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立法會 CB(1)1129/15-16(01)號文件  
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**Date:** Tuesday, July 12, 2016 03:36PM

**Subject:** HKLA Survey Results on Proposed Trade Single Window in Hong Kong 香港物流協會就着政府『發展香港貿易單一窗口』諮詢文件的問卷調查結果

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Dear Sirs,

The Press Conference of "HKLA Survey Results on Proposed Trade Single Window in Hong Kong" was successfully completed on 11 July 2016. Thanks for the valuable opinions and participation of logistics professionals and members. Taking this opportunity, we would like to express our sincere thanks to Hon Frankie Yick Chi-ming, JP for his valuable information; also many thanks to the Survey Project Team and Department of Industrial and Systems Engineering, Hong Kong Polytechnic University for their preparation of questionnaire and data analysis. The survey and press conference could not be so successful without their support.

The Press Release and Survey Report are attached for your reference, other relevant information please visit Hong Kong Logistics Association website <http://www.hkla.org.hk>

Please feel free to contact us at [info@hkla.org.hk](mailto:info@hkla.org.hk) if you have any other opinion/suggestion.

Hong Kong Logistics Association

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敬啟者:

就政府『發展香港貿易單一窗口』諮詢文件的問卷調查結果,有關新聞發佈會已於7月11日順利完成,感謝業界及會員參與和發表寶貴意見。藉此機會感謝易志明議員到場支持,提供相關資料。並感謝調研團隊及「香港理工大學工業及系统工程學系」編制問卷調查及數據分析。

新聞稿及問卷調查報告請見附頁, 其他有關資料請瀏覽香港物流協會網頁  
<http://www.hkla.org.hk>

會員若有任何有關意見, 歡迎隨時聯絡本會(電郵 [info@hkla.org.hk](mailto:info@hkla.org.hk))。

香港物流協會

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Attachments:

Report of the Survey  
for Trade Single  
Window\_E.pdf

香港貿易單一窗口問卷調查  
報告.pdf

Press Release on Trade  
Single Window.pdf

『發展香港貿易單一窗口』  
新聞稿.pdf

## 問卷調查報告

### 政府發展香港貿易單一窗口及相關事宜

#### A. 引言

2016年4月，政府就著計劃在香港設立貿易單一窗口（「單一窗口」），作為單一資訊科技平台，讓業界以一站式向政府提交所有「企業對政府」（B2G）的貿易文件進行公眾諮詢。諮詢文件可在商務及經濟發展局工商及旅遊科網站（[www.cedb.gov.hk/citb](http://www.cedb.gov.hk/citb)）和香港海關網站（[www.customs.gov.hk](http://www.customs.gov.hk)）下載。

鑑於「單一窗口」計劃會對目前香港物流業帶來重大影響，因此本會向物流及相關產業從業人士發出問卷調查，徵求對單一窗口計劃帶來兩個重大變化的看法：

1. 提交的 B2G 貿易文件的渠道由現時通過三個服務供應商營辦的政府電子貿易服務平台，改為通過由香港海關負責運作的「單一窗口」平台
2. 提交進出口報關單的時間由貨物付運後 14 天內改為貨物付運前完成

是次調查收回 433 份有效問卷。受訪者當中，只有 10.4% 的受訪者表示完全清楚「單一窗口」的諮詢內容；有 66% 的受訪者是物流從業員，他們平均地來自於各大、中小型企業，當中 71.1% 的企業為國際客戶提供服務。詳細的問卷調查結果見附件一。

#### B. 就「單一窗口」平台的觀點摘要

##### B.1 贊成「單一窗口」但反對「預先申報提交進出口報關單」 62.8%

如諮詢文件所示，目前需提交的 51 項文件中，24 項文件現時以電子方式通過三個服務供應商向政府提交，佔總交易量 96%。業界因此對「單一窗口」平台概念態度是正面的，但對使用成本十分關注。

#### C. 就「預先申報提交進出口報關單」的觀點摘要

##### C.1 提交進出口報關單的時間由貨物付運後 14 天內改為貨物付運前完成

支持 (7.2%)

反對 (92.8%)

##### C.2 正面回應：

- a) 提交新的統一貨物報告，將可同時用作所有編製貿易統計數字、風險評估和清關用途，並可完全免除提交貨物艙單，以及現時為取得預報貨物資料而實行各項便利貿易計劃的需要。承運商亦無須重覆提交類似資料 (6.1%)
- b) 在貨物付運前提交文件的制度亦有助加強貿易管制和執法 (6.1%)
- c) 簡化貨物艙單及預報貨物資料規定 (6.3%)

- d) 香港海關可更有效地評估風險，更能針對執法，減低付運風險 (7.7%)
- e) 香港海關可以減少人手處理相關文件，文件較準確 (4.7%)

### C.3 反對主因：

- a) 削弱香港獨有的貿易物流競爭優勢 (75.5%)
- b) 貨物流動的速度有很大可能性減慢(73.7%)
- c) 工作人員在報關的時間彈性減小，增加成本 (80.0%)
- d) 香港會失去作為的世界物流中心的重要角色 或 減低選擇香港作為中轉港的意願 (62.9%)
- e) 若出入口的時間表、運貨量等資料可能有所更改，貿易商及承運商或須付出額外時間和費用(67.4%)
- f) 影響電子商務物流發展 (49.9%)

