



The Chartered Institute of
Logistics & Transport

Hong Kong

JUL~SEP 2011

46

The Newsletter for
The Chartered Institute of Logistics & Transport in Hong Kong

The Chartered Institute of Logistics
& Transport in Hong Kong
The 2010-2012 Council

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CILTHK Annual General Meeting 2011

The Institute's Annual General Meeting 2011 was held on Thursday, 22 September 2011 at the World Trade Centre Club, Causeway Bay, Hong Kong. Over 103 members and guests attended the meeting.

Dr. Stephen Ho, the President, reported that a total 182 members were elected for various membership grades in 2010/2011. Though the Hong Kong economy has been recovering from the financial crisis in 2008, there have been lots of challenges and keener competition faced by the transport/logistics industry that had caused people to work overseas and even leave the industry. Unfortunately a drop of 2.3% in total number of members over the previous year was recorded.



Special Resolutions passed at the AGM

- 1) Adoption of the revised Memorandum and Articles of Association of CILTHK

To be in line with the amendments in the CILT Bye-laws approved by the Privy Council on 6 April 2010, an amended CILTHK M&A was presented at the last AGM 2010. Since the amended M&A had not sought the approval of Companies Registry (CR) in advance, it was rejected for filing last year.

A fresh copy together with further comments received from CR was presented at the meeting that all revisions had been approved and adopted by 90% of the attending Institute Members.

A full copy of the revised M&A can be found at the IS Disk through logging into the Institute website.

- 2) Approval of new annual subscription fee for membership grades effective from 1 October 2011

The Institute has been experiencing a structural deficit problem and has been operating in a deficit budget for 3 years. To maintain the current membership service, an adjustment of the membership annual subscription fee was presented which had received support from 90% of the attending Institute Members.

Membership Grade	Old rates	New rates wef 1-Oct-2011
Chartered Fellow (FCILT)	HK \$1,300	HK \$1,450
Chartered Member (CMILT)	HK \$900	HK \$1,000
Member (MILT)	HK \$520	HK \$570
Affiliate	HK \$520	HK \$520
Student	HK \$120	HK \$120
Organisation Member	HK \$5,000	HK \$5,500

Subscription Notice in accordance with the new annual membership fee schedule has been posted to all members on 1 October 2011.

Welcome to New Members of CILTHK

Membership certificates were presented to newly elected members by Dr. Stephen Ho. They included:



▲ *Mr. Nelson LEE,
Chartered Fellow*



▲ *Prof. LO Hong-kam,
Chartered Fellow*



▲ *Mr. Paul SOUSA,
Chartered Member*

Congratulations to awardees



▲ *Miss Flora MA,
Best Paper Award 2011*



▲ *Mr. Louis CHENG,
YMC Student Scholarship 2011*

The Institute would like to tender our appreciations to both Mr. Andrew Chan and Mr. Ronald Lee for their support in providing legal and accounting services respectively on an honorary basis in the past year. Ronald H.T. Lee & Co has been re-appointed as the Honorary Auditor for the financial year ended 31 December 2011. Also, we have to extend our gratefulness to The Janel Group of Hong Kong Ltd. for their continuous sponsorship to the YMC Student Scholarship this year.

The full CILTHK Annual report 2010/2011 is downloadable at IS Disk area through logging into the Institute website at www.cilt.org.hk. Please also visit <http://www.flickr.com/photos/cilthk-sharing/> for photos taken at the meeting and dinner buffet.

transport policy committee

CILTHK submission re Renewal of Franchises

- **New World First Bus Services Limited**
- **Long Win Bus Company Limited and**
- **Citybus Limited (Franchise for Airport and North Lantau Bus Network)**

The Government has sought comments on the proposed renewal of these three franchises. The Government proposes to negotiate improvements on fare concessions, environmental aspects and the level of services.

Overview

The aim of the franchise negotiations should be to ensure stability and viability for the franchisees over the long term and to meet so far as possible within this the wishes of the community. The outcome should thus secure Hong Kong's world class bus services for the benefit of the community.

