



**The Chartered
Institute of Logistics
and Transport**

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For Immediate Release

**The Chartered Institute of Logistics and Transport in Hong Kong (CILTHK)
Study Proposes Implementation Framework
to Enhance Hong Kong's Strategic Commodities Trade Hub Status**

The Chartered Institute of Logistics and Transport in Hong Kong (CILTHK)'s Logistics Policy Committee (LPC) has completed a comprehensive report titled "Enhancing Hong Kong's Trading Hub: Exploration and Recommendation of Intermodal Transport Modes of Strategic Commodities" (the Study). The Study responds to the Chief Executive's 2024 Policy Address initiative to extend the Air Transshipment Cargo Exemption Scheme (SCRTEX) to other intermodal cargo-transshipment modes.

Research Background

Hong Kong implements comprehensive control over strategic commodities while ensuring free flow of advanced technology for legitimate use. The current SCRTEX operates exclusively within Hong Kong International Airport's cargo transshipment area, allowing registered operators to handle Schedule 1 strategic commodities for air-to-air transshipment without individual licenses. However, the scheme's limitation to air transport modes restricts Hong Kong's potential as a comprehensive transshipment hub.

Market Opportunity and Industry Insights

The Study highlights Hong Kong's crucial position in global semiconductor trade, accounting for 20% of global semiconductor exports through re-exports. According to the Study, China's semiconductor market shows substantial trade volumes, with annual imports ranging from US\$300-500 billion and exports reaching US\$500-600 billion. This presents significant opportunities for Hong Kong's strategic commodities trade facilitation.



Through extensive stakeholder engagement including interviews with major industry player in ICT and a number of leading logistics and trade compliance experts, the research team analysed market opportunities, international best practices, and potential implementation models.

Industry Perspectives

Director of Warehousing & Transportation of a multinational corporation in ICT industry, emphasised the importance of expanding transshipment flexibility: "Currently, we export finished products to over 170 countries via Hong Kong. While we're satisfied with current arrangements, through Bill of Lading applies only to entities without local addresses. We would welcome flexibility in the transshipment ordinance to include intermodal transshipments across air, sea, rail, and road."

The research team evaluated three implementation models:

- Centralised Transshipment Facility Model
- Approved Warehouse Programme Model
- Point-to-Point Designated Route Model

After careful analysis, the Approved Warehouse Programme Model emerged as the recommended approach, offering optimal balance between operational efficiency and security controls. The Centralised Transshipment model translated to inefficient use of space for a dedicated site and the inability to expand or contract based on the volumes and seasonality of shipments. The Point to Point designated route lacked the flexibility to merge goods in transit and perform value added services in Hong Kong.



The recommended Approved Warehouse Programme Model offers a comprehensive yet flexible framework that combines stringent security controls with operational efficiency. At its core, the model requires facilities to maintain 24/7 CCTV monitoring, robust inventory management systems, and dedicated handling areas, while enabling value-added services within controlled environments. The model operates through five integrated components: digital pre-registration and documentation, physical security controls with advanced access systems, real-time monitoring and tracking capabilities, strict compliance protocols, and permitted value-added services. This is supported by advanced technology infrastructure including electronic data interchange, real-time tracking, automated inventory management, customs system integration, and blockchain-based transaction recording, all designed to ensure secure and efficient handling of strategic commodities across different transport modes.

The Study analysed the experiences of Singapore and Korea as advanced logistics hubs. Singapore has established an effective operational model for strategic commodities management through its bonded warehouse system, while Korea has successfully facilitated strategic commodities trade through its multimodal transport network. The approaches of both jurisdictions in establishing legal frameworks and operational arrangements, particularly in striking a balance between trade facilitation and control requirements, provide important references for Hong Kong's future policy development.

CILTHK urges the HKSAR Government to consider the study's comprehensive analysis and implement the proposed "Approved Warehouse Programme Model" to extend the Strategic Commodities Air Transshipment Cargo Exemption Scheme (SCRTEX) across multiple transport modes. This extension would strengthen Hong Kong's position as a leading strategic commodities transshipment hub while maintaining robust control measures. The proposed framework aligns with international best practices and addresses industry needs for operational flexibility and efficiency.



