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港珠澳大橋落成開通 進入互聯互通新時代

Completion and commissioning of Hong Kong-Zhuhai-Macao Bridge
Entering a new era of interconnection

令人翹首以待的國家級重要基建「港珠澳大橋」於2018年10月23日由國家主席習近平親自主持開通儀式，並於10月24日正式通車。早於1983年，合和實業有限公司主席胡應湘已提出過興建連接香港與珠海跨海大橋的構想，「港珠澳大橋」的落成，除展示出國家在交通基建以致創新科研方面的實力，

更大大拉近了大灣區城市之間的距離，為實現粵港澳大灣區一小時生活圈邁出重要的一步。

The opening ceremony of Hong Kong-Zhuhai-Macao Bridge ("HZMB"), a long-awaited infrastructure of national importance, was officiated by President Xi Jinping on 23 Oct 2018. The HZMB commenced operation on 24 Oct 2018. As early as 1983, the Chairman of Hopewell Holdings Limited, Mr Gordon Y.S. WU, had raised the idea of constructing a cross-sea

bridge that connected Hong Kong with Zhuhai. The completion of HZMB not only showcased the power of the country in transport infrastructure projects and innovative research, but also greatly reduced the distance between cities within the Guangdong-Hong Kong-Macao Greater Bay Area ("Greater Bay Area"), which is a crucial step for realising the ideal of "one-hour sphere of life" in the Greater Bay Area.



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(12 月 12 日)
CMA Luncheon on 40th Anniversary
of China's reform and opening up
(12th Dec)

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港珠澳大橋由 12 公里的香港連接路，29.6 公里的主橋和 13.4 公里的珠海連接線組成，全長 55 公里，是全球最長的橋隧組合跨海通道。大橋全日 24 小時通關，穿梭香港及珠三角主要城市之間只需三小時，而香港口岸至珠海口岸及澳門口岸約 42 公里的路程，行車時間更只需 40 分鐘。

港珠澳大橋香港口岸坐落於香港國際機場東北對開水域約 130 公頃的填海區上，經交通網絡包括香港連接路及屯門至赤鱗角連接路可通往香港國際機場、港珠澳大橋主橋、屯門及北大嶼山。香港口岸設有用作通關檢查的旅檢大樓、車輛通關廣場和公共運輸交匯處等設施。旅檢大樓共有兩層，地下是入境大堂，一樓是出境大堂。兩層均設有零售和餐飲店鋪及自動櫃員機，以滿足旅客需求。此外，入境大堂設有旅客諮詢中心和香港國際機場預辦登機服務櫃位，出境大堂禁區位置設有穿梭巴士售票櫃位及自動售票機，方便旅客。香港居民過境時可享用簡化的出入境檢查程序，毋須提交旅行證件及抵港或離港申報表。智能身份證持有人可使用 e- 道辦理出入境手續。訪港旅客則可在傳統櫃檯辦理出入境手續，並須出示有效的旅行證件及抵港或離港申報表。

落客區只供車輛落客，香港口岸本地停車場共提供 673 個私家車泊車位，建議駕車人士先預約本地停車場，然後前往旅檢大樓完成相關的離境程序，再轉乘穿梭巴士往返珠海/澳門口岸。持有相關牌照及許可證的駕駛人士，可駕駛車輛至車輛通關廣場進行清關，以便前往珠海/澳門。

公共交通方面，本地交通服務除的士外，亦可選擇乘搭公共巴士，包括城巴機場快線、龍運巴士、新大嶼山巴士、以及專營巴士線前往港珠澳大橋香港口岸。

跨境交通服務方面，旅客可選擇乘搭俗稱「金巴」的口岸穿梭巴士，提供來往香港口岸與珠海口岸（港珠線），以及香港口岸與澳門口岸（港澳線）的穿梭巴士接駁服務，不過「金巴」只是口岸穿梭巴士，只去到口岸，不進入澳門或珠海境內；或可選擇乘搭穿梭巴士，分別為港珠線及港澳線，為旅客提供全日 24 小時服務，旅客可在網上預先購票，或到出境大堂禁區位置的穿梭巴士售票櫃台及自動售票機購票。另外，亦有不同巴士營運商提供定點、定線、定班交通服務，直達珠海口岸、橫琴、江門、台山等地，十分方便。

港珠澳大橋是粵港澳三地首次合作共建的超大型跨海交通工程。繼廣深港高鐵後，港珠澳大橋被視為粵港澳大灣區互聯互通的「脊樑」，如同一條巨龍飛騰在湛藍的大海之上，更標誌着珠三角地區經貿深度融合的時代即將到來，對促進珠三角西部以至大灣區內人員、資金、技術等流動將發揮重要作用，將為香港經濟謀求新增長點，加快實現「明日大嶼」願景，為香港締造更美好的未來。

The 55-km HZMB, comprising the 12km Hong Kong Link Road, 29.6km Main Bridge and 13.4km Zhuhai Link Road, is the longest bridge-cum-tunnel sea crossing in the world. Operating 24 hours a day, HZMB puts major cities in the Pearl River Delta within a three hours' commute from Hong Kong; and it will take only 40 minutes to travel the distance of approximately 42km from Hong Kong Port to Zhuhai Port and Macao Port.

Hong Kong Port is located on a piece of reclaimed land of about 130 hectare at the waters off the north-east of the Hong Kong International Airport. By means of the transport network including Hong Kong Link Road and Tuen Mun-Chek Lap Kok Link, people can travel to the HZMB Main Bridge, Hong Kong International Airport, Tuen Mun, and North Lantau through the Hong Kong Port. There is a Passenger Clearance Building ("PCB") which provides passenger clearance services, Vehicle Clearance Plazas and Public Transport Interchanges at the Hong Kong Port. The Arrival Hall is on the ground floor, and the Departure Hall is on the first floor of the two-storey HZMB Passenger Clearance Building, which is equipped with retail shops, food and beverage outlets as well as automated teller machines (ATMs) to meet passengers' needs. There are also a visitor centre and Hong Kong International Airport check-in service counters at the Arrival Hall and shuttle bus ticket counters and ticket vending machines at the restricted area of the Departure Hall to serve passengers. Hong Kong residents are not required to submit arrival or departure cards to enjoy simplified immigration clearance procedures. Smart identity card holders can take advantage of self-service immigration clearance through e-Channels. While visitors can process their immigration clearance at traditional counters by presenting their valid travel documents together with arrival or departure cards.

Drop Off Area outside PCB is for drop-off only. The Domestic Car Parks at Hong Kong Port provides 673 private car parking spaces. Drivers are recommended to pre-book online for the domestic car parks, and then complete the clearance procedures at the PCB and travel to Zhuhai/Macao Port by shuttle buses. Drivers with relevant permits can drive to Vehicle Clearance Plaza for clearance before driving to Zhuhai/Macao.

