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UNMANNED DRIVING – TECHNOLOGICAL INNOVATION FOR THE FUTURE

促區域合作 尋香港機遇

Foster Regional Collaboration to Seize
Opportunities for HK

攀石運動員的創業路

Startup Path of a Rock Climber



HK\$20

目錄 CONTENTS

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會長的話 CHAIRMAN'S MESSAGE

- 4** 新一年繼續為工商企業搭建溝通橋樑
Building Communication Bridge for Business Community in Coming Year

政經縱橫 SPOTLIGHT



- 7** 促區域合作 尋香港機遇
Foster Regional Collaboration to Seize Opportunities for HK



- 19** 無人駕駛 創科未來
Unmanned Driving – Technological Innovation for the Future

立會匯報 VOICE IN LEGCO

- 28** 與罕見病患者 齊擁抱新希望
Patients of Rare Diseases:
Embracing New Hope

新一代 YOUNG ELITES

- 33** 攀石運動員的創業路
Startup Path of a Rock Climber

閒情逸致 LEISURE

- 39** 變出魔法幻趣
It's Magic!

商會快拍 CGCC SNAPSHOT



45 六大商會訪粵深化粵港合作
Six Chambers' Mission to Guangdong for Deepening Mutual Cooperation

46 百萬善行為公益
Enjoying Charity Walk

49 接待嘉賓
Reception of Guests

52 會員活動
Members' Activities

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新一年繼續為工商企業 搭建溝通橋樑

BUILDING COMMUNICATION BRIDGE FOR BUSINESS COMMUNITY IN COMING YEAR



犬報喜迎新歲，我祝願各位中總會員及各界友好在戊戌狗年身體健康、萬事如意！香港經濟持續暢旺、社會繁榮穩定！祖國富強昌盛、國泰民安！

在內地經濟快速增長帶領下，本港經濟和營商環境在新一年也將迎來更好發展，特別是國家積極協助香港參與“一帶一路”和粵港澳大灣區建設，為香港長遠發展注入新動力。我們期望社會各界抓緊機遇，深化香港作為區域合作的樞紐角色。中總亦將進一步發揮商會橋樑功能，為會員企業和工商界探索更多海內外發展商機。

抓緊“帶路”與自貿協定新機遇

去年底，國家發改委與特區政府簽署關於支持香港全面參與和助力“一帶一路”建設安排，香港亦與東盟正式落實自貿協定，相關安排有利內地、香港和東盟企業建立更緊密合作夥伴關係，攜手拓展新商機，對於香港工商企業特別是專業服務行業絕對是前所未有的新機遇。

中總一直致力推動會員和工商界參與“一帶一路”與區域合作，例如去年在埃及協辦“一帶一路工商論壇”，組團前赴緬甸參加“世界華商大會”，並分別與印尼、越南等地合辦經貿研討會；我們亦舉辦“香港高峰論壇”，邀請內地和東盟國家經貿部長、政府官員、商界領袖及企業精英等，共商“一帶一路”與東盟最新形勢與投資商機。我們更首次舉辦“中總一帶一路續FUN遊”，透過美食、表演、文化交流及遊戲等，在推動經貿發展的同時，也讓市民了解“一帶一路”沿線文化與風土民情。

今年，我們將繼續為會員企業構建交流互動平台，包括籌備在印尼舉辦香港與東盟區域合作研討活動，邀請政府高層官員及商界領袖出席；我們更計劃在香港舉辦世界華商大會“一帶一路”論壇，並將“一帶一路工商論壇”移師法國巴黎舉行，進一步擴大本會的區域經貿網絡聯繫，為會員探索更多交流發展空間。

促進粵港澳大灣區協調發展

國家亦非常重視粵港澳大灣區建設，粵港澳三地正緊密配合發改委就大灣區發展規劃的編制工作，具體措施亦快將出台。中總在推動香港參與大灣區建設曾提出不少建議，包括設立統籌委員會，制訂具體政策分工並協調落實工作。大灣區尤其可結合廣東創新科技與香港金融及專業服務營運管理，打造創科產業合作，成為推動區內企業長遠發展的重要引擎。

上月，我們與香港數家商會赴廣州拜會廣東省委書記和省長，我提出香港可藉“一國兩制”優勢，推動大灣區與“一帶一路”緊密相連、優勢互補，盡快實現人流、物流、資金和訊息流無縫對接。灣區各城市也要做好協調管理和利益分配，避免重複建設，長遠更要引入全球精英和培育青年人才，為區內產業發展提供全方位支援。

新一年，我們將繼續善用中總人脈網絡優勢，進一步強化與廣東和澳門工商團體合作，聯合灣區內商會組職和企業聯盟，凝聚三地工商力量，同時亦計劃與廣東省相關機構合辦粵港澳大灣區論壇，推動工商界在大灣區規劃進程發揮關鍵作用。

廣深港高鐵香港段和港珠澳大橋快將開通，對大灣區融合發展有着重要意義。全國人大常委會表決通過“一地兩檢”，為日後落實相關安排提供堅實的法理依據。我們呼籲立法會及社會各持份者能以香港整體發展為依歸，摒除成見，為“一地兩檢”本地立法審議通過營造有利條件，促進灣區便利往來、實現“一小時生活圈”邁出重要一步。

總括而言，中總在新一年將繼續協助會員企業配合國家經濟形勢與區域合作發展步伐，積極探索經營與投資新機遇。我們亦期望即將公佈的財政預算案能全面配合施政報告提出有關促進區域合作的政策措施，並盡快落實相關預算，帶領香港工商和社會各界更有效參與“一帶一路”和粵港澳大灣區建設，為本港經濟與工商界持續發展開拓新里程。

“ 我們期望社會各界抓緊機遇，深化香港作為區域合作的樞紐角色。中總亦將進一步發揮商會橋樑功能，為會員企業和工商界探索更多海內外發展商機。

We look forward to various sectors of the society taking hold of the opportunities to deepen Hong Kong's role as a hub for regional cooperation. CGCC will further perform its function as a bridge to explore more development opportunities at home and abroad for member companies and the business community. ”

I wish members of CGCC and friends from various sectors good health and good luck in the Year of the Dog! May Hong Kong's economy continue to thrive and our society prosper and remain stable! And may our Motherland become more wealthy and prosperous, with people living in harmony!

Led by the Mainland's rapid economic growth, Hong Kong's economy and business environment will also enjoy a better development in the new year. We look forward to various sectors of the society taking hold of the opportunities to deepen Hong Kong's role as a hub for regional cooperation. CGCC will further perform its function as a bridge to explore more development opportunities at home and abroad for member companies and the business community.

Capturing new opportunities from “Belt and Road” and FTA

Late last year, the NDRC and the HKSAR Government signed an arrangement for advancing Hong Kong's full participation in and contribution to the “Belt and Road Initiative”. Hong Kong also formally entered into a free trade agreement with ASEAN. These arrangements will help the Mainland, Hong Kong and ASEAN enterprises establish closer cooperative partnerships, which are definitely unprecedented opportunities for Hong Kong's industries and businesses.

CGCC is always committed to encouraging its members and the business community to participate in “Belt and Road” and regional cooperation. We also host the Hong Kong Summit, inviting the economic and trade ministers, government officials, business community leaders and business elites from the Mainland and ASEAN countries to discuss the latest situations and investment opportunities regarding “Belt and Road” and ASEAN. In addition, for the first time, we held the “CGCC Belt & Road FEST” to let the public learn about the cultures and customs along “Belt and Road”.

This year, we will continue to build a platform for interaction among member companies, including preparation for holding a seminar in Indonesia on cooperation between Hong Kong and ASEAN. We also plan to hold the WCEC's Belt and Road Forum in Hong Kong and move the “Belt and Road Industrial and Commercial Conference” to Paris, France, to further expand our regional economic and trade network.

Fostering coordinated development of Bay Area

China attaches great importance to the construction of the Guangdong-Hong Kong-Macao Bay Area. The three places are closely cooperating with the NDRC in formulating the development

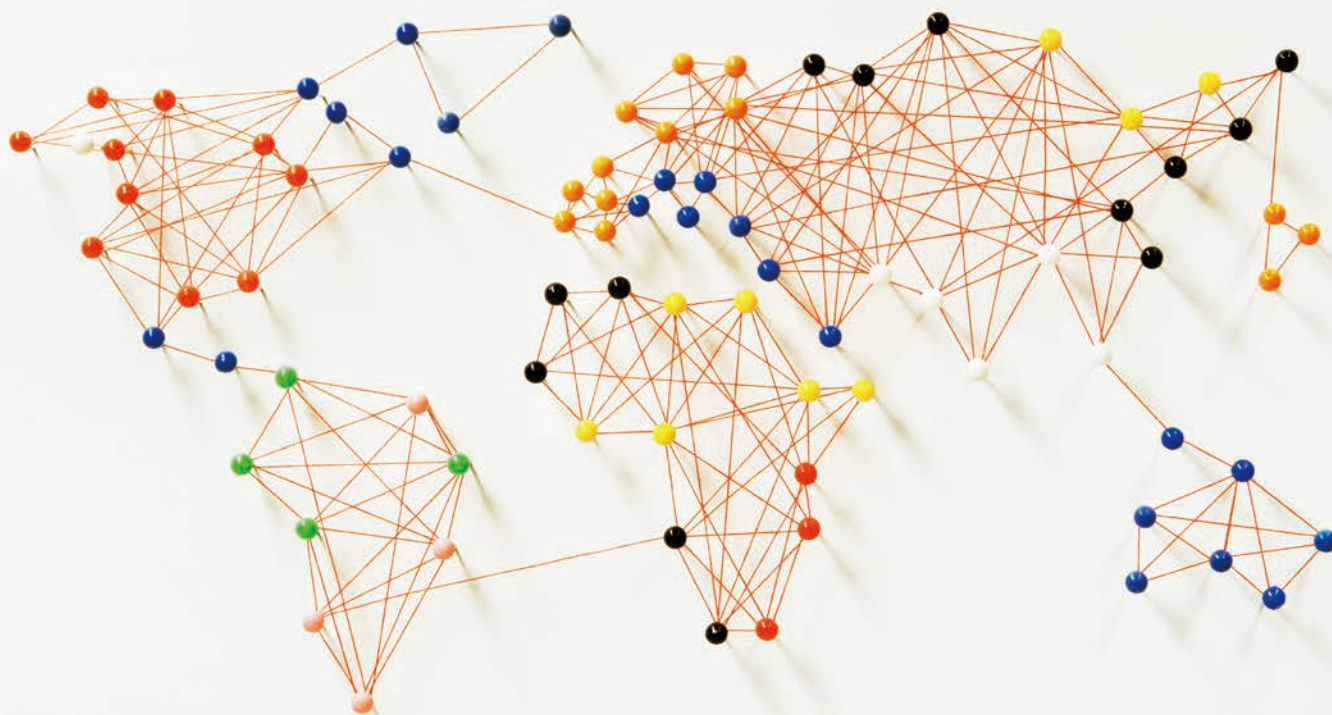
plan for the Bay Area and specific measures will be introduced soon. CGCC has made a lot of suggestions for Hong Kong's participation in the construction of the Bay Area. In particular, the Bay Area can combine Guangdong's innovation and technology with Hong Kong's financial services, professional services and operations management to become an important engine for the long-term development of enterprises in the area.

Last month, we went to Guangzhou with several of Hong Kong's trade associations to visit Guangdong's provincial party secretary and governor. While there, I proposed that Hong Kong can capitalize on the “One Country, Two Systems” principle to promote close cooperation and complementation of advantages between the Bay Area and “Belt and Road” to achieve seamless flow of people, logistics, capital and information as soon as possible. Cities in the Bay Area must also be vigilant in management coordination and benefits distribution to avoid duplicated construction and, in the long run, bring in global elites and nurture young talents to provide all-round support for the industrial development in the area.

In the new year, we will continue to make the best use of CGCC's network of contacts to further strengthen cooperation with the business groups in Guangdong and Macau to pool the strengths of the business communities of the three places. We also plan to jointly organize the Guangdong-Hong Kong-Macao Bay Area Forum with relevant organizations in Guangdong.

The Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) and the Hong Kong-Zhuhai-Macao Bridge will soon commence operation, and the NPC Standing Committee has approved the co-location deal with Guangdong for implementing a joint checkpoint at Hong Kong's XRL terminus. We call on the Legislative Council and all stakeholders in society to keep Hong Kong's overall development in mind and create favorable conditions for local legislative approval of the co-location deal in order to facilitate travels in the Bay Area.

