



10 Jul 2025

**For Immediate Release**

**The Chartered Institute of Logistics and Transport in Hong Kong (CILTHK) Provides Key Suggestions on Ride-hailing Regulations**

The CILTHK is a leading professional body in the logistics and transport industry in Hong Kong. We support the Government's policy objectives of adopting a multi-pronged strategy to alleviate road traffic congestion, encompassing efforts to improve transport infrastructure, expand and enhance public transport services, and manage the use of roads.

With regard to the regulation of point-to-point transport service, CILTHK expresses its support for the Government's initiative to introduce legislative measures aimed at regulating the operation of ride-hailing drivers, their vehicles, and associated online platforms. Such measures shall encompass provisions relating to drivers' basic driving requirements, training standards, licensing prerequisites, classification of vehicle types, and the administration of quota allocations.

The implementation of the proposed regulatory framework shall be carried out in phases, thereby facilitating the progressive establishment of a sustainable and well-balanced operational ecosystem that accommodates both taxi services and car-hailing platforms in a complementary and mutually supportive manner. It is our considered view that a 'healthy and positive' ride-hailing system should be established with due regard to public accessibility, convenience, the balanced development of services to support the broader public transport network, and the road-carrying capacity, particularly in determining the appropriate number of licences to be issued, so as to avoid traffic congestion at congested roads.

Car-hailing services, operating under a more flexible deployment model, possess the capacity to attract a broader pool of drivers by enabling part-time engagement arrangements. This operational flexibility introduces a new stream of labour resources and serves as a conduit for the entry of a new workforce of participants, thereby helping to mitigate the challenges associated with an aging labour force in the taxi service sector.

With respect to road-carrying capacity, it is noted that taxis currently benefit from reduced tunnel tolls relative to car-hailing vehicles, which are classified as private vehicles and thereby subject to higher operational costs. Accordingly, the adoption of a time-varying road pricing mechanism, differentiated by vehicle type, may serve as an effective regulatory instrument to promote fair competition and maintain a balanced market dynamic between taxi and car-hailing services.

Service differentiation can be further achieved through distinct service models and hardware standards, targeting segmented markets with varying price points. This approach enables the delivery of tailored services that better meet the diverse needs of different passenger groups.

Finally, CILTHK also supports the establishment of a regulatory framework mandating that all relevant operators—including taxi fleet operators and car-hailing service providers—implement integration and data-sharing mechanisms. Such mechanisms should include the provision of open data sources to enable the full realisation of third-party platform-based ride-hailing services, thereby enhancing the integration and interoperability of all transport services. Reference may be made to successful international implementations of Mobility-as-a-Service (MaaS) systems, which provide users with informed choices across multiple transport modes—including buses, trains, taxis, and car-hailing—on a unified platform. These systems allow users to compare options such as bus services, taxi services and car-hailing rides side-by-side, facilitating decisions based on price, travel time, and convenience.



**The Chartered  
Institute of Logistics  
and Transport**

### **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 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](mailto:info@cilt.org.hk) for any areas of our suggestions that we can amplify further.

- End -



2025 年 7 月 10 日

## 新聞稿

### 香港運輸物流學會就網約車規管提供建議

香港運輸物流學會是香港物流和運輸行業領先的專業機構。我們支持政府採取多管齊下的策略來緩解道路交通擁堵，包括改善交通基礎設施、擴展和提升公共交通服務以及道路使用管理等。

在規管點到點個人化交通服務，香港運輸物流學會支持政府推出網約車規管框架，規管網約車司機、車輛及相關網上平台的運作。相關措施應包括有關司機基本駕駛要求、培訓標準、牌照要求、車輛類型分類及配額管理的條文。

擬議的規管框架應分階段實施，從而建立一個可持續且均衡的運營生態，令的士服務與網約車平台能夠相輔相成，互為補充。我們認為，建立一個「健康且積極」的網約車系統，應充分考慮公眾的便利性、暢達性、服務的均衡發展並有利於整體公共交通網絡發展。在決定發放牌照的數量時，應考慮道路承載能力，避免繁忙道路出現擁塞。

網約車服務以更靈活的調配模式運作，通過允許兼職參與的方式，吸引更多廣泛的司機群體。這種運營靈活性引入了新的勞動力資源，並為新勞動力的加入提供渠道，從而有助於緩解的士服務行業勞動力老齡化的挑戰。

關於道路承載能力，現時的士享有較低的隧道收費，因而網約車（被分類為私家車）承擔較高的運營成本。因此，採用按車輛類別劃分的分時段道路收費機制，可促進公平競爭及作為維持的士與網約車服務之間市場平衡的有效規管工具。

服務差異化可通過不同的服務模式及硬件標準實現，針對不同價格點的細分市場。此方法能提供更貼合不同乘客群體多元需求的定制化服務。

最後，香港運輸物流學會亦支持建立規管框架，強制所有相關營運者（包括的士車隊營運者及網約車服務提供者）實行數據共享機制，包括提供開放數據，以實現第三方平台整合實時約車服務，增強所有交通服務的一體性及操作便捷性。可參考國際上成功的「交通即服務」（MaaS）系統的實施案例，為用戶提供多種交通模式的選擇，包括巴士、火車、的士及網約車，並在統一平台上進行比較，方便用戶根據價格、行程時間及便利性作出選擇。



**The Chartered  
Institute of Logistics  
and Transport**

## 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](mailto:info@cilt.org.hk) 與本會聯繫。

- 完 -