Local public transport like taxi and non-franchised public buses are also available, including Citybus, Long Win Bus, New Lantau Bus, and franchised buses serving the Hong Kong Port of HZMB.

For Cross-boundary Public Transport Services, passengers could opt for shuttle bus (nicknamed "Golden Bus") that runs between the ports. There are two routes of shuttle buses, the Hong Kong/Zhuhai route and the Hong Kong/Macao route. However, "Golden Bus" only run between the ports, and cannot access urban areas of Macao or Zhuhai. Passengers could also choose to take shuttle buses with Hong Kong/Zhuhai route and Hong Kong/Macao route that run 24 hours a day. Tickets can be purchased online in advance, or at Shuttle bus ticket counters and ticket vending machines located at the restricted area of the departure hall. Besides, there are different coach operators that provide extremely convenient services with fixed stopping points, fixed routes and fixed schedules directly to Zhuhai, Hengqin, Jiangmen, Toishan etc.

The HZMB is the first mega transport infrastructure jointly built by Guangdong, Hong Kong and Macao. Following the footsteps of Guangzhou-Shenzhen-Hong Kong Express Rail Link, the HZMB is being viewed as the backbone that provides an interconnection to the Guangdong-Hong Kong-Macao Greater Bay Area. The HZMB is also like a dragon that soars on the deep blue ocean, signifying the upcoming era of deep economic and trade immersion in the Pearl River Delta. The HZMB will have a significant role in facilitating the mobility of talent, capital, and technology within the Western Pearl River Delta, and even the Guangdong-Hong Kong-Macao Greater Bay Area. The HZMB will also be Hong Kong's new source of economic growth, and speed up the realisation of the "Lantau Tomorrow Vision", which could create a better future for Hong Kong.



「明日大嶼」謀劃未來 須重視產業帶動模式

Economic potential in Lantau



每當談及本港的房屋供應不足時，我們經常聽到「地從何來」慨嘆。日前，特首林鄭月娥在施政報告提出「明日大嶼」願景計劃，其中有兩個關鍵數字：一是填海增加 1700 公頃土地；二是可供 110 萬人居住，相信有助突破土地供應不足的發展瓶頸，值得期待。

國家主席習近平去年七一視察香港之行，開宗明義提出「謀劃未來」的重要性，引起香港社會的廣泛關注和討論。香港的發展，不能只有具體政策，沒有長遠規劃，更不能沒有體現和引導長遠規劃的願景目標。香港本來就是一個實現夢想的地方，香港市民都要有自己的幸福願景。

由於願景計劃需時漫長，而且是分期進行，雖然未能即時解決土地缺乏問題，但我認為，計劃起碼可以讓市民對未來土地供應產生良好的心理預期，俗話說「遲到好過冇到」，這也與中央政府早前提出「六個穩定」中的「穩預期」思想不謀而合。

萬事開頭難。對於一個影響未來幾十年、如此龐大的人工島計劃，社會上有不同的聲音實屬正常現象。「明日大嶼」願景計劃目前仍處於初步籌備階段，我認為一定要高瞻遠矚，做好長遠規劃，包括重視產業帶動的模式，而絕對不應該匆匆上馬，甚至最後淪為一個超大型的翻版「數碼港」地產項目。

根據政府初步的構思，「明日大嶼」人工島會發展本港的第三個核心商業區（CBD）。這個方案無疑有利於滿足本港商業發展的需求，更可創造大量的就業機會。但我認為，要建設一個自給自足、可持續發展，以及發揮經濟輻射力的人工島，還應該出台產業配套政策，吸引各種創新及科技產業進駐。譬如，我們不妨大膽設想，那些曾經與香港失之交臂的半導體晶圓生產項目、本港大學自行研發的新能源汽車項目，是否可以藉此機會「翻兜」落地呢？

鑒於「明日大嶼」目前還是白紙一張，政府在描繪美好前景的時候，千萬不能忘記產業帶動發展的思維。因為只有留出足夠的空間發展新興產業，才能真正創造一個生生不息的繁榮人工島，還給香港一個再創輝煌的機會。

Whenever we talk about inadequate housing supply in Hong Kong, people always ask "where does the land comes from?" Recently, the Chief Executive, Mrs Carrie Lam, proposed in her Policy Address the "Lantau Tomorrow" vision plan. There are two key figures: the first of which is to increase the land supply by carrying out a 1700-hectare reclamation project in the eastern part of Lantau Island; the other is to fulfil accommodation needs for 1.1 million people. A macroscopic and forward-looking vision of "Lantau tomorrow" serves to break through the bottleneck of land supply shortage and is one which deserve support.

When President Xi visited Hong Kong on July 1st, he stressed the importance of "planning the future", which has aroused widespread concern and discussion in the community. The development of Hong Kong cannot be solely relied on specific policies without long-term planning. Hong Kong has always been a place where people strive to realize its dreams and to pursue their own vision of happiness.

Since the vision plan requires a long time to implement and will be carried out in phases, it is impossible to solve the immediate land shortage problem. However, the plan can at least convey a good psychological expectation to the public regarding the future land supply. As the saying goes, "it is better late than never", which is also aligned with the concept of "stable expectations" in the "six areas" earlier proposed by the Central Government.

Great difficulties would invariably be encountered at the beginning. For such a huge project that bears great significance to our society for decades, it is expected to arouse different voices and concerns. The "Lantau Tomorrow" vision plan is still under its preliminary planning stage, I believe we should pay great foresight to make long-term planning, including the emphasis on industrial-driven model. We should not hurriedly launch the project in order to avoid the replication of Cyberport real estate project.

According to the Administration's preliminary thought, the "Lantau Tomorrow" artificial island will be the third Core Business District (CBD) of Hong Kong. This scheme will undoubtedly help in meeting the demand of Hong Kong's business development and creating huge employment opportunities. However, in order to build an artificial island that can be self-contained and self-sustainable, and also economically stimulating, the Government should introduce adequate measures to support and attract various innovation and technology industries development. We

have lost many opportunities and projects in the past such as the semiconductor wafer production and the new energy vehicle developed by our universities, probably, it is the right time for us to "reconnect" ?

While "Lantau Tomorrow" is still at the sketch stage, the Government should not forget the driving role of the industry when drawing up the plan. By leaving enough space for the development of emerging industries is the crux to create a perpetual and prosperous artificial island.



