

The 2025 Policy Address

Extract of Initiatives related to Maritime Development

Deepen International Exchanges and Co-operation

86. The Government will invite members of the Silk Road Maritime Association⁶ to hold a summit during Hong Kong Maritime Week next year, promoting its participation in the B&R shipping brand.

Promote Digital Trade

110. The Government will promote the digitalisation of trade to lower costs and improve efficiency. Relevant measures are as follows:

- (i) The HKMA will develop a roadmap for Project Cargo^{x8} by the end of the year. Through Commercial Data Interchange (CDI), and working with the AAHK and the Port Community System, the trial project will leverage cargo data to reduce credit costs and processing time for banks and SMEs.

Promote Commodity Trading

111. We will continue to follow the direction set out in the last Policy Address to foster the development of a commodity trading ecosystem in Hong Kong. Relevant measures include:

- (ii) Provide half-rate tax concessions for commodity traders to set up businesses in Hong Kong, driving demand for shipping and professional maritime services. Legislative amendments will be made in the first half of next year.

Remark 6: The Silk Road Maritime Association was co-founded in 2018 by three large enterprises, the China COSCO Shipping Group, the Fujian Provincial Communication Transportation Group and the Xiamen Port Holding Group. The association aims to build an international integrated logistics service focused on shipping and foster economic and trade co-operation and development of countries and regions along the Maritime Silk Road. To date, the association has more than 330 members, including shipping companies, port enterprises, logistics companies and trade establishments, as well as members from upstream and downstream industries such as finance, insurance and technology.

Remark 8: Project Cargo^x is a public-private collaboration launched by the HKMA, focusing on leveraging cargo data to streamline and enhance trade finance processes; developing digital solutions to improve accessibility to trade finance for SMEs; and exploring connections with international data partners to facilitate the trade financing use case for banks in Hong Kong.

International Shipping Centre

113. Hong Kong is one of the busiest ports in the world. Being a leading "catch-up port"⁹ renowned for its fast customs clearance and high efficiency, underpinned by a maritime service ecosystem with more than 1 200 companies, Hong Kong is ranked fourth among the world's international shipping centres. The Government will expand the cross-provincial freight transport network, build a commodity ecosystem, drive the port's green transformation and digitalisation, and better harness our advantages in high value-added maritime services.

Establish a Comprehensive "Rail-sea-land-river" Intermodal Transport System Connecting to the Inland Region

114. We are actively extending Hong Kong's cargo sources, promoting intermodal cargo transport from the Mainland's inland provinces and cities to international markets through Hong Kong via rail, sea, land and river. Currently, cargo originating from Chongqing and Chengdu can be sent by sea-rail intermodal service to Yantian Port in Shenzhen or Beibu Gulf in Guangxi, then transhipped to the Kwai Tsing Container Terminals by feeders or daily liner service. This fully leverages the complementary strengths of the ports concerned, achieving mutual benefits.

Build an International "Partner Port" Network

115. The Government will establish "partner port" relationships with Mainland regions of strategic collaboration significance, as well as B&R regions, and prepare for the development of a green shipping corridor.

Develop a Green Maritime Fuel Bunkering Centre

116. We will focus on the development of bunkering of fuels such as green methanol, green ammonia and hydrogen. Later this year, we will invite the industry to submit expressions of interest in the development of green maritime fuel storage facilities. We will also require all vessels providing methanol bunkering services in Hong Kong waters to install mass flow meters to improve bunkering efficiency within next year, and initiate a feasibility study on green ammonia and hydrogen bunkering.

117. The Government will facilitate the trading of more green maritime fuels in Hong Kong, and assist in the export of Mainland-produced green maritime fuel.

Remark 9: The average length of stay of container vessels in the Hong Kong port is one day, about half the average of 1.95 days for the world's top 20 container ports.

Develop a Digitalised Port System

118. The Port Community System, to be launched in January next year, will provide cargo tracking function and connect sea, land and air transport networks, bolstering trade and capital flows digitally.

Better Harness the Strengths of High Value-added Maritime Services

119. Vessels owned, managed or operated by Hong Kong shipowners account for nearly 10% of the deadweight tonnage of the world's merchant fleet. Ships registered in Hong Kong are governed and protected by local law. Their operation will drive the development of high value-added maritime services, including ship management, ship leasing, marine insurance, maritime law and arbitration.