To sum up, CGCC will continue to assist member companies in the new year to tie in with the country's economic situation and the pace of regional cooperation, actively exploring new business and investment opportunities. We also hope the forthcoming *Budget* will fully align with the *Policy Address* in proposing policy measures to promote regional cooperation and the government to implement the relevant budgets as soon as possible, leading Hong Kong to participate more effectively in the construction of “Belt and Road” and the Bay Area to create a new milestone for the sustained development of our economy and the industrial and business community. 🌀



促區域合作 尋香港機遇

Foster Regional Collaboration to Seize Opportunities for HK

環球經濟今年開局表現不俗，歐美日復甦勢頭更形穩固，內地經濟可望維持中高速增長。伴隨“一帶一路”的倡議、粵港澳大灣區城市群發展、充滿潛力的亞洲新興經濟體，給予香港無限的發展空間。新年伊始，中總論壇特別邀請相關政府官員，香港、內地及澳門的知名專家及企業家深入剖析，探討香港在新形勢下的機遇。

The global economy has kicked off well this year. Europe, the US and Japan are showing more solid signs of recovery, while the Mainland may expect to maintain medium-fast economic growth. The “Belt and Road” initiative, development of city clusters in the Guangdong-Hong Kong-Macao Bay Area, as well as emerging Asian economies packed with potentials are offering boundless room for development for Hong Kong. At the start of this new year, the CGCC Forum has invited government officials, as well as renowned experts and entrepreneurs from Hong Kong, the Mainland and Macau to share their in-depth analyzes and discuss the opportunities of Hong Kong under these new circumstances.



陳茂波：深耕細作 把握機遇

自 2008年金融海嘯，環球經濟經歷漫長的復甦期，終於2017年見到顯著改善。

財政司司長陳茂波指出，美國經濟持續擴張，就業人數上升、通脹溫和，加上稅制改革帶來的刺激，預料今年美國經濟持續向好；歐洲方面，復甦趨勢更形穩固，通縮風險大為減退，失業率持續滑落；內地經濟去年首三季增長加快至6.9%，超越年初所訂6.5%的目標，未來持續深化供給側結構性改革、防範金融風險，推動先進製造業和現代化服務業發展，令經濟結構更趨平衡。

但在繁華景象中，陳茂波指出仍要有所防範，特別是全球貨幣環境的變化。美國聯儲局表示今年將繼續貨幣政策正常化，除了縮表外，估計今年將再加息三次，而歐洲及其他主要央行亦已開始削減貨幣政策刺激力度，凡此種種會否影響全球金融市場及本地資產市場仍有待觀察。此外，近期美國通過稅改方案亦可能牽動全球資金流動出現變化，亦令其他經濟體為

保持自身競爭力而作出政策回應，因而觸發國際間的稅務競賽。

香港經濟方面，近月增長勢頭依然不俗，2017年經濟增長可望達到3.7%，是六年來最快增長。但陳茂波強調，香港經濟要持續發展，必須鞏固現有優勢，開拓更大發展空間。香港上月和國家發改委簽署《關於支持香港全面參與和助力“一帶一路”建設的安排》、去年正式成為亞投行成員，以及與東盟簽訂自由貿易協定等，均為香港與內地及亞洲新興市場經濟合作開拓新的空間；他續指，香港眼前還有粵港澳大灣區的重大機遇，除了香港的高端服務業可以大派用場，大灣區城市在創科範疇的交流合作可望進一步加強，為香港經濟發展注入新動力。

范恒山：經濟合作 水準連年提升

隨着大灣區建設框架協議與《關於支持香港全面參與和助力“一帶一路”建設的安排》陸續簽署，**國家發展和改革委員會副秘書長范恒山**指出，內

地與香港經濟合作水準近一年來再次提升。他認為，這將充分發揮港澳獨特優勢，完善便利香港、澳門居民在內地發展，以及粵港澳三地基礎設施的互聯互通，拓展港澳發展新空間。

他強調，國家在推進社會發展過程中，將繼續重視香港的穩定繁榮發展。內地將支援香港參與“一帶一路”，加快推動大灣區建設，透過大型基礎設施實現互聯互通，鞏固香港國際金融、航運和貿易中心地位。

展望新一年，他認為經濟發展支撐條件厚實有力，經濟可望保持穩中向好態勢，不會出現大起大落。他提到，當前國家經濟已由高速增長階段轉向高品質發展階段，品質與效益成為優先考慮，以供給側結構性改革為主線，推動經濟發展品質變革、效率變革、動力變革，不斷提升供給品質和推動消費升級，從而形成供需良性迴圈，為經濟發展提供強大內在動力來源。

范恒山表示，未來國家將繼續深化供給側結構性改革，綜合運用市場化、法治化手段，促進產能利用率保持在合理區間。與此同時，透過實施鄉村



陳茂波 Paul Chan



范恒山 Fan Hengshan



許正宇 Christopher Hui

振興和區域協調發展戰略，將可健全城鄉融合發展體制機制，拓展經濟發展新空間。但他亦提醒，今後需全力防範化解重大風險、精準脫貧、污染防治，並完善產權制度，推動投融資體制改革，深化電力、天然氣、鐵路貨運等領域的改革。

許正宇：港金融業與經濟同步配合

香港金融優勢可望於“一帶一路”和粵港澳大灣區的建設有所發揮。香港交易所市場發展科董事總經理兼項目管理部主管許正宇指出，“一帶一路”沿線國家擁有可觀的天然資源和龐大的人口，然而在經濟水平、基礎建設、資金及技術、消費增長、可持續及環保發展方面仍有待開拓。亞洲開發銀行預計到2030年，亞太地區每年基建投資需求將達到1.7億萬美元，累計投資需求將超過26萬億美元，蘊藏巨大的發展潛力，香港的金融以至其他範疇的專業服務正好大派用場，可提供集資、風險管理、最大人民幣離岸市場、綠色金融、推動公私營合作等全方位平台。他補充，去年底簽訂的《關於支持香港全面參與和助力“一帶一路”建設的安排》亦有針對有關金融和投資方面的內容，包括支

持符合條件的中資機構為“一帶一路”建設相關綠色項目在香港平台發債集資，推動建立國際認可的綠色債券認證機構；完善內地與香港之間的人民幣跨境雙向流動管道，推動兩地資本市場進一步互聯互通；為“一帶一路”建設提供所需資金穿和多元化的融資管道，包括上市集資、銀團貸款、私募基金、債券融資等服務。

同時，粵港澳大灣區亦正在全面推進，許正宇認為，與三藩市大灣區、紐約大灣區、東京大灣區這三個世界首屈一指的大灣區一樣，粵港澳大灣區同樣具備實體經濟基礎、暢達的物流系統、活躍的金融投資市場。面對大灣區的機遇，香港可再度發揮金融優勢，包括在股票市場方面如成為內地企業海外上市的首選地、改革上市制度吸引新經濟公司來港上市、滬港及深港聯通的股票市場；在定息產品及貨幣方面如提供投資內地銀行間債券市場渠道、一系列人民幣期權及期權作對沖及投資、人民幣債券上市平台；在商品方面如實物交割的雙幣黃金期貨、基礎金融交易定價中心。他強調，新科技和新經濟已成為驅動世界發展的新浪潮，期望做大做強香港新經濟的金融生態，滿足和迎合業界及投資者的需求。

Paul Chan: Seize Opportunities Conscientiously

The global economy has undergone a lengthy recovery since the financial tsunami in 2008. Significant improvements are finally seen in 2017. According to **Paul Chan, Financial Secretary of the HKSAR**, the US economy has continued to expand, and more and more people are employed. Added with mild inflation and the stimuli brought about by tax reform, the US economy is expected to remain buoyant. On the European front, the trend of economic recovery has become solid; deflation risks have subdued considerably while the unemployment rate is consistently trending down. The rate of economic growth in the Mainland has accelerated to 6.9% in the first three quarters, exceeding the target of 6.5% set out in early 2017. Going forward, China will continue to deepen structural reform on the supply side, stay vigilant of financial risks, promote the development of advanced manufacturing industries and modernize the service industries so that the economic structure can be more balanced.

Amidst the prosperity and glamour, however, Chan pointed out that we should remain cautious, in particular to the changes in the global monetary environment. The Federal Reserve of the US has revealed that this is a year when it will carry on with the normalization of its monetary policies. In addition to balance sheet reduction, the US is forecast to

increase the interest rate three more times this year. Central banks in Europe and other major economies have also begun toning down the strength of stimuli to their monetary policy. Whether all these would affect the global financial market and the local capital market is yet to be observed. Furthermore, the recent approval of the tax reform proposal in the US may trigger changes in the flow of global funds. It could also make other economies respond in their own policies to maintain their competitiveness, which may trigger tax competition across nations.

As for the economy of Hong Kong, the momentum of growth has remained strong over the past few months. The economic growth of 2017 is expected to reach 3.7%, the fastest in six years. However, Chan stressed that Hong Kong must fortify its existing strengths and open up bigger room for development to sustain economic growth. Last month, Hong Kong signed the *Arrangement for Advancing Hong Kong's Full Participation in and Contribution to the Belt and Road Initiative* with the National Development and Reform Commission (NDRC). It became an official member of the Asian Infrastructure Investment Bank last year, and signed free trade agreements with the ASEAN, etc. All these are creating new room for cooperation between Hong Kong and the Mainland and emerging Asian market economies. Chan added that Hong Kong is also blessed with major opportunities in the Guangdong-Hong Kong-Macao Bay Area. On top of leveraging on the advantages from Hong Kong's high-end service industries, Bay Area cities can also expect further collaboration in the scope of innovation and technology, which will inject new energies for the Hong Kong economy.

Fan Hengshan: Economic Cooperation Improving

According to **Fan Hengshan, NDRC Deputy Secretary General**, the level of economic cooperation between the Mainland and Hong Kong has further elevated over the past year, following the signing of the framework agreement for the construction of the Bay Area and the *Arrangement for Advancing Hong Kong's Full Participation in and Contribution to the Belt and Road Initiative*. He reckoned that this would enable the unique advantages of Hong Kong and Macau be put into full

play, making it more convenient for Hong Kong and Macau residents to develop in the Mainland. The interconnection of the infrastructures in Guangdong, Hong Kong and Macau will also open up new room for growth for Hong Kong and Macau.

He emphasized that China will continue to attach much importance to the steady and prosperous development of Hong Kong as it propels social development. The Mainland will support Hong Kong in participating in the "Belt and Road" initiative, accelerate the construction of the Bay Area, and actualize interconnection through mega infrastructures, so as to fortify Hong Kong's position as an international finance, shipping and trade center.

Looking at the new year, he believes that the context is favorable to support economic growth and the economy could expect to maintain good momentum under steady circumstances; high volatility is unlikely to occur. He mentioned that, at present, the Chinese economy has stepped down from the high-speed growth phase and entered a phase of high quality development. Quality and effectiveness have become the priority considerations, and the structural reform of the supply side would be the main axis to foster reforms in the quality of economic development, efficiency, and impetus. The quality of supply will be continually enhanced, and consumption upgrades will be driven. These will form a virtuous cycle between supply and demand, offering a powerful source of domestic demand to propel economic development.

Fan said that China will continue to deepen the structural reform of the supply side, as well as integrate the use of marketization and measures of the rule of law to keep capacity utilization within a reasonable range. At the same time, strategies to revive villages and to coordinated regional development could promote the sound system of integrated urban and rural development and open up new room for economic growth. Yet, he also called our attention to the need of exerting our full power in guarding against and resolving major risks, alleviating poverty with precision, preventing pollution, optimizing the property protection regime, promoting reform in the investment and financing system, as well as deepening the reform in the scopes of electricity, natural gas, and rail freights, etc.

Christopher Hui: Synchronized Finance and Economy

The financial advantages of Hong Kong are expected to play a key role in the construction of "Belt and Road" and the Guangdong-Hong Kong-Macao Bay Area. According to **Christopher Hui, Managing Director and Head of Project Management for Market Development at Hong Kong Exchanges and Clearing Ltd**, while countries along "Belt and Road" possess promising natural resources and sizeable populations, they are yet to develop in their economic levels, infrastructures, funding and technologies, growth in consumption, sustainability and environmental conservation. The Asian Development Bank estimated that the annual investment requirement for infrastructures in the Asia-Pacific region would reach USD1.7 trillion by 2030, and more than USD26 trillion would be needed in total. The tremendous growth potentials imply that Hong Kong can make itself useful through its financial and other professional services. It can offer all-round platforms in fund raising and risk management, serve as the biggest offshore RMB market, provide green financing, and promote public-private cooperation, etc. He added that in the *Arrangement for Advancing Hong Kong's Full Participation in and Contribution to the Belt and Road Initiative* signed at the end of last year, certain parts are dedicated to the financial and investment industries. For example, qualified Chinese-funded institutions to construct relevant green projects for "Belt and Road" will be supported to issue bonds for fund raising through Hong Kong platforms, which would drive the establishment of internationally-recognized green bond certification bodies. The channels for bi-directional cross-border RMB fund flows between the Mainland and Hong Kong will be optimized to foster further interconnection between the capital markets of both sides. Connections and diversified financing channels to provide funding for "Belt and Road" construction will be provided, including services such as listing in the stock market for fund raising, syndicated loans, private equity and bond financing, etc.

