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For Immediate Release

**The Chartered Institute of Logistics and Transport in Hong Kong (CILTHK) Welcomes
the Chief Executive's 2025 Policy Address
and the Comprehensive Vision for Transport and Logistics Developments**

The Chartered Institute of Logistics and Transport in Hong Kong (CILTHK) welcomes the Chief Executive's 2025 Policy Address and its comprehensive vision for transport and logistics developments. We particularly commend the Government's commitment to accelerating the Northern Metropolis initiative, promoting emerging industries, and reinforcing Hong Kong's role as an International Trade Centre, Shipping Centre, and Aviation Hub.

Strengthening Hong Kong as an International Shipping Centre

We strongly support the Government's ambitious plans to establish a comprehensive "rail-sea-land-river" intermodal transport system connecting to the inland region. The expansion of cargo sources through multimodal transport from Mainland's inland provinces via Hong Kong to international markets represents a significant opportunity to leverage our geographical advantages. The successful sea-rail intermodal services from Chongqing and Chengdu to Yantian Port and Beibu Gulf, with subsequent transshipment to Kwai Tsing Container Terminals, demonstrate the practical benefits of such integrated logistics networks.

The establishment of "partner port" relationships with Mainland regions and Belt and Road Initiative countries, coupled with the development of green shipping corridors, aligns perfectly with global sustainability trends and will position Hong Kong at the forefront of green maritime logistics. We particularly welcome the focus on developing green maritime fuel bunkering centres, including green methanol, green ammonia and hydrogen facilities. The requirement for mass flow meters on methanol bunkering vessels and the feasibility studies on green ammonia and hydrogen bunkering demonstrate the Government's commitment to the practical implementation of green shipping solutions.

The launch of the Port Community System in January 2026, providing cargo tracking functions and connecting sea, land and air transport networks, represents a crucial step toward digital transformation that will enhance trade efficiency and transparency. This initiative will significantly strengthen Hong Kong's competitive edge in the digital logistics era.

Advancing High Value-Added Maritime Services

We commend the Government's recognition of Hong Kong's maritime strengths, with vessels owned, managed or operated by Hong Kong shipowners accounting for nearly 10% of the world's merchant fleet deadweight tonnage. The planned amendments to the Merchant Shipping (Registration) Ordinance to create more flexible and digitalised registration processes will enhance Hong Kong's attractiveness as a maritime business centre. The enhanced promotion of tax concessions and the establishment of a dedicated marine risk pool in collaboration with the Insurance Authority will further strengthen our marine insurance ecosystem.

The Hong Kong Maritime and Port Development Board's role in formulating comprehensive overseas and Mainland promotional strategies is crucial for long-term industry development. We look forward to contributing our expertise to support the Board's strategic initiatives.



Reinforcing Hong Kong as an International Aviation Hub

The remarkable 60% increase in passenger and cargo flights over the past two years demonstrates Hong Kong's aviation recovery and growth potential. We fully support the expansion of bilateral air services arrangements with more than 10 aviation partners and the pursuit of new agreements with South America, Central Asia, Africa and the Middle East. The consensus reached with Chile exemplifies the proactive approach needed to strengthen Hong Kong's global connectivity.

The expansion of Air Passenger Departure Tax exemptions to include passengers travelling to Hong Kong for transit by sea or land, starting in October, will enhance Hong Kong's position as a regional transit hub. The expansion of the city terminal network in the Mainland and improvements to "Fly-Via-Zhuhai-Hong Kong" services will strengthen the Greater Bay Area's intermodal connectivity.

HKIA's consistent ranking as the world's busiest cargo airport for the 14th time since 2010 underscores Hong Kong's cargo handling excellence. The construction of a permanent facility of the HKIA Dongguan Logistics Park will help boost the use of Hong Kong air cargo services for transporting goods to and from the Mainland.

Supporting Modern Logistics Development and New Energy Innovation

We welcome the release of findings from the planning study on modern logistics clusters in Hung Shui Kiu/Ha Tsuen New Development Area. This initiative will provide crucial infrastructure for Hong Kong's logistics industry transformation and modernisation.

