

Part 1 Open up New Horizons and Unfold a New Chapter

Chapter 3 Consolidate and Strengthen Hong Kong’s Unique Strengths

1.6 Hong Kong enjoys the unique advantages of being supported by our country while closely connected to the world under “One Country, Two Systems”. With a solid foundation of institutional strengths, Hong Kong remains committed to a free and open economic system with the free flow of capital, goods, people, and information. Besides being the world’s only Chinese-English bilingual common law jurisdiction, Hong Kong is held in high regard for its rule of law and maintains a simple tax regime, a clean and efficient government and civil service, as well as internationally aligned regulatory standards. With all these advantages, Hong Kong boasts an internationalised business and investment environment with stability, security, fairness, and predictability. Hong Kong is a “safe harbour”, and a “safe harbour” is a “harbour for development”. Security has become one of Hong Kong’s major developmental advantages. Hong Kong’s status as a world-renowned international financial, maritime and trade centre, coupled with its world-class education and talent resources, consistently positions the city at the forefront of attracting global high-end production factors. With all its strengths, capacity, and confidence, Hong Kong will play an effective role as a “super connector” and “super value-adder”. Not only will we better realise our own development, but also contribute our might to building our country into a strong nation while advancing national rejuvenation.

Table 1 Hong Kong’s International Rankings in Economic and Social Development	
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Maritime and Aviation	- World’s No. 4 international maritime centre (The Xinhua-Baltic International Shipping Centre Development Index (2026)) - World’s No. 1 in air cargo throughput and 8th in international passenger traffic (World’s Busiest Airports rankings 2025) - World’s No. 5 in registered ship tonnage
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Chapter 4 Underlying Principles of the Five-Year Plan

Uphold the Two-pronged Approach of “Effective Market” and “Capable Government”

1.11 We uphold the two-pronged approach of “effective market” and “capable government”. Through strategic guidance, investment in infrastructure, system innovations as well as modernisation of our laws, we will sustain a high-quality business environment that is open, transparent, grounded in rule of law, and internationalised. We will consolidate and enhance our long-standing advantages that are our international finance, maritime, trading, and aviation industries, while expediting I&T development, so as to bolster Hong Kong’s overall competitiveness. On the other hand, the Government will share market and economic development insights, stimulate innovation and competitiveness within the business sector, while promoting the free flow and optimal matching of the key factors such as funds, talent, and skills, etc. With a capable government working in tandem with an effective market, we will create strong and synergised impetus driving the high-quality development of Hong Kong.

Chapter 5 Major Objectives

1.14 Achieving new breakthroughs in economic development. We endeavour to consolidate and enhance “Four Centres and One Hub”, that is to consolidate and enhance our status as international financial, maritime, and trade centres and an international aviation hub, while expediting the city’s development into an international I&T centre and an international hub for high-calibre talent, thereby fostering an economic structure where technology and industries are deeply integrated. This will drive the high-quality development of our economy. We will strengthen the city’s role as a global offshore renminbi (RMB) business hub, an international asset and wealth management centre, and an international risk management centre, while developing a commodity trading ecosystem and a high value-added supply chain services centre. We will deepen financial innovations, empower industries through finance, and develop high-end financial services such as green finance and digital finance.

1.18 Taking significant strides in integrating into and serving the overall national development. We will take an active part in taking forward major national strategies. We will deepen the development of the Guangdong-Hong Kong-Macao Greater Bay Area, advancing

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the development of major cooperation platforms in Qianhai, Nansha, and Hetao. We will strengthen the cooperation with Mainland cities in technological innovation, industry collaboration, and infrastructure interconnectivity, while maintaining close alignment with high-standard international economic and trade rules, so as to create a testing ground for rule alignment within the Guangdong-Hong Kong-Macao Greater Bay Area. This helps us better perform our roles as “super connector” and “super value-adder” in the high-level opening up of the country. For the high-quality cooperation under the Belt and Road Initiative, we will deepen our involvement, expand our global cooperation network, and tell good stories of China. These efforts will translate into Hong Kong’s greater contributions to the country in building a new development paradigm of “dual circulation”, deepening its further reform and opening up.

