

Transport infrastructure and logistics development

The development of transport infrastructure and logistics industry complement each other. Hong Kong's progress not only hinges on its traffic and transport system but also on the efficient flow of people and goods both domestically and internationally. The city will continue to consolidate and enhance its position as an international maritime centre, international aviation hub and regional logistics hub.

Transport Infrastructure

While **railway continues to be the backbone of the public transport system**, local and cross-boundary transport infrastructure projects are planned and developed under the **infrastructure-led and capacity-creating approach** and more **Smart Mobility initiatives** are launched. Stronger transport links between Hong Kong and the Mainland will facilitate the city's further integration into national development.

- Hong Kong's public transport system was **ranked second** among a number of global cities in "**Public Transit sub-index**" of **Urban Mobility Readiness Index 2024** based on factors including distance to public transit, diversity of public transit modes, affordability, operating hours and commute speeds (research report published by Oliver Wyman Forum in partnership with the University of California, Berkeley in 2024).
- In an index survey by British magazine "Time Out" in 2025, asking locals to rate their city's public transport including buses, trains, trams, Hong Kong's **public transport system ranked World No.1**.
- **The Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Section project was awarded the Institution of Civil Engineers People's Choice Award 2019** for its remarkable achievement in project management and contribution to the enhancement of regional transportation networks.

Railway

- The Hong Kong Section of the **Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL)** commenced services in September 2018, connecting Hong Kong to the 48,000 km national high-speed rail network. It connects to 96 destinations in the Mainland with at least 208 daily trips. In August 2023, the "**Same-day Flexi-trip Arrangement**" was launched for passengers travelling between Hong Kong West Kowloon Station and Futian Station to enhance the flexibility of passengers' trip arrangements, and was extended to Shenzhenbei Station in March 2024. In addition, in January 2024, "**20-ride Ticket**" and "**30-day Ticket**" were introduced for train trips between Hong Kong West Kowloon Station and 10 Mainland destinations to provide discounted fares, further promoting the "one-hour living circle" in the Greater Bay Area (GBA). **Sleeper train service** between Hong Kong West Kowloon Station and Beijingxi Station/Shanghai Hongqiao Station was introduced on the XRL Hong Kong Section from June 2024, with trains **departing in the evenings and arriving the following mornings**, providing passengers with more caring and comfortable service.
- Currently, the extensive railway network has a total length of about 271 km and 167 stations (including 99 heavy rail stations and 68 light rail stations). The Government promulgated the **Hong**

Kong Major Transport Infrastructure Development Blueprint in December 2023 to formulate a planning framework for the city's future transport infrastructure development and outline a forward-looking vision for strategic railway and major road networks, with a view to meeting Hong Kong's long-term transport and logistics demand up to 2046 and beyond.

- To jointly develop the “Greater Bay Area on the Rail”, the governments of Hong Kong and Shenzhen are taking forward the **Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu - Qianhai) (HSWRL)** and the **Northern Link Spur Line** through the “Task Force for Hong Kong-Shenzhen Co-operation on Cross-Boundary Railway Infrastructure”, strengthening links between Hong Kong and Shenzhen. Investigation and design for the Hong Kong section of HSWRL commenced in mid-2025, targeting to complete construction works in 2034, followed by integrated testing and commissioning to realise simultaneous commissioning of the Hong Kong and Shenzhen sections in 2035. The planning of the Northern Link Spur Line will be brought forward and implemented with the **Northern Link Main Line** as a single project, to achieve synergies and enhance speed and efficiency. The target is to advance the commissioning of the Northern Link Spur Line together with that of Northern Link Main Line by 2034 or earlier.
- Other local railway projects are also progressing, among which the **Kwu Tung Station, Tung Chung Line Extension, Oyster Bay Station, Tuen Mun South Extension** and **Hung Shui Kiu Station** are under construction and will be completed progressively from 2027 onwards. The Hong Kong Major Transport Infrastructure Development Blueprint also proposed the **Northern Link Eastern Extension** to extend the Northern Link to Ping Che via Lo Wu South and Man Kam To areas, connecting New Development Areas (NDAs) and different boundary control points; the **Northeast New Territories Line** to provide a north-south railway from Heung Yuen Wai to Fanling Station of the East Rail line, via Ping Che and Queen's Hill areas, linking major development nodes; the **Central Rail Link** to connect Kam Tin with Kowloon Tong Station via Tsuen Wan and Kwai Chung; and the **Tseung Kwan O Line be extended southward** to Area 137 in Tseung Kwan O.