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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 Chartered in 1926.

CILTHK (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 for any areas of our suggestions that we can amplify further.

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2025 年 4 月 15 日

新聞稿

香港運輸物流學會就提升香港戰略性物品貿易樞紐地位提出實施框架

香港運輸物流學會物流政策委員會完成了一項全面研究，探討通過改善戰略性物品的多式聯運方式來提升香港作為貿易樞紐的地位。該研究回應了行政長官 2024 年施政報告中，將空運貨物轉運豁免計劃擴展至其他多式聯運貨物轉運模式的倡議。

研究背景

香港實施全面的戰略性物品管制，同時確保先進科技可合法自由流通。現行“特定戰略物品航空轉運貨物豁免許可證方案”（SCRTEX）僅在香港國際機場貨物轉運區內運作，准許註冊營運商處理附表一戰略性物品的空運至空運轉運，而無需申請個別許可證。然而，該計劃僅限於空運模式，限制了香港作為全面轉運樞紐的潛力。研究顯示，香港佔全球半導體出口的 20%，主要以轉口貿易形式進行，市場潛力龐大。

研究團隊通過與龍頭跨國通訊科技企業，以及物流和貿易合規專家進行訪談，分析了市場機遇、國際最佳實踐和潛在實施模式。

業界觀點

跨國通訊科技企業倉儲與運輸總監強調擴大轉運靈活性的的重要性：「目前，我們通過香港向超過 170 個國家出口製成品。雖然我們對現行安排感到滿意，但聯運提單僅適用於沒有本地地址的實體。我們希望轉運條例的靈活性可以擴展至空運、海運、鐵路和公路的多式聯運。」



研究團隊評估了三種實施模式：

- 中央轉運設施模式
- 認可倉庫計劃模式
- 點對點指定路線模式

經過審慎分析，「認可倉庫計劃模式」被選為最佳方案，原因是它能在營運效率和安
全監控之間取得最佳平衡。「中央轉運設施模式」由於需要專門場地，會造成空間使
用效率偏低，且難以因應貨運量及季節性變化作出彈性調整。至於「點對點指定路線
模式」則缺乏靈活性，無法在轉運過程中合併貨物及進行增值服務，。

建議的“認可倉庫計劃模式”可提供全面而靈活的框架，結合嚴格的管控和營運效率。
該模式的核心要求設施維持 24 小時閉路電視監控、穩健的庫存管理系統和專門處理區
域，同時允許在受控環境下提供增值服務。模式通過五個綜合組成部分運作：數碼化
預先登記和文件處理、配備先進出入系統的實體安全管控、實時監察和追蹤功能、嚴
格的合規準則，以及獲准的增值服務。這些均由先進的技術基礎設施支持，包括電子
數據交換、實時追蹤、自動化庫存管理、海關系統整合和基於區塊鏈的交易記錄，全
面確保戰略性物品在不同運輸模式中得到安全和高效的處理。

本研究分析了新加坡和韓國作為先進物流樞紐的相關經驗。新加坡通過其保稅倉庫系
統在戰略性物品管理方面建立了有效的運作模式，而韓國則憑藉其多式聯運網絡，成
功促進戰略性物品貿易。兩地在法律框架制定和營運安排方面的做法，特別是如何在
貿易便利化和管制要求之間取得平衡，為香港未來相關政策的制定提供了重要參考。



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香港運輸物流學會促請香港特區政府考慮研究的綜合分析，並落實推行建議的「認可倉庫計劃模式」，以擴展現行的「特定戰略物品航空轉運貨物豁免許可證方案」至多式聯運模式。此舉不但能鞏固香港作為主要戰略物品轉運樞紐的地位，同時維持嚴謹的管制措施。建議的框架既符合國際最佳做法，亦能滿足業界對營運靈活性和效率的需求。



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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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