



NEWSLETTER

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83

MTR Tuen Ma Line Commenced Passenger Service on 27 June 2021

Enhancing the Railway Connectivity and laying a strong backbone for future development of Hong Kong

Transport infrastructure development is a key to the continuous growth of Hong Kong. The Tuen Ma Line (TML) which is operated by the MTR Corporation commenced passenger service on 27 June 2021, marking a major milestone of Hong Kong's railway network development. With a total length of approximately 56km and 27 stations, the new line is the longest railway line in the city. It enhances the connectivity of Hong Kong's railway network by linking the east and west of the New Territories and the Kowloon East districts and unlocks development opportunities for the old districts as well as the new ones.

Operated by the Corporation on behalf of the Hong Kong Government, TML is a part of the Shatin to Central Link, a strategic railway project planned under the Railway Development Strategy 2014 development framework of Hong Kong railways. It is carefully designed with six interchange stations connecting with four existing heavy rail lines, including the East Rail Line, Kwun Tong Line, Tung Chung Line and Tsuen Wan Line, allowing passengers to conveniently travel around the city, enhancing the existing railway network and alleviating crowdedness of some of the railway lines.

The opening of the two new stations in the Kowloon East districts, namely Sung Wong Toi and To Kwa Wan stations, has been warmly received by local community who can now enjoy the reliable and efficient service of rail transport.



Dedicated to Keeping Hong Kong Moving

The opening of TML contributes to a significant reduction in the time of commuting. To name a few examples, travelling time from Kai Tak to Tsim Sha Tsui East is shortened from 32 to 13 minutes. Travelling time from Ho Man Tin to Yuen Long takes less than an hour, in which interchange is no longer required, offering much convenience for passengers.



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Dr Jacob Kam, Chief Executive Officer of MTR Corporation said, “TML is a railway line that will benefit everybody in Hong Kong. Upon commissioning, residents in the districts of Kowloon City and To Kwa Wan will be able to access the vast MTR network by using the Sung Wong Toi and To Kwa Wan stations and, those who live elsewhere will be able to explore these areas with ease and convenience. The connection with 4 heavy rail lines via the 6 interchange stations along TML has made commuting on the entire network much more dynamic.”

The introduction of railway service to the old districts brings along development opportunities and injects vitality to the local communities. The district reinstatement plans renew community facilities and improve the road and utility network, bringing a new look to the communities and benefiting the local population. In addition, the MTR Corporation made special efforts in injecting artistic elements into the design of the new stations, making each of them a distinct establishment that is

Enhance Project Efficiency by Adopting Various Construction Methods

Looking back, the construction of TML is indeed a huge and technically complex project. The Corporation has overcome various construction challenges, including geological complications like constructing underground tunnels amid the hustle and bustle of the districts with heavy traffic. Multiple staging and different methods of construction were adopted to minimise the impacts on the environment and the community, and in collaboration with the Transport Department a large-scale temporary traffic management scheme was implemented on Ma Tau Wai Road when constructing the To Kwa Wan Station to reduce the risk of station construction whilst maintain the road traffic.

Discovery of Sung/Yuan Dynasty archaeological finds posted another construction challenge to Sung Wong Toi Station. The MTR Corporation has initiated numerous efforts in consulting the local community and striking a balance between heritage

Committed to Seeking Continuous Improvement

Over the years, the Corporation has been delivering major railway infrastructure projects to serve the people in Hong Kong with world-class standards. Like the commissioning of TML, the Corporation has successfully delivered a high-quality railway service to enhance the railway network to connect different parts of the city.

“The commissioning of TML brings various benefits to the local communities along the line as well as other parts of Hong Kong, we appreciate the efforts made by the MTR Corporation in promoting this sustainable transport mode. TML reflects MTR’s commitment to serving Hong Kong with safe, reliable and

dear to the hearts of the community where the station is located. Different styles of art-in-station designed by local artists are displayed at To Kwa Wan, Sung Wong Toi and Hung Hom Stations respectively.