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工業 4.0 五級應用指數 循序漸進 踏出第一步

First Steps on the Industry 4.0 Ladder: Digitalisation and Connectivity

工業 4.0 運用「數據」整合產品開發、生產、銷售與服務的價值鏈和產業鏈，並優化人與機器的互動合作，能助企業更有效地根據客戶需求來生產及提供服務。不過，工業 4.0 並非技術的創新，而是一個業務策略的新方向，加上每家企業發展成熟程度大相逕庭，絕對不能一步登天。廠商可參照由生產力局及德國 Fraunhofer IPT 研究所合作制訂的「工業 4.0 應用指數」（Industry 4.0 Maturity Level）模型，為自己制定一套工業 4.0 發展策略及目標。

「工業 4.0 應用指數」用作分析企業的成長，不同階段有著不同的特徵和能力，指數愈高代表企業更能「快速有效」地運用和分析即時數據，以作出更明智的決策。如圖一所示，「工業 4.0 應用指數」分為五級，由「0i：數據聯通」、「1i：數據採集」、「2i：數據顯示和解讀」、「3i：預測生產進度和機器狀態」到「4i：系統自我調整」，循序漸進，每升一級代表企業能運用數據創造更大的價值。

無論甚麼機構，要踏上工業 4.0 的階梯，先要練成「數碼企業模式 (Digitalisation)」及「數據聯通 (Connectivity)」兩大基本功，成為 0i 企業，再逐步向 4i 邁進。事實上，香港已有企業踏出了這關鍵一步。

香港一家玩具廠在生產力局的協助下，為現有的設備加裝感應器及聯網硬件，便可把各個關鍵設備聯網，取得生產線的即時數據，無論何時何地都能掌握生產進度，物料庫存和消耗情況一目了然，以便適時採購物料，減少存貨。另外，廠商可利用即時數據分析每次注塑週期的效率，了解機器的狀態，例如：正常運作時間、停機時間、閒置時間、是否需要維修等，從而持續改善流程管理，提升運作效率。不同時期的設備也可透過簡單的方式，配置成熟的聯網技術，毋須大幅投資新設備，因此中小企也可以負擔得來。

是否要達到 4i 才算成功的企業？不然。工業 4.0 只是推動業務發展的工具，每家企業都有獨特的業務環境，客戶要求也不同，廠商必須因應本身的業務策略，決定哪一級

別的工業 4.0 成熟度才能締造最大的成本效益。

By enabling the use of data to integrate the value and industry chains for product design, production, sales and services, and enhance human-machine collaboration, Industry 4.0 (i4.0) can help businesses to more effectively produce goods and provide services based on customer needs.

Yet, i4.0 is not an innovative technology, but involves a new direction for developing business strategies. Moreover, as each business has a unique level of development maturity, i4.0 cannot be achieved in one go. To formulate their own i4.0 strategies and roadmaps, businesses can follow the "i4.0 Maturity Level" model jointly developed by the Hong Kong Productivity Council and the Fraunhofer Institute for Production Technology (Fraunhofer IPT) from Germany

The "i4.0 Maturity Level" model comprises five different development stages, each with its own characteristics and competencies. Businesses with higher maturity levels can more efficiently and effectively make decisions by using real-time data. As shown in Figure 1, "0i" is the preparation stage of the "i4.0 Maturity Level" model, which is also known as digitalisation and connectivity. The four other maturity levels are "Visibility (1i)", "Transparency (2i)", "Predictability (3i)" and "Adaptability (4i)". Upon attaining a higher i4.0 maturity level, a company can create more value through using data.

Any organisation wishing to climb the i4.0 ladder must first take two critical steps - "Digitalisation" and "Connectivity"

- to become a 0i enterprise, and may then progress towards achieving 4i at a measured pace. In fact, many companies in Hong Kong have already taken these two steps.

With the support of HKPC, a Hong Kong toy manufacturer was able to link all its critical equipment by fitting its existing machines with sensors and IoT hardware. The move enabled the manufacturer to collect real-time data from the production line, and monitor the production progress anytime, anywhere. In addition, the manufacturer can have a clearer picture of the stock level and consumption situation of raw materials, to assist with procurement and reduce stockpiles. Also, the manufacturer can use the real-time data to analyse the efficiency of each mould injection cycle, and understand the status of the machines such as up-time, down-time, idle period and need for maintenance, for continuous process improvement and enhanced operation efficiency. Machines bought at different times can also be easily interconnected, without the need for heavy investment in new machines, making the move towards i4.0 more affordable for SMEs.

So, is it a must to reach 4i to qualify as a success? "No" is the answer, as i4.0 is only a tool to promote business development. As each company has its own unique business environment and faces different client needs, manufacturers should assess their business strategies when deciding which i4.0 maturity level can maximise their cost-benefit.

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天道酬勤 編出輝煌人生 雷振範會董

香港紡織業的發展可追溯自 40 年代末期；至 50 至 70 年代，更成為香港的重點工業；過去香港紡織及成衣業為本港出口產值最高及僱用勞動力最多的製造業，80 年代初隨著內地改革開放，廠商相繼遷入內地，香港紡織產業遂慢慢步入寒冬。本會雷振範會董經歷由上世紀香港紡織產業的發展蓬勃，過度至二十一世紀後配額時代的變遷，見證著香港紡織業的興衰，半世紀以來，全心貢獻紡織業界。

雷振範會董 50 年代末從上海來到香港，通過數十年的奮鬥，建立了捷成布廠。1959 年雷氏在伯父的布廠裏從最底層工作做起，刻苦鑽研，積累了豐富的經驗，其後決意創立自己的紡織工廠。在建立紡織廠初期，經營十分困難，雷氏以其誠信和務實的處事作風，深得銀行和客戶的支持，成功打開了創業之初的困局。

雷氏的紡織廠剛開始時只負責加工，後來他一步步擴大公司的規模及業務範圍，並開始投資物業及廠房，除了本地市場，製衣廠的銷售渠道漸漸從本地走到海外。雷氏憶述公司曾遇上原材料價格波動、生產成本上升及同行抄襲等問題，雷氏遂放棄使用大陸機器，積極引入先進的生產技術，購入日本、意大利及比利時的織布機生產提花布、牛仔布及縐布等當時廣受歡迎的布料，以產品款式及質量取得客人信賴。雷氏憑著敏銳的市

場洞察力，看準時機，經常以低價購入品質優良的原料，成功取得可觀的利潤。

雷氏一直以真誠對待每一位生意夥伴和客戶，遇上客戶或行家遇上困難，也樂意幫助；有行家臨時急切需要織布原料出貨，雷氏定會設法幫忙，助有困難的同業度過難關；雷氏多年來以誠懇的態度營商，在行內建立了廣濶的人脈網絡，不少同業及客人也成為了雷氏的朋友，可謂相識滿天下。今年年屆 80 歲的雷氏，數十年來忙於事業，如今逐漸退居二線，把公司交兒子管理，他則享受退

休生活，經常到世界各地旅遊。

雷氏於香港建立自己的布廠，一直心繫香港，至 80 年代開始，工廠相繼北移，雷氏亦一直留守香港，至 2006 年始才到順德設廠。雷氏熱心服務香港紡織業界，參與不同的商會事務，除了出任廠商會會董外，亦擔任香港布廠商會會長，為香港紡織業發展貢獻自己的力量。作為廠商會的會董，雷會董亦積極為業界反映意見及發聲，促進業界的發展。



Diligence makes brilliant life

General Committee Member Mr. Lui Chun Fan

Textile industry first developed in Hong Kong in the late 1940s and was a key pillar of the local economy in the period between 1950s and 1970s. Textile and garment industries used to represent the greatest proportion in Hong Kong's export value and were the largest employers in the manufacturing sector. In the early 1980s, textile industry gradually waned as more and more manufacturers relocated their factories to Mainland China under the reform and opening up policy. Having experienced the transition from thriving stage to quota era in the 21st century, CMA General Committee Member Mr. Lui Chun Fan, who has dedicated 50 years to the trade, is a witness to the rise and fall of the local textile industry.