The development of the sustainable aviation fuel (SAF) industry chain represents a significant opportunity for Hong Kong to lead in green aviation. The collaboration with Mainland authorities to enable local SAF production, covering upstream raw material collection to large-scale manufacturing, positions Hong Kong strategically in the global SAF supply chain. The planned SAF blending facility will enhance our industry competitiveness and support airlines' environmental commitments.

Developing Low-Altitude Economy

The formulation of the Action Plan on Developing Low-Altitude Economy presents exciting opportunities for logistics innovation. The improvement of civil aviation legislation for unconventional aircraft, designation of spectrum, and development of vertiports and air route networks will create the foundation for advanced logistics applications, including drone delivery services.

The expansion of the Regulatory Sandbox to cover more complex scenarios, including cross-boundary routes and passenger-carrying aircraft, demonstrates a progressive regulatory approach that will foster innovation while ensuring safety standards.

Strengthening Commodity Trading Ecosystem

The establishment of eight London Metal Exchange delivery warehouses in Hong Kong and the provision of half-rate tax concessions for commodity traders will attract more international trading activities. The formation of the Strategic Committee on Commodities under the Financial Secretary's leadership will provide the high-level coordination necessary for comprehensive commodity policy development.

Cross-boundary Freight Efficiency and Logistics Innovation

Whilst the Policy Address outlines major infrastructure projects, it lacks a clear framework for freight-specific innovation. We strongly advocate the adoption of a co-location clearance arrangement at the future Hung Shui Kiu Logistics Hub, modelled on the Dongguan Logistics Park. This would enable screened cargo to



bypass boundary control points, streamlining land-based freight movement and supporting the development of low-altitude logistics.

Regionally Integrated Transport Blueprint

Despite the emphasis on infrastructure-led development, the absence of a regionally integrated transport network—particularly the roadmap originally proposed under the Kau Yi Chau Artificial Island initiative—is concerning. We urge the Government to publish a phased implementation strategy that synchronises road and rail planning with land use and industrial revitalisation across the Northern Metropolis.

Low-altitude Economy and Yacht Tourism Synergy

The Address briefly references tourism and economic diversification but overlooks the synergistic potential between low-altitude tourism and the yacht economy. Coordinated planning to integrate aerial sightseeing, coastal exploration, and short-distance aviation with yacht-based activities would create a high-value tourism ecosystem and stimulate demand for specialised logistics and hospitality services.

New Energy Vehicle (NEV) Infrastructure

Whilst carbon neutrality goals are acknowledged, the Policy Address lacks concrete plans for NEV infrastructure deployment. We recommend allocating dedicated land for service centres, charging stations, and maintenance hubs—particularly in New Development Areas and urban renewal zones—to support commercial fleet adoption and ensure operational resilience.

Connectivity and Network Efficiency

The imminent commissioning of the Hong Kong–Shenzhen Western Rail Link (HSWRL) is a milestone, but its impact is limited without a direct rail link to urban Kowloon and Hong Kong Island. We also note concerns about Route 11's configuration, which may lead to congestion in Kowloon's urban districts. A strategic extension connecting Route 11 to a proposed fourth cross-harbour tunnel should be considered to enhance network capacity and avoid future bottlenecks.

Autonomous Vehicle (AV) Commercialisation Pathway

The AV trials are promising, yet the Policy Address could better articulate a commercialisation roadmap. We recommend defining milestones for transitioning from pilot trials to full-scale deployment, including support for remotely operated AVs, integration with air and rail transport, and cross-district applications.

Ride-hailing Legislation and Market Readiness

The proposed regulatory framework for ride-hailing services is a major step forward. However, the Address does not detail market readiness assessments or consumer protection mechanisms. We encourage the Government to conduct stakeholder consultations to ensure the framework balances innovation, safety, and service quality.

