HONG KONG
MARITIME AND PORT DEVELOPMENT BOARD
香港海運港口發展局

QUARTERLY BULLETIN
HONG KONG

QUARTERLY BULLETIN INAUGURAL ISSUE 2026

A WELCOME ADDRESS FROM THE CHAIRMAN OF THE HONG KONG MARITIME AND PORT DEVELOPMENT BOARD



As we celebrate the first anniversary of the Hong Kong Maritime and Port Development Board (HKMPDB), I am thankful for the progress we have made and mindful of the challenges that lie ahead.

Following the success of our inaugural HKMPDB Flagship Seminar during the Hong Kong Maritime Week 2025, we are publishing this quarterly bulletin to share our perspectives, strategic priorities, and key initiatives with the maritime community. While this first edition reflects on our foundational year, future issues will focus on the critical developments shaping our industry.

The past year has been formidable for the global maritime sector. Disruptions arising from the Red Sea crisis, uncertainty surrounding USTR Section 301 measures, and heightened geopolitical tensions have increased operating costs through higher bunker prices and war risk premiums, placing considerable pressure on ship operations worldwide.



Amid these global uncertainties, Hong Kong faces intense regional competition. This is a pivotal moment for our maritime industry. The HKMPDB is committed to providing prompt, pragmatic advice to the Hong Kong SAR Government by tapping into the wisdom of industry stakeholders to assess emerging trends, strengthen our competitiveness, and chart a sustainable path forward.

Our vision is clear: to prove Hong Kong as a trusted Global Maritime Capital. Over the past year, we have actively promoted Hong Kong's unique strengths, including its "One Country, Two Systems" framework, common law system, bilingual judiciary and dispute resolution abilities, deep capital markets, and world-class professional services ecosystem. Together, these advantages provide a transparent and competitive environment for maritime businesses.

A core priority in our first year has been to position Hong Kong as a leading green maritime fuel bunkering and trading centre in the region. In line with the Government's Action Plan on Green Maritime Fuel Bunkering, we are pursuing a multi-fuel strategy that covers LNG, biodiesel, green methanol, and, in the longer term, green ammonia and hydrogen.

Through the HKMPDB, we will continue to work closely with the Transport and Logistics Bureau, the Marine Department, industry players, and regional partners to strengthen the supply chain for green fuels, enhance bunkering infrastructure, and promote Hong Kong as a reliable and competitive location for green maritime fuel activities.

We have engaged extensively with maritime stakeholders, shipping companies, and commodity traders in Hong Kong and key overseas markets. Through meetings, public forums, and industry exchanges, we have listened, learned, and shared Hong Kong's maritime story. We stay confident that Hong Kong can be the preferred harbour for maritime enterprises seeking stability, connectivity, and opportunity.

Beyond its role as a leading business centre, Hong Kong offers an exceptional quality of life, enriched by its vibrant culture, renowned cuisine, and unique natural landscapes.

Looking ahead, we continue to be realistic about the challenges before us, yet confident in the opportunities they present. By working together, we can strengthen Hong Kong's maritime future and navigate confidently towards new horizons.

Dr Moses Cheng, GBM, GBS, JP
Chairman, Hong Kong Maritime and Port Development Board



A MESSAGE FROM THE SECRETARY FOR TRANSPORT AND LOGISTICS



Hong Kong（香港）takes its name from the harbour, inheriting a maritime legacy spanning over a century. Times change, but our commitment to charting a thriving maritime industry remains absolute. Today, our ambition transcends reinforcing this status and secure our position to a broader vision, elevating Hong Kong into a premier global maritime capital. Since the establishment of the Hong Kong Maritime and Port Development Board (HKMPDB) in July 2025, we have found a valuable partner in turning this ambition into reality — and our momentum is unmistakable.

The year ahead carries profound significance as Hong Kong embarks upon its inaugural Five-Year Plan. This forward-looking, strategic guiding document sets the overarching framework for our city's economic and social development over the next five years. Coupled with the 2026 Policy Address which outlines the first year's priorities for execution, these interconnected documents establish a clear roadmap for consolidating and enhancing Hong Kong's status as an international maritime centre.

Amid shifting international trade and geopolitical landscape, the targeted measures set forth in these two documents will empower the industry to capture new opportunities, sharpen its competitive edges, and inject fresh impetus into the long-term development of our city's maritime future.