Smart and Green Mass Transit Systems

- The Government will continue to take forward the **smart and green mass transit systems** in **East Kowloon, Kai Tak and Hung Shui Kiu/Ha Tsuen and Yuen Long South NDAs** and compress implementation time frame. Tenders will be called for the Kai Tak project in the second half of 2025 and the East Kowloon and Hung Shui Kiu/Ha Tsuen and Yuen Long South NDAs projects in 2026 respectively, to provide convenient and green feeder services to nearby railway stations and major public transport interchanges as early as possible.
- Smart and green mass transit system is planned to be adopted to take forward **South Island Line (West)**, forming a transit loop with the South Island Line (East) and Island Line. Detailed planning and design will be commenced in 2025 for commencement of advance construction works in 2027.

Road

- The **HZMB**, commissioned in October 2018, significantly reduces travelling time between Hong Kong and the western Pearl River Delta. To make good use of the HZMB, **Northbound travel for Hong Kong Vehicles** was implemented since July 2023. Eligible Hong Kong private cars are allowed to travel between Hong Kong and Guangdong via HZMB without the need to obtain “regular quota”. The

Scheme makes it easier for Hong Kong residents to drive to Guangdong for business, family visits or sight-seeing on a short-term basis. Besides, the **arrangement for Hong Kong-Macao cross-boundary goods vehicles using the HZMB** was implemented in August 2023 where goods vehicles of Hong Kong and Macao were allowed to transport goods between the two places via the HZMB. For **Southbound Travel for Guangdong Vehicles**, Guangdong and Hong Kong are striving for simultaneous implementation of the automated carparks of the Airport Authority Hong Kong (AAHK) at the HZMB Hong Kong Port as well as self-drive into the urban area in November 2025. Eligible Guangdong private cars are allowed to travel between Hong Kong and Guangdong via the HZMB without the need to obtain "regular quota". Visitors can park at the "Park & Fly" carpark and transfer to flights at Hong Kong International Airport (HKIA), or drive to Hong Kong urban areas. The AAHK is also taking forward the "Park & Visit" carpark at the HZMB port, which allows visitors to "park and ride" when visiting Airport Island facilities and other places in Hong Kong.

- With the opening of the **Tuen Mun-Chek Lap Kok Link (TM-CLKL) Northern Connection** in December 2020, the TM-CLKL is fully commissioned. It significantly reduces the driving distance between Tuen Mun South and the HKIA. It also helps divert traffic to and from Lantau Island.
- **Tseung Kwan O-Lam Tin Tunnel** and **Cross Bay Link, Tseung Kwan O** were commissioned on December 2022, providing a new route between Tseung Kwan O and Kwun Tong as well as the Eastern Harbour Crossing, with a remarkable effect in diverting the traffic to and from Tseung Kwan O. Tseung Kwan O-Lam Tin Tunnel, together with the **Central Kowloon Route** and **Trunk Road T2** and **Cha Kwo Ling Tunnel** which are under construction, form the **Route 6**, providing an east-west express link between Tseung Kwan O and West Kowloon. Upon completion, the Route 6 will divert existing traffic between East Kowloon and West Kowloon and help relieve the traffic load on the existing major road links in Kowloon East. The Central Kowloon Route project is expected to be completed in 2025 while Route 6 will be fully commissioned in 2026.
- The Government is taking forward the **Northern Metropolis Highway** to link the development nodes in the Northern Metropolis, including Ngau Tam Mei, San Tin Technopole, Kwu Tung North/Fanling North and New Territories North New Town, enhancing accessibility to the NDAs. The Northern Metropolis Highway will also further enhance cross-boundary road connections for passengers and goods, facilitating convenient travel to and from various major land boundary control points in the Northern Metropolis.
- To meet the expected traffic demand arising from the progressive development in the Northwest New Territories, the Government is taking forward **Route 11 (section between Yuen Long and North Lantau)**, **Tsing Yi-Lantau Link**, **Tuen Mun Bypass** and **the widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen)**, so as to enhance the internal and external connectivity of the Northwest New Territories.
- To facilitate the Kau Yi Chau Artificial Islands project, the Government is carrying out planning study for the transport infrastructures, including the Hong Kong Island West-Northeast Lantau Link under the project.