Lui left Shanghai for Hong Kong in the late 1950s and established the Datsun Weaving Factory after decades of effort. In 1959, Lui joined the trade as the most junior worker in an uncle's weaving factory. With knowledge and experiences gained from diligence, he decided to run his own weaving factory and set up one successfully. Operation was difficult in the early period, but Lui won support from banks and customers through integrity and pragmatic approach. Eventually, he overcame the hurdles encountered by the new factory and moved ahead.

Lui's factory started with processing tasks before expanding in scale and business scope step-by-step. Later on, Lui began to invest in real estate and factories. By then, sales channels of his factory progressively extended from local to overseas. Lui told from memories that his company faced various problems including fluctuating raw material prices, soaring production costs and product copying from pundits. To tackle these problems, Lui decided to win customers' trust with product design and quality. To do so, he actively introduced advanced production technologies and manufactured popular fabric such as jacquard, denim and cotton crepe with looms purchased from Japan, Italy and Belgium, instead of using machines from Mainland China. Aided by his sharp market insight, Lui always seized the best opportunities and bought raw materials of the best quality at low price; handsome profits were earned.

Lui always treats every business partner and customer with sincerity, he would be glad to help any customers or pundits who face difficulties. There were occasions that pundits faced last-minute need for raw materials to meet the deadlines, the helpful Lui did his best to help them ride out the crisis. Such generosity turned many customers and pundits into his friends

enabling Lui to develop an extensive interpersonal network throughout years of operation in the textile sector where he earns high reputation for sincere business approach and premium products. Lui is 80 years old this year. He has been busy with his career for decades. Now, the company is managed by his son and Lui can enjoy his retirement life and travel around the world.

Lui has a strong bond with Hong Kong which is the birthplace of his own factory. In the early 1980s when factories relocated northward one after another, he insisted to stay on. It was not until 2006 that he opened a factory in Shunde. Lui actively serves the local textile industry by participating in different CMA affairs. He is one of the CMA General Committee Members and contributes to the textile industry as Chairman of the Hong Kong Weaving Mills Association. As the CMA General Committee Member, he also reflects the industry players' opinions for promotion of development of the industry.



行業委員會名單：

- 食品製造業委員會
- 成衣及相關製品業委員會
- 電腦、電子及光學製品業委員會
- 紡織印染業委員會
- 橡膠及塑膠產品製造業委員會
- 中草藥及中成藥製造業委員會
- 家用電器業委員會
- 藥物業委員會
- 鐘錶業委員會
- 建築物料製造業委員會
- 玩具及電子遊戲業委員會
- 毛皮製品業委員會
- 傢俬裝飾業委員會
- 印刷業委員會
- 通用機械製造業委員會
- 鞋履及皮革業委員會
- 紙及紙製品業委員會
- 三維打印及電腦周邊設備業委員會
- 文儀體育用品業委員會
- 化妝品及美容業委員會
- 其他製造業委員會
- 珠寶及玉石業委員會
- 金屬製品製造及電鍍加工業委員會
- 石油及化學製品業委員會
- 汽車、船隻及載具製造業委員會
- 資訊科技及電貿業委員會
- 多媒體及文化創作業委員會
- 進出口貿易業委員會
- 專業服務業委員會
- 其他服務業委員會
- 資源回收及再造業委員會
- 餐飲服務業委員會
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- 金融及保險業委員會
- 生物科技業委員會
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會員刊登
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《企業雄才》11 - 12 月號將專題回顧港商於國家改革開放 40 年以來的拓荒歷程，亦會專訪廠商會副會長陳國民。其他精彩內容包括：「2018 香港美食嘉年華」、廠商會赴埃塞俄比亞考察、善用大數據技術實現智能工廠、中國「消費降級」分析等。

《企業雄才》將發送到各大工商機構、企業、中港政府部門、媒體以及學術機構。誠邀各會員踴躍訂閱及刊登廣告。如欲瀏覽電子版《企業雄才》，或了解更多刊登廣告詳情，請掃描以下二維碼。

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廠商會接待來訪機構及活動

2017-18 年度「積金好僱主」嘉許典禮



由強制性公積金計劃管理局（積金局）主辦，本會支持的「2017-18 年度『積金好僱主』嘉許典禮」於 10 月 9 日假香港會議展覽中心舉行。本會會長吳宏斌博士（左三）代表出席，並與勞工及福利局署理局長徐英偉先生（左六）及積金局主席黃友嘉博士（左五）等進行亮燈儀式。

「第五屆澳門工展會」開幕式及大灣區“9+2”商會座談會（一）



由澳門廠商聯合會主辦、本會支持的「第五屆澳門工展會」開幕式於 9 月 28 日假澳門漁人碼頭會議展覽中心舉行。本會陳國民副會長（後排中）出席為主禮嘉賓之一，並與澳門特別行政區崔世安行政長官（前排中）及其他嘉賓會面。

「第五屆澳門工展會」開幕式及大灣區“9+2”商會座談會（二）



大灣區“9+2”商會座談會假澳門勵宮酒店舉行。本會陳國民副會長（前排右七）代表本會於座談會上發言。

深圳（龍華）- 香港經貿交流會



深圳（龍華）- 香港經貿交流會於 9 月 21 日假香港島海逸君綽酒店舉行，本會徐晉輝第二副會長（右一）出席活動擔任重要嘉賓。

2018 莞港產業合作聯合推介會



2018 莞港產業合作聯合推介會於 9 月 21 日假香港嘉里酒店舉行，本會黃震副會長（左一）代表本會出席，並與東莞市市委梁維東書記（中）會面。

深圳市國際投資促進能力建設專題考察交流團訪會



深圳市投資推廣署時冬昕辦公室副主任（左三）率領代表團一行 20 人於 9 月 18 日蒞會訪問，由本會徐晉輝第二副會長（中）、楊立門行政總裁（左二）、常董及董董等出席接待。