At Sung Wong Toi Station in particular, housed the first ever archaeological exhibition in an operating railway station. Curated by the Antiquities and Monuments Office (AMO), over 400 pieces of selected relics, including Song Dynasty coins, ceramics and architectural components that were unearthed during the construction of the station is now on display. While display of the archaeological finds in a railway station is unprecedented in Hong Kong, the MTR Corporation is taking pride in this collaboration with AMO to enable the public to get an insight into life in the Song-Yuan period in the vicinity of the station.

preservation and offering the biggest convenience to the passengers, including adjustment of the design of Sung Wong Toi Station as well as resequencing the works to ensure these cultural assets could be well protected and preserved.

This has proven to be well worth the effort. The Sung Wong Toi Station is graced with the display of 400 out of the 70,000 pieces of relics discovered during the construction period. Thanks to the unprecedented collaboration with the Antiquities and Monuments Office of the Government, passengers can get a flavour of the Sung-Yuan lifestyle from the relics unearthed in the area. The display has since become a key highlight for passengers and visitors to the Station.

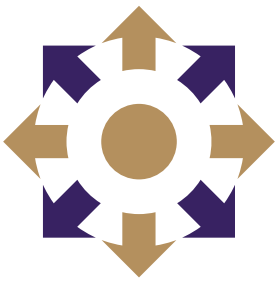


八卦紋青瓷香爐 Celadon Incense Burners with Eight Trigrams Pattern
元代 (1271-1368年) Yuan Dynasty (1271-1368)
圖例圖 Legend



efficient railway service; and build efficient transportation services to connect people of Hong Kong,” said Mr Sam Chow, Chairman of the Transport Policy Committee of CILTHK.

Railway is the backbone of Hong Kong’s public transportation system. The popularity and importance of reliable rail travel in Hong Kong serves as a constant commitment of the Corporation’s responsibility to meet the high expectations of the passengers. The MTR Corporation will seek continuous improvements in railway service while providing a caring service and new travelling experience to all the passengers.



Professional Activities Committee

Webinar: What moves Hong Kong's train ridership and passenger welfare? 23 April 2021

Prof C.K. Woo, Department of Asian and Policy Studies of EdUHK, shared his research study that he estimated a long-linear demand regression to analyse Hong Kong's train ridership and passenger welfare in connection with COVID-19, social unrest, and service suspension. Prof Woo also shared with the participants the below newly found empirics by using the monthly data on Mass Transit Railway (MTR) from January 2000 – June 2020.

- A 1% increase in monthly confirmed cases of COVID-19 infection tends to reduce MTR ridership by 0.09%;
- The estimated monthly benefit of an effective vaccination programme is HK\$157.1 per capita (0.57% of income);
- Each violet protest during Hong Kong's recent anti-government movement tends to reduce monthly MTR ridership by 2.2%;
- The estimated welfare loss per month due to violent protests is HK\$74.2 per capita (0.24% of income);
- The estimated welfare loss due to systemwide service suspension caused by violet protests in November 2019 is HK\$144.1 per capita (0.46% of income);



Prof C.K. Woo, the speaker (left) and Ir Dr Vincent Ho, Vice Chairman of PAC (right)

- A 1-hour systemwide service suspension tends to reduce monthly MTR ridership by 0.47%; and
- The estimated willingness to pay (WTP) for avoiding a 1-hour systemwide service suspension is ~HK\$1.8 (~US\$0.23) per capita, well below Chicago's estimated WTP of US\$32 per rail user found by a 2019 contingent valuation study.

Webinar: Good Distribution Practice of Pharmaceutical Products, 3 May-2021

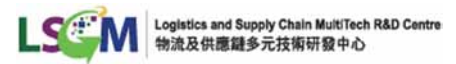
Given that defects were found in the batch of vaccines provided to Hong Kong which was in a large extent related to the vaccine packaging, supply chain management and transportation movement, the issue had been caused concern of the public. Good Distribution Practice (GDP) is a quality system that meets the WHO standards for warehouse and distribution centers dedicated for medicines. Mr Silver Kwong, GPD Product Manager of SGS Hong Kong, introduced the GPD standard and described the minimum standards in every aspect with the 4M1E method (including **M**an, **M**achine, **M**aterial, **M**ethod and **E**nvironments) that a wholesale distributor must meet to ensure and maintain the quality and integrity of medicines throughout the supply chain. In the later part of the webinar, Mr Kwong also discussed the principle of PDCA Cycle



Mr Silver Kwong, the speaker (left) and Mr Peter Mok, Member of PAC (right)

& Management System (including **P**lan, **D**o, **A**ct and **C**heck) in order to look for a sustainable improvement and in respond to the challenges ahead.