Public Transport

- Hong Kong has an **efficient, convenient and diversified public transport system**, including railway, franchised buses, public light buses, trams, taxis, non-franchised buses and ferries, **providing affordable, safe and reliable services to the public.**

- Every day, over 11 million passenger trips are made through different public transport services, representing close to 90% of daily commutes, which is among the highest rate of public transport usage in the world.
- The Road Traffic Legislation (Enhancing Personalized Point-to-point Transport Services) (Amendment) Bill 2023 and the Taxi-Driver-Offence Points Bill were passed by the Legislative Council in December 2023. These bills introduced a series of measures for **enhancing personalised point-to-point transport services**, including the introduction of a taxi fleet regime, etc., with a view to fostering the healthy and long-term development of the taxi trade. The Government issued conditional grants of **Taxi Fleet Licences** to five selected operators in July 2024, whose fleets obtained licences for operation in July 2025.

Smart Mobility

The Government is promoting smart transport infrastructure, data sharing and analytics, and applications and services, which enhances traffic management and services. Major initiatives include:

- Rolled out the **HKeToll, a free-flow tolling service**, in full swing at the Tsing Sha Control Area and all government-toll tunnels in 2023 for more efficient and convenient payment. This also laid the foundation for the smooth implementation of **time-varying tolls** at the three road harbour crossings in December 2023. The Government also took over Tai Lam Tunnel in May 2025, implementing the HKeToll and time-varying tolls.
- Providing funding support, through the \$1 billion **Smart Traffic Fund**, to local institutions and enterprises for conducting research and application of technology to enhance commuting convenience and efficiency of road network or space, and improve driving safety. As at June 2025, 76 projects have been approved by the Management Committee on Smart Traffic Fund, involving a total funding of around \$541 million.
- Actively implementing a number of **automated parking system projects** in suitable short-term tenancy car parks and public works projects. The short-term tenancy projects in Tsuen Wan, Pak Shek Kok and Sham Shui Po were commissioned, while the one in Yau Ma Tei is expected to be commissioned in 2025.
- Continue to roll out **e-licensing initiatives** to further enhance operational efficiency and improve convenience for the public.
- A new **regulatory regime for autonomous vehicles (AVs)** has been in effect from March 2024 onward to facilitate wider trial and use of AVs in Hong Kong. Under the new AV Regulation enacted in 2024, the Transport Department has issued two AV Pilot Licences, approving trials in North Lantau and the West Kowloon Cultural District.
- Legislation for **Traffic e-Enforcement** has been completed, with a view to enhancing the overall efficiency of traffic enforcement. The Government launched the digitalisation of Traffic Fixed Penalty Notices in June 2025 and introduced a new thematic portal and mobile application of "eTraffic Ticket Platform".
- Improving the **Traffic Data Analytics System** to analyse traffic and weather data to disseminate real-time and estimated journey time information to the public. The System also provides high quality open data to encourage the industry to develop more innovative applications that would make it easier for people to travel around.
- Upgrading the service quality of various smart mobility measures such as the **new generation of on-street parking meters**, the **"HKeMobility" mobile app**, the dissemination of **real-time**

parking vacancy information and the **real-time adaptive traffic signal system**, and to develop appropriate smart mobility initiatives.

Logistics Development

Hong Kong's international airport and port facilities are consistently rated among the best and busiest in the world:

- With the strengths of high efficiency, good connectivity and wide coverage, Hong Kong serves as the gateway for trade between the Mainland and other places around the world and has also become an important regional logistics hub.
- The Government will seize the opportunities arising from the "Outline of the 14th Five-Year Plan for the National Economic and Social Development of the People's Republic of China and the Long-Range Objectives Through the Year 2035", the Belt and Road Initiative, as well as the Outline Development Plan for Guangdong-Hong Kong-Macao Greater Bay Area to further develop the maritime industry so as to support the development of the logistics industry; and to enhance co-operation with the Mainland on aviation, maritime and logistics development so as to complement the advantages of both sides.

