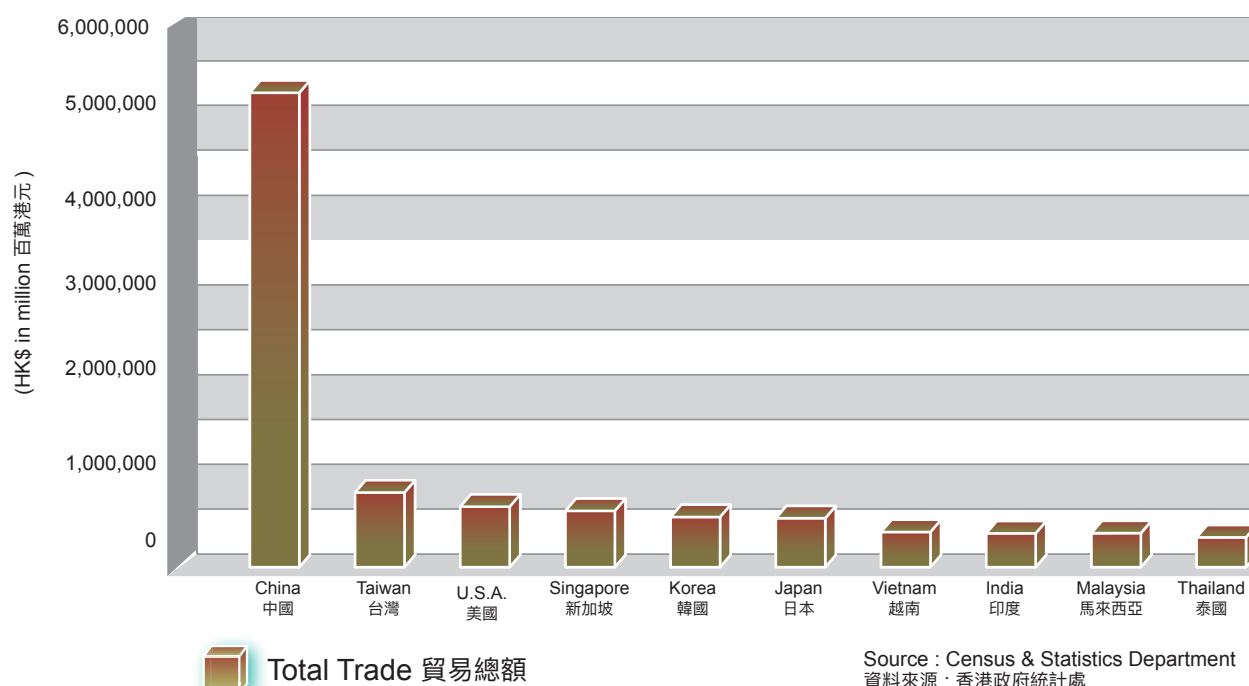
HONG KONG EXTERNAL TRADE BY ROAD 2021

香港經道路運輸劃分的對外貿易數字 2021

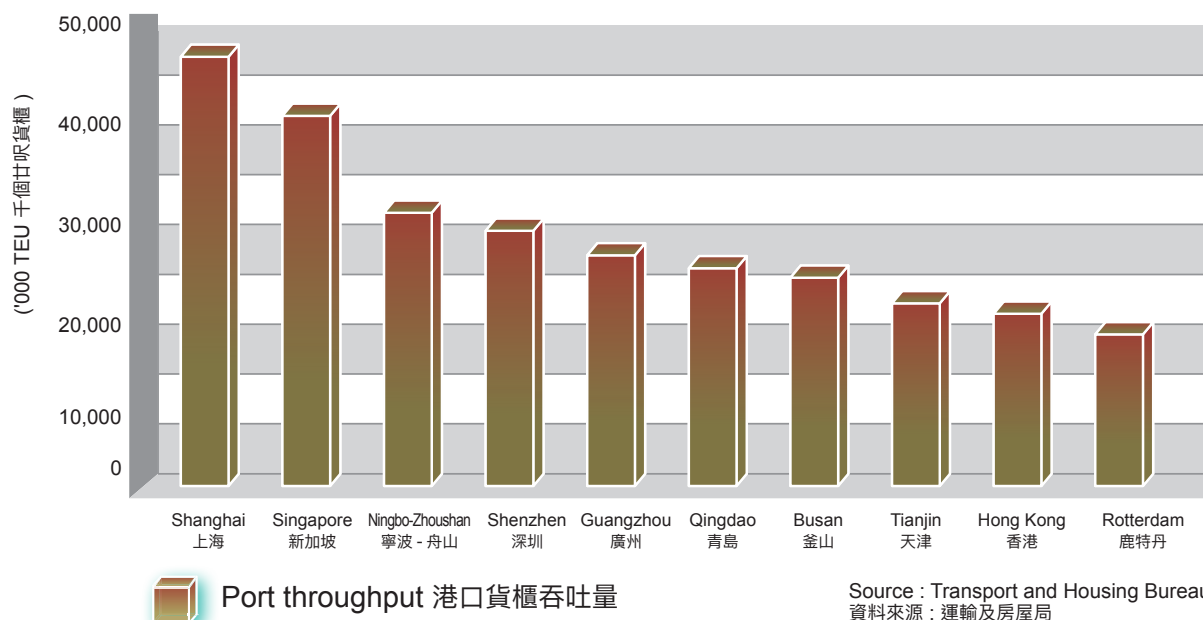


HONG KONG MAJOR TRADING PARTNERS 2021

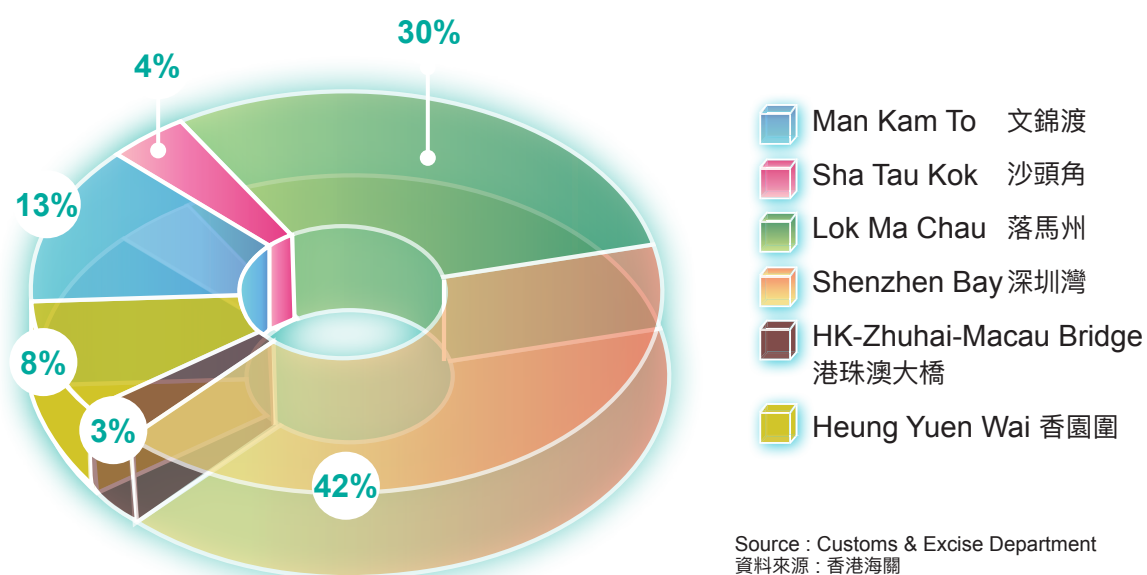
香港與十個主要國家的貿易額 2021



WORLD TOP 10 CONTAINER PORTS 2021 世界十大港口 2021



CROSS BOUNDARY VEHICLE MOVEMENTS 2021 跨境車輛流量 2021



AIRFREIGHT

Trade, in general terms, grew substantially by 24 per cent. Monetarily speaking, this was an increase from HK\$3,499 billion in 2020 to HK\$4,338 billion in 2021.