Major Indicators

Description	Base Year (2025 unless otherwise specified)	2030	Average annual change / cumulative change	Nature
Economy, innovation and infrastructure development				

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3.	Air cargo throughput (million tonnes)	5.07	—	Maintaining world-leading position	Anticipatory
4.	Value of Hong Kong’s total imports and exports of goods (\$ billion) ²	10,927.1	—	Steady growth alongside global economic expansion	Anticipatory

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***Part 2 Strengthen the Four Centres, Develop the Hub for High-calibre Talent,
Consolidate and Enhance Our Edge in Global Competition***

2.1 To ensure Hong Kong's long-term prosperity and stability, we must fully leverage our city's existing advantages while expediting development and enhancing new quality productive forces. By consolidating and enhancing Hong Kong's status as international financial, maritime and trade centres, and developing Hong Kong into an international I&T centre and a global hub for high-calibre talent, we will further sharpen our city's competitive edge. Advancing the development of the "four centres and one hub" at full steam will help drive and sustain Hong Kong's economic development. The arising development dividends will improve people's livelihood, continuously enhancing social well-being. Meanwhile, deepening the development of the international legal and dispute resolution services centre, the regional intellectual property trading centre, and the East-meets-West centre for international cultural exchange, among others, will provide staunch support for the development of the "four centres and one hub", fostering the promotion of scientific research and innovation as well as industry development, and fully leveraging Hong Kong's unique strengths of connecting with the Mainland and the world under "One Country, Two Systems" and its world city status. With this, we shall further sharpen our edge amid global competition.

Chapter 6 International Financial Centre

Section 4 Take Forward "Finance+" to Serve the Real Economy

2.14 On promoting "Finance + Technological Innovation", we will promote patient capital and venture capital investments in technological and industry innovations. We will widen the financing channels to enhance the listing regime for technology enterprises. By facilitating the acceleration of fintech development, we will support the expansion and strengthening of financing services for I&T enterprises. Moving forward with digital finance, we comprehensively enhance financial institutions' service efficiency as well as risk prevention and control capabilities, while exploring the in-depth application of digital finance infrastructure. As guided by the principle of "same activity, same risks, same regulation", we will establish a world-leading licensing and regulatory regime for digital assets, thereby

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improving their liquidity and promoting market innovation. We will attract various financial resources into the technological innovation fields through market-oriented means, and strengthen the development of frontier technological research of post-secondary institutions, commercialisation and industrialisation of technological achievements, and emerging industries, providing whole life-cycle support for the commercialisation and transformation of scientific research outcomes. On “Finance + Trade”, we will focus on strengthening trade finance, supply chain finance, settlement and clearing, and risk management services, with a view to stepping up support for small and medium enterprises (SMEs) and cross-border trade. As for “Finance + Green Development”, we will make a resolute push for the expedited development of green and sustainable finance. We will advance an international carbon market, with a view to contributing to our country’s low-carbon transition in key areas such as industries, transportation, and energy, while supporting green enterprises in going global in an orderly manner. To advance “Finance + Intellectual Property (IP)”, with the use of the IP Financing Sandbox, we will integrate IP into the financial services system in support of IP value transformation, further unleashing the potential of IP as a new economic development impetus. Regarding “Finance + Maritime”, to cater for the financing needs arising from the green transformation of the international maritime industry and align with the national strategy on commodity trading, we will help shipping enterprises diversify their financing channels and expand development frontiers. On “Finance + Livelihood”, financial inclusiveness will be further developed by extending the scope and accessibility of financial services and enhancing the financial services system that is available to all walks of life.

Table 3	Finance+
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2.	Finance + Trade - Continue to take forward Project Cargo^x to integrate the cargo and trade data platforms, facilitate trade document digitalisation and cross-border data exchange, and promote adoption of electronic authentication in the digitalisation of trade documents. - Enhance tax concessions and other measures to boost our attractiveness to Mainland and overseas enterprises for setting up Corporate Treasury Centres in Hong Kong.
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5. Finance + Maritime

- Support the development of diversified products pertaining to maritime finance, insurance, trade financing, and value-added services.
- Support green and digital upgrading and transformation of the maritime industry, and foster the development of new energy vessels, clean energy transportation, and low-carbon operation models.
- Promote cross-border RMB settlement in the maritime industry.
- Support the expedited development of protection and indemnity clubs, and promote training in maritime insurance.

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Chapter 7 International Maritime Centre and Aviation Hub

2.16 To consolidate and enhance Hong Kong's status as an international maritime centre, we will stabilise our container throughput, add value, and strengthen synergy. Guided by the shift of focus from volume-based to value-driven development, we will drive a "volume to value" transformation of the Hong Kong Port. We will strive to facilitate the development of modern maritime services, build a diversified and resilient system of international transportation corridors, promote the healthy and orderly development of international air freight and low-altitude economy (LAE), and expedite the implementation of sea-air intermodal transshipment. With these efforts, we are committed to comprehensively enhancing Hong Kong's function as a hub amid the modern transport network of our country.