Meanwhile, the Guangdong-Hong Kong-Macao Bay Area is making good progress. Hui pointed out that the Guangdong-Hong Kong-Macao Bay Area has a solid economic foundation, smoothly operating logistics systems, as well as an active

financial investment market, just like the three world-leading bay areas in San Francisco, New York and Tokyo. Amidst the opportunities of the Bay Area, Hong Kong can once again put its financial advantages to good use. For example, in terms of the stock market, it could be the preferred destination for overseas listing of mainland companies; it could also reform its listing system to attract new economy companies to go public in Hong Kong; the stock

markets of Shanghai-Hong Kong Connect and Shenzhen-Hong Kong Connect can also be improved. In the scopes of fixed-interest products and currencies, it could offer channels to invest in the interbank bond market of the Mainland, a series of RMB-denominated options and options for hedging and investing, as well as become a listing platform for RMB-denominated bonds. As for commodities trading, it could be work in the physical delivery of

gold futures in dual currency, and as a pricing center for financial transactions. He emphasized that new technologies and the new economy have already become the new wave for promoting global development. He expressed his hope that the financial ecosystem in the new economy of Hong Kong could become bigger and stronger to live up to and embrace the new needs of the industries and investors.

區域合作與香港商機

Regional Collaboration and Business Opportunities for HK



封小雲（左一）、關鋒（左二）、阮蘇少湄（左三）、徐立之（右三）、陳爽（右二）及謝國樑（右一）。
Feng Xiaoyun (first from left), Kwan Fung (second from left), Betty Yuen (third from left), Tsui Lap-chee (third from right), Chen Shuang (second from right) and Tse Kwok-leung (first from right).

論 壇設有對談環節，邀請廣州暨南大學經濟學院教授封小雲、澳門大學社會科學學院經濟學系代主任關鋒、中電集團總監及中華電力有限公司副主席阮蘇少湄、港科院校長徐立之、中國光大控股有限公司執行董事兼首席執行官陳爽及中國銀行（香港）經濟及政策研究主管謝國樑，從多角度分析區域合作發展前景，特別是粵港澳產業如何抓緊大灣區發展帶來的龐大機遇分享真知灼見。

封小雲：互利合作 解決制度差異

“一帶一路”的核心就是透過港口、機場、鐵路功能性基礎設施實現國際上的“互連互通”，封小雲認為，國家透過“多式連運”構建互連互通網絡，並形成嶄新商務模式，例如電子跨境商務，香港在過程中將有巨大需求，形成今後發展的新動能。

封小雲指出，粵港澳大灣區是對應“一帶一路”的發展計劃，顯示國家

以城市群作為發展定向的轉變。她提到，大灣區城市群與世界其他城市群的最大分別在於其他城市群內部都是“規劃同編、市場同體”，但大灣區城市群內，港澳與內地其他城市在貨幣、制度、法律都存在差異。因此，她認為大灣區城市群在發展上亦必然與其他城市有所分別，並非以單一為中心，而是以多中心發展。不同城市間即使制度不同，只要共同利益大於自身利益，便可透過互利合作的原則解決問題。

關鋒：旅遊區域協作 互利共贏

關鋒談到澳門在大灣區建設中的角色定位。他認為，近年珠三角城市的發展速度更勝港澳，惟港澳特色可令城市群發展更迅速，只要在大灣區框架下重新定位，發揮所長，彼此皆能有所獲益。

他表示，澳門在過去十年間倚靠博彩業高速增長，卻面對經濟結構單一的問題。澳門作為以旅遊業為主的城市，除了博彩業外，舊城區亦是世界文化遺產，同時又獲聯合國教科文組織評為“美食之都”，深具吸引力。他指出，透過與內地及香港的旅遊區域協作，將可進一步吸引旅客，他建議官方打通共同吸引客源的障礙，而業界則把餅造大，促進彼此發展。

至於在“一帶一路”建設中，關鋒指出，澳門作為使用葡語的地區，在與葡語系國家（如不少非洲國家）的連繫上將擔演橋樑角色，可產生舉足輕重的作用。

阮蘇少涓：創科推動 能源開發

氣候變化廣受關注，阮蘇少涓表示，全球各地對源組合需求亦有所轉變，由煤碳走向低碳，更多採用風力、水力及太陽能等，近年中電在香港及內地亦積極加強低碳能源開發的投資。她並指出，在供應層面上，過去電力公司是主要供應者，現今則走向分佈式供應，如內地很多住宅、工業園都已設有發電設施。按照中電與特區政府簽署於今年10月生效的《管制計劃協議》，中電鼓勵客戶發展可再生能源，並將可再生能源系統接駁至中電電網，中電會以“上網電價”向客戶購買電力，藉此財務誘因縮短投資回本期，鼓勵發展。

面對人工智能、創科發展的潮流，電動車、無人駕駛、機械人及電訊等發展都一日千里。阮蘇少涓預計，對電力的供應量和穩定性的要求日漸提高，能源開發亦將從過往由工商業帶動，轉成由科技帶動。隨着國家電力體制正在逐步改革，並陸續開放予私

人企業投資和提供電力服務，她相信可為包括粵港澳大灣區帶來無限商機。

徐立之：倡設獨立 研究機構

在談及本地創新科技發展時，徐立之認為，知識是金錢投資的結果，而要把知識轉化為財富，則必須透過科技創新方能成事。他指出，科技不只是資金投入，更需要給予院校支持，透過對位居上游的院校的支持，方能促成中游及下游的產業，形成健全的生態鏈。他表示，本港科研發展其實不俗，但主要集中於基礎發明及高科技研究，如何付諸商業應用則出現“斷纜”情況。

徐立之坦言，本港科技界人才並不足夠，認為人才培養有待加強。在“官產學研”的配合中，他認為前期研究對科技發展十分重要，但目前政府礙於箇中風險，投資有所不足，呼籲政府未來增加支援。他又鼓勵企業多加投入院校的早期投資，着眼日後的科



研成果而非當前利益。現時香港研究機構多附屬於高等院校，他認為未來有需要設立獨立的研究機構，令科研人員能更專注於研究工作。

陳爽：港金融和科技具潛力

金融業向來是香港的優勢所在，面對內地城市在金融發展方面的急起直追，但陳爽強調，香港的金融優勢依然明顯。自改革開放以來，內地的經貿、金融等各個領域均透過香港這個平台進出。雖然目前香港的 GDP 佔全國整體經濟 3%，惟他形容這是“關鍵的 3%”，現時內地進出境資金超過一半都是經過香港，特別是去年人民幣匯率波動，令香港的融資功能更為突出，港交所已成為內地企業融資的重要平台。

金融業之外，陳爽特別提到香港具備發展高科技產業的潛力。不少人評價香港是創新科技的沙漠，他卻認為香港是科技創新的寶庫，只是由研發階段轉換至商業成果的過程未能有效接軌。陳爽期望，未來能透過粵港澳大灣區進一步強化本港創新科技的產業基礎，如做到“香港研發，深圳出產”，將落地工作在大灣區落實，以免再次錯失創科產業的發展機遇。

謝國樑：認清形勢 明確方向

謝國樑坦言，過去香港賴以成功的“前店後廠”模式已走到盡頭，當前提出粵港澳大灣區的時機正好，但強調現時大灣區處於概念階段，仍需商討、磨合以落實具體合作模式，屆時始見成果。

內地一些重點城市如深圳、上海，均積極推進全功能發展，在科技、金融等領域都獨當一面。在粵港澳合作發展過程中，謝國樑表示，香港已由絕對、相對優勢走向各自優勢，香港單



靠金融業並不足夠，而且未來金融業發展已離不開科技的元素，故應同步推動科技、物流等其他產業的發展。同時，隨着人流、物流、資金流愈趨暢通，未來香港將要面對成本競爭，在政策法規上亦要與時並進。“一國兩制”是香港獨有優勢，謝國樑強調，必須確保其不變形、不走樣，令香港和內地各自平台能夠在合作中競爭、競爭中合作。

At the panel discussion session of the forum, **Feng Xiaoyun, Professor of College of Economics at Jinan University of Guangzhou, Kwan Fung, Acting Head of the Department of Economics, Faculty of Social Sciences at the University of Macau, Betty Yuen, Group Director & Vice Chairman at CLP Power Hong Kong Ltd, Tsui Lap-chee, President of The Academy of Sciences of Hong Kong, Chen Shuang, Executive Director and CEO at China Everbright Ltd, and Tse Kwok-leung, Head of Economics & Policy Research at the Bank of China (Hong Kong) Limited**, were invited to share their insights by analyzing the prospects of regional collaboration from multiple perspectives. A special focus was put on how industries of Guangdong, Hong Kong and Macau seize the ample opportunities brought about by the development of the Bay Area.

Feng Xiaoyun: Beneficial Cooperation Resolves Systemic Differences

The core of “Belt and Road” is to actualize interconnection globally through functional infrastructures such as ports, airports and railways. Feng Xiaoyun reckoned that Hong Kong will be amply demanded over the course and become a new driving force for future development through the “multimodal transport of goods” to construct an interconnected network, and gradually establishing new business models such as electronic cross-border business.

Feng pointed out that the Guangdong-Hong Kong-Macao Bay Area is a development plan that corresponds to the “Belt and Road” initiative. It indicates a change in the country's direction, which is now based on city clusters. She noted a significant difference between the city cluster of the Bay Area and other city clusters around the world. Within other city clusters, there are common planning and common market systems. Yet, within the city cluster of the Bay Area, there are currency, systemic and legal differences amongst Hong Kong, Macau and the Mainland. Therefore, she foresaw a different path in the development of the city cluster of the Bay Area. Unlike other city clusters, there will not be one single focus, but multiple foci for development. Although the systems of the cities differ, the principle of mutually beneficial cooperation could be used to resolve issues as long as common interests are more prominent than individual interests.



Kwan Fung: Collaboration in Tourism Mutually Beneficial

Kwan Fung spoke about the role and positioning of Macau in the construction of the Bay Area. He said that the development pace of Pearl River Delta cities has already exceeded that of Hong Kong and Macau. Although the unique features of Hong Kong and Macau can help accelerate the growth of the city cluster, all parties would benefit if they redefine their positions under the framework of the Bay Area and put their own strengths to work.

According to Kwan, although Macau has experienced accelerated growth over the past decade thanks to the gaming industry, it is also faced with the problem of a unitary economic structure. As tourist destination, Macau is highly attractive not only for its gaming scene, but also for its historic center – one of the UNESCO world heritage sites; the SAR is also recognized as a UNESCO Creative City of Gastronomy. He pointed out that by collaborating in regional tourism, the Mainland and Hong Kong could be even more attractive to tourists. He suggested that the authorities should work together to take away any barrier to appeal to the customer base. The industry as a whole should also be expanded to foster industry-wide growth.

As for the construction of “Belt and Road”, Kwan pointed out that Macau as a Portuguese-speaking area could act as a bridge to connect Portuguese-speaking countries (such as many African countries) and play a dominant role.



Betty Yuen: I&T Promotes Energy Development

Climate change is an issue of major public concern. Betty Yuen noted a global change in fuel mix demand, which is moving from coal to low-carbon. More and more electricity is now generated with wind, hydraulic and solar power. Over the past few years, CLP has also been actively strengthening its investment in developing low-carbon energy in Hong Kong and the Mainland. She also pointed out that on the supply front, electric companies used to be the major provider, but the current direction has moved towards distributed supply. In the Mainland, for example, many residences and industrial parks are already equipped with power-generation facilities. According to the *Scheme of Control Agreement* signed between CLP and the SAR government



which will come into effect in last October, CLP encourages customers to develop renewable energy. The renewable energy system can be connected to the power grid of CLP. CLP will then purchase electricity from customers at the “feed-in tariffs”. This financial incentive could shorten the investment payback period and encourage development.