Total exports stood at HK\$1,760 billion, which was a 22 per cent surge from the previous year. Meanwhile, imports rose by 25.4 per cent and climbed to HK\$2,578 billion in 2021 over 2020.

Total export cargo volume experienced a 12.5 per cent increase to 3.38 million tonnes while imports were up by 12.5 per cent, equalling 1.6 million tonnes since 2020.

As for Hong Kong's total air cargo throughput, growth totalled 12.5 per cent resulting in 5.03 million tonnes of throughput in 2021.

SEAFREIGHT

In 2021, The Port of Hong Kong fell to ninth in terms of container throughput after Shanghai, Singapore, Ningbo-Zhoushan, Shenzhen, Guangzhou, Qingdao, Busan, and Tianjin.

Hong Kong's container throughput fell by 1 per cent in 2021, recording a total of approximately 18.0 million TEU handled with 8.5 million TEU loaded and 9.3 million TEU discharged.

The SAR's total sea exports amounted to HK\$602 billion in 2021, equalling an 18.5 per cent increase from 2020. As for imports by sea, a 12.1 per cent growth was recorded in the same period.

Overall, Hong Kong's total trade value of sea-transported cargo was HK\$1,170 billion, which is 15.3 per cent higher than 2020.

LAND HAULAGE

In 2021, the total value of land-transported goods totalled to around HK\$4,522 billion, equalling a 29 per cent increase from HK\$3,504 billion the previous year.

Total exports also experience a sizable surge of 30.8 per cent, amassing a total of HK\$2,471 billion. Further on, imports also grew by 27 per cent from 2020.

空運

以貨值計算，2021年總貿易額為43,383億港元，較2020年上升24.0%。整體出口（17,603億港元）及入口（25,780億港元）分別增加22.0%和25.4%。

香港空運貨物吞吐量出口（338萬公噸）和入口貨量（165萬公噸）均錄得12.5%的升幅。2021年總空運貨量為503萬公噸，較2020年增加12.5%。

海運

2021年，以貨櫃量計算，香港港口在全球排名第九位，首八位是上海港、新加坡港、寧波舟山港、深圳港、廣州港、青島港、釜山港和天津港。

本港港口共處理1,780萬個廿呎貨櫃，下跌1.0%，包括854萬個出口貨櫃及925萬個入口貨櫃。

以貨值計算，海運貨物整體出口貨值共6,021億港元，上升18.5%。海運貨物入口方面，本年度貨值約為5,680億港元，較上年增加12.1%。整體貿易額約11,701億港元，升幅為15.3%。

陸運

本年度陸路運輸貨值為45,217億港元，較2020年上升29.0%。整體出口（24,708億港元）及入口貨值（20,509億港元）兩者與上年同期比較，分別增加30.8%和27.0%。

ACKNOWLEDGEMENTS 鳴謝

Established to serve the needs and promote the interests of shippers in Hong Kong, the Hong Kong Shippers' Council (HKSC) is a non-profit trade organisation.

The Council is grateful for receiving assistance from generous individuals, groups, and associations to support its various activities, programmes, and services.

Therefore, it is important to recognise the valuable role of the people who contribute their expertise, resources, and time in furthering the Council's objectives. With this, the Council would like to offer special thanks to all its benefactors, supporters, and friends.

Its gratitude is extended to those who have participated in the Council's programmes and services, and to the staff members who commit their time to organising these projects. In particular, the Council is grateful to the Hong Kong Trade Development Council (HKTDC) for its continuous support and active participation.

Finally, the Council is also indebted to the many corporate groups who make the Council's various events possible through ongoing sponsorship and contributions.

香港付貨人委員會為非牟利貿易組織，職責是為其會員提供所需服務。

在有限資源的條件下，憑藉本會富經驗及優秀的董事和幹事們，加上社會各界的鼎力協助，各項活動得以順利進行。

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Room 702, 9 Chong Yip Street
Kwun Tong, Kowloon
Tel : (852) 2211 2323
Fax : (852) 2891 9787
shippers@hkshippers.org.hk
www.hkshippers.org.hk