LSCM Webinar Series 2020-2021: The next generation of Smart Logistics



CILTHK was pleased in partnering again with the Logistics and Supply Chain MultiTech R&D Centre (LSCM) to organise a new webinar series themed on **‘the next generation of Smart Logistics’**. The series aimed to provide participants with a holistic view of the latest development of innovative technologies in Hong Kong. Discussions around how the

advancement of technology is impacting the logistics industry in the next generation and the deployment of technologies in Smart Logistics and Smart Warehouse, thereby facilitating the Smart City development in Hong Kong. Again, CILTHK would like to express our gratitude to the sponsorship support from LSCM.

Session I: Smart Warehouse in the Future. 24 May 2021

With the increase in operating costs and the increasingly challenging business environment, the industry practitioners are in need of technologies to tackle the problems they encountered in the daily operation. Advanced unmanned warehouse and automatic guided vehicle (AGV) technologies could help in saving costs and enhance efficiency. The speakers were

- Dr KL Fan, Director of Research and Technology Development and Chief Researcher of LSCM;

- Dr CH Cheng, Director of Research and Technology Development of LSCM

The latest development of robotics technologies for future warehouses was shared as well as how to develop a Smart Warehouse with the video analytic system and advanced robot fleet management system. In addition, Dr Cheng shared the transportation model to facilitate the supply with the case study of Biontech in Hong Kong



(from left to right) The speakers: Dr KL Fan, & Dr CH Cheng; Webinar Chair: Ir Dannies Ho, Vice-Chairman of PAC

Session II: IoT application in Smart Logistics, 8 June 2021

Smart logistics is one of the important components for Smart City development whilst Internet of Things (IoT) is a major element in the development of Smart Logistics. Dr CH Cheng conducted the second webinar to discuss the implementations of IoT applications in smart logistics which include the applications in environment monitoring, traffic signal control, landslide detection, tree monitoring, etc. With reference to those application examples, Dr. Cheng also shared his views on the design challenges, technical difficulties, and implementation concerns.



Dr CH Cheng, the speaker (left) and Mr Eric Wong, Council Member of CILTHK

Webinar Series 2020-2021: Smart Cities, Smart Mobility

Session IV, Big Data in Travel Behaviour & Urban Transport Research, 10 June 2021

In the era of smart cities, harnessing the emerging urban big data to inform urban transport planning and development presents both new opportunities and challenges. The new types of data, on one hand, provide complementary data to household travel survey to understand people's travel behaviour and various aspects of our patterns of emerging transport modes in our cities.

Dr Sylvia Ying He, Associate Professor in the Department of Geography and Resource Management of the Chinese University of Hong Kong, introduced 5 types of big data in travel behaviour and urban transport research in connection to empirical case studies.

- GPS data of dockless bike sharing served as a first-/last-mile solution
- Social media data for understanding transit user's perception of service quality of public transport systems



Dr Sylvia He, the speaker (left) and Mr Joseph Tsui, Honorary Secretary of CILTHK (right)

- Mobile phone data for understanding the impact of COVID-19 on travel mobility
- E-commerce data of online food delivery trips, and
- Energy consumption data to improve the spatial planning of charging network of electronic vehicles

Sponsors of the Webinar Series 2020-2021:

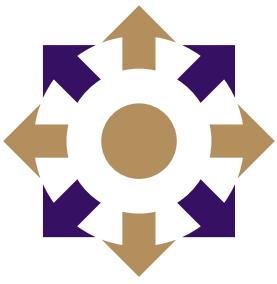


Logistics and Supply Chain MultiTech R&D Centre
物流及供應鏈多元技術研發中心



CPD Activities

6 Sep 2021	HKPC Academy Programme : Smart e-Logistics Technology for Executives
10 Sep 2021	LSCM Logistics Summit 2021: Innovate to Revitalise in the Post-COVID-19 era
16 Sep 2021	CILTHK LIVE Series 2020-2021: Smart Cities, Smart Mobility Session V: Seamless Digital Customer Experience & Smart Railway Operations
28 Sep 2021	DTLS 2021: Public Transit Before, During, and Following the Pandemic: A View From California
29 Oct 2021	粵港澳大灣區數字供應鏈論壇
2-3 Nov 2021	Asian Logistics, Maritime and Aviation Conference: Resilience • Agility • Sustainability: Reshaping the Global Supply Chain
4 & 11 Dec 2021	CILTHK 2-day Course 2021
9-10 Dec 2021	The 25th International Conference of Hong Kong Society for Transportation Studies: Sustainable Mobility



Education & Training Committee

A new initiative – “lunch and learn’ event was introduced by the Education & Training (E&T) Committee. Since April, 3 online seminars have been organised. E&T has engaged experts and aims to promote sharing of skills and expertise through the Luncheon Seminar platform. Having seminars conducted online, learning becomes more flexible.

Luncheon Seminar: Container leasing, and where are the boxes, 22 April 2021

Since the introduction of containerisation in the 60s, the binding between port and vessel was gradually fading out. It needs a piece of mutual equipment between them to perform the operations - a container box. The world trade volume will cause those purchased containers to fluctuate between deficit and surplus over the various port locations. The container leasing industry is one of the alliances that help liner shipping solve the container's problem. Mr Owen Chan, VP of Global Technical & Operations, Florens Asset Management Company, gave the latest situation in the leasing industry that affecting the current liner performance. Container leasing process model and types of lease agreements were discussed in detail during the



Mr Owen Chan, the speaker (left) and Dr Peter Wong, Chairman of E&T (right)

webinar. Before concluding the webinar, Mr Chan pointed out the major challenges of the industry, such as shipping line consolidation, pressure from competitors, periodic new start-up, IT improvements, slow cargo growth rate, management risk and aging.

Luncheon Seminar: Sailing Over Troubled Water, 18 May 2021

Between 23 and 29 March 2021, the Suez Canal was blocked for six days after the accidental grounding of m.v. Ever Given, a 20,000 TEU container ship, in the morning of 23 March. The 400-metre-long container was buffeted by strong winds, and ended up wedging itself across the waterway, bow and stern stuck in the canal bank, which prevented other vessels from passing through the Suez Canal. At this webinar, Dr Stephen Li, Professor of Practice (Maritime Studies), Hong Kong Polytechnic University, explored the navigation dilemma that the mega container ship – m.v. Ever Given might have experienced during



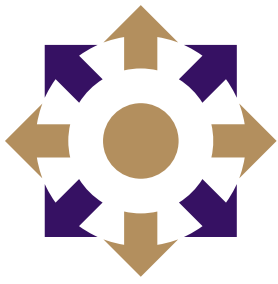
the transit. Dr Li suggested if more regulatory measures could be introduced by the Suez Canal Authority to the transit of these ships, re-occurrence of similar accident in future could be prevented.

Luncheon Seminar: Fly to Survive, 25 June 2021

The unexpected pandemic has caused drastic changes in the aviation industry since 2019. It stopped the air travellers as well as the freight movement globally. The demise of passenger travel seems everlasting while the freight sector managed to start a new arena in the operations. Mr Ronald Wong, Global Air Charter & Time Critical Services Manager, Asia Pacific, CEVA Logistics was invited in giving a macro view of the air freight sector and aviation industry trend over past months. During COVID-19, airlines had been reconfigured the planes for cargo. In the future, Mr Wong estimated that air freight remains high in the following year, whilst passenger international travel will not



be resumed to original level in next 1-2 years. In this circumstance, Mr Wong foresees the industry will have faster development in e-commerce and express in the future.