Under the big trend of artificial intelligence and development in innovation and technology, there is rapid progress in the advancements of electric vehicles, unmanned driving, robotics and telecommunications, etc. According to Yuen, the requirements on the volume of electricity supply and its stability are expected to be more demanding. Development of energy would change from business-oriented to technology-driven. She believes that following the gradual reform of the national electricity system, which is slowly opening up for investment and electricity provision by private enterprises, unlimited opportunities would become available for the Guangdong-Hong Kong-Macao Bay Area.

Tsui Lap-chee: Establish Independent Research Institutes

Speaking about the development of innovative technologies in Hong Kong, Tsui Lap-chee reckoned that knowledge is the outcome of monetary investment, while technological innovation is the key to converting knowledge into wealth. He pointed out that technology is not only all about capital investment, but also requires support to universities and tertiary institutions. Support to the educational institutes from the upper stream could drive the mid-stream and lower-stream industries to form a complete ecological chain. He said that the technological research and development of Hong Kong is indeed quite good, but they are primarily focused on fundamental inventions and high-tech researches. In other words, the chain is “broken” at how to channel the research outcomes into business applications.

Tsui candidly remarked that there is an inadequate supply of talents in the technology sector of Hong Kong and he

believes that our talent grooming should be strengthened. Tsui also believes that with the support from “the Government, the industries, the academic and research sectors”, preliminary studies are vital to the development of technologies. However, the government is holding back in investment owing to the potential risks involved. Tsui called on the government to augment support to the industry in the future. He also encouraged companies to increase their early-stage investment in universities and focus on the upcoming research outcome rather than immediate interests. At present, most research institutes in Hong Kong are affiliated with tertiary institutes. Tsui said that independent research institutes should be established for the future, so that research professionals could focus on their research work.

Chen Shuang: HK’s Strong Financial and Technology Sectors

Although the financial industry has always been an edge of Hong Kong,


Mainland cities are now picking up the pace in developing the financial industry in full throttle. However, Chen Shuang emphasized that Hong Kong still has very evident strengths in the financial sector. Since the commencement of reform and opening up, the trade, commercial and financial aspects of the Mainland have been very much accessed through the platform of Hong Kong. Although the GDP of Hong Kong only represents 3% of the national economy, Chen saw it as “the critical 3%”. Currently, over half of the Mainland’s incoming and outgoing funds go through Hong Kong. The fluctuation in exchange rate of RMB last year, for example, has highlighted Hong Kong’s role in financing. The HKEx has become a major financing platform for mainland companies.

In addition to the financial industry, Chen specifically mentioned the potentials of Hong Kong for developing high-tech industries. While Hong Kong is considered a desert of innovative technologies by many, Chen saw Hong Kong as a treasure of the same. Yet, effective alignment from the research and development stage to

commercial outcomes is lacking. Chen hopes that Hong Kong can leverage on the Guangdong-Hong Kong-Macao Bay Area to further strengthen its industrial foundation for innovative technologies. If the model of “development in Hong Kong, production in Shenzhen” can be applied, then product landing can be carried out in the Bay Area. This would prevent another great development opportunity for the innovation and technology industry from running away.

Tse Kwok-leung: Have a Clear Picture and Direction

Tse Kwok-leung commented frankly that the “front shop and back plant” model on which Hong Kong had built its success has come to an end. It is a very good timing for proposing the Guangdong-Hong Kong-Macao Bay Area. Tse emphasized that at present, the Bay Area is still in its conceptual stage, and the actual cooperation model still calls for negotiation and adjustment before results begin to show.

Major Mainland cities such as Shenzhen and Shanghai are actively driving all-round development; they have now made enormous achievements in the scopes of technology, finance and beyond. Tse reckoned that, over the course of development in Guangdong-Hong Kong-Macao cooperation, Hong Kong has already transformed from having an absolute advantage to a relative one; each party now has their own competitive edge. It is not enough for Hong Kong to rely solely on its financial industry. Moreover, the future development of the financial industry can no longer be separated from technological elements. Therefore, development in other sectors, such as technology and logistics, should be concurrently promoted. At the same time, as the flow of people, goods, and capital become more and more unimpeded, Hong Kong will be faced with competition in costs in the future. It must therefore keep itself abreast of the times in terms of policies and laws. “One Country, Two Systems” is a unique edge of Hong Kong. Tse stressed that it must stay unmodified so that the platforms of Hong Kong and the Mainland could compete in their cooperation, and cooperate in their competition. 

無人駕駛 創科未來

Unmanned Driving – Technological Innovation for the Future

內地以至國際知名企業紛紛研發無人駕駛系統，無人駕駛普及再不是天方夜譚，而是指日可待。作為炙手可熱的科技議題，無人駕駛今後如何影響工商發展以至日常生活？香港在這方面的發展有何挑戰和前景？

Renowned companies in the Mainland and around the globe are all researching into and developing unmanned driving systems. As a hot technology topic, how would unmanned driving affect business development or our day-to-day living? What challenges will Hong Kong run into and how does the future look?





劉明 Liu Ming

劉明： 港無人系統 可望後發先至

彭 博慈善基金會於2017年10月發表的報告指出，全球已有53個城市積極透過業界測試、設立試點及調整政策等措施，致力實現無人駕駛。然而，作為國際大都會之一的香港卻榜上無名，到底香港在無人駕駛技術方面的發展情況怎樣，當中又面對哪些挑戰或機遇呢？

根據上述報告，全球現有35個城市，包括倫敦、三藩市、新加坡、台北及武漢在內，正帶頭試行測試無人車；至於另外18個城市，包括奧克蘭、洛杉磯、東京、巴西聖保羅等亦正探討發展無人車的可行性，並審視相關法規。至於香港，雖然暫時榜上無名，但相關業界及學術界早已開展無人駕駛技術的研究，如去年10月，香港科技大學的師生團隊便研發出全港首部無人車，而該項目負責人、**香港科技大學客座助理教授暨機器人與多感知實驗室主任劉明**認為，香港在無人車方面的發展較遲起步，卻不乏有關技



術，未來若能獲得政策配合和支援，相信有助加快無人車的發展步伐。

建立完整生態系統

劉明表示，香港在無人車的發展雖然不及其他主要城市，但它並非落後於技術、人才或基礎設施，而是欠缺一

個完整的生態系統。他解釋，要推動一種新事物除了需要發展相關技術外，還要依靠整體大環境的配合。“其他地區如美國、歐洲及鄰近的新加坡等，當地政府都會允許業界在一定範圍內進行路面測試，或建設一些封閉場景，包括內地也是採用同樣方



全球多個城市正致力實現無人駕駛。
Numerous cities around the world are actively actualizing unmanned driving.

法，建立無人車的測試區。”據他了解，內地正構思於2018年底發出相關路面測試的認證，故從整體配套而言，其他地區在無人車的發展進程無疑是領先香港，但他重申，這只是起步上的優勢，並非無法趕上。

政策法規適時配合

談及相關配套的重要性時，劉明表示，數據乃建立無人駕駛系統（下稱“無人系統”）的重要元素，而這些數據往往具有“本地化”的特點，例如利用歐美道路收集得來的數據所建立的系統，未必適用於內地。“因為兩

地的交通狀況有別，簡單如左行或右行、交通標誌的式樣已是不同，這會影響無人系統運作的決策結果，所以合適的數據非常重要。”

劉明補充，從技術層面而言，無人系統主要由四部分組成，即感知、決策、控制及任務規劃，其中感知和決策至為重要，因當中存在很大的不確定性，故需要路面測試收集大量數據，讓系統能作出準確判斷。“因此，在技術層面以外，我們還要有合理的政策、法規，對相關的測試平台進行合理的監管和認證，容許業界進行測試，然後推進相關研究的進程。當然，過程中我們還要思考如何讓公眾接受無人系統這種技術。”

應用層面廣泛

除了所屬院校的研究外，劉明透露，本港部分院校或機構，如香港生產力促進局亦有進行無人系統的研究。“大家也希望盡快推出相關系統，所以在有關配套未完善前，部分機構和院校，包括我們也會在其他地方如內地，進行系統測試。”他強調，由於香港的道路規劃完善，每條道路的功能定義非常明確，加上港人的駕駛習慣良好，故無人系統非常適合香港使用。

“除了應用於無人車（私家車），無人系統還可應用於巴士、貨車，以及履帶輪無人車，就像本港快遞業便可利用這種車直接送貨到了客戶所屬的辦公樓層，故其應用層面十分廣泛。”

他相信，配合本港目前鼓勵創新的氛圍下，包括政府對技術和創新的扶持，能夠為無人系統的發展提供有利條件。“當然，我們亦要避免高估眼前及低估未來的重要性，所以着眼技術發展的同時，還要提高年青人的對技術、工程的嚮往，提升大眾對創新的重視，通過日積月累，整個無人系統的發展和應用相信會變得更快。”



潘志健 Poon Chi-kin

潘志健： 港自動駕駛 商機待發掘

無人駕駛技術並非新鮮事，但隨着近年人工智能及大數據等科技快速發展，無人駕駛技術亦取得顯著突破，多個國家現正積極發展相關技術及產業標準。有汽車業人士預言，無人駕駛汽車在公路上行駛會於2030年以前普及。

香港生產力促進局副總經理潘志健指出，未來將掀起革命的是“高速”無人駕駛汽車，即行駛時速可達80公里以上，具備實時行車環境應變能力，能在公路上行駛的自動駕駛車輛。為實現真正“無人”的自動駕駛，全球汽車產業正朝着“智能化”和“網聯化”方向發展，讓道路上其他車輛、駕駛者、交通基建，以至雲端網絡等實時交換資訊及分析數據，懂得靈活操作及協調各種駕駛狀況，目標是實現“美國汽車工程師協會”（SAE）的自動駕駛等級5（見23頁SAE等級表），即毋須司機全天候自動駕駛。

明年可望突破技術限制

近年主要汽車製造商亦紛紛投入自動駕駛的技術競賽，當中電動車品牌

Tesla 已推出可達至等級4的自動駕駛系統。駕駛者開啟系統後，毋須操控，車輛即可在公路上行駛、轉換行車道、到達目的地更可自動泊車。特區政府經過長時間的審批過程，Tesla車主去年起亦已使用該系統，但規定只能在時速70公里以上的公路使用，並要求雙手不能離開軚盤。

現時在美國、日本和歐洲公路上測試的無人駕駛汽車，同樣不算是全自動的無人駕駛，仍須司機監控，可見無人駕駛汽車在城市街道上的自由行駛還存在困難。因為與高速公路相比，城市道路的不可預測性要大得多。

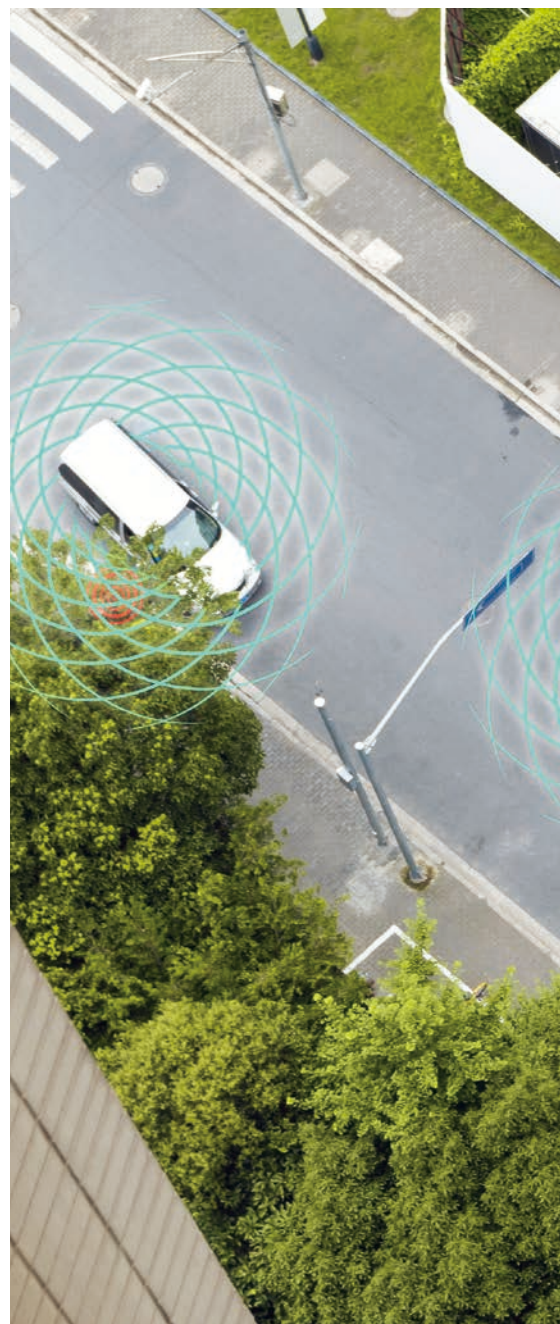
潘志健坦言，從技術層面看，世界各地的自動駕駛技術，現時幾乎全都受制於有限的網絡傳輸速度，但預料2019年開始普及超高速5G網絡，將容許大量數據以極高速傳輸至中央控制中心。至於另一技術“樽頸位”是影像處理能力，車上微型電腦需要實時處理大量圖像，由於圖像處理器的運算能力近年呈幾何級數增長，大幅提升系統反應及分析效能。