Northern Metropolis Development and Institutional Coordination

We welcome the commencement of the Northern Metropolis Highway design phase and the establishment of the Committee on Development of the Northern Metropolis. These steps will enhance coordination between transport infrastructure and land development, fostering a market-responsive and industry-led approach.



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Smart and Green Mass Transit Systems

We support the deployment roadmap for Smart and Green Mass Transit Systems, especially the tendering of projects in Kai Tak, East Kowloon, and Hung Shui Kiu/Ha Tsuen NDAs. The proposed regulatory framework and streamlined approval mechanisms are timely and necessary to accelerate delivery.

Public Transport Enhancements

We commend the Government's commitment to improving franchised bus, public light bus (PLB), and ferry services. The introduction of tourist-oriented bus routes, environmentally friendly ferries, and mobility-on-demand minibus pilots reflects a forward-looking approach to public transport.

AI-driven Traffic Management and Licensing Services

The deployment of artificial intelligence in traffic signal optimisation, smart motorways, and licensing services represents a leap forward in operational efficiency and user experience. These initiatives align with the "Be the Smart Regulator" vision and should be expanded across transport services.

Support for NEV Adoption

We strongly support the allocation of land and infrastructure to facilitate NEV adoption, particularly for commercial fleets. Dedicated service centres, charging stations, and repair facilities are essential to achieving carbon neutrality and modernising logistics operations.

CILTHK remains committed to supporting the Government's efforts to build a smart, connected, and sustainable transport and logistics ecosystem. Through our professional expertise, global network, and industry leadership, we look forward to active collaboration and dialogue to ensure these initiatives are implemented effectively and equitably, contributing to Hong Kong's continued success as a world-class logistics, shipping, and aviation hub. Our Institute stands ready to assist in talent development, professional standards enhancement, and the adoption of industry best practices to ensure the successful realisation of these ambitious goals.



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About The Chartered Institute of Logistics and Transport in Hong Kong

The Chartered Institute of Logistics and Transport in Hong Kong (CILTHK) is a major branch of The Chartered Institute of Logistics and Transport (CILT). The Chartered Institute of Logistics and Transport (www.ciltinternational.org) is an organisation with an established international pedigree, with over 30,000 members working in over 100 countries. It was formed in the United Kingdom in 1919 and granted a Royal Charter in 1926.

CILTHK (www.cilt.org.hk) was set up in 1968 and is one of the CILT global chapters. CILT is present worldwide and we all share the common cause to promote and advance the art and science of supply chain, logistics and transport. Currently, the membership of CILTHK is around 2,000 and broadly ranges from experienced senior managers to junior staff in the industries of shipping, logistics, airline, railway, road, public transport, government, educational institutes and consultancy. The Institute regularly organises professional programmes and activities for members, such as seminars, forums, conferences, and technical visits; formulates and implements professional codes to ensure and uphold the professional standards in the industry.

Further Enquiry

Please feel free to contact 2866-6336 or by email at info@cilt.org.hk for any areas of our suggestions that we can amplify further.

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新聞稿

2025 年 10 月 13 日

香港運輸及物流學會歡迎行政長官 2025 年施政報告

香港運輸及物流學會歡迎行政長官 2025 年施政報告，並對其在運輸及物流發展方面的全面願景表示讚賞。我們特別肯定政府致力加快推動北部都會區發展、促進新興產業，以及鞏固香港作為國際貿易中心、航運中心和航空樞紐的承諾。

強化香港國際航運中心地位

我們大力支持政府建立完善「鐵-海-陸-河」多式聯運體系、連接內陸地區的宏大規劃。透過從內地內陸省份經香港出口至國際市場的多式聯運貨源擴展，將為發揮香港地理優勢帶來重大機遇。重慶、成都至鹽田港和北部灣的海鐵聯運服務，隨後轉運至葵青貨櫃碼頭，已證明綜合物流網絡的實際效益。