Our strategic vision aligns seamlessly with these policy directions. Driven by our goal to build a world-leading green maritime fuel bunkering and trading hub as bolstered by the Action Plan on Green Maritime Fuel Bunkering promulgated in November 2024, our vision is rapidly translating into tangible results.

Just one year after implementing Hong Kong's regulatory framework for green maritime fuel bunkering in January 2025, the volume of green maritime fuels bunkered in Hong Kong already exceeded 220 000 tonnes, officially surpassing our original 2030 target. The trajectory carried into 2026, with the volume of LNG bunkered doubling in its first seven months on a year-on-year comparison.

We are now preparing for a major infrastructure upgrade to usher in the green maritime fuel age. For storage, we have identified a prime site in Tsing Yi South. Following robust industry interest during the Expressions of Interest period between September and November 2025, we are now conducting planning and technical feasibility studies for site disposal and development. On a related front, legislative amendments scheduled later this year will expand our green maritime fuel anchorages from approximately 645 hectares to 2 877 hectares, opening up the scale needed to anchor our city's leadership in the green maritime fuel era.

On this foundation, we are also building a Hong Kong-centric network of Green Energy Corridors linking production sources and consolidation nodes through our partner cities, facilitating storage, bunkering and trading in Hong Kong while connecting Chinese Mainland-produced green fuels to global markets.

To accelerate this development, the Government introduced in June 2026 port due concessions of 25% or 50% over a three-year period for ocean-going vessels utilising or carrying specified green maritime fuels. In tandem, the Green Maritime Fuel Development Communication Platform, established in November 2025, continues to foster stakeholder collaboration and business matching across the green maritime fuel supply chain, thereby catalysing Hong Kong's growth into a leading green maritime fuel bunkering and trading hub.

Physical infrastructure aside, a thriving hub needs talents. Our successful collaboration with the United Nations Global Compact's Maritime Just Transition Task Force on Training-The-Trainer sessions underscores Hong Kong's capacity to nurture world-class maritime professionals.



Control Centre of the Port Community System

As another initiative to enhance the competitiveness of the Hong Kong Port, the Port Community System (PCS) serves as our smart port's digital core infrastructure. Over 9 000 enterprises registered to the system from its inception in January this year. It provides round-the-clock, real-time cargo tracking across sea, land and air transport, enabling electronic services such as "One-Data-Multiple-Declarations" to unify trade, logistics and capital flows. Future developments will leverage blockchain-based cargo flow data to enhance the efficiency of Hong Kong's trade and finance businesses, introduce offshore cargo tracking function, and connect with overseas and Chinese Mainland ports, as well as global maritime data platforms. The PCS will strengthen Hong Kong's resilience and influence as an international maritime centre, meeting the challenges of an increasingly complex international environment and serving our country's strategic goal of becoming a maritime powerhouse.

We have taken proactive steps to safeguard our cargo throughput. To this end, we have adopted a multilateral approach with clear strategic aims. Launched during the Hong Kong Maritime Week in November 2025, our first batch of partner ports, namely Dalian and Guangxi Port in the Chinese Mainland, alongside San Antonio Port in Chile, are already driving strategic value. Dalian will help Hong Kong secure the supply of green maritime fuels and attract more green maritime fuels to be bunkered and traded in Hong Kong. Guangxi will enable Hong Kong to gain access to several inland regions of the Chinese Mainland through the New International Land-Sea Trade Corridor. With Central and South America being a growing market for the Hong Kong Port, collaboration with San Antonio Port in Chile leverages our ability to handle high-value cold chain cargo, such as cherries, to strengthen trade ties between the two locations.

Turning to tax-related initiatives, the Government has, since 2020, rolled out a series of shipping-related tax concessions — each of which have yielded tangible results. Building on this success, we introduced an amendment bill to the Legislative Council in June this year to enhance the tax incentives for the maritime services and unveil a new half-rate tax concession for physical commodity trading — a move that responds squarely to industry calls to energise the local services ecosystem.

HKMPDB has been a driving force behind these milestones. Bringing together leaders across the maritime community, the Board stands in a unique position to offer first-hand insights from the industry, enabling the Government to advance initiatives to leverage emerging opportunities and confront the challenges facing the maritime sector. Backed by its research capabilities, the Board also has access to unprecedented research capabilities, enabling it to more accurately identify both weaknesses that demand attention and opportunities ripe for exploitation. It has been equally effective in serving as a bridge for communication between the Government and the broader maritime community.