Section 1 Advance the Digitalisation, Smart Transition, and Green Transformation of Hong Kong's Maritime Industry

2.17 We will promote the development of a smart and green port, and enhance the interconnection of logistics data. We will strive to lead port operators to expedite smart transition of the Kwai Tsing Container Terminals. With our efforts to continuously unleash the development potential of the Port Community System for in-depth integration with the Global Shipping Business Network, we endeavour to provide one-stop sea-, land-, and air-logistics and supply chain data, as well as value-added services such as One-Data-Multiple-Declarations for local logistics and trading companies. We will expedite the development of a green maritime fuel bunkering and trading centre while also deepening our collaboration with the Pan-Pearl River Delta cities to develop Hong Kong-centric green energy corridors, and study the co-development of a complete green and low-carbon industrial chain and supply chain for new energy vessels, with a view to creating a new

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model of “production, storage, and transport in South China; bunkering and trading in Hong Kong; servicing global shipping” for the establishment of an end-to-end low-carbon regional green maritime fuel supply chain system.

Table 4 Advancing the Green Transformation of the Maritime Industry	
1. Proportion of green maritime fuel used	The proportion of Hong Kong-registered vessels taking up green maritime fuels reaches 7% in 2030.
2. Reducing carbon emissions	Reduce carbon emissions from the Kwai Tsing Container Terminals by 30% in 2030 as compared to 2021.
3. Establishing Green Energy Corridors	Establish five Green Energy Corridors by 2030 to help develop Hong Kong into a green maritime fuel bunkering and trading centre.

2.18 We will promote high-quality collaborative development among ports and deepen cooperation with Mainland and international shipping ports. We will strengthen our status as an international transshipment hub and strive to integrate into the country’s logistics hub network, thereby contributing to the country’s efforts in increasing its competitiveness and influence in the international shipping landscape. Through cooperation and leveraging the complementary advantages of the Southeast Asia routes of both ports, Hong Kong and Yangpu Ports can establish a “dual-hub” model, which will facilitate the export of cargoes through either port. By making good use of the comparative advantages that Hong Kong enjoys in terms of Central and South America routes, we will collaborate with national key cold chain logistics bases in other Guangdong-Hong Kong-Macao Greater Bay Area cities to develop Hong Kong into an international centre of cold chain trade in South China, thereby contributing to the country’s development of an international cold chain logistics corridor between South China and South America. We will continue to develop a comprehensive “rail-sea-land-river” intermodal transport system. By pursuing cross-province operation of and licensing regime reform for cross-boundary goods vehicles, as well as the mutual recognition of commercial vehicle driving licences issued by Guangdong, Hong Kong and

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Macao, we strive to reduce the cost of cargo transshipment via Hong Kong and achieve the goal of stabilising container throughput.

Table 5 Promoting High-Quality Collaborative Development among Ports

1. Continuous development of a comprehensive “rail-sea-land-river” intermodal transport system

- Expand cargo sources, develop Hong Kong Port into a transshipment hub for high-value goods, and expand our footprint in new markets, such as Central and South America and Oceania, etc. Explore the establishment of a business and trading zone for re-export to facilitate the flow of goods transhipped via Hong Kong within the Guangdong-Hong Kong-Macao Greater Bay Area. By driving the formulation of management guidelines and standards for high value-added logistics services in collaboration with other Guangdong-Hong Kong-Macao Greater Bay Area cities, a cluster of international integrated transport and logistics hubs in the Guangdong-Hong Kong-Macao Greater Bay Area will be developed in a coordinated manner. Explore innovations in financial and insurance services for “single cargo manifest” based on multimodal transport documents.

2. In-depth participation in the development of a world-class port cluster in the Guangdong-Hong Kong-Macao Greater Bay Area

- Promote the successful experience of the differentiated development of Hong Kong’s Kwai Tsing Port and Shenzhen’s Yantian Port to encourage the differentiated development and effective collaboration between Hong Kong and other ports in the Guangdong-Hong Kong-Macao Greater Bay Area to achieve synergy effect, and attract goods to be shipped between Central and South America and the Guangdong-Hong Kong-Macao Greater Bay Area to be centrally handled in Hong Kong. Revitalise the feeder network between Hong Kong and other ports within the Guangdong-Hong Kong-Macao Greater Bay Area. Commence international maritime collaboration and port cooperation with Shenzhen and Huizhou to explore new modes of transportation for the Hong Kong-Shenzhen cross-boundary container cargoes as well as the river-sea through cargo operation on specific routes.