We agree that the franchisees have provided proper and efficient services under their current franchises. They have also set out reasonable plans to acquire new buses as replacements or to improve services. It therefore seems reasonable to negotiate new ten-year franchises with the three companies.

Direct negotiation is a substitute for testing of the market through a tender exercise. It is thus reasonable to negotiate improvements with the franchisees taking account of community expectations on service, environmental aspects and fare concessions. New ten year franchises should only be concluded subject to satisfactory terms.

Community expectations

We have noted community concerns on various aspects of the franchises. Building on these concerns, we suggest the following improvements.

1. Fares

We are supportive of Government efforts to secure fare concessions which promote fairness, affordability and inclusion.

2. Environment

- To promote public health, achieve Euro IV/V fleets by 2016.
- To promote public health and to use more economical fuel, test electric buses as soon as possible.

3. Services

To promote IT connectivity, LW A routes to offer WiFi service on board, as does CTB2.

Reducing adverse financial impacts on the franchisees

We have suggested elsewhere how a reduction in cross harbor tunnel tolls might be used to achieve significant fare concessions. In total, if all tunnel/bridge tolls were rationalized by reducing franchised bus tolls to standardized token levels, we estimate that over \$400 million per annum could be ploughed back into bus services (of all franchisees, including KMB and CTB1) in this way. This may have to be funded through public funds for those tunnels currently in private hands, until they return to public ownership. It may also be that certain concessions should be acknowledged as being social in nature and accordingly funded through public funds, if they are to go ahead.

The operating environment

The consultation paper notes that the companies are concerned at likely increasing operating costs, including the volatility of oil prices, and the negative impact on them of the new rail lines. We share these concerns. It will be necessary to address them proactively in the coming years.

Government and companies will need to work together to identify schemes for rationalization of routes, through reduction in frequency, truncation, or even cancellation. Generous bus-bus-interchange concessions may facilitate such changes, or more far-reaching proposals for trunk services, including bus priority arrangements, along the main corridors with good quality interchange stations at strategic feeder/interchange points.

Further details on the suggestions for fare and environment improvements are in the Annex.

ANNEX

Financial performance

The consultation paper is silent on the financial performance of the three companies. Information from the fuller disclosure documents provided by the franchisees is as follows:

	Year ending	Profit after tax (\$M)	Net book value (\$M)/ (date)
NWFB	30 June 2010	80.5	853.4 / 30 June 2010
LW	31 Dec 2010	22.7	216.7 / 31 Dec 2010
CTB (2)	30 June 2010	33.1	160.0 / 30 June 2010

The planned purchase of new buses and likely continuing high price of oil will likely impact on the franchisees' profitability, but they should seek to offset this through more efficient operation of their services.

Fares and Viability

Environmental

Services

Implications for other bus franchises

The above points should also apply to the other franchisees who, like these, need to earn possible new franchises. They may be approached in parallel with or after negotiations with the three franchisees under consideration here.

Implementation

Terms agreed should be implemented as soon as possible, without awaiting the commencement of new franchises in 2013. This would further demonstrate that the companies have earned any franchise extensions.

Please visit the Institute's website at NEWS/POSITION PAPERS page on www.cilt.org.hk for the full copy of the Institute's submission.



▲ Group photo of guest speakers and representatives of participating organisations



▲ (from left to right) Dr. Kelvin Leung, Dr. David Wong, Prof. Yeung Yue-man, Ir Dr. Paul Tsui, Mr. Stanley Hui, Mr. Gabriel Cheng and Dr. Samuel Hung

Joint Conference: Foundation for a Sustainable Future - CLK2030 ... Our Sky Our Say, 6 August 2011

In response to the AAHK's Hong Kong International Airport Master Plan 2030 public consultation, CILTHK, HAFFA, HKSC jointly organised a conference with the support by 10 other institutions/organisations at the HK Productivity Council Building. At the same time, the Centre of Cyber Logistics of CUHK was commissioned to conduct a survey to collecting industry's comments on the construction of the third runway. The conference was attended by 165 participants. Guest speakers, survey findings presenter, moderator and panelists included:

Guest speakers

- Dr. Kelvin Leung - CEO, North Asia Pacific, DHL Global Forwarding (HK) Ltd.
- Prof. YEUNG Yue-man - Professor, CUHK
- Dr. David WONG - President, the Chinese Manufacturers' Association of Hong Kong (CMA)
- Ms. Linda W P HO - CEO, Green Council

Survey findings presenter

- Prof. CHEUNG Waiman - Director, Centre of Cyber Logistics, CUHK

Panel Discussion

Moderator

- Ir Dr. Paul TSUI - Chairman, the Hong Kong Association of Freight Forwarding and Logistics (HAFFA)

Panelists

- Mr. Stanley HUI - CEO, Airport Authority Hong Kong
- Mr. Gabriel CHENG - Chief ATCO, Civil Aviation Department
- Dr. Samuel HUNG - Chairman, HK Dolphin Conservation Society
- All guest speakers (Dr. Kelvin LEUNG, Prof. YEUNG Yue-man and Dr. David WONG)

Presentation materials, survey findings are downloadable on [www.cilt.org.hk/ Membership Login/ IS-Disk/ CILTHK Disk.](http://www.cilt.org.hk/Membership/Login/IS-Disk/CILTHK/Disk/2011)

Forum: Hong Kong International Airport Master Plan 2030, 13 August 2011



The HKIA MP2030 had generated great public and professional interest. As a professional body in transport and logistics, CILTHK with HKU SPACE Centre for Logistics and Transport hosted a Forum to provide a channel for members to express their views on the proposals. A CILTHK position paper was drawn up and submitted to the Chief Secretary for Administration and the AAHK afterwards (please refer to next page).

Guest speakers

- Mr. C K NG, Deputy Director, Airport Operations of Airport Authority Hong Kong
- Mr. Tony SHAM, Manager Airline Planning of Cathay Pacific Airways Ltd.
- Ir Warren CHIM, Committee Member of the Royal Aeronautical Society (HK Branch)
- Dr. Samuel HUNG, Chairman, HK Dolphin Conservation Society
- Mr. Mike KILBURN, Head of Environmental Strategy, Civic Exchange

The Institute would like to extend our appreciation to DHL Global Forwarding (HK) Limited for their financial sponsorship for the above two events.

Hong Kong International Airport (HKIA) Master Plan 2030

In responding to the public consultation on the HKIA Master Plan 2030, CILTHK has made the following submission to the Chief Secretary for Administration and the Airport Authority Hong Kong on 1 September 2011. Please visit the Institute's website at NEWS/POSITION PAPERS page on www.cilt.org.hk for the full copy of the Institute's views and suggestions.

Overview

Hong Kong must continue to build on the outstanding success of Hong Kong International Airport (HKIA). HKIA enjoys industry leadership as a major global aviation hub, whilst being a key enabler for our Tourism and Trade & Logistics sectors – two of our key pillar industries which combined account for 29.3% of our GDP and 29.5% of our employment. HKIA's convenience and connectivity are also vital to the success of our business sector and our personal travel needs. The GPRD is developing its various airports, each with its own role, to meet robust demand. Within this, HKIA will continue to have a separate role which cannot be met through cooperation with other airports. Demand at HKIA is already approaching saturation point, particularly for traffic slots for Intra Asia flights at peak periods.