愈早測試對立法規管愈有利

技術問題有方法克服，但法規卻非業界所能獨力解決。潘志健表示，現時各國政府均缺乏無人駕駛汽車的相關法規，例如香港仍未批准無人車在公路上進行測試。不過，特區政府亦已意識到無人駕駛將是全球大趨勢，愈早開始進行測試，對未來無人駕駛的立法和制定規管措施愈有幫助。

生產力局去年8月聯同來自汽車及零部件、流動通訊、交通、數據分析及基礎建設等行業的20多間企業，組成“香港智能網聯汽車產業聯盟”。“智能網聯汽車搭載不同的科技及設備，當中不少香港廠商已具備相關技術及能力，但由於欠缺一致的發展方向，故需要有行業組織發揮統籌作用，整合不同廠商的強項及優勢。”潘志健指，聯盟曾組織考察團往上海、重慶、深圳及美國等地考察，了解各地車廠的需要和各國政府的標準。

此外，聯盟現正計劃於今年在部分交通工具上安裝傳感器，以收集數據，同時計劃尋找合適場地進行技術測試。由於法規是自動駕駛普及的重要關鍵，生產力局亦將擔當溝通橋樑的角色。“2018年相信會是香港發展無人駕駛的突破點，令市民對無人車技術有更多認識，為將來‘入屋’作準備。”



商機遍各業有待發掘

潘志健強調，基於 5G 仍未正式應用，其實香港與海外國家的起步點相距不遠。“事實上，香港擁有整全的資訊及通訊產業供應鏈，極具優勢發展車聯網。而現時香港不少中小企廠商，已在自動駕駛的等級 1 及 2 擁有成熟技術，當大量汽車需要加裝相關聯網設備時，將會帶來龐大商機。”

傳統汽車業界可轉型發展車聯網技術，使業務得以持續運作，甚至令業務有創新發展。潘志健舉例，車廠或代理的維修部門可透過為車主免費加裝傳感器，在確保私隱安全的前提下，收集車輛運作的數據。“以往車主通常在機件發生問題時，才會到車行維修，但未來車行能掌握車輛的潛在問題，在發生故障前提醒車主更換零件，令維修服務由被動變為主動。”

他更強調，不只汽車業界可受惠，一些以往沒想過與汽車有關的行業，亦能從中找到新機遇，例如手機應用程式開發、傳感器基建設備、運用大數據新型車保等，這些都是潛在的新商機，值得本港不同行業及初創企業好好發掘。📍



SAE 自動駕駛等級 SAE Levels of Driving Automation

- 0** 完全由司機駕駛。
Entirely driven by the driver.
- 1** 個別駕駛控制功能自動化。
Some driving control functions are automated.
- 2** 有些駕駛功能不需要司機，但司機仍須密切關注周圍環境，在有需要時介入控制車輛。
Some driving functions do not need the driver, but the driver must closely monitor the surrounding environment with appropriate intervention and control if needed.
- 3** 車輛可以完成部分駕駛功能，在一定條件下可監控路面情況，司機不用操作，但需要隨時準備接管車輛，用回手動駕駛。
The vehicle can perform some aspects of the driving task and under certain circumstances can monitor the road conditions; the driver does not need to operate, but must be ready to retake control of the vehicle for manual driving at any time.
- 4** 在特定的環境中，車輛可以完成所有駕駛功能，司機不需要操作。
Under special circumstances, the vehicle can perform all aspects of the driving task without driver attention.
- 5** 在任何情況下車輛都可以自行駕駛，甚至不再需要軚盤、剎車和油門。
Under all conditions, the vehicle can self-drive on its own, and even does not need any steering wheel, brake pedal and accelerator pedal.

Liu Ming: Hong Kong's Driverless Systems May Catch Up

According to a report published by Bloomberg Philanthropies in October 2017, 53 cities around the world are actively actualizing unmanned driving by conducting industrial tests, setting up test points and developing proactive policies. However Hong Kong, a cosmopolitan city, is not amongst them. How is it doing in terms of unmanned driving technology?

While Hong Kong is not yet amongst these active locations in developing unmanned driving, relevant studies in the technology have started very early on by the related industries and the academia. A team of teachers and students of the Hong Kong University of Science and Technology (HKUST), for example, developed the first driverless car in Hong Kong in October 2017. According to the project's leader **Liu Ming, Visiting Assistant Professor and Director of the Robotics and Multiperception Lab of HKUST**, Hong Kong did start late in the development of driverless cars, but we do not lack the relevant technologies. If policies are supportive, the development of driverless cars may pick up the pace in the future.

Building a complete ecosystem

Liu commented that while Hong Kong may not be on a par with other major cities in developing driverless cars, we are by no means technologically behind; nor are we lacking in talents or infrastructures. Instead, we are short of a complete ecosystem. He explained that to keep a new thing moving, we need much more than developing its relevant technology. We also need to rely on a generally encouraging environment. "The local governments of other locations, such as the US, Europe and our neighbor Singapore, would allow the industry to carry out road tests in certain designated areas, or they would

build some closed scenarios as test zones for driverless cars." Comparatively, the development of driverless cars in other countries is undoubtedly more advanced than that in Hong Kong. Yet, Liu reiterated they are only having a kickstart, and it is still possible for Hong Kong to catch up.

Timely policies and laws

Speaking about the importance of complementing conditions, Liu said that data is critical in building an unmanned driving system (hereafter "driverless system"). These data, very often, are highly "localized". For example, data collected from European or American roads may not be applicable to the Mainland.

Liu added that from the perspective of technology, the driverless system mainly comprises four parts, namely perception, decision making,



control, and task scheduling.

Amongst them, perception and decision making are the most important, because there are substantial uncertainties involved. As such, road tests are necessary to collect large volumes of data for a system to make accurate judgment. “Technology aside, therefore, we need to have reasonable policies and laws, as well as relevant testing platforms to carry out reasonable regulation and authentication that allow the industry to conduct tests before we can propel the progress of relevant studies.”

Wide application

Liu revealed that on top of the researches of the institute he serves, some other institutes or organizations, such as the Hong Kong Productivity Council, are also conducting researches on the driverless system. “Everyone hopes to roll out these systems as soon as possible. Therefore, before the complementing conditions are perfected, some of the organizations and institutes, including ours, would go to other places (such as the Mainland) for system testing.” He emphasized that Hong Kong has very comprehensive road planning and the function of each road is clearly defined; added with the good driving habits of Hong Kong people, driverless systems are indeed very suitable for Hong Kong.

“Apart from applying to driverless cars (private cars), driverless systems can also be applied to buses, trucks, as well

as continuous-track unmanned ground vehicles (UGVs). The local courier industry, for example, can use continuous-track UGVs to deliver directly to the office floor of their clients. The system, therefore, has very wide applicability.”

He believed that, amidst the current ambience that encourages innovation in Hong Kong, as shown in the government’s support for technology and innovation, there are very favorable conditions for the advancement of driverless systems. “Certainly, we must not overestimate the importance of the present, thereby underestimating that of the future. Therefore, in addition to focusing on technological development, we must also raise the aspirations of our youth towards technology and engineering, as well as heighten the importance we attach to innovation. As time passes, the development and application of driverless systems will pick up their paces.”

Poon Chi-kin: Business Opportunities in Autonomous Driving Yet to be Uncovered

With the rapid development of technologies such as AI and Big Data in recent years, driverless technologies have also made significant breakthroughs, with many countries now actively developing relevant technical and industry standards. Some automobile industry insiders predicted that driverless cars will be commonly seen on roads by 2030.

According to **Poon Chi-kin, Deputy General Manager at the Hong Kong Productivity Council (HKPC)**, what will set off a revolution in the future are “high-speed” driverless cars, i.e. automated vehicles that can travel at a speed of 80 km per hour or above on the road and are able to adapt to traffic conditions in real time. To achieve true “unmanned” automated driving, the global automotive industry is moving towards “smart” and “Internet-connected”

with the goal of achieving the Society of Automotive Engineers (SAE)’s Level 5 driving automation (see the SAE table on P.23), which means automated driving around the clock without driver attention.

Technical limitations could be overcome next year

Electric car brand Tesla has launched a Level 4 autopilot system. After the system is turned on, the vehicle can travel on the road, change lane or park automatically at the destination without driver operation. After a lengthy period of deliberation and approval by the HKSAR Government, Tesla drivers have been able to use the system since last year, but they are only allowed to drive on roads with a speed limit of 70 km per hour or above and both hands must be on the steering wheel.

Currently, the US, Japan and Europe are testing driverless cars on roads. They are, however, not fully automatic and driverless; monitoring by driver is still needed. It is evident that difficulties still remain for driverless cars to travel freely on city streets.

Poon admitted that from a technical perspective, almost all autopilot technologies around the world are currently constrained by limited network transmission speeds, but high-speed 5G networks, which are set to be widely adopted from 2019 onwards, will allow large amounts of data to be transmitted to control centres at extremely high speeds. Another technology bottleneck is image processing capability as in-vehicle microcomputers need to process a large number of images in real time. The exponential increase in computing power of graphics processing units (GPUs) in recent years has greatly improved system response and analysis performance.

The sooner testing starts, the better for legislation

There are ways to overcome technical problems, but regulations cannot be resolved by the industry alone. Poon said that at present governments across the world lack the relevant regulations on driverless vehicles. The HKSAR government is aware that driverless driving will be a global trend. The sooner the testing starts, the more helpful it will be for future legislation of driverless driving and formulation of regulatory measures.

Last August, the HKPC joined forces with more than 20 enterprises from industries such as automobiles and parts, mobile communications, transportation, data analytics and infrastructure to form the

Hong Kong Connected Vehicles Cluster (HKCVC). Poon noted: “Smart connected vehicles are equipped with different technologies and equipment. Many Hong Kong manufacturers already have the relevant technologies and capabilities. However, due to the lack of a consistent direction of development, they need to have an industry organization to act as a coordinator to integrate the strengths and advantages of different manufacturers.”


In addition, the HKCVC is planning to install sensors on some vehicles this year to collect data. It is also planning to find suitable venues for technical tests. As regulations are the key to adoption of autonomous driving, the HKPC will act as a bridge for communication. As Poon pointed out, “Hong Kong will likely see a breakthrough in developing driverless driving in 2018, thus paving the way for its widespread adoption in the future.”

Business opportunities across industries

Poon stressed that since 5G has not yet been officially in use, Hong Kong is actually not far from the starting point of other countries. “In fact, Hong Kong’s complete supply chain for the information and communications industry gives it a great advantage in developing Internet of Vehicles (IoV). At present, many small and medium-sized manufacturers in Hong Kong have mature technologies for Levels 1 and 2 driving automation, which will

bring huge business opportunities when a large number of vehicles need to be retrofitted with relevant Internet-connected equipment.”

Traditional automobile businesses can transform and develop IoV technologies for innovative expansion. Giving an example, Poon said that the maintenance department of car manufacturers or dealers can collect data on vehicle operation by installing sensors for car owners free of charge, under the premise of ensuring privacy and safety. “In the future, car dealers will be able to identify potential problems and remind car owners to replace parts before failure occurs.”

He also stressed that the automobile industry is not the only one that will benefit. Some industries that have not previously been thought to be related to the automobile industry can also find new opportunities. Examples are mobile app development, sensor infrastructure equipment, and new car insurance based on big data analysis. These are potential new business opportunities and should be well explored by different industries and start-ups in Hong Kong. 

與罕見病患者 齊擁抱新希望

Patients of Rare Diseases: Embracing New Hope



立法會功能界別商界（第二）議員 廖長江

Martin Liao, Legislative Council Member,
Commercial (Second) Functional Constituency

新年伊始，傳媒例必有不少與港人新年願望相關的報道，當中亦會見到一些罕見病患者及其家屬渴望得到新藥紓緩病情，從而重過正常生活的心聲。令人可堪欣慰的是，今年將會是他們有望實現新希望的一年。

At the beginning of a new year, there is usually a lot of media coverage on Hong Kong people's new year wishes, including reports on patients of rare diseases and their families desperate for new drugs to ease their illness and thus resume normal life. It is heart-warming that this year will be the year when their hope will turn into reality.