嶺南大學及香港潮屬社團總會 - 粵東地區高級管理人員香港研討班（第二十四期）



政協廣東省潮州市委員會副主席吳啟忠（第一排左七）率領代表團一行 40 人於 9 月 18 日蒞會訪問，由本會常務會董林凱華（第一排左八）、尹德輝（第一排右七）及蔡少森（第一排左六）主持接待。

「第八屆陝粵港澳經濟合作活動周」先遣組代表團訪會



陝西省外事（港澳）辦公室姚金川副主任（左六）率領代表團一行 6 人於 9 月 11 日蒞會訪問，由本會吳清煥副會長（右六）主持接待。

第十七屆香港職業安全健康大獎分享會暨頒獎典禮



由職業安全健康局主辦，本會合辦的第十七屆香港職業安全健康大獎分享會暨頒獎典禮已於 9 月 5 日假香港會議展覽中心舉行。本會會長吳宏斌博士（右）出席為主禮嘉賓之一，並接受由勞工及福利局局長羅致光博士（左）致送的紀念品。

2018 渝港合作推介會



「2018 渝港合作推介會」於 9 月 3 日假香港君悅酒店舉行，本會吳宏斌會長（後第一排左二）、吳永嘉議員（後第二排左六）及施榮懷永遠名譽會長（後第二排左四）出席活動擔任主禮嘉賓，並與重慶市人民政府唐良智市長（後第一排左七）會面。

CMA MAKERS

廠商會與各國駐港領事交流酒會



青年委員會 - 香港工商界青年領袖泰國考察團



婦女委員會 - 參加乳癌基金會「乳健同行」活動



香港中華廠商聯合會 秘書服務有限公司



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□轉口來源證 / 不過境 / 轉載貨品證：\$210 (原價 \$250)

□商業文件認證 (商事證明服務)：
- 出口商發票及其他商業文件：
\$320 (原價 \$380)
- 9 類指定商業文件：
\$240 (原價 280)

本會三間辦事處均提供以上服務及接受支付寶或 AlipayHK 支付有關費用，歡迎會員蒞臨辦理。如有查詢，請致電：

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廠商會推出 「活動策劃中介服務」 會員專享特別折扣優惠



香港中華廠商聯合會推出「活動策劃中介服務」，為中小企提供適切及全面的方案。現夥拍香港青少年發展聯會屬下社會企業「青雋項目策劃公司」，為中小企承辦各類活動，包括產品發佈、企業宣傳、周年慶典、員工晚宴及開業招待。服務範疇非常全面，包括項目構思及策劃以至製作和現場管理等等。

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嚴陣以待！廠商會密切關注中美貿易戰並作出迅速跟進工作

On Guard! CMA monitors US-China trade war for prompt follow-up

自今年年初以來，根據針對中國知識產權的「301 調查」單方認定結果，美國多次宣佈對來自中國內地的進口貨品加徵關稅，從 7 月 6 日美國政府正式對首批 818 個類別、340 億美元的中國商品加徵 25% 的進口關稅，打響中美貿易戰第一槍以來，截至目前，美國已經對總額約 2500 億美元的中國進口商品加徵關稅，而美國總統特朗普更進一步揚言要對另外 2670 億美元的中國產品加徵關稅，這等於是對中國輸美的所有產品全面加稅。

有見於內地及美國均為香港重要的貿易夥伴，本會對於事態的發展一直保持著密切的關注。首先，在對外方面，會方與兩地政府部門保持密切溝通，包括出席特區政府經貿局及轄下工貿署與業界召開的會議就有 7 次之多。此外，我們亦曾就中美貿易摩擦升級專門前往中聯辦經濟部貿易處表達業界的關注，並交流雙方意見和建議。

其次，在對內方面，每當有最新的動態，本會均第一時間以各種渠道向會員發放最新的資訊以及政府出台的特別措施，提醒會員企業留意並歡迎任何相關的查詢或意見反映。與此同時，我們也非常重視了解會員企業受影響的情況，包括：先後進行了兩次會員問卷調查，了解中美貿易戰的最新動向對會員企業業務造成的影響。此外，本會亦分別召開了行業委員會聯席會議及團體會員會議，聽取業界意見。

有見於中美貿易摩擦變幻莫測，本會更成立了中美貿易摩擦焦點小組，由楊立門行政總裁擔任召集人，並邀請本會關心和關注有關事宜的人士作為成員。焦點小組旨在密切關注美國採取的貿易保護措施和中美貿易磨擦的發展；匯集有關重要資訊和可供採用的資源及支援，協助會方及會員企業掌握最新動態；以及在必要時進行商討和分析，並提出參考意見，以便與業界和特區政府保持緊密溝通和聯繫。各位會員如有相關的意見和建議，歡迎第一時間聯絡秘書處，以作綜合反映。

Since early this year, the US imposed rounds and rounds of tariffs on imported goods from China in response to findings of the Section 301 Investigation on China's intellectual property rights which it unilaterally confirmed. The first shot of the US-China trade war was fired on 6 July when the US government officially collected 25% tariffs on \$34 billion Chinese goods involving 818 product lines. So far, a total of approximately \$250 billion Chinese goods are subject to tariffs. President Trump even asserted more will be imposed on \$267 billion Chinese goods, the move will bring all imports from China tariffed.

As Mainland China and the US are both important trade partners of Hong Kong, CMA keeps a close eye on the incident. Externally, CMA maintains a close tie with the US and Chinese governments including attending 7 conferences held by the HKSAR Commerce and Economic Development Bureau and the Trade and Industry Department under it for the industrial sector. We also visited the Commercial Office of the Economic

Affairs Department of the Liaison Office of the Central People's Government in HKSAR to express the sector's concern and exchange views and proposals regarding escalation of the US-China trade conflicts.

Internally, CMA keeps members abreast of the latest development through all channels, including updated information and special measures launched by the government. Members are also reminded and welcomed to make any related queries or put forward their views. We are concerned about the incident's impact on members. Two questionnaire surveys have been conducted on members to understand how the latest development of trade war affects members' businesses. The CMA Industrial Committee and group members also held meetings to listen industry players' views.

In order to deal with the unpredictable US-China trade conflicts, CMA set up the US-China Trade Conflicts Focus Group with CEO, Mr. Raymond Young as the Convenor and joined by CMA members who are concerned about the incident. The Focus Group was set up to closely monitor protectionist measures adopted by the US and development of the trade war; collect important information, pool available resources and provide support so as to update the CMA and member companies with the latest development; discuss and analyze as and when necessary and provide opinions for reference; and facilitate close communication and liaison between the sector and SAR government. Members are welcomed to contact the Secretariat to put forward their opinions and proposals.