Hong Kong needs to decide the way ahead as soon as possible. Subject to satisfactory resolution of the points noted below, CILTHK supports the construction of a third runway or, if so determined, implementing a comprehensive reclamation plan to allow construction of a fourth runway when needed.

a) Government engagement

At this stage the project proponent has been charged with carrying out the public consultation. There are clear conflicts of interest in this approach. There are also a number of areas noted below where only Government can act, eg developing a comprehensive plan to protect our dolphins, implementing Clean Air Zones at the Airport and in its environs. Government also needs to take a view on long term planning for the reclamation – should we plan now for a fourth runway? **We suggest** that Government should now take control – it should be proactive in the next steps, developing its own projections of demand, its own assessment of the economic benefits and projected rate of return on the project, its own views on the various issues of concern and its own plans for improving the environment.

b) Public engagement

..... We are concerned at the lack of transparency in the current consultation exercise. It will take some time to reach a final decision on the way ahead. **We suggest** that the Government use this time to build trust in the process by promoting substantive public engagement on all the issues of concern. Such engagement should include detailed discussions with concern groups, detailed responses to concerns expressed, made available to all interested through various means including the net.

c) Risks

We note the traffic projections and the adjustment factors relevant to HKIA. More attention should nevertheless be paid to possible and likely risks. Recent global financial and economic turmoil may not be easily resolved. The traditional growth model may be challenged as the demands of developed and emerging economies become constrained by financial issues and the availability of resources. There may also be policy risks, eg the tightening of control on polluting industry in the GPRD. **We suggest** that these risks should be further reviewed and assessed.

d) Long term planning

We understand that, if the current projections are correct, the airport will reach saturation again quite quickly and a fourth runway may then be needed. In these circumstances, it would make sense, subject to such being economically feasible, to reclaim land as reserve sufficient for a future fourth runway in order to maximize efficiency of works and minimize occurrences of environmental disruptions, in particular to Hong Kong's dolphins. In short, **we suggest** a longer planning horizon and a broader vision for this important project, and that if reclamation is to go ahead consideration should be given to maximizing it to permit construction of a fourth runway when needed.

e) Environmental

We understand that full environmental impact assessments have not been made at this stage. The implications of the judicial review of the EIA for the landing of the HK-Zhuhai-Macao bridge are not clear (indeed Government is appealing the ruling), but it is clear that all possible measures will need to be explored to minimize and mitigate any adverse environmental impacts of development of the airport. This is particularly necessary given the generally poor air quality in the Tung Chung area.

- i. Noise and air emissions – aviation
- ii. Air emissions – local transport
- iii. Air emissions – a broader consideration
- iv. The Chinese White Dolphins

f) Logistics

The logistics industry needs certain common facilities at the airport which should be provided to meet the development of the HKIA at the earliest possible date. These are

- i. A Centralised Scanning facility
- ii. An Air Freight Consolidation Centre, with High Value-added Services
- iii. Housing for the Workforce

g) Transport

- i. Traffic impact assessment
- ii. Connectivity with other airports

h) Financial and other cost implications

- i. The HKIA Master Plan only assesses the likely financial implications of the two options on the Airport itself. There will clearly be other financial implications for improving arrangements for logistics and for the necessary supporting transport infrastructure. **We suggest** that the total financial implications be drawn together so that a complete picture of the plans is given.
- ii. **We suggest** that the Master Plan also needs to identify and cost environmental and social implications, including for example carbon emissions and the adverse effects of other air emissions and of noise.

education & training committee

Congratulations to winner of the CILTHK Logistics & Transport Studies Student Thesis Award 2011!



▲ Mr. LAM Tat-lun (left), CILTHK Logistics & Transport Studies Student Thesis Award 2011

Congratulations to Mr. LAM Tat Lun, a graduate with a BSc (Hons) Logistics Engineering and Management of the Hong Kong Polytechnic University in 2011 and the first winner of the competition!

We are pleased to quote the abstract of Mr. Lam's winning thesis - *Optimization of Quay Crane Scheduling in Container Terminals*

"Because of the globalisation, the shipping demand is increasing in a rapid way. In the last decade, there was a dramatic growth in worldwide container transportation which has made great changes in the business practices of ocean transportation. Container ports play an indispensable role in nowadays global logistics network. Managers in terminals have to find ways to enhance the competitiveness of terminals. One of the ways to improve the productivity of terminals is determining the appropriate quay crane schedule to achieve the earliest departure time of vessel. Since the trend of increasing in vessel size magnifies the complexity in quay crane assignment, investigation of techniques to optimise the quay crane scheduling problem is needed.