Annual General Meeting 2021 of The Chartered Institute of Logistics and Transport in Hong Kong

The Annual General Meeting of the Institute will be held as follows:

Date : 9 September 2021 (Thursday)
Time : 7:00pm
Venue : Function Rooms, 2/F The Harbourview,
4 Harbour Road, Wanchai, Hong Kong

Corresponding Notice of the CILTHK AGM 2021 has been served to all members through email on 18 August 2021 and copy of it and Proxy Form are available at the Institute website. The Annual Report of the CILTHK Council 2020/2021 and the Auditor's Report for the year ending 31 December 2020 are accessible through 'Member Login' from the Institute website.

Members are encouraged to join the AGM.

- To vote on the proposed new certification fee for the new tier of Organisation Membership
- Award Presentation for the CILTHK President Award 2021, Enduring Membership Award, Scholarships, etc.

Online registration can be submitted through the particular Events page on the Institute website. In light of COVID-19, members are reminded to observe the related provisions of in-house rules set in relation to the Prevention and Control of Disease (Prohibition on Group Gathering Regulation (Cap 599G)).

On behalf of the Council, we look forward to your participation at the General Meeting.

Quality Assurance Committee

Master of Science/Postgraduate Diploma in International Shipping and Transport Logistics (MSc/PgD-ISTL) (Mixed Mode)

(<https://lms.polyu.edu.hk/study/tpg/istl/>) [Full Exemption for CILTHK PQE]

The Department of Logistics and Maritime Studies (LMS) at The Hong Kong Polytechnic University offers MSc/PgD-ISTL (Mixed Mode) programme to enable students to introduce modern and technology innovation into shipping, transport, and logistics industries. The curriculum of the programme designed in consultation with industry leaders and prospective employers.

"This comprehensive programme prepared me with advanced knowledge of the shipping and logistics industry and inspired me with business insights. Students are encouraged to build alumni network and to further establish professional interest and career direction through this programme's connection to a wide variety of resources on and off campus." Mr QUAN Tong

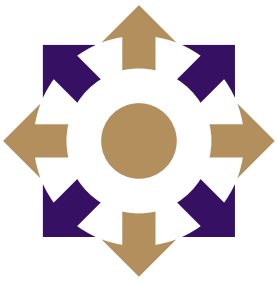
Master of Science/Postgraduate Diploma in Global Supply Chain Management (MSc/PgD-GSCM) (Mixed Mode)

(<https://lms.polyu.edu.hk/study/tpg/gscm/>) [Full Exemption for CILTHK PQE]

The MSc/PgD-GSCM programme offered by the Department of Logistics and Maritime Studies at the Hong Kong Polytechnic University equips executives with the knowledge and intellectual capability to create and sustain competitiveness in supply chain. A variety of subjects are provided to develop students' in-depth understanding and critical analysis of supply chain management problems.

"This programme combined practical and theoretical knowledge to help me develop a global perspective of supply chain as well as critical thinking and operational skills. Handling my job and taking the programme at the same time trained me to perform well under pressure and tackle challenges within limited time. The programme also enabled me to extend my network and make friends with people working in the same field." MO Yu Kam

"This programme helped us look at the entire supply value chain from different perspectives and understand supply chain management in a systematic way. Studying business cases allowed us to think outside the box and working with teammates from various industries helped us broaden our horizons. Overall, the programme enabled us to see decision making, team management, and relationship with suppliers and customers from different angles." ZHU Yanting



Logistics Policy Committee

Survey on ‘Supply of Land in New Territories North and Tuen Mun West for HK’s Logistics Development’

An indispensable contribution of Hong Kong to the Greater Bay Area (GBA) initiative is its role as an intermodal logistics services hub that supports the economic development of the neighbouring cities. The pursuit of this goal has been served by Hong Kong’s geographical location and infrastructures built over the years, with the construction of the Hong Kong-Zhuhai-Macao Bridge and the Liantang-Heung Yuen Wai Highway the latest additions.