### C.4 目前，就按提交方式劃分的 51 項 B2G 貿易文件的具體業務操作情況

三分之二的受訪者表示，他們日常需要處理的 B2G 貿易文件少於 30 項，而非 51 項。

- a) 67.5% 的受訪者提交少於 30 項 B2G 貿易文件，當中 41.3%更處理少於 10 項
- b) 相反，有 14.3% 的受訪者需要提交超過 41 項 B2G 貿易文件

76.4%的受訪者現時提交貨物進出口報關的申報時間多數是在貨物到港/離港後 8-14 天，而只有 3.5%的受訪者在貨物到港/離港 6 天前或以上預申報及 4.8%的受訪者在貨物到港/離港 30 分鐘至 5 天前預申報。

## D. 總結

「單一窗口」資訊科技平台概念的爭議性相對較少可以接受。但是，「提交進出口報關單的時間由貨物付運後 14 天內改為貨物付運前完成」則反對聲音極大，這是由於進出口報關單資料往往在付運前最後一刻仍有改動，更改進出口報關單的提交時間在實際操作上產生困難，及對物流服務商做成壓力。

為增加業界對「單一窗口」平台的接受程度，本會建議政府進一步審視「單一窗口」平台的實施提案，借用現行有效的提交機制，例如提交的項目數量，及服務選擇。此外，本會亦建議「單一窗口」平台應由政府主導並考慮以私人營運，以致減少公共資金的投入，並且平台能快速應對市場變化。以道路貨物資料系統為例，目前該系統只需提交 9 項資料，類似的要求也可引用於新的「單一窗口」平台。

另一方面，政府建議的「單一窗口」平台未能充分體認『香港是全球唯一的主要貿易經濟體准許貿易商在貨物付運後提交進出口報關單』，此乃香港獨有的貿易物流競爭優勢，是業界維持競爭力不可或缺的條件。貿易物流業是香港四大經濟支柱之一，保持業界的競爭力對香港整體經濟的繁榮穩定至為重要。

## 附件一. 問卷調查結果

<b>1. 行業種類 (可選多於一項)</b>	
a) 貨主	9.9%
b) 出入口貿易商	15.5%
c) 倉儲運作/服務	17.6%
d) 貨運代理	28.9%
e) 航空公司	4.2%
f) 船公司	5.1%
g) 運輸	13.9%
h) 信息技術服務供應商	3.7%
i) 零售商	6.2%
j) 採購	5.8%
k) 第三方物流服務供應商	19.2%
l) 快遞	5.8%
m) 批發商	6.0%
n) 製造業	6.2%
o) 其他	3.0%
<b>2. 公司之主要服務對象 (可選多於一項)</b>	
a) 本地客戶	49.7%
b) 中國內地客戶	46.0%
c) 東盟	25.2%
d) 國際客戶	71.1%
<b>3. 公司僱員數目</b>	
a) 50 人及以下	35.1%
b) 51-200 人	32.6%
c) 201 人或以上	32.3%
<b>4. 你對「單一窗口」諮詢內容的認識深不深？</b>	
a) 完全清楚	10.4%
b) 清楚涵蓋的 51 項(B2G)貿易文件	3.5%
c) 貨物進出口報關改變為一定要預先申報	23.8%
d) 略知一二	30.5%
e) 不太清楚	31.8%
<b>5a. 貴公司現時需要提交 51 項(B2G)貿易文件的現況？(提交貿易文件種類:)</b>	
a) 1-10	41.3%
b) 11-20	8.1%
c) 21-30	18.1%
d) 31-40	0.9%
e) 41-51	14.3%
f) 不適用	17.3%

<b>5b. 貴公司現時需要提交 51 項(B2G)貿易文件的現況？(每月提交次數(平均):)</b>	
a) 0	1.6%
b) 1-6	24.3%
c) 7-12	7.6%
d) 13-24	17.6%
e) 25-36	14.1%
f) 37-48	0.9%
g) >48	16.6%
h) 不適用	17.3%
<b>6. 負責提交文件的執行者？</b>	
a) 自行申報或自行提交文件	49.9%
b) 船公司/貨運代理	16.4%
c) 第三方物流服務商	22.9%
d) 其他	10.2%
e) 不適用	0.7%
<b>7. 貴公司現時的貨物進出口報關 多數的申報時間 為：(可選多於一項)</b>	
a) 6 天前或以上 (預先申報)	3.5%
b) 30 分鐘至 5 天前 (預先申報)	4.8%
c) 貨物到港/離港 (後 1-7 天)	22.4%
d) 貨物到港/離港 (後 8-14 天)	76.4%
<b>8.現時，香港是全球唯一的主要貿易經濟體 准許貿易商在貨物到港/離港後 14 天內提交進出口報關單。你認為貿易商在貨物到港/離港後 14 天內提交進出口報關單 改變 為一定要預先申報對香港整體或你的工作/生意的影響：(可選多於一項)</b>	
a) 削弱香港獨有的貿易物流競爭優勢	75.5%
b) 貨物流動的速度有很大可能性減慢	73.7%
c) 工作人員在報關的時間彈性減小，增加成本	80.0%
d) 香港會失去作為的世界物流中心的重要角色 或 減低選擇香港作為中轉港的意願	62.9%
e) 若出入口的時間表、運貨量等資料可能有所更改，貿易商及承運商或須付出額外 時間和費用	67.4%
f) 影響電子商務發展	49.9%
g) 提交新的統一貨物報告，將可同時用作所有編製貿易統計數字、風險評估和清關用途，並可完全免除提交貨物艙單，以及現時為取得預報貨物資料而實行各項便利貿易計劃 19 的需要。承運商亦無須重覆提交類似資料	6.1%
h) 在貨物付運前提交文件的制度亦有助加強貿易管制和執法	6.1%
i) 簡化貨物艙單及預報貨物資料規定	6.3%
j) 香港海關可更有效地評估風險，更能針對執法，減低付運風險	7.7%
k) 香港海關可以減少人手處理相關文件，文件較準確	4.7%
l) 其他	1.2%
<b>9. 對貨物進出口報關方式由到港/離港後 14 天內申報, 改為預先申報的制度的意見？</b>	
a) 支持	7.2%
b) 反對	92.8%
<b>10. 若實施在貨物付運前提交文件的制度的原因是要配合世界其他國家海關或東盟要求，你</b>	