A meta-heuristic approach, Genetic Algorithm, is proposed to compute the quay crane scheduling problem. In order to examine the performance of the proposed model, computational experiments are conducted and its performance is compared with other well-know approaches in previous studies. Balancing the quality of solution and computational time, the proposed model is able to obtain nearly optimal solution in reasonable time. The computational time of the model is taken as an advantage over other approaches. The

proposed model therefore provides an effective and efficient approach to facilitate the decision making in quay crane scheduling problem and enhances the competitiveness of the terminals."

New Books at CILTHK Library

Name of Book	Author	Publisher	Year
International Journal of Sustainable Transportation Vol. 5/No. 6/ Nov-Dec 2011		Taylor & Francis	Nov 2011
Transportmetrica Vol. 7/No. 5/ Sep 2011 Vol. 7/No. 6/ Nov 2011		Taylor & Francis	Sep 2011 Nov 2011
We Love Tram	Tram Friends	Bleu Publications Ltd.	May 2011
The Shipping Point - The Rise of China and the Future of Retail Supply Chain Management	Peter J. Levesque	John Wiley & Sons (Asia) Pte. Ltd.	2011

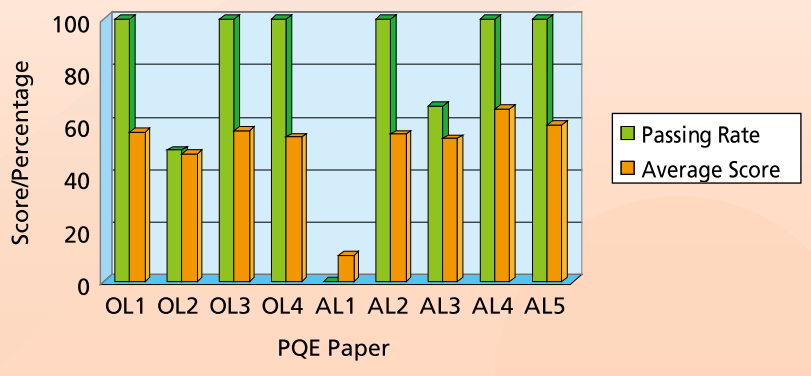
education & training committee

CILTHK PQE Examination, May 2011

The Professional Qualifying Examination (PQE) 2011 was held on 9, 11-13 May. 9 out of 12 PQE papers were attempted by members in the examination, and the overall average score of the nine papers was 52. One of the candidates sat for the AL3 – Transport Systems and Management, and passed the paper with a distinction. Miss Flora Ma has been presented with the Best Paper Award at the AGM 2011.

The CILTHK PQE is of degree standard. Candidates cannot pass the examination if they do not demonstrate evidence of substantial study and acquaintance with examination techniques. The overall performances of candidates were satisfactory with six subjects having 100% passing rates.

Average Scores & Passing Rates of PQE Results in May 2011



New Arrangement on PQE from May 2012

The Council has recently accepted the proposal from Professional Qualifying Examination (PQE) working group that starting from 2012 CILTHK will conduct the PQE twice annually.

The standard of PQE is expected to be the equivalent of an undergraduate degree level. The E&T sub-committee is committed to keep the high standard of the examination for the benefit of the Institute and the profession. Most of us have full time jobs and heavy commitments at our workplaces. We will give our Student members, Affiliate members and Members more flexibility to prepare for the examination by conducting additional examinations each year.

Apart from poor planning and time management for the PQE, the reasons for the failure of most candidates in the examination are many. The following are typical reasons:

- Insufficient preparation for the examination
- Writing too much about a point
- Poor understanding of the question
- Amateurish approaches to question
- Superficial answer and failing to support arguments with real example
- Poor expression and use of English

To help potential candidates better prepare themselves for the PQE, special "Understand Examination" seminar will be delivered prior to the enrolment period. Samples of Q&A of each PQE paper will be published on CILTHK website for the reference of enrolled candidates taking future examinations.