Aviation

- As at May 2025, **around 140 airlines** offered **more than 1,050 flights daily to nearly 200 destinations worldwide**, including over 30 destinations in the Mainland.
- As of the end of May 2025, **80 bilateral air services documents** were signed. Over the past two years, Hong Kong has expanded bilateral air services arrangements with multiple aviation partners, increasing the capacity limits for relevant passenger and cargo services by at least 60%. This allows airlines to readily increase passenger and cargo services in response to market demand.
- With the full resumption of normal travel since early 2023, Hong Kong's air traffic has been steadily recovering. Throughout 2024, **HKIA** handled 53.1 million passengers. On the cargo front, cargo throughput in 2024 amounted to 4.9 million tonnes and, in the first five months of 2025, recorded an increase over the same period in 2024, maintaining HKIA's edge in cargo handling. HKIA was awarded **Airport of the Year - Major Cargo Hub in 2025 (Air Cargo Week - World Air Cargo Awards)**, **Cargo Hub of the Year in 2024 (Air Cargo News Award)**, **Asia's Leading Airport and China's Leading Airport in 2024 (World Travel Awards)**, **World's Busiest Cargo Airport in 2024 (Airports Council International)**, **Asia Pacific's Cargo Airport and Air Cargo Technology Provider of the Year 2024 (11th Payload Asia Awards)**.
- **The Three-Runway System of HKIA** came into operation in November 2024, signifying an important milestone for the development of HKIA. After its expansion, HKIA's passenger and cargo handling capacities will be significantly enhanced, with an expected increase to around 120 million and 10 million tonnes per annum respectively from 2035 onwards.
- Supported by the Government, the AAHK promulgated in January 2025 a development plan to expand the **Airport City**. With the aviation industry as its focal point, the Airport Island as well as the land and waters in its vicinity will be used for the development of a new highlight encompassing high-end commercial, art, tourism and leisure activities. The new projects include, in addition to the original **SKYCITY**, creating an ecosystem for the arts industry, building the AsiaWorld-Expo Phase 2, developing a yacht bay with ancillary facilities, opening a food market for imported fresh food and

providing more public spaces.

- **SkyPier Terminal** commenced operations in August 2023, while the **"Fly-Via-Zhuhai-HK"** direct passenger transport service was officially launched in December 2023 to provide "air-land-air" passenger service for Mainland and international passengers travelling between the domestic aviation and the world via HKIA. Following the signing of acquisition of shares agreement between the AAHK and the Zhuhai Transportation Holdings Group in November 2024, **HKIA and Zhuhai Airport** will continue to collaborate by combining the domestic aviation network of Zhuhai Airport and the international aviation network of HKIA, thereby enhancing intermodal connectivity and boosting the overall competitiveness in and connectivity for passenger and cargo services.
- The AAHK will set up an upstream **HKIA Dongguan Logistics Park** in Dongguan and an **airside intermodal cargo pier** within the restricted area of HKIA, to facilitate seamless transportation of export cargo from the Mainland to the HKIA for transshipment to overseas destinations. A pilot scheme has commenced since end-2021. The initial stage of **first-phase construction for the permanent facility for the HKIA Dongguan Logistics Park** in Dongguan will be completed by end-2025. With the commissioning of the **Cainiao Smart Gateway** and **the expansion of the DHL Central Asia Hub** and the expected completion of the new UPS hub facility in 2028, the airport's cargo handling capacity is set to be substantially strengthened.
- AAHK has progressively introduced **"Smartlane"** at HKIA to facilitate aviation security screening; increased the coverage of **Flight Token service** to 80% of departure passengers to allow them to pass through airport checkpoints by facial recognition, and promote the use of **sustainable aviation fuel** by airlines in Hong Kong.
- **The Hong Kong International Aviation Academy**, established in 2016, will continue to nurture local and regional air transport management talents and to consolidate Hong Kong's position as a regional aviation training centre. Apart from continuing to partner with the National School of Civil Aviation of France to co-organise the Advanced Master Programmes, including the **Air Transport Management Advanced Master Programme** which has been running for eight consecutive years, the **Aviation Safety Management Advanced Master Programme** will be launched this year to attract more prospective students from Belt and Road countries. The Academy also launched in May 2023 a **GBA Youth Aviation Industry Internship Programme** with aviation training institutions in the Mainland to send young people from the Mainland and Hong Kong to HKIA and other airports in the GBA respectively for internship so as to attract more young people to join the aviation industry and meet the long-term manpower demand of the aviation industry in Hong Kong and the GBA. To **help C919 enter the international market**, the Academy plans to gradually expand its training courses to cover areas related to the C919 model.
- With a view to developing Hong Kong into the **preferred location for aircraft leasing in the region**, the Government enhanced the aircraft leasing preferential tax regime through legislative amendment in February 2024. The enhancement measures include allowing tax deductions for the acquisition cost of aircraft and expanding the scope of leases and aircraft leasing activities.
- The AAHK had signed a Memorandum of Understanding with a leading France-based professional aeronautic services company, Elior Group SA, to explore the possibility of providing professional services such as aircraft dismantling, parts recycling and related training in Hong Kong, thereby developing Hong Kong into the **first aircraft parts processing and trading centre in Asia**.