3. Active participation in the scenario incubation for the development of a smart and green logistics model using “water-to-water transshipment”⁵

- Create a favourable operating environment for the use of autonomous ships in Hong Kong and the entire Guangdong-Hong Kong-Macao Greater Bay Area, thereby promoting maritime digitalisation in the Guangdong-Hong Kong-Macao Greater Bay Area.

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Section 2 Develop a High Value-added Maritime Services Ecosystem

2.19 We will strengthen high value-added maritime services. By further enhancing Hong Kong's ship registration regime, we aim to enhance Hong Kong's competitiveness as a premier registry for international shipowners and attract more vessels to register in Hong Kong, thus broadening the scale of the Hong Kong-registered fleet. We will also uphold quality enhancement as the major direction to support the upgrading and development of the high value-added maritime services cluster, while fully leveraging Hong Kong's strengths in maritime services such as ship management, ship financing, marine insurance, maritime arbitration services, etc. We will assist enterprises from the Belt and Road Initiative partner countries in developing the Mainland and Asian markets. Through driving industry stakeholders and training institutions to collaborate in further developing a systematic training framework that consolidates existing resources and professional strengths, we seek to build a stable talent pool for the high value-added maritime services.

Table 6 Elevating the International Reputation and Competitiveness of Hong Kong's High Value-added Maritime Services

- 1. Implementing the half-rate tax concession for commodity trading**
 - Implement the half-rate tax concession for commodity trading to incentivise Mainland and international commodity traders to set up international/regional headquarters or operational centres in Hong Kong, as a supportive measure for creating a thriving commodity trading ecosystem and spurring the demand for high value-added maritime services.
- 2. Establishing collaboration mechanism with Mainland maritime training institutions**
 - Establish a regular collaboration mechanism with Mainland maritime training institutions to foster exchanges, cooperation opportunities, and mutual visits between local and overseas professional teaching personnel, while encouraging local maritime enterprises and industry organisations to join the collaboration mechanism to further enrich Hong Kong's pool of maritime service talent, advancing the sustainable development of high value-added maritime services of our city. Engage Mainland maritime educational institutions to jointly provide education services with a view to establishing a top-tier composite system for nurturing maritime talent.

Table 6 Elevating the International Reputation and Competitiveness of Hong Kong's High Value-added Maritime Services (Cont'd.)
3. Supporting the Advanced Maritime Technology Institute in establishing presence in Hong Kong • Support the Institute in establishing a R&D and collaboration platform in Hong Kong on R&D in frontier and disruptive technologies relevant to the critical segments of the maritime industry chain. Enhance industry-academia-research collaboration with scientific research institutes and technology enterprises to foster the transformation and commercialisation of R&D outcomes, contributing to Hong Kong's development into a "Global Maritime Capital".
4. Reforming the Hong Kong ship registration regime • Revamp the Hong Kong ship registration regime by permitting arrangements such as dual registration and continuously exploring improvement measures. Support the enhanced access to the Mainland market by Hong Kong-registered vessels. Step up promotion efforts locally and overseas and implement various incentive schemes to attract more shipowners to register their vessels in Hong Kong.
5. Leveraging the strategic collaboration established through the partner port Initiative • Make use of the strategic relationships forged through partner ports to assist enterprises of the Belt and Road Initiative partner countries to tap into the Mainland and Asian markets.

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Section 4 Develop a New Ecosystem for the Aviation Industry

2.26 We will strive to take the lead in the interactive development mode that harnesses the complementary strengths of the Guangdong-Hong Kong-Macao Greater Bay Area airport cluster. We will promote the integrated development of aviation and maritime sectors between Guangdong and Hong Kong, explore cooperation with the airports of Macao and Shenzhen to facilitate collaborative airspace management, and optimise air routes, thereby improving flight efficiency and capacity as well as strengthening cooperation in cargo, maintenance, and training.

