

The Chief Executive's 2026 Policy Address

(B) International Maritime Centre and Aviation Hub

International Maritime Centre

53. As our country's sole international maritime centre operating as a separate customs territory, Hong Kong has ranked fourth globally in maritime comprehensive strength for seven consecutive years. We will drive a "volume to value" transformation of the Hong Kong Port, capitalising on our strengths in high value-added maritime services, to develop Hong Kong into a "Global Maritime Capital".

Develop a Green Fuel Bunkering and Trading Centre

54. We will ensure a stable supply of green maritime fuel, providing additional facilities and promoting trading:

- (i) Announce the first "Green Energy Corridor" in collaboration with a Mainland city later this year, with plans to develop a network of Hong Kong-centric "Green Energy Corridors" in the future, with Mainland cities supplying green maritime fuel for bunkering or trading in Hong Kong.
- (ii) Begin the planning application and other statutory procedures regarding green maritime fuel-storage facilities in Tsing Yi South next year, with tenders to be invited in early 2028; and facilitate the development of new storage facilities and the retrofitting of existing oil storage tanks.
- (iii) Support the industry in conducting preliminary studies on establishing a green maritime fuel-trading platform and in strengthening related promotional efforts.
- (iv) In collaboration with local universities, establish a clear and transparent carbon-emission calculation framework for the bunkering and trading of green maritime fuels.

Strengthen the Ecosystem of High Value-added Maritime Services

55. The Government has introduced an amendment bill into the LegCo to enhance the tax-concession regimes for maritime services and introduce a half-rate tax concession for physical commodity trading, promoting the development of Hong Kong's high value-added maritime services industry.

56. We will revamp Hong Kong's ship registration system, introducing a dual registration arrangement³ to increase flexibility in catering for the diverse commercial operating models of the international maritime sector.

Develop "Finance + Shipping"

57. Taking advantage of our well-established maritime finance, insurance and maritime arbitration under common law, we will build an integrated ecosystem under which Hong Kong-invested enterprises adopt Hong Kong law, take out Hong Kong insurance and choose for arbitration to be seated in Hong Kong. Hong Kong's international influence will be reinforced through the provision of comprehensive solutions for ship finance, contractual governance, risk management and dispute settlement. To promote the high-quality synergistic development of financial and maritime centres, we will work with the Hong Kong Maritime and Port Development Board and the industry to explore proposals for the synergies

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between financial and maritime services, with a particular focus on marine insurance and ship finance.

58. The IA will drive the expansion of the underwriting capacity of the industry's marine specialty risk pool to better manage risks. With the support of the China Shipowners Mutual Assurance Association and the assistance of the Government and the IA, the Hong Kong Shipowners Mutual Assurance Association will conduct international business in Hong Kong.

59. Maritime arbitration cases in Hong Kong have increased in recent years. The Government will continue to promote Hong Kong's maritime arbitration services.

Promote the Development of a Green and Smart Port and Green Corridor

60. The Government will, in collaboration with port operators, formulate a roadmap for the smart transition and green transformation of the Kwai Tsing Container Terminals. This will include introducing more autonomous electric vehicles, expanding the application of remotely-controlled cranes, supporting operators in developing onshore power-supply facilities, including exploring port dues incentives, to attract international liners to use these services.

61. We will announce the first green shipping corridor with a trading green port this year. Using green fuels and improving bunkering facilities will propel our maritime routes towards net-zero carbon emissions.

Develop the Port Community System

62. Over 8 000 enterprises have registered with the Port Community System since its rollout this year. By using trusted cargo-flow data, there have been more than 20 successful applications in which enterprises have secured trade finance. We will further:

- (i) Develop offshore trade-cargo tracking with blockchain technology to expand system coverage.
- (ii) Launch the Port Community System Enabler Recognition Scheme to commend enterprises that actively participate in and promote the system's application.
- (iii) Provide better support, with funding from the Future Innovative Logistics Acceleration Scheme, for small and medium enterprises (SMEs) to adopt innovative logistics solutions that interface with the Port Community System.

Enhance the Comprehensive "Rail-sea-land-river" Intermodal Transport System

63. We will strengthen the Chongqing-Shenzhen-Hong Kong⁴ and Chengdu-Shenzhen-Hong Kong⁵ scheduled freight train services, in combination with the Shenzhen-Hong Kong Connect feeder service, as a sea-rail intermodal network that shortens total cargo transportation time between the Chengdu-Chongqing region and Hong Kong from two to four weeks down to approximately three days. A container terminal operator has also launched the Chongqing-Qinzhou-Hong Kong sea-rail intermodal service, backed by daily liner service, to connect Hong Kong Port with the New International Land-Sea Trade Corridor.

64. The Government will continue to explore the development of inter-provincial land freight transport and direct river-sea intermodal transport modes to expand our cargo hinterland.

65. The Government will study application scenarios, regulatory considerations and other support measures in relation to autonomous ships in Hong Kong, to prepare Hong Kong for participation in the national development of a smart and green logistics model. It

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will use “water-to-water transshipment”, which focuses on river-sea intermodality.