Low-altitude economy

- The Government is adopting a multi-pronged strategy to develop **low-altitude economy (LAE)**. Measures include promoting breakthrough applications of unmanned aircraft technology across various sectors through the implementation of Regulatory Sandbox pilot projects; taking forward legislative amendments to expand the regulatory scope for unmanned aircraft and create legal possibility for trials of passenger-carrying aircraft; conducting technical research and planning on low-altitude infrastructure; and strengthening collaboration with the Mainland to facilitate cross-boundary low-altitude flying activities.

Hub Port

- Hong Kong is **one of the world's busiest and most efficient ports** with competitive advantages, including free port status, efficient customs and well-established port infrastructure. Water transport accounted for about 90% of freight volume to and from Hong Kong in 2024.
- Hong Kong Port, an important regional hub port, handled 13.7 million TEUs in 2024.
- **Ranked No.4 globally** in the **Xinhua-Baltic International Shipping Centre Development Index in 2022, 2023 and 2024**, which rates international maritime centres in terms of port factors, shipping services and business environment.
- Hong Kong Port maintains marine cargo movements with around 100 countries along the Belt and Road Initiative.
- To attract more transshipment cargo routing through Hong Kong, the Government is establishing a **"rail-sea-land-river" intermodal transport system**. By developing rail-sea, land-sea and river-sea intermodal products that connect with the Mainland, it aims to facilitate cargo originating from inland provinces to transport to Hong Kong, then export overseas via Hong Kong Port, thereby extending the Port's cargo hinterland and enhancing its competitiveness.
- Develop a **"Smart Port"** by promoting wider application of digital technology by the industry, including the setting up and trial use of a digitalised **port community system** by phases from 2023 with installation to be completed by the end of 2025 and system rollout for industry use to commence in early 2026, equipped with functions such as cargo tracking, real-time transport information and analytical alerts, to facilitate the flow and sharing of data among stakeholders in the maritime, port and logistics industries.
- Develop a **"Green Port"** by promulgating the **Action Plan on Green Maritime Fuel Bunkering** in November 2024, which sets out five green-centric strategies and 10 actions, covering a wide range of areas such as the supply of green maritime fuels, infrastructural support, port emissions reduction, incentive measures, collaboration with the Mainland and overseas, and talent training, with a view to developing Hong Kong into a high-quality green maritime fuel bunkering and trading centre. Hong Kong's first liquefied natural gas (LNG) bunkering took place in February 2025, followed by its first LNG bunkering with simultaneous cargo handling operation in June 2025, marking an important step in developing Hong Kong into a green maritime fuel bunkering centre. **Green Maritime Fuel Bunkering Incentive Scheme** was launched in June 2025, under which an incentive of \$500,000 will be granted to each pioneer company for each of its first two LNG or green methanol bunkering operations completed within one year from the Marine Department's acceptance of its risk assessment. The maximum amount of incentive for each type of recognised green maritime fuel is \$2 million.