廠商會應對中美貿易戰工作概覽 CMA Workshops on Strategies for the US-China Trade War

日期 Date	項目 Project
23 / 3 / 2018	新聞稿 - 廠商會強烈抗議美國掀貿易戰 憂對業界帶來重大打擊 Press release - CMA strongly protests against US for starting the trade war worrying that the sector will be severely affected
4 / 4 / 2018	美國對華 301 調查徵稅對本港企業的影響意見收集 Collection of opinions on US's Section 301 Investigation into China and impact of tariffs on local enterprises
12 / 4 / 2018	「小微企優先助」基本保障套餐 (ver. 貿易戰一觸即發，小微企如何自保?) SME privilege scheme basic protection package (ver. What shall SMEs do to protect themselves when trade war broke out?)
19 / 6 / 2018	美國宣佈對中國 500 億美元商品加徵關稅對會員企業的影響意見收集 Collection of opinions on the impact of US's tariff on \$50b-Chinese imports on members
11 / 7 / 2018	美國再公佈擬對中國 2000 億美元輸美產品加徵關稅 US announces intention of imposing another round of tariff on \$200b imports from China
12 / 7 / 2018	新聞稿 - 中美貿易戰的最新發展 Press release - Latest development of US-China trade war
13 / 7 / 2018	中美貿易戰對廠商會會員業務的影響 問卷調查 行業委員會第一次聯席會議 - 討論事項 Questionnaire on the impact of US-China trade war on members' businesses First Joint Conference of Industrial Committee - Matters for Discussion
16 / 7 / 2018	有關美國公佈對價值 340 億美元的中國商品加徵 25% 進口關稅後申請豁免程序 Application procedure for waiver upon the US announcement of imposing 25% tariff on \$34b-import from China
18 / 7 / 2018	香港貿發局 - 經貿研究研討會「中美貿易糾紛：應對策略及案例研究」 Hong Kong Trade Development Council - Research Seminar on "Surviving the Sino-US Trade Dispute: Recommended Strategies and Past Case Studies"
6 / 8 / 2018	中美貿易戰升級對廠商會會員業務的影響 第二輪問卷調查 Second questionnaire survey on the impact of escalation of US-China trade on members' businesses
10 / 8 / 2018	美國根據「301 調查」對價值 160 億美元的中國內地產品發出第二份最終關稅稅目清單 US's second final tariff list on \$16b-products of Mainland China under Section 301 Investigation
18 / 9 / 2018	美國落實對 2000 億美元中國商品加徵關稅 US implements tariff on \$200 billion goods from China
27 / 9 / 2018	新聞稿 - 廠商會 2018 會員大會 會長吳宏斌指風險上升經濟前景轉弱 Press release - CMA Annual General Meeting 2018 President Ng Wang Pun said at the meeting that higher risks are faced with economic outlook weakening
3 / 10 / 2018	新聞稿 - 中美貿易戰持續升溫 廠商會邀劉怡翔局長解構貿易糾紛對本港經濟之影響 Press release - US-China trade war continues to escalate CMA invites Secretary James Lau to explain how the trade dispute affects Hong Kong's economy
4 / 10 / 2018	廠商會推貿易文件便利措施助小微企在關稅大增前盡快出貨 CMA helps SMEs export goods before high tariffs take effect through trade document facilitation measures
5 / 10 / 2018	香港貿易發展局《商貿全接觸》新推「美國貿易措施」頁面 HKTDLC launches US trade measures webpage under Hong Kong Means Business section
9 / 10 / 2018	貿易戰陰霾的貿易風險分析及環球買家除帳風險管理 - 「商業信用報告服務」講座 Analysis of risks amid threat of trade war and management of buy-on-credit risk from global buyers - Seminar on Company Credit Report Service
19 / 10 / 2018	廠商會團體會員中美貿易戰應對座談會，並邀得商務及經濟發展局邱騰華局長親臨與會員交流 CMA Group Member Seminar on Strategies for the US-China Trade War, Secy for Commerce & Econ Dev, Mr. YAU Tang Wah also attend the seminar
23 / 10 / 2018	廠商會「美中貿易戰 - 關稅風險緩解策略」研討會 CMA Seminar on "US-China Trade War - Tariff Risk Mitigation Strategy"
13 / 11 / 2018	廠商會「中美貿易摩擦焦點小組」召開第一次會議 First meeting of CMA "US-China Trade Conflicts Focus Group"

香港第一家電熱水爐廠
柏林牌為香港電熱水器業開創先河
1967年至今在香港製造

若非品質有保證 何能扎根 **超越半世紀**

＜廠在土瓜灣 歡迎參觀＞



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溫馨提示

根據香港特別行政區政府《商品說明條例》

4201 原產地標籤的規定

目前並無法例規定在本港銷售的貨品必須貼上原產地標籤。

精明消費者購買電器前先查詢產地來源，並比較其他同類貨品，不同牌子的售價及產品功能，廣告內容可能誇張或誤導，若買入物非所值的貨品就會浪費金錢及後悔。



柏林牌



1967年首創純不銹鋼內膽
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▲
20升
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廣東加強工業固體廢物管理 失信行為納入信用評價管理 Guangdong tightens up industrial waste management by including defaulting acts into credit rating management

工業固體廢物包括：生活垃圾、工業危險廢物、醫療廢物、一般工業固體廢物等，廣東作為經濟大省，產業門類和工業企業眾多，工業固體廢物產生量大，為加強工業固體廢物污染防治，省環境保護廳近日出台了相關的固廢指導意見，我們整理了部分重點供廣大會員參考：

1. “明確企業主體責任”：產品的生產者、銷售者、進口者、使用者對其產生的固體廢物依法承擔污染防治責任。也就是說，企業的責任不會因為僱用了協力廠商處理的公司而減少法律責任。
2. “固體廢物申報登記制度”：一般工業固體廢物產生單位應於每年 3 月 1 日前網上申報登記上一年度的資訊，通過省固體廢物管理資訊平台依法申報固體廢物的種類、產生量、流向、交接、貯存、利用、處置情況；年產生、利用、處置量 100 噸及以上的，應於每季度的 10 日前網上申報登記上一季度的資訊。
3. “加強固體廢物運輸監管”：如實記錄各類工業固體廢物的種類、數量、去向，即時登記廢物出入庫、交接、流轉等情況，建立健全各項固體廢物管理制度。
4. “規範轉移審批管理”：一般工業固體廢物轉移出省外進行貯存、處置的工業企業，應依法向省級環境保護行政主管部門提出申請，由省級環境保護行政主管部門商經接受地的省級環境保護行政主管部門同意後，方可轉移工業固體廢物。
5. “對非法轉移、處置、傾倒固體廢物的要依法嚴肅查處”：對造成環境污染損害的，要依照國家生態環境損害賠償制度改革方案的有關要求，及時組織開展環境污染事件的環境品質監測、場地污染防控、環境損害評估和修復等，並提出生態環境損害賠償意見書，由受污染的所在地縣（區）人民政