However, to fully realise the potentials of Hong Kong’s extensive and competitive connectivity, it is absolutely necessary to have space that is affordable to the practitioners for their operations. This issue has been repeatedly drawn to the attention of the HKSAR Government (HKSARG) by the practitioners, industry associations and institutes through various channels. But a holistic spatial planning and formulation of logistics development strategies by the HKSARG for the sustainable development of Hong Kong’s logistics industry is still awaiting. Meanwhile, the supply of land for logistics will be further reduced as a result of the planned redevelopment of the brownfield sites in the New Territories for housing.

In view of the relevance and urgency of the problem, the Logistics Policy Committee of the Institute has planned to conduct a survey of Hong Kong’s local logistics industry stakeholders to ascertain their challenges and the factors affecting their business continuation. The survey will be via a questionnaire administered online. The findings and recommendations will be shared with the industry stakeholders before presentation to the relevant HKSARG departments with view to convincing them of the imperative of providing land and infrastructure to meet the practical needs of HK’s logistics practitioners and matching their expectations.

The Institute looks forward to the CILTHK members’ support of the common cause by responding to the questionnaire which is posted online at <https://www.surveymonkey.com/r/S7M7S2G>

We will give the Heads Up on this!

Membership Committee

New & Upgrade members (31 Aug 2021)

New OM	Geek Plus International Co Ltd		
New FCILT	YEUNG Wing-shan Theresa		
Upgrade to FCILT	LEE Sui-chun, Macella		
New CMILTs	CHAN Chiu-hung	CHAN Chun-kit, Sam	CHAN Ying-cho
	CHUNG Wing-shan	FOK Hok-lam	HO Chi-kit
	LAM Eliot	LEE Man-fung, Kency	PO Chak-man
	WONG Wing-chow	ZHOU Jiangping	
Upgrade to CMILT	TSE Tsz-chun		

Job Creation Scheme for the Logistics Industry: University Graduate Subsidy Scheme

In 2020, the HKSAR Government earmarked funding of HK\$10 million and launched the **Job Creation Scheme for the Logistics Industry: University Graduate Subsidy Scheme** (‘the Scheme’).

As a professional institute in logistics and transport, CILTHK is obliged to take a role in contributing our expertise and formulating professional advices and assistance to the government on the post Covid-19 recovery for the Industry. It is our pleasure to be appointed as the Secretariat of the scheme by The Transport and Housing Bureau (‘THB’) of the HKSAR Government, to administer the Scheme under their supervision with effect from 30 September 2020 until the expiry of the Scheme. The Scheme is one of the job creation initiatives established under the HKSAR Government’s Anti-epidemic Fund, which targets to provide financial incentives and support for the logistics industry to create more job opportunities for recent university graduates in 2018-2021 interested to working in logistics-related companies.

Under the Scheme, applicants must be a logistics related company or organisation and have recruited or plan to recruit eligible university graduate(s) as their employee(s) to work on a newly-created logistics-related job position on full-time basis. A monthly subsidy of HK\$5,610 per eligible job position will be

provided in arrears quarterly to successful applicants. Since the launch of the Scheme, the Steering Committee has processed applications involving 125 headcounts and the quota of 100 has all been allocated. Disbursement of subsidy to successful applicants by batches has begun since March 2021.

A Steering Committee with representatives from the THB and CILTHK is formed to direct and advice on the execution of the Scheme, and to handle possible complaints and complicated cases. Representatives of THB and CILTHK include:

- Ms Joanne Chu, Principal Assistant Secretary for Transport & Housing (Transport), THB
- Ms Michelle Lui, Assistant Secretary for Transport & Housing (Transport), THB
- Ir Dr Vincent Ping FONG, FCILT, President
- Dr Venus Yuen-ha LUN, FCILT, Immediate Past President
- Ir Dr Kelvin Kai-yuen LEUNG, FCILT, Vice President
- Ir Prof Paul Hon-yan TSUI, FCILT, Vice President
- Mr Joseph Chun-fai TSUI, FCILT, Honorary Secretary
- Ms Carolina Lai-ching YIP, FCILT, Honorary Treasurer

Under the challenging economic environment, CILTHK believed that the Scheme could benefit employers and graduates alike in this difficult episode.