Beyond this, HKMPDB has championed Hong Kong's rise as a premier international maritime centre, a role it has embraced with enthusiasm and delivered with outstanding results. Through its promotional activities at home, on the Chinese Mainland and overseas, HKMPDB has brought vividly to life, for global businesses, organisations and governments, the enormous potential of Hong Kong as a destination of choice for maritime commerce.

With a clear strategic direction set and a strong partnership of HKMPDB, we are confident that our maritime industry will scale new heights. The achievements of the past year have given us every confidence to believe that Hong Kong's best maritime days lie ahead.

Mable Chan, JP

Secretary for Transport and Logistics of Hong Kong SAR Government



HKMPDB HAS HIT THE GROUND RUNNING

Some months ago, the Hong Kong Maritime and Port Development Board (HKMPDB) reflected on the successes of its first 12 months of endeavour since its inauguration in July 2025 as a high-level advisory body assisting the Government in formulating policies and long-term development strategies.

Back in July 2025, tasked with the vision of establishing Hong Kong as the trusted Global Maritime Capital, there was no time to waste and no resource to be left untapped.

The HKMPDB has been carefully constituted to tackle the momentous challenges ahead. Under the leadership of Dr the Hon Moses Cheng - the four committees covering Port Development, Maritime Services Development, Promotion and External Relations, and Manpower Development - are chaired by industry leaders and leading professionals from across the maritime and port sectors. The HKMPDB and its committees are supported by a dedicated secretariat tasked with undertaking a more proactive and comprehensive promotional plan targeting the Chinese Mainland and overseas markets.



Hong Kong Maritime and Port Development Board (HKMPDB) Inaugural Meeting July 2025

The role of the HKMPDB

The HKMPDB is not a policy making body. Rather, it is a vital high-level advisory body drawing on the deep experience of the maritime and port industries in Hong Kong in the selection of its members. Its role is to assist the Hong Kong SAR Government in formulating long-term strategies, research studies, and policy recommendations.

Comprising leading professionals across the maritime industry spectrum, the HKMPDB is uniquely positioned to act as a conduit through which information, views and opinions can be freely and effectively exchanged between the Government and the industry.

Anticipating the needs of Hong Kong's maritime ecosystem and the Government's policy direction in this regard, the Board has formulated a mission statement for the foreseeable future, setting out where best it can exercise its capabilities to full effect.

Accordingly, the HKMPDB will consult with the industry through meetings with representative organisations such as the Hong Kong Shipowners Association, the Hong Kong Chamber of Shipping, the Hong Kong Liner Shipping Association, the Hong Kong Container Terminal Operators Association, the Hong Kong Shippers' Council, local universities with relevant research departments, as well as individuals and maritime-related businesses. From these proactive engagements, the HKMPDB will undertake research projects, and deliver findings for the Government's consideration.

The mission of the Board

Going forward, the HKMPDB's focus will be on four key pillars of Hong Kong's maritime ecosystem:

Institutional strength, financial depth, green leadership, and global connectivity

Specifically, the HKMPDB has set its sights on consolidating and strengthening Hong Kong's position as a leading Global Maritime Capital by:

1. Leveraging our financial depth, bilingual common law system, and free port status;
2. Promoting green shipping, and supporting the development of green maritime fuel bunkering and trading hub;
3. Serving as a bridge between the Chinese Mainland and global maritime markets through high-value-added maritime services, trade facilitation, and capital intermediation;
4. Enhancing port competitiveness, digital innovation, and smart logistics; and
5. Cultivating a world-class maritime talent pipeline to sustain the industry's growth and transformation.

The HKMPDB members have shared their perspectives on the industry and the Board's mission, offering valuable insights that underscore its impact:

Angad Banga, Member of the HKMPDB and Chairman of the Promotion and External Relations Committee ("PEC")



Angad Banga, who is better known as the CEO of the Caravel Group, explains it is through building upon Hong Kong's extant institutional strength that the territory can elevate itself from international maritime centre to international capital City.