“孤兒病”者哀歌多



前全球已知的罕見疾病超過6,000種，不少是由基因突變或遺傳的基因缺陷所致，而不同地方因應各自的醫療系統和情況，對罕見病亦有不同定義。不過，罕見病在本港並沒有官方定義，坊間則俗稱為“孤兒病”，不但指其只有極少數人患上，亦因為過往有關病症在病理研究、診斷、治療及其他支援方面，都是嚴重缺乏資源或關注，病患者及其家屬亦苦於缺乏照應，尤如孤兒般孤苦無依。當外國的有關病理研究取得了突破或研發了新藥，就成了本地病患者最大希望，但過往當局每每以本地臨床病例不足、藥效不明顯、未有足夠成本效益等理由，拒絕將新藥納入藥物名冊的資助範圍，令到病患者及其家屬陷於更大失望中。

令公眾印象深刻的，包括患有“結節性硬化症（TSC）”的單親媽媽池燕蘭。她因為負擔不起昂貴的自費藥物，曾在立法會公聽會上發出“不想死”的絕望哀求，結果半年後還是繼續在缺乏支援下過身，留下同樣患有TSC的女兒。另外，患有“脊髓肌肉萎縮症（SMA）”、自言“見證無數生命因SMA而離世”的香港大學女生周佩珊運用僅餘可以活動的兩根手指向行政長官寫計劃書，希望政府能幫忙引入成為他們唯一希望的新藥，這些哀歌都令人動容。

本港醫療制度與外國不同，醫療保險制度及私營醫療系統扮演的角色非常有限，廣大市民極為倚重公共醫療體系的支援，香港的公共醫療政策更是一直以“確保不會有市民因為經濟困難而得不到適當的醫療服務”為宗旨。誠如行政長官所言，政府現時坐擁過萬億港元財政儲備，應該更有條件、有智慧地把這些錢用諸社會。相信社會大眾都會同意，在政府投資未來、發展經濟、改善民生的鴻圖中，同時向這群多年來孤立無援的罕見病患者適切伸出援手，實在是應有之義。

建制議員設關注組

故此，我們一班建制派議員經過商議後，在去年立法會會期開始前已成立了“罕見病癌病關注組”，致力加一把聲音來促請政府適當地優化現有機制，全方位支援罕見病症患者，包括要正視罕見疾病，為其訂立官方定義，並設立“罕見疾病資料庫”；又要加快引入有效的罕見病及癌病藥物，設立專項性的“快捷藥物引進機制”；亦要在經濟上適切支援，包括透過撒瑪利亞基金及關愛基金為患者提供經濟資助，以及為罕見病與癌病患者及其家屬增設“醫療費用免稅額”等。

令人欣慰的是，行政長官積極回應，不但突破了當局的過往思維，在其首份《施政報告》清晰地宣告會加強支援“不常見疾病”病患者，更承諾密切跟進新藥物的科研實證結果加快引進藥物、擴大資助範圍至支援合適的病人參與藥廠的“恩恤用藥計劃”，及加快檢討關愛基金項目中的病人藥費分擔機制等。而行政長官多次親身接觸病患者，承諾親自督促跟進聯絡藥廠引進新藥的事宜，令病者更感鼓舞。

支援工作初見進展

由傳媒近月的報道可見，有關的跟進工作正密鑼緊鼓進行，甚至已初見一些進展。例如在引入新藥方面，醫管局與一些外國藥廠不斷洽談引進包括SMA的新藥，希望對方在港進行藥物註冊，另外亦定於今年推出“個別病人評估機制”來評估不同病人的臨床需要，以決定是否引入新藥治療。在增加資助方面，撒瑪利亞基金已告放寬資助範圍，讓TSC病人如腎臟有三厘米以上腫瘤，也可申請資助，預計每年約有十名病人受惠。更重要的是，針對罕見病患者動輒每年花數百萬元的藥費，醫院管理局計劃設立新機制來資助藥費，由以往“能者自付”改為“能者可付”，即是資產愈少，負擔額亦相應減少，顧及病人的長遠承擔能力，相關研究報告亦擬於今年年中公佈。

當然，這些進展都只是起步而已，對於望穿秋水的病患者及其家屬來說可能仍嫌是杯水車薪，特別是就莫測的罕見病病情而言，病人早一分一秒獲得適切醫治都是非常重要。而相信在

Patients of “orphan diseases” have much to lament

Currently, there are more than 6,000 rare diseases known worldwide, many of which are caused by gene mutations or inherited genetic defects. Different places have different definitions of rare diseases depending on their respective medical systems and situations. However, there are no official definitions of rare diseases in Hong Kong. What is commonly known as “orphan diseases” refer to not only those that merely a handful of people are suffering from, but also those that seriously lack resources or attention in pathological research, diagnosis, treatment and other support in the past. Patients of such diseases and their families suffer from lack of care and are as helpless as orphans. Breakthroughs in pathology research or new drugs in other countries are the greatest hope for patients in Hong Kong. However, in the past, the authorities often refused to include new drugs in the subsidy list of the drug formulary due to insufficient local clinical cases, insignificant efficacy and inadequate cost-effectiveness, resulting in greater disappointment for patients and their families.

One impressive case is that of Chi Yin-lan, a single mother suffering from tuberous sclerosis complex (TSC). Because she could not afford expensive self-financed drugs, she desperately told lawmakers that she “didn’t want to die” during her appeal at a Legislative Council meeting. She passed away six months later while still without support, leaving behind a daughter who inherited the same condition. In another case, Chow Pui-shan, a student from the University of Hong Kong suffering from spinal muscular atrophy (SMA), wrote a proposal to the Chief Executive, urging the government to introduce a new drug to give SMA patients the only hope they have. Chow, who said she has “witnessed the loss of innumerable lives due to SMA”, wrote the proposal with only two fingers that she could move. These laments are moving.

Hong Kong’s medical system is different from that of other countries. The role of

社會殷切的期望及督促下，政府與有關當局都會爭分奪秒，適切改善對這些病患者及其家屬的支援，讓他們的生命與其他市民同樣享有發光發亮的機會，在新一年一同擁抱希望。👉

its medical insurance system and private healthcare system is very limited, and the general public has to rely heavily on the support of the public healthcare system. The aim of Hong Kong’s public healthcare policy has always been to “ensure no one should be denied adequate medical treatment through lack of means”. As the Chief Executive has said, the government now has a trillion-dollar fiscal reserve. Therefore, it has the resources to wisely use them for the society. I believe the general public will agree that in the government’s grand plans to invest in the future, develop the economy and improve people’s livelihood, it should also give proper assistance to patients of rare diseases who have been isolated and helpless for many years.

Pro-establishment Legco members to set up concern group

Therefore, after deliberation, we in the pro-establishment camp of the Legco has set up the “Rare Diseases and Cancer Concern Group” before the start of the Legco last year to add a voice to urge the government to properly improve the existing mechanisms to provide comprehensive support for patients of rare diseases, including: (1) addressing rare diseases head on by establishing official definitions for them and setting up a “rare disease database”; (2) accelerating the introduction of effective drugs for rare diseases and cancer; (3) establishing a special “quick drug introduction mechanism”; (4) giving appropriate financial support, including providing financial support to patients through the Samaritan Fund and the Caring Fund, and (5) allowing medical expenses tax exemption for patients of rare diseases and cancer and their families.

It is heartening that the Chief Executive has responded positively by not only breaking away from the authorities’ old way of thinking to clearly declare in her first *Policy Address* that the government will step up support for patients of rare diseases, but also committing to (1) closely monitoring the scientific research results of

new drugs to speed up the introduction of drugs, (2) expanding the scope of grants to support eligible patients to participate in pharmaceutical companies' compassionate programmes, and (3) expediting the review of the Caring Fund's patient drug expenses sharing mechanism. On many occasions, the Chief Executive has personally contacted the patients and promised to personally urge pharmaceutical companies to introduce new drugs, which is encouraging to the patients.

Support work showing signs of progress

As reported by the media in recent months, the follow-up work is in full swing and showing some progress. For example, the Health Authority (HA) is in negotiation with several foreign pharmaceutical companies to introduce new drugs, including those for SMA, so that they will register the drugs in Hong Kong. It has also scheduled to launch the "individual patient assessment mechanism" this year to evaluate the clinical needs of different patients in

order to decide whether to introduce new drugs for treatment. With regard to increasing funding, the Samaritan Fund has announced widening the scope to let TSC patients, such as those with renal tumours of bigger than 3 cm, to apply for grants. About 10 patients are expected to benefit each year. More importantly, for patients of rare diseases who need to spend millions of dollars a year on drugs, the HA plans to set up a new mechanism to subsidise drug expenses, changing from "those who can afford should pay" in the past to "those who can afford can pay", i.e. correspondingly decreasing the burden for those with fewer assets. Relevant research reports on the consideration of patient's long-term affordability are scheduled to be released by the middle of this year.

Of course, all these developments are just the beginning. They may still be a drop in the bucket for the long-suffering patients and their families. Especially for rare and unpredictable conditions, it is very important for patients to receive

proper treatment earlier. I believe that with the growing public expectation and strong urge, the government and relevant authorities will race against time to suitably improve the support for these patients and their families so that they can enjoy the same glittering opportunities as other citizens and embrace hope together in the new year. 🌀

This is a free translation. For the exact meaning of the article, please refer to the Chinese version.

如對上文內容有任何意見，歡迎向廖長江議員反映。
Should you have any comments on the article, please feel free to contact Mr Martin Liao.

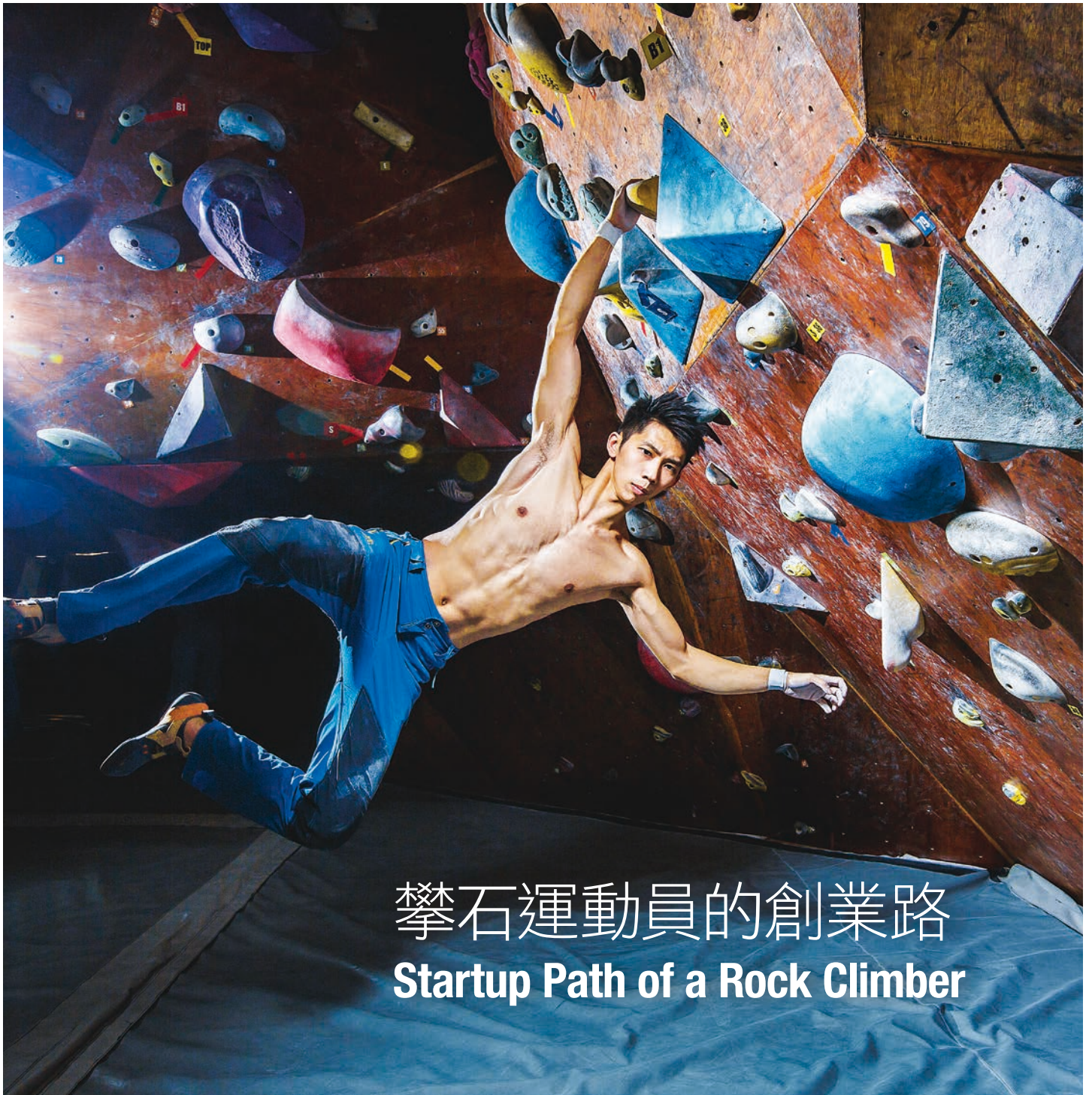
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攀石運動員的創業路 Startup Path of a Rock Climber

置身香港，要踏上運動員之路需要無比勇氣，創業亦被視為奢侈的夢想。即將三十而立的**何善揮**，不但在兩大範疇皆有所成，更將為他贏得眾多獎項的愛好與專長攀石，轉化成有聲有色的個人事業。

In a place like Hong Kong, it takes courage to embark on a sports career, and likewise starting a business is considered as pursuing a wild dream. Now approaching the mature and independent age of thirty, **Danny Ho** has done very well on both counts. He has also turned his life passion and expertise — rock climbing — into a dynamic personal career.