**Table 11 Optimising the Intermodal Network of
the Guangdong-Hong Kong-Macao Greater Bay Area**

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2. Developing more Intermodal modes • Continue to enhance the international connecting flight transit provided through the Fly-Via-Zhuhai-HK service and the “air-land-air” mode, the “land-air” mode, and “sea-air” mode as well as air-rail intermodal transport services while developing more intermodal modes to bolster connectivity between the Hong Kong International Airport and other Guangdong-Hong Kong-Macao Greater Bay Area cities as well as other Mainland cities.
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Chapter 8 International Trade Centre

Section 2 Develop a High Value-added Supply Chain Services Centre

2.31 We will enhance Hong Kong’s function as a platform for going global. Leveraging Hong Kong’s advantages in internationalisation and its network, the Task Force on Supporting Mainland Enterprises in Going Global (GoGlobal Task Force) set up by the HKSAR Government in 2025 has successfully led Mainland enterprises to make use of Hong Kong as a platform to expand their business overseas. The GoGlobal Task Force will continue to expand and consolidate the functions of the Economic and Trade Offices in the Mainland and overseas, Invest Hong Kong, and the Hong Kong Trade Development Council, with a view to echoing with our country’s plan to improve the comprehensive overseas services system and guide Mainland enterprises to set up their cross-border industry and supply chains in a reasonable and orderly manner, thereby supporting them in tapping into international markets and taking part in the global industry, supply, and value chains. We will enhance the standard of comprehensive overseas services, providing one-stop, high-quality, and high value-added

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professional corporate services for Mainland enterprises going global. We will deepen exchanges and cooperation with relevant Mainland authorities and business organisations to support Mainland enterprises in establishing presence and expanding business overseas, and speed up efforts of the GoGlobal Task Force at comprehensive overseas service points. We will build an integrated ecosystem covering core functions such as overseas market analysis, risk management, legal and dispute resolution services, international branding, supply chain collaboration and enhancement, as well as cross-border financing to assist enterprises in effectively addressing global market challenges.

2.32 We will coordinate efforts among various service sectors, including finance, legal and dispute resolution, accounting, logistics, insurance, testing and certification, etc., to establish a two-way service platform that enables overseas enterprises to enter the Mainland market and Mainland enterprises to go global through Hong Kong. Leveraging Hong Kong's advantage as an international financial centre, we will assist enterprises in getting listed in Hong Kong and provide cross-border trade finance and risk management. With advantages including a common law system that is aligned with international standards, strengthening of the functions of the International Organization for Mediation's headquarters, and our international legal talent, we will offer contract management as well as cross-border legal and dispute resolution services, thereby safeguarding the interests of enterprises against international trade frictions when they expand overseas. We will enhance the standards for testing and international certification for Mainland enterprises and brands, thereby enhancing industry quality, building a strong international image, and fostering the globalisation of brands.

Chapter 10 Leverage Our Advantages as an International City

Section 1 Deepen the Development of an International Legal and Dispute Resolution Services Centre

2.59 We will better leverage Hong Kong's unique advantages as a common law jurisdiction under "One Country, Two Systems" to deepen Hong Kong's status as an international legal and dispute resolution services centre. We will enhance our diversified and high-level dispute resolution services, including litigation, arbitration, and mediation, etc. We will also develop Hong Kong into a hub for high-calibre legal talent, promote closer interface of rules and mechanisms concerning the safeguards of the rule of law in the Guangdong-Hong Kong-Macao Greater Bay Area, and provide high-quality legal professional services for Mainland enterprises going global.

**Table 19 Deepening the Development of the International
Legal and Dispute Resolution Services Centre**

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2. Implementing arbitration law reform

- Implement arbitration law reform and step up the promotion of arbitration services in specific fields such as maritime, IP, and sports, etc., so as to reinforce Hong Kong's role as a world-leading international arbitration centre.

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***Part 3 Expedite the Development of the Northern Metropolis and Spearhead Spatial
Layout Optimisation***

**Chapter 12 A Technology-driven Industry-Academia-Research Collaborative
Innovation System**

Section 2 Diversified Industry Development Platform

3.17 We will reserve industry land in TKL to develop ancillary facilities for supply chains in support of the development of emerging industries, traditional industries, and new industrialisation, covering modern logistics, food produce, fresh food supply, as well as green/environmental and advanced construction industries, etc.

