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**For Immediate Release**

**The 2026-27 Budget – Key Suggestions on Logistics and Transport  
The Chartered Institute of Logistics and Transport  
in Hong Kong (CILTHK)**

After due consultation from our Transport Policy Committee and Logistics Policy Committee, CILTHK, as a learned and leading professional Institute, hereby would like to act on behalf of the strength of our over 1,800 professional members to furnish our key suggestions on the HKSAR Government's 2026-27 Budget in relation to the industry of Logistics and Transport for the consideration of the Financial Secretary.

On the **Low Altitude Economy (LAE)**, CILTHK urges the Government to address cross-boundary logistics needs within the Greater Bay Area (GBA), particularly in relation to unmanned aircraft operations with payloads exceeding 150 kilograms. Beyond logistics, unconventional domestic passenger aircraft services should be promoted for tourism purposes, including scenic tours, island-hopping and eco-tourism experiences. To facilitate such developments, coordination with authorities in Mainland China, Hong Kong and Macao is essential to streamline customs clearance, quarantine and inspection requirements for drones and their cargo. A territory-wide study should also be conducted on opening public flight paths and vertiport location planning, encompassing retrofitting rooftops of government buildings and public piers, identifying sites for co-location with Government Flying Service helicopter operations, and incorporating vertiport requirements into outline zoning plans to form a territory-wide network system.

In respect of the **Port Community System (PCS)**, CILTHK recommends active promotion of PCS participation among all industry stakeholders, including terminal operators, shipping lines, freight forwarders, warehouse operators and trucking companies, so as to maximise efficiency and network benefits. The development and implementation of a territory-wide PCS should be accelerated to enhance data interoperability, supply chain visibility, value-added activities and Environmental, Social, and Governance (ESG) opportunities. Furthermore, PCS should be expanded to support low-altitude logistics cross-boundary services across Hong Kong and other GBA cities, centralising LAE flight plan coordination and embedding customs workflows with a “One-Data-Multiple-Declarations” function.

On **Sustainable Aviation Fuel (SAF)**, the Government is encouraged to formulate and publish a comprehensive “Action Plan for SAF” with a clear roadmap covering supply chain development, quantitative uptake targets, infrastructure planning, pricing and incentive mechanisms, as well as regulatory support. Public-private partnerships should be fostered to invest in SAF production, storage and bunkering facilities in Hong Kong, leveraging regional demand in the GBA.



CILTHK also calls for enhanced **e-commerce support**, enabling Hong Kong and Mainland Small and Medium-sized Enterprises to “Go Global” through cross-border e-commerce. Advisory, logistics and compliance support should be strengthened, while programme coverage should be extended to emerging markets such as the Middle East, Africa and Latin America. Solutions for cross-border payments, digital marketing, localisation and end-to-end logistics integration should be incorporated.

To reinforce Hong Kong’s role as a **commodity logistics hub**, the Government should promote the city as a centre for physical commodity trading, shipping and logistics, including warehousing, local transportation and related value-added services. Policy and land-use support should be provided for specialised logistics facilities, such as those for bulk, liquid and high-value commodities, alongside risk management and trade finance services.

In developing a **high value-added maritime centre**, Hong Kong should strengthen maritime professional services, including ship finance, insurance, legal and arbitration, while supporting port-related innovation. Investment in green bunkering infrastructure, deeper partnerships with key ports, and improved intermodal connectivity with Mainland hinterland cities will enable Hong Kong to capture high-end maritime and logistics activities.

On **trade facilitation**, CILTHK proposes expanding the Air Transshipment Cargo Exemption Scheme into a comprehensive Multimodal Transport Facilitation Framework covering sea–air, road–air and road–sea combinations. Strategic commodities should be prioritised, supported by streamlined customs procedures, risk-based inspections and enhanced digital documentation.

The **popularisation of new energy commercial vehicles** covering all forms of new energy vehicles including Extended Range Electric Vehicles is also critical. Fiscal incentives should be introduced to encourage fleet replacement programmes with financial measures to equalise the capital outlay, alongside green credit programmes and toll concessions. A territory-wide fast-charging network should be implemented, particularly at public transport termini, fuel stations and bus depots. Tax concessions should be offered based on vehicle class and usage, while financing support should be prioritised for public transport operators transitioning to zero-emission vehicles. Targeted subsidies should be introduced for electric minibuses, prioritising high-frequency urban routes, and incentives should be extended to operators offering green transport options for tourists, such as electric sightseeing buses and eco-friendly ferry services. Land allocation and policy support should be considered for the public transport depot upgrades to accommodate fast-charging / new energy refuelling facilities.