年 僅12歲便加入香港攀石代表隊的何善揮，曾奪得全國攀岩錦標賽冠軍及 Kailas 攀石賽冠軍；更以21歲之齡成為最年輕的“包山王”，運動員生涯可謂相當圓滿。時至今日，他創辦了擁有兩間分店的專業攀石場，致力在香港推廣這項有益身心的運動，同時為香港運動員提供更合適的訓練場地，在首次將攀登運動列為比賽項目的2020東京奧運舞台上展現更強實力。

鍾情攀石 入選港隊

提到與攀石結緣，何善揮指要追溯到中一。那時他在社區中心認識到一位攀石教練，正是他接觸這項運動的開端。“最初有些太高的地方爬不到，練習愈多，愈能掌握更多攀爬技巧，成功克服到自覺不可能達到的高度和速度，及後參加不同比賽，成績理想，也加入了港隊，擴闊眼界。”

但最令他欣喜的是領略到攀石的吸引力，遠不只於充滿挑戰性，而是每次攀爬也必須依靠個人努力完成，良好

的體能、意志力、堅毅、冷靜、分析力、路線策劃等，缺一不可，從中獲得的滿足感份外強烈，更學會如何獨自解決問題，在生活中亦有得着。

自費特訓 拼出佳績

運動員的生涯有苦有樂，何善揮坦言，香港欠缺專業的攀石場地進行賽前訓練，難免窒礙這項運動的發展。事實上，他於中學畢業後亦曾掙扎過應否放棄攀石，畢竟攀石運動員在香港的前景陰晴不定，與其繼續追夢，或許還是投入穩定的工作更為理想？然而，思前想後，他發現自己始終心繫攀石，更期待可繼續取得突破。為此，時為18歲的他辭去工作，花費約兩萬港元積蓄自費前赴韓國找攀石教練特訓兩個月。

有了明確的目標，何善揮在賽場上愈戰愈勇，表現更見亮麗。而在韓國這段經歷，也令他加倍體會到合適場地對運動員訓練確實非常重要，故萌生開設攀石場的念頭，惟要在香港物色擁有偌大空間的場地已很困難，何況還須裝設符合標準高度達15米的攀石牆，沒有高樓底亦不可行，直至他留

意到新蒲崗有佔地5,000平方呎的地方可供租用，終得以實現創業兼在港提供專業培訓場地的夢想；由他命名的“Just Climb 香港攀石訓練學會”的攀石場於2010年開幕，即他勇奪香港運動攀登公開賽冠軍的那一年。

開攀石場 樂趣同享

“攀石給予我很大的成功感、自信心和解難能力，期望將這些由攀石而來的樂趣、力量和得益分享予更多人，開辦攀石場正可達成目標。”何善揮直言，利用運動員的身份、個人專長創業確實有一定幫助，既可增強有興趣接觸攀石人士選擇我們的信心，也能吸納有志投身教練行列的攀石愛好者加盟。他補充，攀石在港尚未屬於熱門運動，全職教練的數目不多，現時行內以兼職教練為主，當中不乏專業人士，與他一樣對攀石滿載熱情；而 Just Climb 亦有團隊提供在職培訓，務求為攀石人士帶來最佳的專業指導與安全保障。

Just Climb 的顧客群廣及兒童、青少年至各行業人士。何善揮稱，不同年



齡層從攀石中各有得着，兒童可鍛練平衡、小肌肉的控制與專注力；青少年參與這項運動的表現最好，具潛力者更可成為運動員；至於成年人則可放下工作崗位的角色和壓力，因在攀石牆下，每個人的起步點和目標完全相同，同樣需依靠個人努力攀上頂峰，與行業地位及職位高低並無關係。

克服挑戰 增設分店

隨着業務不斷拓展，Just Climb 設於杏花新城的分店，亦已於今年1月投入營運，何善揮期望可進一步在港推廣攀石，吸引更多人嘗試，體會當中樂趣。談到創業心得，他坦言，創業者與運動員存在若干共通點，皆要對此深具熱情，擁有清晰目標，方能堅持不懈。“若創業一心只為賺錢，遇上挑戰時很難克服，如我在尋找合適場地及團隊成員時用上很長時間，一旦沒有熱情便容易放棄，故有志創業應選擇自己鍾愛的行業或項目，定下明確目標，按部就班地推展，自然可事半功倍。”

Danny Ho joined the Hong Kong Rock Climbing Team at the age of 12. After winning titles at the All China Rock Climbing Championship and Kailas Rock Climbing Competition, he became “King of the Bun Tower” when he was 21 at the annual scramble as the youngest winner ever. Indeed, his sports career is highly successful. Today, he is the founder of a professional rock climbing gym with two outlets. Fully dedicated to promoting this sport that enhances total wellbeing, he aims to provide more suitable training venues for local athletes.

The rock climbing lover who found a place in the HK team

When asked how he first got involved with rock climbing, Ho says he met a rock climbing coach in the community centre when he was studying Form 1. That marked the beginning of his engagement with the sport. “I couldn’t reach very high spots when I first started, but I became more skilled with practice and managed to reach new heights and speeds which I thought were beyond me. I then took part in competitions and did quite well. I was also selected for the Hong Kong team.”

His greatest joy came from discovering the attractiveness of rock climbing. It is



much more than meeting challenges. In this sport, you have to complete every climb on your own. Good stamina, strong will, determination, cool-headedness, analytical power and route planning are all requisites. When you succeed, that satisfaction is truly overwhelming.

Self-funded training to boost performance

Ho admits that he struggled with the thought of giving up rock climbing after graduating from secondary school. After all, the career path of a rock climbing sportsman in Hong Kong is unpredictable. Should he continue to pursue his dream or is it better to find a stable job? The idea weighed on his mind. Eventually, he found that rock climbing was truly his life



何善揮 Danny Ho

passion. At 18, he quit his job and spent his personal savings of about HK\$20,000 on a two-month special training program in Korea.

This experience in Korea made him keenly aware that suitable venues are vital to the training of all athletes. The idea of a rock climbing gym came to mind. However, it was very difficult to find spacious venues in Hong Kong, let alone places that could accommodate 15m standard rock climbing walls. Only units with extra high ceilings would do. Finally, a 5,000 sf unit in San Po Kong came on the leasing market, and his dream of starting a business and offering professional training facilities became reality. Just Climb rock climbing gym, named by Ho himself, opened in 2010, the year that he won the Hong Kong Open Sport Climbing Competition.

Rock climbing gyms to share the pleasure of bouldering

Ho says frankly that his sportsman identity and personal expertise were bonuses when he started his business. They gave

rock climbing beginners confidence and attracted rock climbing enthusiasts who wished to become coaches to join their league. He also says that rock climbing is yet to become a popular sport in Hong Kong and full-time coaches are few. Most coaches work on a part-time basis, including professionals who share his passion for the sport. Just Climb has a team that provides on-the-job training. The aim is to offer the best professional guidance and safety protection.

Just Climb has a broad-based clientele that includes kids, youths and people from all walks of life. Ho says rock climbing rewards different age groups in different ways. Children can practice balancing, fine tune motor skills and learn how to stay focused. Youths are top performers in this sport and gifted players can train to become professional athletes. As for adults, it is a good way to put down their occupational roles and pressures. At the wall, we all have the same starting point and goal, and we all depend on personal effort to reach the top.

Overcoming challenges — second outlet up and running

As business expands, Just Climb's new outlet in Paradise Mall opened this January. It is Ho's wish to widely promote rock climbing in Hong Kong, so more people can enjoy the fun. As for his experience in starting a business, he says entrepreneurs and sportsmen have a few things in common. They both need to have great passion for what they do and they make steadfast effort to reach a clear goal. "If you start a business only to make money, you will easily get dispirited when there are challenges along the way. For example, I spent a long time looking for suitable venues and team members. Anyone without true passion would have given up. Potential business starters should therefore choose a sector or project that they really like. Set a clear goal and go for it, one step at a time. This way they can get results with half the effort." 🌀



變出魔法幻趣 It's Magic!

擁有“香港新一代傳奇魔術師”之稱的**李行齊**，獲得多個國際獎項，於2011年刷新“1分鐘內完成6組巨型瞬間轉移魔法”的健力士世界紀錄，魔術造詣深湛，背後全賴他對於每一場表演的力求完美。

Avon Lee, the new-generation legendary magician, is the laureate of several international awards. In 2011, he set a new Guinness World Record by completing 6 teleportation illusions in 1 minute. He is indeed an illusionist of the highest caliber.

談 到學習魔術的初衷，李行齊笑言源於對魔術的興趣和好奇。“當初覺得魔術師的工作和日常的生活都是披着神秘面紗。當首次接觸魔術後，便發現原來一些基本技巧，已能製造神奇效果，這更令我着迷，亦是魔術精彩之處。”

大師都始於自學

李行齊的魔術之路，由早期與同事一起報讀魔術興趣班開始，他又透過觀

看 DVD 光碟自學魔術，期間他結識了一群志同道合的朋友。後來，李行齊開始與他們一起表演及參加魔術比賽。“興趣班或魔術學校的教導較為正統，而參加比賽則可認識不同風格、不同類型的魔術師，與更多魔術師交流，一起研習魔術。”他續指，參加比賽有助魔術師打響名堂，建立風格和形象，並增加知名度，近年香港較高規格的魔術比賽就有由香港魔術家協會舉辦的香港公開魔術大賽。

建立個人風格

要學得一身卓越的魔術造詣，李行齊坦言關鍵是勤力。“天分固然是一個因素，但後天的努力亦非常重要，唯有勤力練習，才可發現自己的短處和弱項，從中改善、進步，從而大大提升表演時的信心和流暢度。”由學習魔術到創造魔術，李行齊認為失敗的經驗和豐富的見識十分重要，同時要多聆聽前輩的意見，發現自己的盲點，建立自己的風格，才能創出屬於自己獨一無二的魔術。

魔術不單充滿趣味，更有助個人成長。李行齊表示，魔術除了有助提升自信心，也可提升溝通技巧。“你可藉着魔術打開話題，與陌生人破冰。近景魔術師更可透過與觀眾的互動，學會如何觀察和帶動氣氛，這些都能在日常待人接物中應用。”創造魔術的過程也能提升觀察力，因為透過日常生活中仔細的觀察，才可思考及創造出新魔術。

以淡定應對“蝦碌”

談到李行齊最難忘的經歷，要數某次“蝦碌”的魔術表演。“那是我首次的表演，出場時我不小心把自己的桌子撞翻，那次的經驗令我明白到單薄、不穩固的桌子不適合用作表演。”他亦經常告誡他的學生，表演時要清楚舞台上佈景、道具的標記位置和走位，以避免表演時發生意外。

在不能“NG”的舞台上，即使準備充分、排練純熟，亦有可能發生意外。面對舞台上的“蝦碌”情況，李行



齊以一句霸氣的說話來回應：“誰說我的表演有意外發生！”即使在舞台上不小心掉了東西、表演節奏快了一拍，只要抱着“誰說我的表演有意外發生！”的心態，保持淡定自信，繼續表演，並在表演過程中隨機應變，即使發生意外，亦不會被觀眾察覺。李行齊坦言，這種淡定自信和隨機應變的能力，背後需要充分的準備、對於整個表演流程的熟悉和以往經驗的累積，更需要與前後台工作人員保持良好的協調和溝通。

精彩表演背後

對於希望入行的年輕人，李行齊認為要能承受背後的辛酸。“剛出道的魔術師經常需要日以繼夜地訓練，節日及公眾假期時更要‘走街 show’，接連在不同地方進行街頭表演。”密集的表演和排練，往往都令魔術師無法

擁有屬於自己的空閒時間，精彩的魔術表演背後，都是魔術師們的辛勞。

儘管成為魔術師並不是一條平坦路，但香港仍有一班充滿熱誠的魔術師，李行齊指出本地魔術比賽方面的水平一直相當高，特別在近景魔術方面，香港魔術界曾勇奪多個國際獎項。他續指，本地魔術界現時缺乏政府的支持，因此面對租用場地、道具製作成本等困難時，往往都難以找到支援，若能得政府的支持，香港的魔術界將會有更好的發展。

李行齊寄語對魔術有熱誠、有志成為魔術師的人，要勇於嘗試，魔術之路雖然不容易行，但當自己的魔術表演得到觀眾的掌聲，當中的滿足感是難以言喻的，亦會成為不斷進步、堅持下去的動力。🌀



When asked what first inspired him to learn magic tricks, Lee says with a smile that it all started with his interest in and curiosity about magic. “A magician’s work and daily life seemed to be shrouded in mystery to me. When I had the first exposure to magic, I discovered that all you need is some basic skills to create miraculous effects. This fascinated me even more. That is the most captivating thing about magic.”