認為以下方法可行嗎？	
a) 政府建議，改為預先申報提交貨物報關文件的做法	6.2%
b) 若各貿易或貿易聯盟實施預先申報，各貿易商或其代理人應可自行在貨物付運前提交文件。不一定要立法改變現時後申報機制	18.7%
c) 維持現狀亦可達到要求	75.1%
11. 若單一窗口及報關預先申報是兩項獨立事件，你會贊成以下那個方案？	
a) 贊成「單一窗口」及贊成「預先申報提交進出口報關單」	6.3%
b) 贊成「單一窗口」但反對「預先申報提交進出口報關單」	62.8%
c) 反對「單一窗口」但贊成「預先申報提交進出口報關單」	0.9%
d) 反對「單一窗口」及反對「預先申報提交進出口報關單」	30.0%

## **Report of the Survey** **for** **Development of Trade Single Window in Hong Kong and Related Issues**

### **A. Introduction**

Since April 2016, the HKSAR Government has rolled out public consultation for the proposed Trade Single Window (SW) as a single information technology (IT) platform for the one-stop lodging of all business-to-government (B2G) documents (the consultation document is available at: [www.cedb.gov.hk/citb](http://www.cedb.gov.hk/citb) or [www.customs.gov.hk](http://www.customs.gov.hk)).

Due to the proposed SW would have a significant impact to the logistics industry, the Hong Kong Logistics Association has prepared a set of questionnaire and sent it over to the logistics service providers as well as other related industries to solicit views regarding the 2 major changes:

1. The submission channel of commonly used B2G trade documents will change from using Government Electronic Trading Service, GETS (via 3 services providers) to the SW (operated by Customs, and Excise Department, C&ED).
2. The submission time of Import and Export Declaration (TDEC) will change from post-shipment within 14 days to pre-shipment.

A total of 433 completed questionnaires received but only 10.4% of them fully understand the Trade Single Window; and with 66% respondents are logistics operators evenly from small, medium and large companies with 71.1% doing business globally. The results are in Appendix 1.

### **B. Views on SW**

B.1 AGREE with the SW BUT DISAGREE with the change in the declaration time of TDEC from post-shipment to pre-shipment model (62.8%)

As mentioned in the consultation document, out of the current 51 types of document, 96% of submission relating to 24 types only and electronic submission via the current 3 service providers under GETS. Therefore, the proposed SW platform receives a positive response from the logistics industry although the operating cost is a major concern.

### **C. Views on pre-shipment declaration**

C.1 From post-shipment within 14 days to pre-shipment Import and Export Customs Declaration

Agreed (7.2%)

Disagree (92.8%)



### C.2 The positive feedback:

- a) A pre-shipment TDEC and the new, standardized cargo report to be submitted will serve all trade statistics, risk-profiling and customs clearance purposes. They will obviate all Cargo Manifests (Statements One and Two) and existing trade facilitation schemes for obtaining Advance Cargo Information (ACI). Carriers will no longer be required to submit similar information more than once (6.1%)
- b) A pre-shipment documentation regime would enhance trade control and enforcement (6.1%)
- c) Simplify the requirements of Cargo Manifest and ACI (6.3%)
- d) Allow Customs and Excise Department (C&ED) to carry out more effective risk-profiling and more targeted enforcement work, and minimized the risk of shipment (7.7%)
- e) Allow C&ED to reduce manpower for handling the trade documents and to improve the handling accuracy (4.7%)

### C.3 The reason to reject:

- a) Eliminate the competitive edge of Hong Kong logistics industry (75.5%)
- b) Reduce the level of cargo turnover (73.7%)
- c) Reduce the time flexibility of handling declaration and increase the cost of handling company (80.0%)
- d) Weaken the competitiveness of Hong Kong being the international logistics hub or transshipment hub (62.9%)
- e) Traders may have to pay for extra time and cost for preparing the pre-shipment information declared (67.4%)
- f) Negative impact on developing e-commerce logistics business in Hong Kong (49.9%)

### C.4 The current operational practice of the 51 types of B2G trade documents submission

The submission is not all 51 types but in fact 2/3 of the companies are dealing with less than 30 types.