The new PQE schedule for 2012 as follow:

Activities	Date	Venue
Understand Examination Seminar	Dec 2011	CILTHK Office
Enrolment period	Feb 2012	-
Examination period	May 2012	CILTHK Office
Announcement of exam result	Aug 2012	
Understand Examination Seminar	July 2012	CILTHK Office
Enrolment period	Aug-Sep 2012	
Examination period	Nov 2012	CILTHK Office
Announcement of exam result	Feb 2013	

Examination Registration Fee : HK\$200

Subject registration Fee : HK\$350

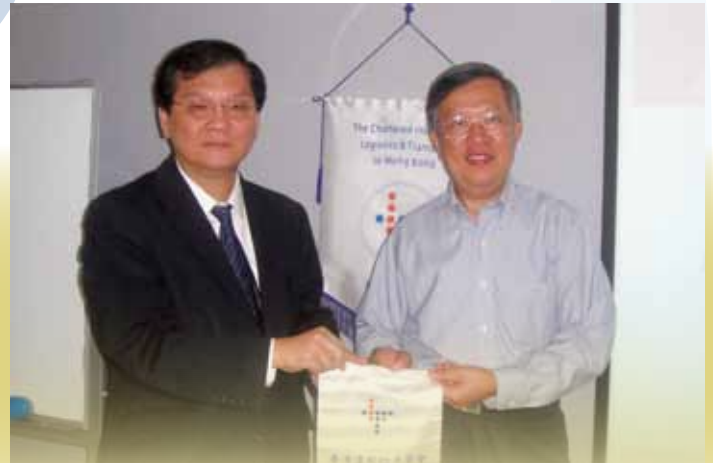
CILTHK - 7/F, Yue Hing Building, 103 Hennessy Road, Wanchai, Hong Kong
香港運輸物流學會 - 灣仔軒尼詩道103號興業大廈7樓



professional activities committee

CILTHK Seminar: Hong Kong Air Cargo - Past, Present and Future, 12 August 2011

Mr. Anthony Wong, the Senior Advisor of Hactl, was invited to share his vast experience in the air cargo operations. He was former Managing Director of the company. Hong Kong International Airport has been ranked as the busiest airport for international air cargo since 1996. At the seminar, Mr. Wong presented the competitive advantages of the Hong Kong air cargo industry, air cargo performance and discussed the future challenges between Asia and PRD.



▲ Ir Dr. David Ho, Council Member, presented the souvenir to Mr. Anthony Wong (right)

CILTHK Seminar: Ethics - The Weapon to Fight Against Corruption, 29 August 2011

The Independent Commission Against Corruption (ICAC) of the Hong Kong Special Administrative Region enforces the Prevention of Bribery Ordinance, which defines corrupt offences in both public and private sectors. The speaker, Ms. Mabel Chu, Senior Community Relations Officer of ICAC, gave an informative talk to participants by providing real cases in the industry to illustrate the anti-corruption legislation and addressed major legal and ethical issues which may be encountered in workplace. Participants were encouraged to keep a high standard of professional ethics in business practice.

Presentation materials of the above seminars are downloadable on [www.cilt.org.hk/ Membership Login/ IS-Disk/ CILTHK Disk](http://www.cilt.org.hk/Membership/Login/IS-Disk/CILTHK%20Disk).



CILTHK 2-day course: Law of Contract

Jointly organised by CILTHK, CityU, HKARMS, HKIE-SSC, IMechE and IOSH(HK). In case you have not signed up yet, time is running out to register.