Maritime Services

- The **Hong Kong Maritime and Port Development Board** was established in July 2025 with four committees under the Board to strengthen research, promotion and manpower training to promote the development of the international maritime centre.
- **The Hong Kong Shipping Registry ranks 4th globally** in terms of gross tonnage, with a total of over 2,300 ships on the register. About 10% of the deadweight tonnage of the world's merchant fleet is owned or managed by Hong Kong ship owners.
- With over 1,200 port and maritime-related companies, Hong Kong can provide a range of **quality maritime services**, including port services, ship agency and management, shipbroking, ship finance, marine insurance, and maritime legal and arbitration services.
- Hong Kong is a **leading centre for shipping and commercial contract formation as well as dispute resolution**. The High Court maintains specialist lists to deal with admiralty and commercial disputes. A judge of the Court of First Instance heads an Admiralty Court Users' Committee.
- The Baltic and International Maritime Council (BIMCO) has published BIMCO Law & Arbitration Clause 2020 to include Hong Kong as the fourth **designated arbitration venue**, alongside London, New York and Singapore.
- Hong Kong is **one of the most significant international ship finance centres in Asia**, offering a wide range of ship finance products to customers and investors.
- About 80 local and foreign insurance companies provide marine insurance services in Hong Kong.

Measures to enhance the development of high value-added maritime services include:

- The Government promulgated the **Action Plan on Maritime and Port Development Strategy** in December 2023, formulating 10 strategies and 32 action measures to support the sustainable development of the maritime and port industry in Hong Kong, with a view to enhancing the long-term competitiveness of the industry. One measure is to step up the promotion of cash incentives for ships meeting relevant international standards on decarbonisation, which started in June 2024.
- **Tax concessions to foster ship leasing business**, including exemption of profits tax for qualifying ship lessors and a half-rate profits tax concession for qualifying ship leasing managers, to attract more ship leasing companies to set up and expand business in Hong Kong.
- **50% profits tax concession to marine insurance businesses**, covering cargo insurance, marine hull insurance and marine liability insurance, etc.
- **50% profit tax concessions to specified shipping commercial principals** (ship agents, ship managers and ship brokers) for attracting more maritime enterprises to establish a presence in Hong Kong.
- Expanding the network of Comprehensive Double Taxation Agreements to attract more overseas ship owners and maritime service providers to set up offices in Hong Kong.
- In light of changes of international tax rules, the Government is enhancing the existing tax concessionary measures for maritime services, including the introduction of tax deduction on ship acquisition cost for ship lessors under an operating lease. The Government will introduce a bill into Legislative Council in the first half of 2026.
- **Expanding the overseas service network of the Hong Kong Shipping Registry (HKSR)** to provide more direct and prompt support for Hong Kong registered ships, including providing technical support and responding to Port State inspection and emergencies. At present, there are seven HKSR Regional Desks in London, Shanghai, Singapore, Sydney, San Francisco, Tokyo and Toronto. The MD

also plans to set up a local promotion team in the Middle East by the end of 2025. The maritime industry shall better leverage HKSR as a gateway to bring more maritime-related businesses to Hong Kong and enhance the demand for local maritime services.

- To encourage shipowners to register ships in Hong Kong, the **Block Registration Incentive Scheme** was launched in February 2025 to refund ship registration fees and the first-year annual tonnage charges for shipowners who register more than one eligible ship in Hong Kong in 24 months.
- To drive the development of maritime services, the Government also proposes to provide **half-rate tax concession to eligible commodity traders**. The Government will introduce a bill into Legislative Council in the first half of 2026.
- The **Maritime and Aviation Training Fund** aims to build up in due course a vibrant, diversified and competitive pool of professionals and technical personnel to support Hong Kong's future development in the Maritime, Aviation and Logistics sectors. The Fund has benefited more than 20,000 students and maritime practitioners, and more than 100,000 persons participated in its promotional and publicity activities since its establishment in 2014.
- **Maritime Services Traineeship Scheme** was launched in September 2023 to provide traineeship for young people who aspire to a career in maritime law.
- **The International Union of Marine Insurance** has set up its Asian hub in Hong Kong.
- **International Chamber of Shipping** has set up its first Asian liaison office in Hong Kong (International Chamber of Shipping (China) Liaison Office), and staged the **Hong Kong Global Maritime Trade Summit** during Hong Kong Maritime Week in November 2024 for industry leaders and policymakers worldwide to engage in discussions on global trade and shipping issues. The second Summit will be held during Hong Kong Maritime Week in November 2025.
- The Government signed a **Memorandum of Understanding on Greater Bay maritime co-operation** with the Guangzhou Port Authority in May 2023, establishing a communication mechanism for maritime and port development. Collaboration among the GBA port cluster was also enhanced to facilitate teacher exchanges and provide multi-location training programmes to strengthen the training of maritime talents. The Government also attended the **GBA (Qianhai) International Shipping Development Conference** hosted by the GBA maritime sector in November 2024 so as to promote the comprehensive strength of the GBA port cluster.