- a) 67.5% of the companies submit less than 30 types trade document. Within that, 41.3% is handling less than 10 types.
- b) 14.3% would submit 41 types and above.

Companies (76.4%) submit Import and Export Declaration (TDEC) are around 8-14 day. 3.5% pre-shipment submission around 6 days or more and 4.8% pre-shipment submission around 30 minutes to 5 days.

## D. Conclusion

The Trade Single Window concept is relatively less controversial and is acceptable in principle. However, it is a big objection to the change from the post-shipment within 14 days to pre-shipment as last minute changes cause a lot of trouble and pressure on logistics service providers.

The implementation should be further reviewed and make use of the existing effective

submission mechanism which is more acceptable in terms of the number of items to fill in and choice of service. Under government leading and suggested private operation, it is less public money involved and response to market change could be quicker. The ROCARS is one good example to look at the 9 items to be included in the SW.

On the other hand, the proposed SW implementation does not fully recognize that Hong Kong is the only major trading economy in the world allowing post-shipment TDEC. This competitive edge cannot be removed and it is an important and critical element for the success of our logistics industry. As trade logistics is one of the 4 economic pillars in Hong Kong, to maintain its competitive advantage is really serious for our prosperity and stability of Hong Kong economy.

## Appendix 1. Survey results

<b>1. Business nature (Tick one or more boxes)</b>	
a) Shipper	9.9%
b) Export/ Import trader	15.5%
c) Warehouse operation/ services	17.6%
d) Freight forwarder	28.9%
e) Airline	4.2%
f) Shipping company	5.1%
g) Transportation	13.9%
h) IT services providers	3.7%
i) Retailer	6.2%
j) Sourcing	5.8%
k) Third party logistics services provider	19.2%
l) Courier	5.8%
m) Wholesaler	6.0%
n) Manufacturer	6.2%
o) Other	3.0%
<b>2. Target clients (Tick one or more boxes)</b>	
a) Local	49.7%
b) Mainland China	46.0%
c) ASEAN	25.2%
d) International	71.1%
<b>3. Number of employees</b>	
a) 50 or below	35.1%
b) 51-200	32.6%
c) 201 or above	32.3%
<b>4. How well do you know the details of Trade Single Window (SW) in this consultation?</b>	
a) Fully understand	10.4%
b) Understand the SW covering 51 types of (B2G) trade documents	3.5%
c) Understand Import and Export Declaration (TDEC) will switch from post-shipment to pre-shipment	23.8%
d) Barely understand	30.5%
e) Not clear	31.8%
<b>5. What are the current practices of the 51 types of B2G trade documents submission in your company?</b>	
<b>5a. How many types of documents are to be submitted?</b>	
a) 1-10	41.3%
b) 11-20	8.1%
c) 21-30	18.1%
d) 31-40	0.9%
e) 41-51	14.3%
f) Not applicable	17.3%

<b>5b. How many times on average for your company to submit the captioned document on monthly basis?</b>	
a) 0	1.6%
b) 1-6	24.3%
c) 7-12	7.6%
d) 13-24	17.6%
e) 25-36	14.1%
f) 37-48	0.9%
g) >48	16.6%
h) Not applicable	17.3%
<b>6. Who is responsible for the trade documents submission?</b>	
a) Self-declaration/ submission	49.9%
b) Through shipping companies/ freight forwarders	16.4%
c) Through third party logistics services providers	22.9%
d) Other	10.2%
e) Not applicable	0.7%
<b>7. When would your company submit Import and Export Declaration (TDEC)? (Tick one or more boxes)</b>	
a) 6 days or more before the arrival or departure of goods (pre-shipment)	3.5%
b) 30 minutes to 5 days before the arrival or departure of goods (pre-shipment)	4.8%
c) 1 to 7 days after the arrival or departure of goods (post-shipment)	22.4%
d) 8 to 14 days after the arrival or departure of goods (post-shipment)	76.4%
<b>8. Hong Kong is currently the only major trading economy in the world allowing post- shipment Import and Export Declaration within 14 days. What will be the impacts to Hong Kong/ your business, if TDEC switch from post-shipment to pre-shipment model? (Tick one or more boxes)</b>	
a) Eliminate the competitive edge of Hong Kong logistics industry	75.5%
b) Reduce the level of cargo turnover	73.7%
c) Reduce the time flexibility of handling declaration and increase the cost of handling company	80.0%
d) Weaken the competitiveness of Hong Kong being the international logistics hub or transshipment hub	62.9%
e) Traders may have to pay for extra time and cost for preparing the pre-shipment information declared	67.4%
f) Negative impact on developing e-commerce business in Hong Kong	49.9%
g) A pre-shipment TDEC and the new, standardized cargo report to be submitted will serve all trade statistics, risk-profiling and customs clearance purposes. They will obviate all Cargo Manifests (Statements One and Two) and existing trade facilitation schemes for obtaining Advance Cargo Information (ACI). Carriers will no longer be required to submit similar information more than once	6.1%
h) A pre-shipment documentation regime would enhance trade control and enforcement	6.1%
i) Simplify the requirements of Cargo Manifest and ACI	6.3%
j) Allow Customs and Excise Department (C&ED) to carry out more effective risk-profiling and more targeted enforcement work, and minimized the risk of shipment	7.7%