Expand the Partner Port Network

66. The Government will announce the second batch of partner ports, and channel more maritime routes from Central and South America to call at the Hong Kong Port. We will also expand collaboration with Mainland ports and promote the establishment of a “brother port” relationship with Shanghai this year.

Establish a Maritime Academy

67. We will promote the establishment of a maritime academy in Hong Kong, and support representative maritime institutions to establish a presence in the city. The goal is training high-calibre maritime talent under an “institution-enterprise collaboration” model. We will also work with the trade to formulate cross-disciplinary, career-progression pathways within the industry, while expanding talent development co-operation with international maritime organisations.

Promote Modern Logistics Development

68. A feasibility study on the development of a “business and trading zone for re-export” will begin this year to remove barriers and ease restrictions for the development of high value-added logistics services. We will also make preparation for the update of the Roadmap for ESG Development for Logistics Industry to promote green and sustainable logistics development.

69. We are inviting the market to submit expressions of interest for the Hung Shui Kiu/Ha Tsuen modern logistics cluster. We will formulate the development mode, taking industry views into account, with the target of releasing the first batch of land parcels starting from the end of 2027 at the earliest.

Jointly Develop a Sustainable Aviation Fuel Value Chain

232. To meet the country's “dual carbon” targets and fulfil Hong Kong's commitment to achieving carbon neutrality before 2050, we steered the establishment of a production base for SAF in Dongguan, leveraging the leading position of Hong Kong enterprises in the international SAF industry. By combining technology strengths with industrial foundation, Hong Kong and Guangdong will jointly develop a globally influential green industry.

233. The Government will take forward the construction of an SAF blending facility in Hong Kong to build an end-to-end SAF value chain and reduce logistics costs to make SAF prices more competitive. To achieve an SAF consumption ratio of 1% to 3% for flights departing from HKIA in 2030, as set out in Hong Kong's first Five-Year Plan, the Government will study the establishment of a mechanism for mandatory SAF consumption ratio, and launch publicity and education campaigns by 2028, to create favourable conditions for attaining the consumption ratio.

234. The HKEX's Core Climate is progressively exploring the possibility of offering green energy and other environmental equity products, including SAF Certificates and green hydrogen certificates, to the market. It will also look into appropriate options with industry stakeholders to better meet the needs of companies in respect of carbon emission reduction.

Participate in the Development of the Greater Bay Area Port Cluster

235. We will capitalise on the vast GBA market to expand high value-added maritime services such as marine insurance, maritime law (particularly contract formation and governance), arbitration, ship management and maritime financing. That will enhance Hong Kong's pricing, rule-making and institutional discourse power in the international maritime service chain,

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empowering a world-class GBA port cluster.

236. Hong Kong Port can function as an international logistics and transshipment hub to achieve mutual benefits and the creation of value among GBA cities and ports. We will strengthen port collaboration with Huizhou, Dongguan and other GBA cities, facilitating the transit from rivers to seas in the GBA. We will also improve our feeder network and explore the application of smart feeders to improve transportation efficiency and reduce costs. This will encourage the export of GBA cargo through Hong Kong and the convergence of Central and South American shipping routes in Hong Kong.

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Supplement

International Maritime Centre

Develop a green fuel bunkering and trading centre

- Announce within 2026 the first “Green Energy Corridors” in collaboration with a Mainland city, with a view to developing a network of Hong Kong-centric “Green Energy Corridors” in the future, whereby Mainland cities will supply green maritime fuels for bunkering or trading in Hong Kong. (TLB)
- Commence the planning application and other statutory procedures regarding the green maritime fuel storage facilities in Tsing Yi South in 2027, with tenders to be invited in early 2028, and facilitate the development of new storage facilities and retrofitting of existing oil storage tanks. (TLB)
- Support the industry in conducting preliminary studies on establishing a green maritime fuel trading platform and strengthening related promotional efforts. (TLB)
- Collaborate with local universities to establish a mechanism for calculating full-chain carbon emissions, which will serve as a clear and transparent carbon emission calculation framework for the bunkering and trading of green maritime fuels, helping shipping companies to meet international emission reduction requirements, and in turn attracting more companies at home and abroad to bunker and trade green maritime fuels in Hong Kong. The goal is to announce the preliminary results within 2027. (TLB)
- Announce within 2026 the results of the feasibility study on providing bunkering services of next generation green maritime fuels such as green ammonia and hydrogen in Hong Kong, to shed light on a concrete policy direction for the next stage of development of green maritime fuel bunkering. (TLB)