To strengthen the **night-time economy**, more flexible public transport services should be facilitated through digital and AI-enabled on-demand bus and minibus services. Targeted subsidies should be introduced for electric minibuses on high-frequency urban routes, while operational incentives such as fuel subsidies and toll concessions should be provided for extended service hours.



Mobility-on-demand public transport services should be expanded by streamlining the licensing process to enable Green Minibuses (GMBs) to operate alternative routes upon booking. In addition, financial support for franchised buses and GMBs should be enhanced through a funded pilot scheme that allows more flexible, non-fixed-timetable operations. Appropriate KPIs should be established to ensure these services effectively respond to passenger demand while delivering cost efficiencies.

CILTHK further recommends the promotion of **autonomous vehicle (AV) services** for both tourists and locals. A regulatory sandbox should be established to enable controlled trials on designated routes, such as minibus services to and from Science Park and the Northern Metropolis. Research and Development tax credits and pilot funding should be offered to encourage local innovation and partnerships with overseas and Mainland AV technology providers.

In view of Hong Kong's ageing population, **aged-friendly mobility enhancements** should be prioritised. Low-floor bus and minibus designs should be expanded to improve accessibility. Reforming some of the existing franchise bus and GMB services into a public network of affordable on-demand shuttle services should be introduced for senior citizens, particularly in districts with limited public transport coverage, and transport vouchers should be offered for medical appointments, including shuttle bus / minibus and taxi services for wheelchair users.

CILTHK also proposes studying the establishment of a **high-speed rail station in the Northern Metropolis**, connecting to the Ningbo–Guangzhou high-speed railway that is under construction along the coast. This would open up access to major urban agglomerations such as the Yangtze River Delta, the Western Taiwan Straits Economic Zone and the GBA.

Finally, a **people-centric approach** should be adopted to better integrate all modes of transport. A centralised management platform should be created to connect road, rail and sea transport, with the aim of reducing waiting times, improving transfer efficiency and enhancing passenger satisfaction. Real-time data integration technologies should be leveraged to facilitate cross-mode ticketing and passenger applications, while AI-based demand forecasting and dynamic service allocation should be implemented to minimise overcrowding, reduce empty runs and ensure efficient resource utilisation.



## **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](http://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](http://www.cilt.org.hk)) was set up in 1968 and is one of the CILT global chapters. CILT is presented 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 manager 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, 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](mailto:info@cilt.org.hk) for any areas of our suggestions that we can amplify further.

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2025 年 1 月 16 日

**新聞稿**

**香港運輸物流學會就《2026-27 年財政預算案》中的運輸及物流發展提出建議**

香港運輸物流學會謹就香港特別行政區政府的 2026-27 年度財政預算提出建議，旨在加強香港作為全球物流與運輸樞紐的地位。

在**低空經濟**方面，學會建議政府應積極回應大灣區跨境物流需求，特別是載重超過 150 公斤的無人機作業。同時，亦應推廣非常規的本地載客無人機旅遊，包括風景導覽、跳島及生態旅遊體驗。為推動相關發展，須與內地、香港及澳門相關部門協調，簡化無人機及其貨物的清關、檢疫及檢查程序，並制定便利的監管安排。此外，應進行全港性研究以規劃飛行路徑及垂直起降場位置，包括改裝政府建築物屋頂及公眾碼頭的設施、研究政府飛行服務隊直升機停機坪共址使用，以及將垂直起降場需求納入分區規劃大綱，以形成全港性的網絡系統。

就**港口社區系統**，學會建議積極推動所有產業持份者參與，包括終端營運商、航運公司、貨運代理、倉儲營運商及貨車公司，以最大化網絡效益及效率。政府應加快全港港口社區系統的開發與實施，以提升資料互通性、供應鏈可視性、增值活動及環境、社會和管治機會。同時，港口社區系統應擴展至支援香港及大灣區其他城市的低空物流跨境服務，集中協調低空經濟飛行計劃，並匯入海關工作流程，實現「一單多報」功能。

在**可持續航空燃油**方面，政府應制定並發布「可持續航空燃油行動計劃」，提供明確路線圖，涵蓋供應鏈發展、量化採用目標、基礎建設規劃、定價及激勵機制，以及監管支持。應鼓勵公私合營投資於香港的可持續航空燃油生產、儲存及加油設施，並利用大灣區的區域需求。

在**電子商務支援**方面，學會建議加強支援方案，協助香港及內地中小企業透過跨境電子商務「邁向全球」。除提供諮詢、物流及合規支援外，計劃範圍亦應擴展至中東、非洲及拉丁美洲等新興市場，並整合跨境支付、數位行銷、在地化及端對端物流解決方案。