k) Allow C&ED to reduce manpower for handling the trade documents and to improve the handling accuracy	4.7%
l) Other	1.2%
<b>9. Do you agree or disagree with the switch from post-shipment to pre-shipment Import and Export Customs Declaration?</b>	
a) Agree	7.2%
b) Disagree	92.8%
<b>10. The vision of implementing the SW is to better connect established SWs of other countries and ASEAN. To achieve the same vision, which alternative listed below is also feasible?</b>	
a) Same as the current suggestion of the government: changing the declaration time of TDEC from post-shipment to pre-shipment	6.2%
b) To connect particular established SWs of other countries and ASEAN, traders or agents can voluntarily submit required trade document on or before the arrival or departure of goods. However, it is not necessary to compulsorily change the declaration time of TDEC from post-shipment to pre-shipment for all cases	18.7%
c) Maintaining the current best practice is good enough for connecting established SWs of other countries	75.1%
<b>11. If the implementation of SW and the change in the declaration time of TDEC from post-shipment to pre-shipment are two independent arrangements, which is the best solution listed below?</b>	
a) AGREE with BOTH the SW and the change in the declaration time of TDEC from post-shipment to pre-shipment model	6.3%
b) AGREE with the SW BUT DISAGREE with the change in the declaration time of TDEC from post-shipment to pre-shipment model	62.8%
c) DISAGREE with the SW BUT AGREE with the change in the declaration time of TDEC from post-shipment to pre-shipment model	0.9%
d) DISAGREE with BOTH the SW and the change in the declaration time of TDEC from post-shipment to pre-shipment model	30.0%

## 新聞稿

### 香港物流協會就着政府「發展香港貿易單一窗口」諮詢文件的

### 問卷調查結果

政府由 2016 年四月開始進行的「發展香港貿易單一窗口」公眾諮詢將於七月十二日結束。此計劃擬在香港設立貿易單一窗口（「單一窗口」），作為單一資訊科技平台讓業界以一站式向政府提交所有「企業對政府」（B2G）的貿易文件，《政府機構規定從香港進口、出口和轉口貨物所須申領或提交的 51 項貿易文件及資料》及《按提交方式劃分的 51 項 B2G 貿易文件》詳見附件一，以便業界遵行有關貨物進出口的規管要求。

同時探討推行在貨物付運前須提交進出口報關單的新規定（以取代在貨物付運後 14 天內才須提交的現行規定）。計劃將分為三個階段，最早於 2018 年推出第一階段直至 2023 年第四季推出第三階段。

鑑於發展全面的「單一窗口」是一項非常大型的項目，涉及龐大的建設及營運成本，規模相近的資訊科技項目包括「新一代智能身份證系統」（非經營開支為 14 億 4,900 萬元，其中 9 億 6,700 萬元用作發展一項新資訊科技系統）及「電子健康紀錄互通系統」第一階段（非經營開支為 7 億 200 萬元）。項目對目前香港貿易物流業營運也帶來重大影響，因此，香港物流協會向物流及相關產業從業人士發出問卷調查，徵求對「單一窗口」計劃帶來兩個重大變化的看法：

1. 提交的 B2G 貿易文件的渠道現時主要由通過三個服務供應商營辦的政府電子貿易服務平台，改為通過由香港海關負責運作的「單一窗口」平台。
2. 由現時進出口報關單的時間由貨物付運後 14 天內才須提交，改為貨物付運前必須預先完成申報。

問卷調查時間：2016 年 6 月 24 日 - 2016 年 7 月 4 日

問卷調查結果：

是次調查使用電子及紙質問卷方式進行，收回 433 份有效問卷。

- 1: 由於政府機構規定從香港進口、出口和轉口貨物所須申領或提交的 51 項貿易文件及資料，目前其中 24 項文件數據量佔 96% 已經以電子方式提交，其餘 27 項文件數據量僅佔 4% 以紙本方式提交。「單一窗口」平台作為單一資訊科技平台讓業界以一站式向政府提交所有的貿易文件，業界反應正面。



2. 由現時進出口報關單的時間由貨物付運後 14 天內才須提交, 改為貨物付運前必須預先完成申報, 反對意見佔 92.8%。反對主因:
- a) 工作人員在報關的時間彈性減小, 增加成本 (80.0%)
  - b) 削弱香港獨有的貿易物流競爭優勢 (75.5%)
  - c) 貨物流動的速度有很大可能性減慢(73.7%)
  - d) 若出入口的時間表、運貨量等資料可能有所更改, 貿易商及承運商或須付出額外時間和費用 (67.4%)
  - e) 香港會失去作為的世界物流中心的重要角色 或 減低選擇香港作為中轉港的意願 (62.9%)
  - f) 影響電子商務物流發展 (49.9%)

諮詢文件中指出『香港是全球唯一的主要貿易經濟體准許貿易商在貨物付運後提交進出口報關單』, 此乃香港獨有的貿易物流競爭優勢。貿易物流業是香港四大經濟支柱之一, 保持業界的競爭力對整體經濟的繁榮穩定頗為重要, 期望政府給予維護。