與內地地區及「一帶一路」國家建立「夥伴港」關係，以及發展綠色航運通道，切合全球可持續發展趨勢，將令香港在綠色海運物流領域處於領先地位。我們特別歡迎發展綠色海運燃料加注中心，包括綠色甲醇、綠色氨及氫設施。對甲醇加注船舶要求安裝質量流量計，以及開展綠色氨和氫燃料加注可行性研究，體現政府推動綠色航運實踐的決心。

將於 2026 年 1 月推出的港口社區系統，具備貨物追蹤功能並連接海、陸、空運輸網絡，將推動數碼轉型，提升貿易效率與透明度，進一步鞏固香港於數碼物流時代的競爭優勢。

推動高增值海事服務

我們讚賞政府認可香港海事實力，香港船東擁有、管理或營運的船舶佔全球商船總載重噸近一成。計劃修訂《商船（註冊）條例》，以引入更靈活及數碼化的註冊程序，將提升香港作為海事商業中心的吸引力。加強推廣稅務優惠，以及與保險業監管局合作成立專門的海事風險池，將進一步壯大本地海事保險生態圈。

香港海運港口發展局在制定全面的海外及內地推廣策略方面扮演重要角色，對行業長遠發展至關重要。我們樂於貢獻專業力量，全力支持相關策略推進。

鞏固香港國際航空樞紐地位

過去兩年，客運及貨運航班數量大幅增長 60%，展現香港航空業復甦與增長潛力。我們全力支持與十多個航空夥伴擴大雙邊航空服務協議，並積極與南美、中亞、非洲及中東地區洽談新協議。與智利達成共識正好體現強化全球聯繫所需的積極進取精神。

自十月起，擴大離境稅豁免範圍至經海路或陸路過境來港的旅客，將有助提升香港作為區域過境樞紐的地位。於內地擴展城市航站樓網絡及優化「經珠港飛」服務，將加強大灣區多式聯運連接。

香港國際機場自 2010 年以來第 14 次蟬聯全球最繁忙貨運機場，彰顯香港貨運實力。興建東莞物流園永久設施，有助提升香港空運服務吸引力，便利本地與內地貨物運輸。



支持現代物流發展及新能源創新

我們歡迎洪水橋/廈村新發展區現代物流集群規劃研究成果的發佈，此舉將為香港物流業轉型升級提供重要基礎設施。

發展可持續航空燃料（SAF）產業鏈，將為香港在綠色航空領域搶佔先機帶來重大契機。與內地合作，涵蓋上游原材料回收至規模化生產，令香港於全球 SAF 供應鏈中佔據有利位置。計劃中的 SAF 混合設施，將進一步提升產業競爭力，協助航空公司實踐環保承諾。

發展低空經濟

制定低空經濟發展行動綱領，為物流創新帶來新機遇。完善民航法例以規管非常規飛機、劃定頻譜及興建垂直起降場和空中航線網絡，將為無人機配送等先進物流應用打下堅實基礎。

將監管沙盒擴展至更複雜場景，包括跨境航線及載客飛行器，體現與時俱進的監管思維，促進創新並保障安全。

強化商品貿易生態圈

於香港設立八個倫敦金屬交易所交割倉庫，並向商品貿易商提供半稅優惠，將吸引更多國際貿易活動。財政司司長領導成立商品策略委員會，為全面商品政策發展提供高層次協調。

跨境貨運效率與物流創新

儘管施政報告涵蓋多項基建項目，但仍欠缺針對貨運創新的明確框架。我們強烈建議在未來的洪水橋物流樞紐推行類似東莞物流園的「一地兩檢」安排，讓已安檢貨物無須再經邊境口岸，簡化陸路貨運流程，支持低空物流發展。

區域一體化交通藍圖

雖然施政報告強調基建帶動發展，但區域一體化交通網絡（特別是原本於交椅洲人工島倡議下提出的路線圖）未有落實。我們促請政府公布分階段實施策略，協調道路與鐵路規劃、土地利用及產業升級，推動北部都會區協同發展。