120. To strengthen Hong Kong's leading position in high value-added maritime services, the Government will amend the Merchant Shipping (Registration) Ordinance next year to render the registration processes more flexible and digitalised. We will also step up promotion of tax concessions and enhance the marine insurance business. The Government and the Insurance Authority (IA) are engaging the industry in establishing a dedicated marine risk pool to enhance Hong Kong's underwriting capacity for both local and Mainland markets.

Propel Long-term Maritime Development Strategies

121. The Hong Kong Maritime and Port Development Board, established in July this year, assists the Government in formulating more outgoing and comprehensive overseas and Mainland promotional strategies, as well as policies for the overall development of the maritime industry, with key areas identified for research.

Supplement

Active participation in the B&R Initiative

- Invite members of the Silk Road Maritime Association to hold a summit during the Hong Kong Maritime Week in 2026 to promote the B&R maritime brand. (TLB)

Promote digital trade

- The HKMA will formulate a roadmap by end-2025 following the launch of Project Cargo^X early 2025. Through its Commercial Data Interchange (CDI), the HKMA is also conducting trial schemes involving AAHK and the Port Community System that aims to reduce the credit costs and processing time of banks and small and medium enterprises with cargo data. (FSTB, TLB)

Promote commodity trading

- Initiate legislative amendments in the first half of 2026 to provide half-rate tax concession to commodity traders in an effort to attract them to establish their presence in Hong Kong, which will drive the demand for shipping and professional maritime services in Hong Kong. (TLB)

International Shipping Centre

Establish a comprehensive “rail-sea-land-river” intermodal transport system connecting to the inland region

- Actively expand sources of goods and strive to promote multimodal transport of goods from inland provinces and cities in the Mainland via rail, sea, land and river to international markets via Hong Kong. (TLB)
- Introduce a legislative proposal into the LegCo in the first half of 2026 to extend arrangements under the Air Transshipment Cargo Exemption Scheme to other intermodal cargo-transshipment modes to boost Hong Kong’s competitiveness as a transshipment hub. (TLB)

Build an international “Partner Port” network

- Establish “partner port” relationships with Mainland regions of strategic collaboration significance as well as B&R regions, and lay the groundwork for the development of a green shipping corridor through signing memoranda of understanding with the first batch of partner ports during the Hong Kong Maritime Week to be held in November 2025. (TLB)

Develop a green maritime fuel bunkering centre

- Continue to implement the measures set out in the Action Plan on Green Maritime Fuel Bunkering, including encouraging the industry to conduct the first commercial green methanol bunkering operation in Hong Kong waters within 2026. (TLB)
- Introduce legislative amendment proposals into the LegCo by end-2025 to provide duty concessions for methanol used for bunkering for outbound vessels. (TLB)
- Commence a feasibility study on the provision of bunkering services for fuels such as green ammonia and hydrogen to pave the way for the next stage of development in green maritime fuel bunkering. (TLB)
- Build a green maritime fuel ecosystem, including inviting expressions of interest from the industry on developing green maritime fuel storage facilities within 2025. (TLB)
- Within 2026, start to require all vessels engaging in methanol bunkering in Hong Kong waters to be installed with mass flow meters to enhance efficiency in bunkering. (TLB)
- Continue to provide a matching and collaborative platform for upstream and downstream stakeholders of the green maritime fuel supply chain (including suppliers, users and other ancillary service providers) to promote the trading of green maritime fuels in Hong Kong, and encourage the local industry to build a green fleet to facilitate the international export of Mainland-produced green maritime fuels. (TLB)
- Introduce a proposal into the LegCo within 2026 to re-arrange anchorages and nearby fairways with a view to providing suitable berthing arrangements for vessels engaged in green maritime fuel bunkering. (TLB)

Develop a digitalised port system

- Complete the development of the Port Community System by the end-2025 and launch it for use by the industry in January 2026. The system will provide cargo tracking function as well as value-added electronic services for custom declaration in the Mainland, and link up the sea, land and air transport networks to digitally connect trade and capital flows. (TLB)
- Enhance digital connectivity with more maritime communities and proactively interface with more logistics data networks in the GBA through the Port Community System in Hong Kong. (TLB)

Better harness the strengths of high value-added maritime services

- Enhance the existing tax concessionary measures for maritime service enterprises, including introducing new tax deduction arrangements for ship lessors, with relevant legislative amendment procedures to be undertaken in the first half of 2026. (TLB)
- Leverage the synergies between high value-added maritime services and financial services to facilitate the expansion of marine insurance business in Hong Kong, with a view to providing more diversified marine insurance products and more reliable service assurance for shipowners from our country and the rest of the world. (TLB, FSTB)
- Set up a new dedicated team for promotion in the Middle East by end-2025, thereby widening the promotion network of the Hong Kong Shipping Registry. (TLB)
- Introduce amendments to the Merchant Shipping (Registration) Ordinance to LegCo in 2026 for revamping the existing ship registration arrangements, including enhancing the adaptability of the registration system in accommodating the diverse and flexible operating models of international maritime enterprises (such as allowing vessels to hold dual registration); and strengthening the use of digital and other means to streamline registration process, providing more convenience to overseas shipowners. (TLB)