New MILTs	NG Kai-sun	YANG Xinyue	
New Affiliate Member	YU Kin-way, Martin		
Upgrade to Affiliate Members	CHIU Tsz-wai ZHU Wen-tao	SIN Ngai-lut	WONG Hiu-wai
Upgrade to Graduate Member	CHEN Shengtao		
New Student Members	ARORA Kshitij CHEN Chi HAN Siqi LAU Nga-yee LI Pik-kei, Tiffanie NGUYEN Mei-ling SUN Hiu-tung TSANG Ho-man WANG Zhexuan XU JINGYI ZHANG Yiran	CHAN Chak-sang CHU Wing-sing HO Wai-chung LEE Hoi-yin LI Yanan QI Shisen TILESH Sholpan TSO Yan-cheung WONG Chin-wah, Sarah YOUNG Wai-ying	CHAN Yung-wa GORCHUBAYLI Gasham KWAN Ching-yu LEUNG Ka-man MAUSSYMBAYEVA Karina SHAWPINDO Jocelyn TONG Wai-tsun WANG Haoxin WONG Ming-kei ZHANG Chuanhai

New Entry Routes to become a Member (MILT) or a Chartered Member (CMILT)

The Education Bureau officially launched the Hong Kong Qualifications Framework (HKQF) in 2008, a 7-level hierarchy of lifelong learning policy. Practitioners in the Transport and Logistics industry with accumulated years of relevant working experience who have also been accepted by the Qualifications Framework under Recognition of Prior Learning (RPL) as an alternative pathway leading to lifelong learning.

In light of the RPL mechanism, the Council has approved the introduction of new entry routes for Membership (MILT) and Chartered Membership (CMILT) so as to attract those practitioners whose industrial knowledge and experience have been recognised through the HKQF RPL Level 4 to become CILT members, and to open an alternative pathway in professional development.

1. Member (MILT)

New Route 2 under the CILTHK Membership Handbook 4.4.3.2:

This route is intended for experienced candidates who do not meet the specific educational requirements, but who have the Recognition of Prior Learning (Logistics or Import & Export) Hong Kong Qualifications Framework (HKQF) Level 4 qualification plus at least six years of relevant supervisory experience.

2. Chartered Member (CMILT)

New category (c) of candidates eligible for attending the VIVA VOCE (Professional Interview) through the Professional Entry Routes under the CILTHK Membership Handbook 4.5.4.1.1:

c) Holder of a Recognition of Prior Learning (Logistics or Import & Export) HKQF Level 4 qualification and who has completed and passed the CILTHK PQE AL1 (Law of Business and Carriage) plus another CILTHK PQE AL subject with at least six years of professional/managerial experience.

For any enquiry, please contact the CILTHK Office at 2866-6336 or via email at info@cilt.org.hk.

Annual Membership Subscription Fee 2021/2022 to be due on 1 October 2021

Renewal Notices of Annual Membership Subscription Fee 2021/2022 will be posted in September 2021.

Fee Schedule:

FCILT	HK\$ 1,700.00
CMILT	HK\$ 1,120.00
MILT	HK\$ 650.00
Affiliate	HK\$ 560.00
Graduate Member	HK\$ 560.00
Student	HK\$ 120.00
Organisation Member	HK\$ 6,800.00

Retired Membership

Eligible members are most welcome to submit the 'Application Form for Retired Membership' to enjoy the special 50% discount for paying their annual membership subscription.

- Have retired from active practice of the profession or business; and
- Not in full-time employment

For any enquiry, please contact CILTHK office at 2866-6336/3524-7639.

執行夥伴



智慧交通基金

項目最高資助額可達
港幣2,000萬元

資助創新科技研究和應用，以提升出行便利、效率及安全



3月31日開始接受申請!

想了解更多，歡迎瀏覽基金網站或聯絡秘書處：

www.stf.hkpc.org

智慧交通基金秘書處

☎ 電話：(852) 2788 5536

☎ 傳真：(852) 3187 4502

✉ 電郵：stf_sec@hkpc.org