3.18 We will take forward the development of HSK/Ha Tsuen and Lau Fau Shan NDAs into hubs for high-end professional services, modern logistics, advanced construction industries, smart manufacturing, and digital technology. With priority accorded to the development of high-end professional services industries, we will attract local and multinational enterprises specialising in the provision of high-end professional services such as finance, insurance, wealth and risk management, legal, mediation, arbitration, and accounting, etc., so as to achieve synergised development with the neighbouring Qianhai Co-operation Zone and the new high-tech cluster in Nanshan District. Capitalising on the locational advantage of HSK for its comprehensive transport network and proximity to Qianhai in Shenzhen, we will drive the diversified development of high value-added and smart manufacturing industries such as pharmaceutical manufacturing, food processing, and advanced construction industries at the Hung Shui Kiu Industry Park. There is also potential for establishing HSK as a modern

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logistics cluster for the development of high value-added logistics, while the Digital Technology Hub will be developed in Lau Fau Shan.

Table 26 Establishing a Platform for Diversified Industry Development

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4. Advancing the development of modern logistics and other Industries • About 32 hectares of land in HSK have been reserved for developing a modern logistics cluster, within which spade-ready sites will be progressively rolled out for development starting from 2027-28. • An "Enterprise and Technology Park" site under the development project of the HSK pilot area of large-scale land disposal awarded, with construction works of the building on the site anticipated to be completed by the successful tenderer in early 2030; the remaining two sites granted to the Hung Shui Kiu Industry Park Company Limited. • Reserve around 10 hectares of land in Yuen Long South for the development of the first Advanced Construction Industrial Park.
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6. Establishing TKL as a base for emerging Industries • Reserve industry land in TKL to develop ancillary facilities for supply chains in support of the development of emerging industries, traditional industries, and new industrialisation, covering modern logistics, advanced construction industries, food produce, fresh food supply, as well as green/environmental industries, etc.

Part 4 Deepen the Development of the Guangdong-Hong Kong-Macao Greater Bay Area and Create an International Collaboration Network

Chapter 14 Advance the Development of the Guangdong-Hong Kong-Macao Greater Bay Area

Section 5 Advance the Development of Major Cooperation Platforms within the Guangdong-Hong Kong-Macao Greater Bay Area

4.28 We will support Nansha in playing its role as a high-standard gateway for opening up. By facilitating mutually beneficial cooperation in maritime transport, enhancing existing routes, and promoting differentiated development of ports in both places, we will strengthen the overall competitiveness of ports in the Guangdong-Hong Kong-Macao Greater Bay Area for a win-win collaboration. We will support Hong Kong's maritime service sector in providing professional maritime services to Nansha, such as ship management, inspection and testing, finance, international ship broking, and maritime legal services, etc., with a view to upgrading the maritime industry of the Mainland through Hong Kong's internationalised maritime ecosystem. We will explore innovative mode of cooperation, and participate in the construction and operation of key projects, such as infrastructure and industry chain cooperation, in Nansha. We will coordinate for the enhancement of the prevailing qualification recognition registration system in Nansha and the establishment of a communication mechanism for regular sharing of project information to facilitate Hong Kong enterprises to participate in the tendering exercises. We will leverage Hong Kong's I&T strengths to promote the development of marine biological resources and ecological monitoring, and foster the two-way flow of talent and innovative resources through collaboration within the Guangdong-Hong Kong-Macao Greater Bay Area, and I&T parks as well as platforms of scientific research institutes. We will also promote mutual recognition of cross-boundary vocational qualifications, facilitate the mobility of professional talent, and encourage young people to work or become entrepreneurs in Nansha.

Chapter 17 Pursue Cooperation under the Belt and Road Initiative

4.38 We will deeply participate in the high-quality Belt and Road cooperation. We will make full use of our diverse and internationally-recognised professional service resources and experiences, attracting and allocating capital, enterprises, projects, talent, technologies, rules

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and standards, so as to solidify Hong Kong's status as the premier partner and a hub for multilateral cooperation for the Belt and Road Initiative partner countries. We will provide financing, project management, and risk management services for areas such as urban development, transport network, ports, airports, and energy, etc. for the Belt and Road Initiative partner countries, and will support the implementation of green infrastructure and sustainable development projects. Riding on actual projects, we will facilitate the participation by Hong Kong enterprises and professionals in relevant collaboration projects with the Belt and Road Initiative partner countries, with a view to achieving more pragmatic and sustainable outcomes.

4.39 We will actively participate in the development of the Silk Road Maritime and Air Silk Road by stepping up cooperation with the Belt and Road Initiative partner countries in respect of port operation, maritime services, as well as air passenger and cargo services, so as to enhance logistics efficiency and improve the intermodal network.