府依法向產廢單位和運輸單位或個人進行索賠；對涉嫌環境犯罪的，要及時移交公安機關立案查處，並為公安機關偵查辦案提供技術支援。

6. “將工業固體廢物重點產生單位和利用處置單位全部納入環境信用評價管理”：公佈評價結果，主動接受社會監督，對固體廢物利用處置等違法失信企業要將其違法資訊歸集至全國信用資訊共用平台，並在國家企業信用資訊公示系統和“信用中國”網站公示，開展聯合懲戒，實現“一處違法、處處受限”。

除以上規定，近期廣東省還出台了其他固廢、危廢管理規定，比如要求建立全省固體廢物環境資訊化管理平台，還規定對污泥、危險廢物等建立管理台賬，其中危廢台賬及經營檔案需保存 10 年以上，確保處理情況全程跟蹤記錄等。請各會員重視新政策的影響。

Industrial waste management includes: household waste, dangerous industrial waste, medical waste and general solid industrial waste. As a key province where different industrial sectors and companies operate, Guangdong is a huge source of solid industrial waste. In order to step up control of solid industrial waste as a means to prevent pollution, the Department of Environmental Protection of Guangdong Province (GEDP) recently promulgated guiding opinions on the issue. The key points are highlighted below for members' reference:

1. "Clear definition of company's responsibilities" : Manufacturers, sellers, importers and users of products shall bear responsibilities pursuant to the law for pollution caused by the solid wastes they generate. In other words, the aboved companies shall bear the same level of liabilities even if a subcontractor is hired.
2. "Solid waste report and registration system" : Entities which generate general solid industrial waste shall report and register information of the previous year online before 1 March every year. Information regarding the types, volume, flow, receipt, storage, usage and disposal of solid waste shall be reported through the provincial solid waste management platform pursuant to the law. For entities which produce, use and dispose more than 100 tons of solid waste shall report and register online information of the previous year within the first ten days of each quarter.

3. "Step up supervision of solid waste transportation" : Types, volume and destination of all kinds of industrial solid wastes shall be recorded truthfully. Information about warehouse access, receipt and circulation of wastes shall be registered promptly so as to establish sound management systems for all kinds of solid wastes.
4. "Approval and management of waste transfer" : Industrial companies which store and dispose industrial solid waste outside the province shall apply to executive arm of the GEDP pursuant to the law, no industrial solid waste shall be moved out of the province before obtaining consent from executive arm of the GEDP.
5. "Illegal transfer, disposal and dumping of solid waste shall be handled strictly pursuant to the law" : Where environmental pollution is caused, environmental quality supervision, site pollution control, environmental damage assessment and reinstatement shall be arranged for the pollution incident according to relevant requirements of reformation plan of the national ecological and environmental compensation system. A letter of opinion on ecological and environmental compensation shall also be submitted to facilitate the people's government of the polluted county (region) to claim compensation from the waste-producing entity and transportation entity or individual. The suspected environmental polluter shall be handed over promptly to the security authority, the former shall also help the latter with the investigation by providing technical support.
6. "Putting key producers, users and disposers of industrial solid waste under management of environmental credit rating" : Rating results will be publicly disclosed for social supervision. Companies with defaulting acts which involve the use and disposal of solid waste shall have information regarding their illegal acts imported to nationwide credit information platform besides posting on the National Enterprise Credit Information Publicity System and Credit China website as collective penalty of "Once violating the law, all under restrictions" .

Besides the said rules, Guangdong province also announced other rules for management of solid waste and dangerous waste. For example, set up province-wide solid waste environmental information management platform, open management accounts for sludge and dangerous waste. Dangerous waste accounts and operation files shall be kept for 10 years or more for tracking of all records regarding the handling of wastes. Members are reminded to pay special attention to impact of the new policies.

資料整理：香港中華廠商聯合會內地辦事處
備註：本文稿內容以中文版為準
Collation: CMA Mainland Office
Remark: The Chinese version of this article shall prevail

東莞政策速遞 Review of Dongguan Policies



【政策速遞】廣東足不出戶可辦粵港澳直通車業務

來源：南方網

【參考】

1. 為方便當事人辦理上述業務，廣東公安交警部門還協調香港中旅集團有限公司在香港和深圳的回鄉證辦理大廳設置了辦理點，提供指標申請、車輛檢驗等全程辦理服務；
2. 對香港經大橋口岸入出內地車輛，凡是符合內地6年免檢政策的車型和條件，同樣享受該優惠政策；
3. 推出了“粵港澳直通車”小程序，可辦理港澳直通車變更、牌證補換（補、換）領機動車號牌、行駛證業務）、指標停駛等業務。

【政策速遞】東莞：新型產業用地不超過鎮街工業保護線規模 10%

來源：南方都市報

【參考】

1. 在地價方面，新型產業用地（M0）地價處於普通工業用地（M1）用地與商業辦公用地（C2）之間，與分割轉

讓比例、實際出讓年限、容積率等因素相掛鉤，支持“工改 M0”。參照深圳的做法，新型產業用地項目須無償向政府貢獻一定比例的土地、產業用房。貢獻部分免繳地價。貢獻的土地可用於城市基礎設施、公共服務設施建設或者其他公益性專案建設；貢獻的產業用房可用於市、鎮招引優質項目。

2. 保障普通製造業的空間是《東莞市新型產業用地（M0）管理暫行辦法》（以下簡稱《管理辦法》）亮點之一。其中提出，各園區、鎮街工業保護線內新型產業用地（M0）總量不超過轄區工業保護線總規模的 10%；市區四個街道、松山湖高新區、濱海灣新區作為新型產業重點發展區域，可適當提高比例。
3. 為防止新型產業用地（M0）項目出現房地產化傾向，《管理辦法》明確新型產業用地（M0）配套用房不得分割轉讓的政策導向，明確產業用房分割轉讓的比例不得高於 49%（不含）。

【Policy Update】Application for operation of cross-border bus service without leaving Guangdong

Source: Southcn.com

【Reference】

1. In order to facilitate applicants, the Guangzhou Traffic police department cooperated with the China Travel Service (Holdings) Hong Kong Limited to set up application corners in return permit application lobbies in Hong Kong and Shenzhen. One stop service including benchmark application and vehicle inspection is provided;
2. For vehicles which access the Mainland through control point on the Bridge, those which meet the requirements for 6-year inspection waive policy in terms of model and other conditions shall enjoy such preferential policies;
3. The "Hong Kong-Guangzhou cross-border bus" mini formula is launched to provide services including Hong Kong-Guangzhou cross-border conversion, replacement of licences (replacement (exchange)), application for motor vehicle plate and road license, and benchmark non-working, etc.