低空經濟與遊艇旅遊協同發展

施政報告雖提及旅遊及經濟多元化，卻忽略將低空旅遊與遊艇經濟結合的協同潛力。建議統籌規劃空中觀光、沿海探索、短途航空與遊艇活動融合，打造高增值旅遊生態圈，帶動專業物流及酒店服務需求。

新能源車基礎設施

雖然施政報告重申碳中和目標，但缺乏具體新能源車基礎設施落地方案。我們建議於新發展區及舊區重建地段預留專用土地，用作服務中心、充電站及維修樞紐，以支持商業車隊採用新能源車，確保運作穩健。

連接性及網絡效率

港深西部鐵路即將通車，雖具里程碑意義，但若無連接九龍市區及港島的直接鐵路，影響有限。同時，對於 11 號幹線設計亦有擔憂，可能導致九龍市區交通擁堵。建議考慮將 11 號幹線延伸至建議中的第四條過海隧道，以提升網絡容量，防止未來出現瓶頸。



自動駕駛車商業化路徑

自動駕駛車試驗成績理想，但施政報告可更清晰規劃商業化路線圖。我們建議明確由試點過渡至全面應用的里程碑，包括支援遠程操作、與空鐵接軌，以及跨區應用。

網約車立法與市場準備

擬議的網約車規管框架邁出重要一步，但施政報告未有詳述市場準備評估及消費者保障機制。我們建議政府廣泛諮詢持份者，確保政策兼顧創新、安全及服務質素。

北部都會區發展與機制協調

我們歡迎北部都會區公路設計階段啟動及設立發展委員會，有助交通基建與土地發展協調，推動市場導向、產業主導的發展模式。

智慧及綠色大眾運輸系統

我們支持智慧及綠色大眾運輸系統的推展藍圖，尤其是啟德、東九龍及洪水橋/廈村新發展區相關項目的招標。新監管框架及精簡審批流程，對加快項目落實至關重要。

公共交通服務提升

我們肯定政府致力改善專營巴士、小巴及渡輪服務。推出旅遊巴士路線、環保渡輪及按需小巴試點，體現公共交通前瞻發展方向。

人工智能交通管理及牌照服務

應用人工智能於交通燈優化、智慧公路及牌照服務，將大幅提升營運效率與用戶體驗。這些舉措與「成為智慧監管者」願景一致，值得在更多運輸服務領域推廣。

支持新能源車普及

我們強烈支持預留土地及基建，推動商業車隊採用新能源車。設立專用服務中心、充電站及維修設施，對實現碳中和及現代物流轉型至關重要。

香港運輸及物流學會將繼續支持政府建設智慧、互聯、可持續運輸及物流生態圈。我們憑藉專業知識、全球網絡及行業領導力，期待積極合作及交流，確保各項舉措有效、公平落實，推動香港持續成為世界級物流、航運及航空樞紐。本會亦準備全力協助人才培訓、專業標準提升及推廣行業最佳實踐，助力實現這些宏偉目標。



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香港運輸物流學會簡介

香港運輸物流學會 (CILTHK) 是國際運輸物流學會一個主要分會，而國際運輸物流學會 (CILT) (網址：<https://www.ciltinternational.org>) 是一國際性的非牟利專業組織，現時超過 30 個分會，全球超過 30,000 名會員，遍佈 100 多個國家及地區。學會於 1919 年在英國成立，並於 1926 年獲頒皇家特許狀。

香港運輸物流學會則於 1968 年成立。學會成立宗旨是推廣及提升供應鏈、物流以及運輸等各範疇的藝術和科學。學會涵蓋多個不同行業，包括海陸空的客運和貨運。現時香港學會由約 2,000 名會員組成，當中包括資深行政人員、政府公務員、公私營機構及顧問公司的專業人士。學會定期為會員舉辦專業認可培訓及專業活動，例如研討會、論壇、大型會議、參觀活動及持續專業發展計劃；並制定及推行專業守則，確保並維護業內的專業水準。

進一步查詢

如需進一步瞭解我們的建議，請致電 2866-6336 或發送電郵至 info@cilt.org.hk 與本會聯繫。

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