在**大宗商品運輸與物流**方面，政府應推廣香港作為大宗商品貿易、航運及物流樞紐，包括倉儲、本地運輸及相關增值服務。應提供政策及土地使用支援，以促進專業物流設施的發展，例如散裝、液體及高價值商品，同時加強風險管理及貿易融資服務。

香港應致力發展成為**高附加價值海事中心**，透過加強船舶融資、保險、法律及仲裁等海事專業服務，並推動港口相關創新，提升整體競爭力。同時，政府應支持綠色加油基礎設施的建設，深化與主要夥伴港口的合作關係，並改善與內地內陸城市的多式聯運連接，以捕捉高端海運及物流活動，進一步鞏固香港在國際航運領域的地位。

為促進**貿易便利化**，學會建議將現有的空中轉運貨物豁免計畫擴展為全面的多式聯運便利化框架，涵蓋海空、公路航空及公路海運等組合。此舉不僅能提升香港作為區域物流樞紐的角色，亦可優先處理策略性商品，並透過簡化海關程序、推行風險導向檢查及加強數位文件應用，提升整體通關效率。

學會建議香港應加快**新能源商用車的普及**，當中包括所有類型的新能源車輛，如增程式電動車。透過引入額外的財政激勵措施平衡資本投入，鼓勵企業替換傳統車輛。同時，推行綠色獎勵計畫，並授予新能源商用車特別通行權及通行費優惠。政府亦應建立全區域快速充電網絡，特別是在公共交通終點站、加油站及巴士車廠等地點，以支援商用車輛的日常運作。新能源車隊的稅務寬減應按車輛類別及使用情況制定，並推行車隊更新計畫，優先協助公共交通營運商逐步轉型至零排放車輛。土地及政策支持亦應到位，以升級公共交通車廠，容納快速充電及新能源加油設施。此外，應針對電動小巴提供補貼，優先發展住宅區內高頻率市區路線，並為提供綠色交通選項的營運商提供稅務優惠，包括電動觀光巴士及環保渡輪服務。政府亦應考慮就公共交通車廠升級提供土地及政策支援，以配合快速充電／新能源加注設施的建設。

就**夜間公共交通服務的目標補貼**為推動夜間經濟，學會建議政府透過數位及人工智慧工具引入按需巴士及小巴服務，提升夜間公共交通的靈活性，便利本地及國際旅遊活動。針對電動小巴應提供補貼，優先發展住宅區的高頻率市區路線。同時，政府可提供營運激勵措施，支持公共交通延長服務時間，包括為綠色車隊提供燃料補貼及夜間通行費優惠。



建議透過精簡審批程序擴展按需公共交通服務，讓特定專線小巴及專營巴士可按乘客預約以制定更具彈性的營運路線。此外，亦應加強對專營巴士及專線小巴的財政支援，透過資助試驗計劃讓其可更靈活地進行非固定班次營運。為確保服務質素，政府可應制定合適的關鍵績效指標，以確保相關服務能有效回應乘客需求，同時提升成本效益。

學會建議積極**推廣自駕車服務**，無論是遊客或本地居民均可受惠。建議建立自動駕駛商用車輛及客運的監管沙盒，允許在指定路線上進行受控試驗，例如往返科學園及北部都會區的專線小巴服務。政府亦應提供研發稅收抵免及試點資金，鼓勵本地創新，並促進與海外及內地技術供應商的合作。

隨着人口老化問題日益嚴峻，學會建議加快**推廣適合長者的交通設施**。建議擴大巴士及小巴的低地台設計，以提升長者及行動不便人士的便利性。建議將部分現有專營巴士及專線小巴服務改革為可負擔的按需接駁公共服務，特別是在公共交通覆蓋有限的地區，以及醫院及老人院舍區，為長者提供靈活的出行方案。此外，應推出醫療預約交通券，供輪椅使用者使用按需接駁巴士、小巴及的士服務，以提升醫療出行的便利性。

學會建議**展開研究在北部都會區設立高鐵站**，以連接正在沿海建設的甬廣高速鐵路。此舉將有助打通長三角、海峽西岸經濟區及粵港澳大灣區等主要城市群，進一步提升香港與內地的交通聯繫，並促進區域經濟融合。

最後，學會建議香港的**運輸整合策略更以人為本**，透過建立一個整合管理平台，連接道路、鐵路及海上運輸模式，以縮短候車時間、提升轉乘效率及增強乘客滿意度。政府應善用即時數據整合技術，推動跨模式票務預訂系統及乘客應用程式的發展。同時，應推行基於人工智慧的需求預測及動態服務分配，以減少過度擁擠、降低空載率，並確保交通資源得到高效運用。



### 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，遍布 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平。

### 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](mailto:info@cilt.org.hk) 與本會聯繫。

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