Date:	19-20 Nov 2011 (Sat & Sun)	Quota:	270
Time:	9:00a.m. – 5:00p.m.	Medium:	Cantonese
Venue:	LT-2, City University of Hong Kong	CPD:	120
Fee:	Free (Deposit HK\$500)	Registration Deadline:	7 Nov 2011

Speakers:

Mr. Philip Yang – Maritime Arbitrator, **Mr. Albert Leung** – Chartered Engineer, **Mr. Rimsky Yuen** – Senior Counsel

Highlight of the Course:

Day 1, 19 November 2011

- **Defective contracts** – Misrepresentation; Duress; Illegality; Mistake; etc.
- **Privity of contract** – reasons behind and difficulties created; assignment; novation; bills of lading; Himalaya Clause; sub-bailment on terms; legislations (Married Woman's Act, Contract [Benefit of Third Parties] Act, etc.)
- **Performance of contract** – frustration, economic hardship, force majeure clause, breach of contract [warranties, innominate terms and conditions]
- **Continue with Performance of contract** – repudiation and anticipatory breach

Day 2, 20 November 2011

- **Construction or interpretation of contractual terms**
- **Waiver & Estoppel**
- **Measure of Damages** – principles: compensatory and punitive damages, specific performance, limitations (remoteness, causation, mitigation, etc.);
- **Continue with Measure of Damages** – market loss rule, other measures such as building works, etc.

A limited number of seats are available on a first-come, first-served basis. Please complete the reply slip with cheque deposit of HK\$500 payable to 'CILTHK' and return to CILTHK Office.

For enquiries, please contact Miss Harriet Leung (Phone: 3114-8033; Email: harriettleung@cilt.org.hk).

CPD activities

CILTHK events:

- 2011-10-25 CILTHK Seminar: The Sustainability Tipping Point within the Logistics Industry (40 CPD Points)
2011-11-19 & 20 2-day Course – Law of Contract (120 CPD Points)

CILTHK supported / endorsed activities

- 2011-10-28 CILT International Conference 2011, Colombo Sri Lanka
2011-11-07 Distinguished Transport Lecture Series 2011 'Mode Transition in a Public Transit Route and Related Issues of Capacity, Speed and Waiting Time'
2011-11-10 Seminar: Beijing Transport After the Olympics (10 CPD Points)
2011-11-11 The 11th GS1 Hong Kong Supply Chain Management (SCM) Excellence Summit 2011 cum the 4th Hong Kong RFID Awards 2011
2011-11-25 Asian Logistics and Maritime Conference
2011-12-17 to 20 The 16th International Conference of Hong Kong Society for Transportation Studies (HKSTS)



new & upgrade member

NEW FCILT

CHEUNG Siu-wa, Morris
WONG See-ho, Anthony

UPGRADE to FCILT

HO Vincent Simon

NEW CMILT

CHAN Wai-lok
CHEUNG Kwok-wai
LEUNG Wood-king
LO Kwong-hing

NUI Pak-wai
PO Pui-man, Karen
TAM Wing-sze
WONG Chi-wai, Thomas

UPGRADE to CMILT

CHING Ngar-ye, Becky
FUNG Yuen-yi, Kalina
KAM Kwok-ho
KAN Tak-wing, Albert
YIU Hoi-wo, Lionel
YUEN Miu-chun, Christine

NEW MILT

CHAN Hing-nam
FAN Chor-wai, Jackie
LI Kim-ming
LUI Ho-yin
POON Kam-shing

UPGRADE to MILT

YAN Wai-lun, Patrick

NEW Affiliate Members

CHIU Sung-kai

NEW Student Members

CHAN Yat-yang
MA Yat-mei
NG Ting-chun, Steve

*New Members' list up to
14 Oct 2011*

香港運輸物流學會
The Chartered Institute of
Logistics & Transport
Hong Kong

CILT Award

2011

Service Excellence through Innovation

Deadline for Submission

15 December 2011

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membership committee

member's profile

Mr. Anthony WONG See Ho, FHKICPA, FCILT, BBS

Anthony Wong is a professional accountant qualified in 1974, and is a fellow member of the Hong Kong Institute of Certified Public Accountants. He joined the Swire Group in 1968 and worked in Airline Planning, Internal Audit and Accounts Department of Cathay Pacific Airways. He was General Manager Finance of Cathay Pacific Airways Limited before being appointed to the position of Chief Executive and General Manager of Cathay Pacific Catering Services (HK) Limited and joined the Board on 1 December 1992. In February 1998, he was appointed as Chief Executive Officer responsible for the worldwide operations of Cathay Pacific Catering Services.