Propel long-term maritime development strategies

- The Hong Kong Maritime and Port Development Board helps formulate more outgoing and comprehensive strategies for promotion in the Mainland and overseas, and draw up overall development policies for the maritime industry, as well as identifying key areas for research. (TLB)

2025 年度施政报告 与航运发展相关的措施节录

深化国际交往合作

86. 政府将邀请「丝路海运」联盟成员⁶于明年「香港海运周」举办高峰会，推广共建「一带一路」航运品牌。

推动数字贸易

110. 政府会促进贸易数字化，降低成本和提升效率：

- (i) 金管局年底前将制订 Cargo^x⁸ 项目路线图。目前正通过商业数据通、与机管局和港口小区系统试行以货运物流数据，为银行和中小企减低信贷成本及审批时间。

推动大宗商品交易

111. 我们会延续去年《施政报告》方向，推动发展香港大宗商品交易生态圈，包括：

- (ii) 为大宗商品贸易商落户香港提供半税优惠，带动香港船运及专业海运服务需求。明年上半年修订法例。

注 6:「丝路海运」联盟于 2018 年由三家大型企业——中国远洋海运集团、福建交通运输集团和厦门港务控股集团共同发起成立，其目标是打造以航运为核心的国际综合物流服务平台，推动「海上丝绸之路」沿线国家和地区的经贸合作与发展。联盟成员至今已超过 330 家，包括航运公司、港口企业、物流公司、贸易机构，以及金融、保险、技术等上下游产业。

注 8: Cargo^x 为金管局推出的公私营合作项目，聚焦善用货运物流数据简化及优化贸易融资流程；构建数码方案，以提升中小企获取贸易融资的机会；及探索与国际数据伙伴对接，便利香港银行的贸易融资用例。

国际航运中心

113. 香港是全球最繁忙港口之一，亦是世界首屈一指清关快和效率高的「补时港」⁹，拥有逾 1 200 家企业的海运服务圈，是全球第四国际航运中心。政府会扩展跨省货运网络、建立大宗商品生态圈、推动港口绿色化和数字化、提升高增值海运服务优势。

建立通达内陆「铁海陆江」立体联运体系

114. 我们正积极拓展货源，推动来自内地内陆省市的货物沿铁（路）、海（路）、陆（路）和江（河）的多式联运，经香港运往国际市场。现时，重庆和成都的货物已经循铁海联运，经深圳盐田港或广西北部湾，再分别以驳船或「天天班」班轮服务转运至葵青港上船，充分发挥港口之间优势互补，并达致互惠共赢。

建立国际「伙伴港口」网络

115. 政府将与内地具战略合作意义及「一带一路」地区建立「伙伴港口」关系，并为建立绿色航运走廊作准备。

打造绿色船用燃料加注中心

116. 我们将聚焦发展绿色甲醇、绿氨和氢气等燃料，包括今年内邀请业界就发展绿色船用燃料贮存设施提交意向书、明年内开始要求所有在香港水域用于甲醇加注的船舶须安装质量流量计，提升加注效率，以及开展绿氨和氢气加注可行性研究。

117. 政府亦会促成更多绿色船用燃料在香港交易，以及协助内地绿色船用燃料出口。

注 9: 货柜船在香港港口停留的平均时间为 1 天，约为世界前二十大货柜港口平均值（1.95 天）的一半。

构建数字化港口系统

118. 港口小区系统将于明年 1 月推出，提供货物追踪功能，并联通海、陆、空运输网络，数字化打通贸易流和资金流。

加大发挥高增值海运服务优势

119. 香港船东拥有、管理或营运的商船共占全球近一成载重吨位。船舶在港注册受本港法律管辖和保障，其运作带动香港高增值海运服务业发展，包括船舶管理、船舶租赁、海事保险、海事法律及仲裁等。

120. 为加强香港在高增值海运服务的领先地位，政府明年会修订《商船（注册）条例》，增加注册灵活性和加强电子化等，并加大推广税务优惠、扩大海事保险业务。政府和保险业监管局（保监局）亦正推动业界建立航运专项风险池，提升香港对本地和内地市场承保的能力。