香港物流協會現誠邀各傳媒朋友出席記者招待會, 介時香港物流協會負責人及航運交通界立法會議員易志明議員跟大家講解 本次『發展香港貿易單一窗口』問卷調查的詳細結果及數據。同場貿易物流業業界人士亦會就政府『發展香港貿易單一窗口』及『改變香港作為全球唯一的主要貿易經濟體准許貿易商在貨物付運後 14 天內提交進出口報關單的建議』的正面及負面影響, 及其對香港在國際競爭力影響的例子作出分享。

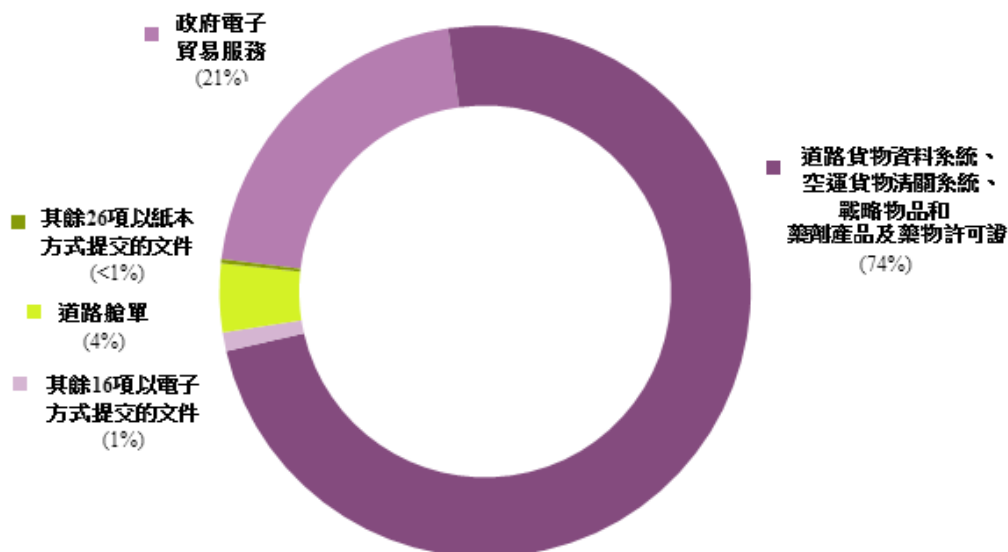
記者招待會詳細資料如下:

日期: 2016 年 7 月 11 日 (星期一)

時間: 下午 3 點

地點: 香港理工大學李兆基樓 (Y 座) 4 樓 403 室

圖 2：按提交方式劃分的 51 項 B2G 文件



24 項文件(以電子方式提交)	27 項文件(以紙本方式提交)
<p><b>(a)(i) 通過政府電子貿易服務提交的 4 項文件(21%)</b></p> <ol style="list-style-type: none"> <li>進出口報關單</li> <li>貨物艙單(空運及海運方式)</li> <li>應課稅品許可證</li> <li>產地來源證</li> </ol> <p><b>(a)(ii) 道路貨物資料系統、空運貨物清關系統、戰略物品和藥劑產品及藥物許可證(74%)</b></p> <ol style="list-style-type: none"> <li>通過道路貨物資料系統提交的資料</li> <li>通過空運貨物清關系統提交的資料</li> <li>戰略物品許可證</li> <li>藥劑產品及藥物進/出口許可證</li> </ol> <p><b>(a)(iii) 其餘 16 項文件(1%)</b></p> <ol style="list-style-type: none"> <li>預先提交內河船貨物資料計劃</li> <li>遠洋船舶電子艙單聲明 1 提交計劃</li> <li>通過海運簡易通關計劃(海易通計劃)提交的副提單資料</li> <li>遠洋船舶及內河船應要求提交的艙單</li> <li>應課稅品進出口陳述書</li> <li>根據內地與台灣簽訂的「海峽兩岸經濟合作框架協議」及根據「自由貿易協定中轉貨物便利計劃」簽發的中轉確認書</li> <li>金伯利證書</li> <li>植物進口證</li> <li>進口野味、肉類及家禽書面准許</li> <li>動物製食品衛生證書</li> <li>進口奶類、忌廉及奶類飲品書面准許</li> <li>進口冰凍甜點書面准許</li> <li>進口野味、肉類及家禽經香港轉口往內地/澳門書面准許</li> <li>無線電通訊發送器具轉運通知書</li> <li>無線電通訊發送器具入口及出口許可證</li> <li>搬運沙粒許可證</li> </ol>	<p><b>(b)(i) 道路艙單(4%)</b></p> <ol style="list-style-type: none"> <li>貨物艙單(陸運方式)</li> </ol> <p><b>(b)(ii) 其餘 26 項文件(&lt;1%)</b></p> <ol style="list-style-type: none"> <li>有關進口商的資料</li> <li>貨物代理商申報書/存放入口/轉運貨櫃的指定地點申報書</li> <li>受管制化學品許可證(香港海關)</li> <li>轉口受管制化學品移走許可證</li> <li>光碟母版及光碟複製品製作設備許可證</li> <li>經香港轉運內地非原產於美國凍雞產品中轉證明</li> <li>光碟母版及光碟複製品製作設備轉運通知書</li> <li>食米進/出口許可證</li> <li>中成藥進/出口許可證</li> <li>放射性物質及輻照儀器進口許可證</li> <li>生物物質進口許可證</li> <li>危險藥物進/出口許可證及證明書</li> <li>危險藥物移走許可證</li> <li>中藥材進/出口許可證</li> <li>瀕危物種出口/再出口許可證</li> <li>除害劑進出口許可證</li> <li>海外進口貓狗特別許可證</li> <li>再出口證明書(非《瀕危野生動植物種國際貿易公約》或未受《保護瀕危動植物物種條例》(第 586 章)管制的物種)</li> <li>進口食用/寵物用爬蟲類動物特別許可證</li> <li>內地進口哺乳類動物及進口動物產品許可證</li> <li>海外進口動物及禽鳥特別許可證</li> <li>瀕危物種進口/從公海引進許可證</li> <li>食物入口申報表</li> <li>冷藏或冰鮮肉類及家禽進口許可證</li> <li>受管制化學品許可證(環境保護署)</li> <li>消耗臭氧層物質許可證</li> </ol>