In November 1994, he was also appointed as the Chairman of Vogue Laundry Service Limited which is Asia's largest single-site laundry plant.

He joined Hong Kong Air Cargo Terminals Limited (Hactl) as Managing Director and its Board on 1 April 1999. He relinquished his executive position on 1 September 2010 and remains as the Senior Advisor to the company.

He has been a member of the Hong Kong Logistics Development Council (LOGSCOUNCIL) for eight years from January 2004. He was a member of the General Management Committee of the Hong Kong Management Association from July 2008 to July 2011.

On 1 July 2011, he was awarded the Bronze Bauhinia Star Award by The Government of the Hong Kong Special Administrative Region, recognizing his dedication and valuable contribution to the development of the logistics industry in Hong Kong.

He has been a member of the Aviation Development Advisory Committee since September 2009.

Mr. Mark Millar, FCILT

Mark Millar leverages over 20 years of global business experience to develop and deliver enlightening keynote speeches, and to provide independent Consulting, Education and Advisory services that create value for clients by improving the performance of their logistics and supply chain activities in China and the Asia Pacific region.

With extensive experience in the mainland China market, Mark has worked with - and for - many leading companies in the Consumer Retail, High Tech Electronics and Third Party Logistics sectors.

Acknowledged as an industry thought leader, clients have engaged Mark as Speaker, Moderator, Conference Chairman or Master of Ceremonies at more than 200 functions in 17 countries, and his articles are regularly published by trade magazines in five languages.

Mark serves as an Advisor to several organisations, including various non-profit associations and his commitment and contribution to the industry has been recognised with several accolades, including being named in the "Who's Who of Power Players in Supply Chain Management in China", the "Pro's-to-Know Thought Leaders in Supply Chain" and as "One of the most Progressive People in World Logistics".

During his distinguished international business development career, Mark has lived in the UK, the Netherlands, Australia, Singapore, USA, Ireland, China and Hong Kong.

Mark achieved an MBA with Distinction from the University of the West of England, is a Graduate of the UK Chartered Institute of Marketing and holds a post graduate Diploma in Management Studies

Congratulations

Prof. Anthony Yeh, FCILT, Chair Professor, Director of the Centre of Urban Studies and Urban Planning and Head of the Department of Urban Planning and Design, has been identified as one of the few non-scientists in HKU amongst the Top 1% Mostly Cited Scholars in the world as recorded by ISI's Essential Science Indicators (ESI).

Mr. Anthony Wong, FCILT, was awarded the Bronze Bauhinia Star (BBS) by the HKSAR Government on 1st July 2011. This conferment was in recognition of Mr. Wong's dedication and valuable contribution to the development of the logistics industry in Hong Kong.

The Council would like to extend the warmest congratulations to both Prof. Yeh and Mr. Wong on their distinguished achievements.

young members committee

YMC Mentorship Program – visit to Ngong Ping 360, 20 August 2011



YMC organised a visit to Tung Chung Cable Car Terminal (TCT) to facilitate members to have a better understanding of the cable car facilities and its terminal operations. During the visit to Tung Chung Cable Car Terminal (TCT), Mr. Samuel Lee, Assistant Cable Car Operations & Maintenance Manager, and his colleagues introduced NP360 Cable Car System, Garage, and TCT Control Room to the participants. Members observed cable car operation at lower platform, which is in the prohibited area. Participants enthusiastically raised a number of questions about operation of cable car system. Participants were offered discounted tickets in taking the cable car ride from TCT to visit the Ngong Ping Village after finishing the technical visit.



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