Strengthen the ecosystem of high value-added maritime services

- An amendment bill was introduced into the LegCo in June 2026 to enhance the tax concession regimes for maritime services and introduce a half-rate tax concession for physical commodity trading, further promoting the development of Hong Kong's high value-added maritime services industry. (TLB)
- Introduce an amendment bill within 2026 to revamp Hong Kong's ship registration system, including the introduction of a dual registration arrangement (i.e. the arrangement to suspend an original owner registration and undertake a demise charter registration at another ship registry) to increase flexibility to cater for the diverse commercial operating models of the international maritime sector. (TLB)
- Work jointly with the Hong Kong Maritime and Port Development Board and the industry to explore viable proposals for synergy of financial and maritime services, focusing on two major international trends of green development and smart development, with particular emphasis on marine insurance and ship finance, promoting the high-quality co-development of Hong Kong's financial and maritime centres, and enhancing its international influence. (TLB)
- The IA will drive the expansion of the underwriting capacity of the industry's marine

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specialty risk pool to better manage risks.(FSTB)

- With the support of the China Shipowners Mutual Assurance Association and the assistance of the Government and the IA, the Hong Kong Shipowners Mutual Assurance Association will conduct international business in Hong Kong. (FSTB)

Promote the development of a green and smart port and green corridor

- Collaborate with port operators to formulate a roadmap for the smart transition and green transformation of the Kwai Tsing Container Terminals in the first half of 2027. This includes introducing more autonomous electric vehicles and expanding the application of remotely-controlled cranes. (TLB)
- Support port operators in developing onshore power supply facilities and explore port dues incentives to attract international liners to use such service. (TLB)
- Announce the first green shipping corridor with a trading green port within 2026, and propel maritime routes towards net-zero carbon emissions through the use of green fuels and improvements to bunkering facilities. (TLB)

Develop the Port Community System

- Further leverage the strategic value of the Port Community System in consolidating logistics data to facilitate trade financing for small and medium-sized enterprises (SMEs). (TLB)
- Develop offshore trade cargo tracking with blockchain technology to expand system coverage. (TLB)
- Launch the Port Community System Enabler Recognition Scheme to commend enterprises that actively participate in and promote the application of the Port Community System. (TLB)
- Provide better support, with funding from the Future Innovative Logistics Acceleration Scheme, for SMEs to adopt innovative logistics solutions to interface with the Port Community System. (TLB)

Enhance the comprehensive

“Rail-sea-land-river” Intermodal Transport System

- Strengthen the sea-rail intermodal network. On one hand, the “Chongqing-Shenzhen-Hong Kong scheduled freight train service” connecting Chongqing and Shenzhen Yantian, and the “Chengdu-Shenzhen-Hong Kong scheduled freight train service” connecting Chengdu and Yantian, in combination with the Shenzhen-Hong Kong Connect feeder service, transport cargoes from Chongqing and Chengdu to Hong Kong, with the time taken shortened from two to four weeks to around three days. On the other hand, an operator also launched the “Chongqing-Qin Zhou-Hong Kong” sea-rail intermodal service, backed by the daily liner service, connects Hong Kong Port with the New International Land-Sea Trade Corridor. (TLB)
- Continue to explore the development of inter-provincial land freight transport and direct

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river-sea intermodal transport modes to further expand the cargo hinterland. (TLB)

- In view that the International Maritime Organization has promulgated the regulatory requirements on maritime autonomous surface ships (MASS), the Government will study the application scenarios, regulatory considerations and other supporting measures in relation to MASS in Hong Kong, so as to prepare Hong Kong for participation in the national development of a smart and green logistics model using “water-to-water transshipment” focusing on river-sea intermodality. (TLB)
- Explore ways to strengthen co-operation with ports in the Mainland, including the port cluster in the north, so as to attract more cargo to be transhipped via Hong Kong. (TLB)
- Continue to explore extending the arrangements under the Air Transshipment Cargo Exemption Scheme to other intermodal transshipment modes, enhancing Hong Kong's competitiveness as a transshipment hub. (TLB)

Expand the partner port network

- Announce the second batch of partner ports, and channel more maritime routes from Central and South America to call at the Hong Kong Port. (TLB)
- Expand collaboration with Mainland ports and promote the establishment of a “brother port” relationship with Shanghai within 2026. (TLB)

Maritime talent training

- Promote the establishment of a maritime academy in Hong Kong and support representative maritime institutions to establish a presence in Hong Kong, with the aim of training high-end maritime talents under an “institution-enterprise collaboration” model. (TLB)
- Work with the trade to formulate cross-disciplinary career progression pathways within the industry and explore offering new courses for maritime talents in order to attract young and new entrants to the industry. (TLB)
- Sign memoranda of understanding (MoUs) to deepen co-operation in talent development with international maritime organisations. (TLB)

Promote Modern Logistics Development

- Commence a feasibility study on the development of “business and trading zones for re-export” within 2026 to remove barriers and easing restrictions for the development of high value-added logistics services. (TLB)
- Make preparation for the update of the Roadmap for ESG Development for Logistics Industry within 2026 to promote green and sustainable logistics development. (TLB)
- Formulate the development mode for the modern logistics cluster in Hung Shui Kiu/Ha Tsuen New Development Area having regard to the views of the industry, with the target of releasing the first batch of land parcels starting from end-2027 the earliest. (TLB)