## Press Release

### Hong Kong Logistics Association Survey Results on Proposed Trade Single Window in Hong Kong

The public consultation of the proposed Trade Single Window (SW) will end on 12 July 2016 since its first published in April 2016. It is to suggest to set up a single information technology (IT) platform for the one-stop lodging of all business-to-government (B2G) documents for meeting regulatory requirements in relation to importing and exporting goods (For details of the breakdown of the 51 B2G documents by submission mode in Appendix 1).

At the same time, the SW implementation includes the proposal to change the current practice of post-shipment customs declaration within 14 days to pre-shipment. The time frame for implementation is by three phases: launch in 2018 till Q4 in 2023.

As it is a major change in trade document handling, it must involve new facilities and increase in operation cost. One can associate with the similar scale of upgrading of our coming new HK Identity Card (its non-recurrent cost \$1.45 billion dollar including \$96.7 million for the software system; and together with the electronic health record system of another non-recurrent \$72 million). The SW has significant impact on logistics industry so Hong Kong Logistics Association (HKLA) sends out questionnaire to the logistics and related industry practitioners to solicit views regarding the 2 major changes:

1. The submission channel of commonly used B2G trade documents will change from using Government Electronic Trading Service, GETS (via 3 services providers) to the SW (operated by Customs, and Excise Department, C&ED).
2. The submission time of Import and Export Declaration (TDEC) will change from 14 days post-shipment to pre-shipment.

The questionnaire period: 24 June to 4 July 2016.

A total of 433 completed questionnaires received through the electronic and paper media.

The key results are:

- A. The current documentation requirements for import and export, 96% of submission relating to 24 types out of the 51 types and submitted via electronic means. The other submissions (4%) are in paper format. Proposing the SW as a documentation platform for B2G, the logistics industry response is positive.
- B. The submission time of Import and Export Declaration (TDEC) to be changed from 14 days post-shipment to pre-shipment, there are 92.8% respondents **not** to accept. The reasons are:
  - a) Reduce the time flexibility of handling declaration and increase the cost of handling company (80.0%)

- b) Eliminate the competitive edge of Hong Kong logistics industry (75.5%)
- c) Reduce the level (rate) of cargo turnover (73.7%)
- d) Traders may have to pay for extra time and cost for preparing the pre-shipment information declared (67.4%)
- e) Weaken the competitiveness of Hong Kong being the international logistics hub or transshipment hub (62.9%)
- f) Negative impact on developing e-commerce logistics business in Hong Kong (49.9%)

The Government consultation paper mentioned that Hong Kong is the only major trading economy in the world allowing post-shipment TDEC. Trade logistics is one of the 4 economic pillars in Hong Kong. To maintain our competitive edge by removing the post-shipment submission is really serious for our economic prosperity and stability of Hong Kong. Hon Frankie Yick JP of Legislative Council Functional Constituency – Transport and our President of the Association will present the results of the survey regarding the positive and negative impacts of the proposed SW.

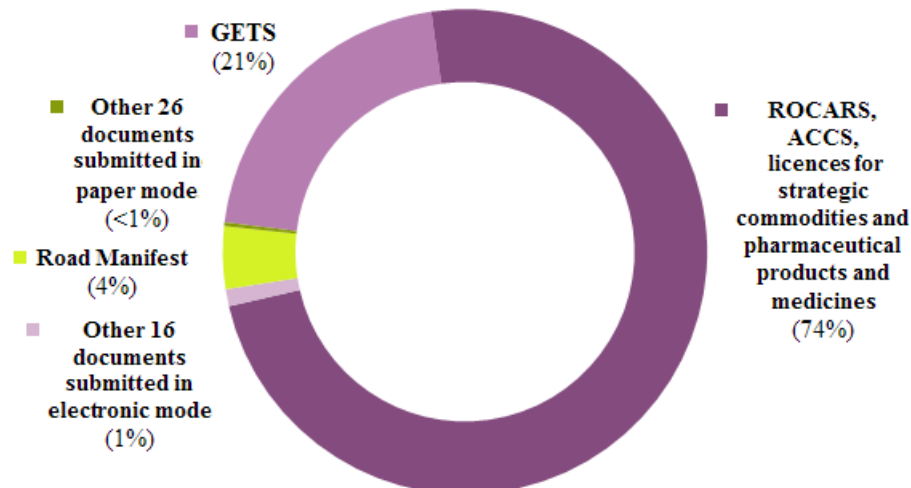
HKLA is inviting the media to attend the press conference:

Date : 11 July 2016 (next Monday)

Time : 15:00 (3 pm)

Venue: Room 403, 4/F, Block Y (Lee Shau Kee Building), Hong Kong Polytechnic University

Figure 2: Breakdown of the 51 B2G Documents by Submission Mode



24 Documents (Submitted in Electronic Mode)	27 Documents (Submitted in Paper Mode)
<p><b>(a)(i) Four Documents under GETS (21%)</b></p> <ol style="list-style-type: none"> <li>1. TDEC</li> <li>2. Cargo Manifest (Air and Water Modes)</li> <li>3. Permit for Dutiable Commodities</li> <li>4. Certificate of Origin</li> </ol> <p><b>(a)(ii) ROCARS, ACCS, licence for strategic commodities and pharmaceutical products and medicines (74%)</b></p> <ol style="list-style-type: none"> <li>5. Submission to Road Cargo System (ROCARS)</li> <li>6. Submission to Air Cargo Clearance System (ACCS)</li> <li>7. Licence for Strategic Commodities</li> <li>8. Import/Export Licence for Pharmaceutical Products and Medicines</li> </ol> <p><b>(a)(iii) Other 16 documents (1%)</b></p> <ol style="list-style-type: none"> <li>9. Advance Cargo Information - River Trade Vessel (ACI-RTV) Scheme</li> <li>10. EMAN Statement One Submission Scheme for Ocean Going Vessels (OGV)</li> <li>11. Submission of House Level Bill of Lading under E-Sea Customs Clearance (e-SCC) Scheme</li> <li>12. Manifests submitted by Ocean Going Vessels (OGV) and River Trade Vessels (RTV) on request</li> <li>13. Import and Export Statement for Dutiable Commodities</li> <li>14. Transshipment Certificates under the Economic Cooperation Framework Agreement between the Mainland and Taiwan (ECFA) and the Free Trade Agreement Transshipment Facilitation Scheme</li> <li>15. Kimberley Process Certificate</li> <li>16. Licence for Import Plant</li> <li>17. Permission for Import of Game, Meat and Poultry</li> <li>18. Health Certificate for Foods of Animal Origin</li> <li>19. Permission for Import of Milk, Cream and Milk Beverage</li> <li>20. Permission for Import of Frozen Confections</li> <li>21. Permission for Re-Export of Game, Meat and Poultry through Hong Kong to the Mainland/Macau</li> <li>22. Transshipment Notification for Radiocommunications Transmitting Apparatus</li> <li>23. Import and Export Permit for Radiocommunications Transmitting Apparatus</li> <li>24. Removal Permit for Sand</li> </ol>	<p><b>(b)(i) Road Manifest (4%)</b></p> <ol style="list-style-type: none"> <li>1. Cargo Manifest (Road Mode)</li> </ol> <p><b>(b)(ii) Other 26 documents (&lt;1%)</b></p> <ol style="list-style-type: none"> <li>2. Submission of Importer Information</li> <li>3. Declaration of Cargo Agents /Designated Places for Storage of Inbound/Transshipment Containers</li> <li>4. Licence for Controlled Chemicals (Customs and Excise Department)</li> <li>5. Removal Permit for Controlled Chemicals in Transshipment</li> <li>6. Licence for Optical Disc Mastering and Replication Equipment</li> <li>7. Certification of non-U.S. Frozen Chicken Products Transhipped to the Mainland through Hong Kong</li> <li>8. Notification for Optical Disc Mastering and Replication Equipment</li> <li>9. Import/Export Licence for Rice</li> <li>10. Import/Export Licence for Proprietary Chinese Medicines</li> <li>11. Import Licence for Radioactive Substances and Irradiating Apparatus</li> <li>12. Import Permit for Biological Materials</li> <li>13. Import/Export Licence and Certificate for Dangerous Drugs</li> <li>14. Removal Licence for Dangerous Drugs</li> <li>15. Import/Export Licence for Chinese Herbal Medicines</li> <li>16. Licence to Export/Re-export Endangered Species</li> <li>17. Licence for Pesticides</li> <li>18. Special Permit for Import of Dogs and Cats from Overseas</li> <li>19. Re-export Certificate for Species of non-Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES) or not yet Controlled under the Protection of Endangered Species of Animals and Plants Ordinance (Cap. 586)</li> <li>20. Special Permit for Import of Food/Pet Reptiles</li> <li>21. Permit for Import of Mammals from the Mainland and Animal Products</li> <li>22. Special Permit for Import of Animals and Birds from Overseas</li> <li>23. Licence to Import/Introduce from the Sea for Endangered Species</li> <li>24. Food Import Declaration Form</li> <li>25. Import Licence for Frozen or Chilled Meat and Poultry</li> <li>26. Licence for Scheduled Chemicals (Environmental Protection Department)</li> <li>27. Licence for Ozone Depleting Substances</li> </ol>