A self-taught master

Lee’s career in magic started with a magic interest class which he took with colleagues some years ago. He went on to learn magic tricks from DVDs and met a group of people sharing the same passion. Together, they performed and took part in magic contests. “What they teach in interest classes and magic schools tends to be formal. When you join open contests, you can meet magicians of different styles and disciplines.” He also says competitions are great platforms for magicians to make a name, establish their personal style and image, and gain greater exposure.

Establishing a personal style

Lee says frankly that hard work is the key to excellence for all magicians. “Talent is one factor, of course, but constant effort is also very important and it will greatly boost confidence and make your performance



李行齊 Avon Lee

much smoother.” From learning magic tricks to creating his own illusion acts, Lee has always treasured the lessons learned from failures and made great efforts to enrich his knowledge and experience. He says it is also important to pick the brains of senior magicians and identify your own weaknesses. Only then can you create one-of-a-kind magic acts.





Magic is not only full of fun; it can also promote personal growth. According to Lee, magic helps build confidence and improves communication skills. "You can use magic as a topic to start a conversation with strangers and break the ice. Close-up magicians, especially, can learn how to observe and create a pleasant atmosphere through interaction with the audience." The process of creating magic acts can sharpen your observation power too, because new magic acts are born out of observing the details of everyday life.

Handling flubs calmly

As for his most unforgettable experience, Lee recalls one particular magic performance

where he bungled. "It was my first performance and I accidentally tipped over the table. That experience made me realize that flimsy and unstable tables are not suitable for stage performances." To avoid stage accidents, he often warns his students to stay fully aware of all marked locations of stage sets and props as well as on-stage blocking during the act.

Magic shows are performed live with no NGs, and accidents can happen even with thorough preparations and rehearsals. When flubs do happen, Lee responds with a statement of mighty bearing, "Who says my show has gone wrong?" Even if he dropped an object accidentally on stage or the pace

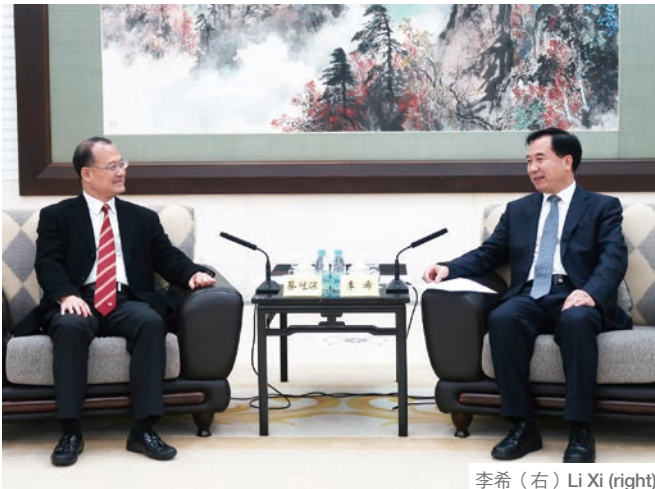
of his act is too fast, he can remain calm and confident by saying to himself, "Who says my show has gone wrong?" He would continue with the show, play it by ear and make necessary adjustments. That way, the audience would not notice that something did not go according to plan.

The work behind all the glamor

To young people who are interested in becoming magicians, Lee's advice is to make sure they can tolerate the hardship behind the glamorous stage show. "Fresh magicians have to train day and night. They also have to run around the city doing street performances on festive and public holidays." Magic shows that thrill and delight the audience are the result of magicians' dedicated hard work.

While the career path of a magician is not smooth, Hong Kong has a community of magicians who love their work. Lee says the standard of magic contests in Hong Kong has always been high, particularly for the close-up category. Hong Kong magicians have won many international awards. He also points out that local magicians are currently troubled by the high cost of leasing venues and having props produced. It is generally hard to get aids. Government support would go a long way to promote future development of the sector.

For those who have passion for magic and wish to become magicians, Lee's advice is to take new steps and experiment boldly. Although it is not an easy profession to pursue, the audience's applause will make it all worthwhile. That satisfaction is truly beyond words. 🌀



李希（右）Li Xi (right)

六大商會訪粵 深化粵港合作

Six Chambers' Mission to Guangdong for Deepening Mutual Cooperation

包括本會在內的六大商會首長日前合組訪問團赴廣州，拜訪廣東省委書記李希及省長馬興瑞，就加強粵港澳大灣區建設和深化粵港合作交流。

本會會長蔡冠深認為粵港澳大灣區建設與國家“一帶一路”倡議，可以緊密相連，並建議香港可以將其科研成果和產業經驗與深圳以至廣東省全面對接，共同打造科技平台。李希歡迎六大商會訪問團到訪，並介紹了廣東經濟社會發展情況。他希望雙方抓住粵港澳大灣區建設的重大歷史機遇，進一步深化合作。

香港工業總會主席郭振華、香港中華出入口商會會長張學修、香港中國企業協會會長岳毅、香港中華廠商聯合會第一副會長史立德、香港總商會常務副主席夏雅朗分別就大灣區在驗證、知識產權、稅務、金融、科技、企業升級轉型及人才流動等方面提出建議。

六大商會訪問團尚包括本會副會長袁武、王惠貞，以及其他商會高層代表共十多人。(12/1) 📍

Including the Chamber, the office-bearers from six chambers of commerce co-organized a mission to Guangzhou for visiting **Secretary of Guangdong Provincial Committee Li Xi** and **Governor of Guangdong Ma Xingrui**. During the meeting, they discussed about measures on strengthening the establishments in the Bay Area and the way to deepen mutual cooperation.

The Chamber's Chairman Jonathan Choi said there should be strong linkage between the establishments in the Bay Area and the “Belt and Road Initiative”. He suggested Hong Kong to establish scientific platform with Shenzhen and even Guangdong by sharing its research products and industrial experiences. Li welcomed the mission and introduced the recent economic and social developments in Guangdong. He hoped both cities could be able to grasp the precious opportunity for establishing the Bay Area so as to deepen cooperation.

Chairman of FHKI Jimmy Kwok, Chairman of HKCIEA Cheung Hok-sau, Chairman of HKCEA Yue Yi, First Vice President of CMA Allen Shi and Deputy Chairman of HKGCC Aron H Harilela gave comments on the issues in the Bay Area respectively, including verification, intellectual property, taxation, finance, technology, upgrading and transformation of enterprises and mobility of talents.

Among others, the mission with more than ten members included **the Chamber's Vice-chairmen Yuen Mo, Connie Wong** and the senior officers from other chambers. (12/1) 📍



百萬善行為公益 Enjoying Charity Walk

本會地區事務委員會、婦委會、青委會聯合組隊，參加公益金港島、九龍區百萬行，為公益金資助的“家庭及兒童福利服務”籌款。本會副會長李應生參與台上合照儀式，並與永遠榮譽會長林銘森及其他隊伍代表主持開步儀式。本會逾100名成員同行，共襄善舉。(14/1) 📍

The Liaison Committee, Ladies' Committee and Young Executives' Committee of the Chamber formed a team to participate in the Hong Kong and Kowloon Walk of the Community Chest to raise funds for the Family and Child Welfare, a program sponsored by the Chest. Among the guests of the group picture ceremony was the Chamber's Vice-chairman Tommy Li, who later joined Life Honorary Chairman Lam Ming-sum and other team representatives to launch the walk and enjoyed the charity journey with over 100 members from the Chamber. (14/1) 📍



馬來西亞中華總商會總會會長戴良業（左）表示，2021年是該會創會100週年大慶，該會有意申辦於2021年舉行的第16屆世界華商大會，讓全球數千名華商聚首馬來西亞，別具雙重意義，希望得到包括本會內的世界華商大會召集人組織的支持。（16/1）

Ter Leong Yap (left), **Executive Chairman of Associated Chinese Chambers of Commerce and Industry of Malaysia (ACCCIM)**, said that 2021 is the 100th anniversary of ACCCIM. To mark this meaningful occasion, ACCCIM intended to bid for the 16th World Chinese Entrepreneurs Convention at 2021 for gathering thousands of the Chinese businessmen in Malaysia. He hoped the plan would be supported by the founders of the Convention, including the Chamber.



阿拉伯聯合酋長國駐港總領事 **Nabila Abdelaziz Nasir Saeed Alshamsi**（左）指出，阿拉伯聯合酋長國連接歐洲及非洲，是區內重要樞紐，近年亦積極與中資夥伴合作，歡迎更多中港兩地中小企業到當地投資，並期望本港組織更多代表團實地考察，加深對當地人民生活及文化的了解，建立友好合作關係。（16/1）

Nabila Abdelaziz Nasir Saeed Alshamsi (left), **Consul General of the United Arab Emirates (UAE) in Hong Kong**, stated that the UAE is an important connecting hub between Europe and Africa. In recent years, the UAE has cooperated with investors from China actively. It is hoped that more SMEs from China and Hong Kong to invest there, and more study trips will come to the UAE for deepening their understanding on the local livelihood and culture so as to enhance mutual cooperation.



1. 寧夏自治區政協辦公廳副主任雷軍（前排右四）（20/12）
Lei Jun (fourth from right, first row), Deputy Director of CPPCC General Office of Ningxia Hui Autonomous Region

接待嘉賓 Reception of Guests



2

2. 中國對外貿易中心副主任徐兵（前排左五）（19/1）
Xu Bing (fifth from left, first row), Deputy Director of China Foreign Trade Centre

3. 深圳市龍華區常委、紀委書記黃佳根（前排右五）（12/12）
Huang Jiagen (fifth from right, first row), Standing Committee Member of CPC Longhua District Committee and Commission for Discipline Inspection

4. 廣交會駐香港辦事處總經理黃少紅（左二）（15/12）
Huang Shaohong (second from left), General Manager of Canton Fair Hong Kong Representative Office



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5. 強制性公積金計劃管理局機構事務總監及執行董事鄭恩賜（左四）（4/1）
Cheng Yan-chee (fourth from left), Chief Corporate Affairs Officer and Executive Director of Mandatory Provident Fund Schemes Authority

6. 印度駐港領事（商務）Karun Bansal（右三）（15/1）
Karun Bansal (third from right), Consul (Commerce) of India in Hong Kong



6



會員活動 Members' Activities

1. 婦女委員會舉辦“警民是一家 全靠你我他”專題午餐會，邀請香港警務處財務、政務及策劃處處長譚惠儀介紹警民合作的措施。(11/1)

DFAP of Hong Kong Police Force Joyce Tam was invited by Ladies' Committee to talk about the measures on police community relations in a luncheon.

2. 青年委員會舉行“IPO 市場回顧及展望”專題午餐會，邀請畢馬威資本市場發展主管合夥人李令德及港交所市場發展科上市發行服務部高級副總裁陳文棟分享 IPO 市場現況。(17/1)

Head of Capital Markets Development of KPMG Maggie Lee and **Senior Vice President of Issuer Services of Market Development of HKEX Michael Chan** were invited to a luncheon organized by Young Executives' Committee to share the recent development of IPO market.