推进海运长远发展策略

121. 香港海运港口发展局已于今年 7 月成立协助政府制订更外向、更全面的国际和内地推广策略，以及航运业的整体发展政策，锁定重点领域展开研究。

附篇

积极参与「一带一路」

- 邀请「丝路海运」联盟成员于 2026 年「香港海运周」举办峰会，推广共建「一带一路」航运品牌。（运输及物流局）

推动数字贸易

- 金管局继 2025 年年初推出 Cargo^x 项目，将在 2025 年年底前制订路线图。目前正通过商业数据通，与机管局和港口小区系统进行试行计划，以货运物流数据为银行和中小企减低信贷成本及审批时间。（财经事务及库务局、运输及物流局）

推动大宗商品交易

- 2026 年上半年修订法例，为大宗商品贸易商提供半税优惠，吸引它们落户香港，带动香港船运及专业海运服务需求。（运输及物流局）

国际航运中心

建立通达内陆「铁海陆江」立体联运体系

- 积极拓展货源，努力推动来自内地内陆省市的货物沿铁（路）、海（路）、陆（路）和江（河）的多式联运，经香港运往国际市场。（运输及物流局）
- 于 2026 年上半年向立法会提交立法建议，把航空转运货物豁免许可证安排扩展至其他多式联运模式，提升香港作为中转枢纽的竞争力。（运输及物流局）

建立国际「伙伴港口」网络

- 与内地具战略合作意义及「一带一路」地区建立「伙伴港口」关系，并为建立绿色航运走廊作准备，首批伙伴港口的合作备忘录于 2025 年 11 月香港海运周签订。（运输及物流局）

打造绿色船用燃料加注中心

- 继续推行《绿色船用燃料加注行动纲领》中提出的措施，包括推动业界于 2026 年内在香港水域进行第一次绿色甲醇商业加注作业。（运输及物流局）
- 在 2025 年年底前向立法会提交修订建议，为所有用于出港船舶加注的甲醇提供关税优惠。（运输及物流局）
- 开展有关在香港提供绿氨和氢气等燃料加注服务的可行性研究，为下一阶段的绿色船用燃料加注发展做好准备。（运输及物流局）
- 构建绿色船用燃料生态圈，包括在 2025 年内邀请业界就发展绿色船用燃料贮存设施提交意向书。（运输及物流局）
- 将在 2026 年内开始要求所有在香港水域用于甲醇加注的船舶均须安装质量流量计，以提升加注效率。（运输及物流局）
- 持续为绿色船用燃料供应链上下游不同持份者提供配对及合作平台，包括供货商、用家及其他配套服务营运商等，促成绿色船用燃料交易在香港进行，并鼓励香港业界打造绿色船队，协助内地绿色船用燃料的国际出口。（运输及物流局）
- 在 2026 年内向立法会提交重划锚地及邻近航道的方案，为绿色船用燃料加注船舶提供合适的停泊安排。（运输及物流局）

构建数字化港口系统

- 于 2025 年年底完成构建港口小区系统，2026 年 1 月推出供业界使用，提供货物追踪功能，以及内地的报关增值电子服务，并联通海、陆、空运输网络，数字化打通贸易流和资金流。（运输及物流局）
- 透过香港建构的港口小区系统，加大与更多航运小区的数字化连接，主动对接大湾区内更多物流数据网络。（运输及物流局）

加大发挥高增值海运服务优势

- 优化现时为海运服务企业提供的税务优惠措施，包括为船舶租赁商引入新的税务扣除安排，2026 年上半年展开相关法例修订程序。（运输及物流局）
- 发挥高增值海运服务业与金融服务业的协同优势，促进香港扩大海事保险业务，为国家及全球船东提供更多元化的海运保险产品 & 更可靠的服务保障。（运输及物流局、财经事务及库务局）
- 于 2025 年年底前在中东增设专责推广团队，扩展香港船舶注册处的推广网络。（运输及物流局）
- 于 2026 年向立法会提交《商船（注册）条例》修订建议，革新现行船舶注册安排，包括提升注册制度的弹性容纳国际航运企业的多元灵活营运模式（例如容许船舶拥有双重船籍注册）、加强使用电子化等方式简化程序便利海外船东等。（运输及物流局）

推进海运长远发展策略

- 香港海运港口发展局协助制订更外向、更全面的国际和内地推广策略，以及航运业的整体发展政策，并锁定重点领域展开研究。（运输及物流局）