【Policy Update】Dongguan: New-type industrial land shall not exceed

10% of the scale set for urban industries protection lines

Source: Southern Metropolis Daily

【Reference】

1. In order to support "industry to M0 transformation", the premium of new-type industrial land (M0) is at a level between those for ordinary industrial land (M1) and commercial office land (C2) and is linked to factors including the proportion of partial transfer, actual term of transfer and plot ratio, etc. With reference to the practice of Shenzhen, new-type industrial land projects shall contribute a considerable proportion of the land and industrial premises to the government without charge; premium shall be waived for the contributed part. The contributed land may be used for development of urban infrastructure, public utilities or other constructions in public interests. The contributed industrial premises may be used for attracting investments of quality projects.
2. Ensuring room of development for ordinary manufacturing industry is one of the key points of the Interim Method for Management of New-type Industrial Land (M0) in Dongguan (Method for Management). It is proposed, inter alia, that total amount of new-type industrial land (M0) within protection lines in all parks and streets shall not exceed 10% of the total scale set for the industrial protection line of the region. Proportion may be appropriately expanded for key new-type industrial development areas including four streets in the urban district, Songshan Lake Hi-Tech Industry Development Zone and Binahian Bay Area.
3. To prevent new-type industrial land (M0) from being turned into real estate properties, the Method for Management expressly states the policy approach that ancillary premises of new-type industrial land (M0) shall not be partially transferred and expressly states that the proportion of partial transfer for industrial premises shall not exceed 49% (exclusive).

資料提供：香港中華廠商聯合會內地辦事處
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Collation:

The Chinese Manufacturers' Association of Hong Kong
Remark: The Chinese version of this article shall prevail

本會活動速遞 CMA Focus



會員商聚

CMA Members' Gathering

日期 Date : 6 / 12 / 2018

查詢電話 Enquiry Hotline : 2851 1555



清潔生產減廢節能考察團

Mission of Cleaner Production

日期 Date : 14 / 12 / 2018

查詢電話 Enquiry Hotline : 2851 1555



「以職能主導之招聘面試技巧」工作坊
Workshop on "Competency-based
Interviewing Skills"

日期 Date : 18 / 12 / 2018

查詢電話 Enquiry Hotline : 2542 8635 (曾小姐)

12 2018 年
月份活動
December Event



會員會客室

Member's Meeting Room

日期 Date : 待定

查詢電話 Enquiry Hotline : 2851 1555



「手機『拉人』法！」工作坊

Workshop on "Strategic Mobile Marketing"

日期 Date : 4 / 1 / 2019

查詢電話 Enquiry Hotline : 2542 8635
(曾小姐)



「港企廠地價值回收如何獲得最佳收益及
風險防範」工作坊

日期 Date : 11 / 1 / 2019

查詢電話 Enquiry Hotline : 2542 8635 (曾小姐)

1 2019 年
月份活動
January Event

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廠商會慶祝國家改革開放 40 年系列活動之 「國家所需 香港機遇」領袖午餐會 (12月12日)

CMA Luncheon on 40th Anniversary of China's reform and opening up (12th Dec)

今年是中國改革開放 40 周年，本會作為本港最大及最具代表性的工業團體之一，積極響應和配合特區政府鼓勵社會各界為慶祝國家改革開放 40 周年舉辦慶祝活動的號召，將舉行一系列活動，以凝聚工商業界和廣大市民，一同紀念國家這個重大的里程碑。

除了聯同香港經濟日報製作《中國改革開放的拓荒者》一書及「冠名贊助」由無線電視新聞部製作、已於 9 月 30 日起於翡翠台播出的《中國改革開放 40 年》電視特輯外，本會將於 12 月 12 日舉辦「國家所需 香港機遇」領袖午餐會，作為本會慶祝國家改革開放 40 周年系列活動的壓軸項目。屆時將邀請中、港政府官員、商界及社會領袖出席交流，探討香港在國家持續深化改革和擴大開放的背景下，所面對的機遇與挑戰，藉此啟發和鼓勵業界抓緊機遇，融入國家發展大局。而《中國改革開放的拓荒者》的新書發佈儀式亦將於當日同場舉行。

午餐期間將設專題討論，邀請來自工業、商業、創科、學術等不同界別、極具份量的嘉賓，

一同分享他們親身參與改革開放的經驗，以及就香港在國家未來發展中所扮演的角色發表真知灼見。本會陳永棋永遠名譽會長及黃友嘉永遠名譽會長已分別答允擔任專題討論的講者及主持，而中銀香港則為午餐會的協辦機構。

This year marks the 40th Anniversary of China's Reform and Opening Up. As one of the largest and most representative manufacturing organisations in Hong Kong, the Chinese Manufacturers' Association of Hong Kong (CMA) is enthusiastic to support the HKSAR government's call for the community's active participation in celebration of such occasion. CMA will organise a series of events to bring together the manufacturing and business sector, as well as members of the public in celebration of this milestone of the country.

Aside from jointly publishing the book "Pioneers of China's reform and Opening Up" with Hong Kong Economic Times, CMA also provided "title sponsorship" of the "40th anniversary of China's Reform and Opening Up" programme produced by the TVB news section, which has been airing on TVB Jade since 30 Sept 2018. Added to that, as a highlight of CMA's celebration events, CMA will organise the "Meeting the Country's Need, Creating Opportunity for Hong Kong" high-level luncheon on 12 Dec 2018. Senior government officials from the mainland and HKSAR, distinguished leaders from the business sector and prominent politicians are invited to share their thoughts on the opportunities and challenges Hong Kong is facing in view of

China's continuous in depth reform and expansion of opening up. It is hoped that the luncheon could inspire and encourage the industry to seize opportunities and immerse into the development of China. The Book Launching Ceremony of "Pioneers of China's reform and Opening Up" will also be held that day at the same venue.

During the luncheon, acclaimed guests from various sectors like industrial, business, academic, innovation and technology, etc. will participate in a panel discussion to share their first hand experience of participation in the Reform and Opening Up, as well as their acute insight regarding the role of Hong Kong in China's future development. Permanent Honorary Presidents of CMA, the Hon Chan Wing Kee and Dr Wong Y K David, have agreed to take up the role as the speaker and the host respectively for the panel discussion. The luncheon is co-organised by the Bank of China (Hong Kong).



午餐會詳情如下 The details is as follows :

日期 Date	12/12/2018 (星期三 Wed)
時間 Time	12:15p.m.-2:00p.m.
地點 Venue	港島香格里拉大酒店 5 樓 5/F, Island Shangri-La, Hong Kong
主禮嘉賓 Guest of Honour	全國政協副主席梁振英先生、政務司司長張建宗先生 Vice-Chairman of the National Committee of the Chinese People's Political Consultative Conference, Mr LEUNG Chun Ying, and Chief Secretary for Administration, Mr. CHEUNG Kin Chung