Logistics Sector

- **The Hong Kong Logistics Development Council**, established in 2001, is committed to enhancing logistics development and promoting high-end and high value-added modern logistics services.
- The Government promulgated the **Action Plan on Modern Logistics Development** in October 2023 to formulate eight strategies and 24 action measures to meet the short, medium and long-term development needs of the logistics sector, with a view to **promoting the high-quality development of Hong Kong's logistics industry along the directions of smart development, modernisation, green and sustainability, internationalisation and facilitation**.
- **Professional Training on Smart and Green Logistics Scheme** and **Logistics Promotion Funding Scheme** were open for application in January 2024, providing more dedicated funding support to strengthen manpower development and promotional efforts of the logistics industry.
- The Government will continue to enhance logistics co-operation with other GBA cities, making good use of the HZMB and explore extending the arrangements under the Air Transhipment Cargo

Exemption Scheme to other intermodal cargo-transshipment modes, so as to expand the catchment area of our cargo services and facilitate cargo transshipment via Hong Kong.

- To encourage the logistics industry to **enhance productivity through technology application**, a **Pilot Subsidy Scheme for Third-party Logistics Service Providers** was launched in October 2020 with an injection of \$300 million. Following the increase of the Government's subsidy ratio from 1:1 to 2:1 in 2023, the scheme was further enhanced in February 2024, with the funding ceiling for each applicant enterprise increased from \$1 million to \$2 million and the scope of funding extended to cover services related to the application of ESG (environmental, social and governance) technology solutions.
- The Government announced the **Roadmap for ESG Development for Logistics Industry** in June 2025 for local small and medium-sized enterprises in the logistics industry to follow to comply with international ESG requirements, with an aim to enhance the competitiveness of Hong Kong's logistics industry and its position as an international logistics hub.
- **Suitable sites continue to be identified and released** for the trade to **develop modern logistics facilities**. Five sites in Tsing Yi, Kwai Chung and Tuen Mun have been granted through public tender since 2010 for modern logistics use. In addition, the AAHK granted the development and management rights of a piece of land covering an area of about 5.3 hectares at the south cargo precinct of the HKIA in June 2018 to develop the premium air cargo logistics centre. A total of four parcels of logistics site in the vicinity of the Kwai Tsing Container Terminal covering about 19 hectares are planned for disposal regularly from 2024 to 2027. The first site located in Tsing Yi was sold by public tender in February 2025. The Government has also reserved logistics land of about 36 hectares in the Hung Shui Kiu/Ha Tsuen NDA of the Northern Metropolis for developing modern logistics clusters with different function to leverage on the clustering effect for enhancing the operational efficiency of the logistics industry, and thereby facilitating the sustainable development of smart logistics in Hong Kong. The Government will start with the development of a modern logistics cluster on sites reserved for modern logistics development in Hung Shui Kiu/Ha Tsuen NDA as a pilot. The relevant planning study is in progress, and the findings are expected to be announced in 2025.
- **Internship programmes** have been launched since April 2024 to provide sponsorship for logistics companies to offer internship placements to full-time students, so as to enable them to better appreciate the development prospects and career opportunities in the field of modern logistics and supply chain management, with a view to encouraging them to join the logistics industry after graduation.
- The Government co-organises the annual **Asian Logistics, Maritime and Aviation Conference** with the Hong Kong Trade Development Council, providing a platform for logistics, maritime, air transport and supply chain management services providers to exchange market intelligence and explore the latest industry developments.

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