"Hong Kong is a strong centre by any standard, he says. "But a good share of the commercial decisions governing activity is still taken elsewhere: the chartering desk in Singapore, the cargo book in

Geneva, the capital call in Copenhagen or Athens. A capital hosts the principal, not only the agent. The measure is not how many companies are registered here – it is how many P&Ls are owned here.

"In a capital you can hire a chartering manager, marine lawyer, an average adjuster or a green fuel structure inside a fortnight, and price, fund, insure, hedge and arbitrate a transaction without leaving the city. We have most of that stack. We do not have it in the volume that makes relocation an obvious commercial decision rather than a carefully considered one. Talent is the honest constraint, and it is a challenge we are meeting head-on.

"Put succinctly, A global maritime capital is the same city with three additions — the principals sit here, the cargo decisions are taken here, and the depth of talent makes the choice obvious. The distance between the two is not a matter of assets. It is a matter of gravity."

Edward Liu, Member of the HKMPDB and the PEC



Prof. Edward Liu is a partner at the leading Chinese law firm Haiwen and Partners LLP based in Hong Kong, and Principal Representative, ICS (China) Liaison Office. Here he offers a personal view from a legal perspective on Hong Kong's possible pathway to maritime capital city status.

"In my view, if Hong Kong is to strengthen its position as a Global Maritime Capital, one of the clearest opportunities lies in making fuller and more deliberate use of its legal and dispute resolution capabilities as part of the wider maritime value proposition. Hong Kong's strength is not simply that it has a well-developed maritime sector, but that it combines maritime experience with a trusted common law system, an independent judiciary, internationally recognised arbitration and mediation services, and a deep pool of legal and other professional talent. Those are strategic assets which few places can match in the same combination.

"From a government perspective, the key is to treat legal capability not as a supporting feature, but as part of the core maritime infrastructure. That means continuing to promote Hong Kong as the natural venue for maritime contracting, dispute resolution and risk management; ensuring that maritime policy is developed with close regard to the legal and commercial needs of industry; and strengthening the links between legal services, shipping, trade, marine insurance, ship finance and other high value-added maritime services. If positioned and supported properly, legal services can do much more than resolve disputes after the event: they can help anchor transactions, attract business, reinforce market confidence and enhance Hong Kong's standing as an international maritime centre.

"More broadly, this is also an area where Hong Kong can make a distinctive contribution to national development. As the country continues to expand high-level opening up and maritime connectivity, Hong Kong is well placed to serve as the interface between mainland maritime interests and the international market, particularly in relation to cross-border transactions, international contracting, regulatory alignment and dispute resolution."

Chaoni Huang, member of the Maritime Services Development Committee ("MSDC")



Chaoni Huang is Executive Vice President of Hong Kong Green Finance Association, and MD, Head of Sustainable Finance & Transition, Asia, Corporate and Institutional Banking at HSBC. Ms Huang explains how consolidating Hong Kong's maritime cluster with its financial ecosystem supports the Government's green infrastructure ambitions.

"Hong Kong is uniquely positioned to develop comprehensive and competitive green maritime services by combining a globally connected maritime cluster with a deep, innovative finance ecosystem. As a gateway to the Greater Bay Area and Chinese Mainland, Hong Kong can mobilise capital and solutions across shipowners, ports, logistics firms and technology providers. The city's ability to scale green, blue and transition finance—through loans, trade finance, bonds, equity and carbon instruments—can fund vessel retrofits, green fuels and port electrification."

Recap of the HKMPDB's work in the past year

In line with its target to develop Hong Kong into a trusted Global Maritime Capital, the HKMPDB, with the assistance of an external consultant, has embarked on a series of studies to explore key nodes within Hong Kong's maritime ecosystem. These studies have sought to identify aspects of the industry and policies that may benefit reform and enhancement.

The studies have covered a broad spectrum, ranging from Hong Kong Port's competitiveness and industry resilience in the face of the latest geopolitical landscape, to manpower development strategies for green fuel bunkering. Taken together, they will lay down concrete recommendations for the industry to study further and implement in phases as appropriate.



Opening Ceremony Hong Kong Maritime Week 2025

Four research studies have been conducted in the year to date, including two studies undertaken by the Port Development Committee ("PDC"). In the first of these studies the current strategy for port automation and decarbonisation is examined.

The study of port automation recognised that the Kwai Tsing Container Terminals (KTCTs) have been using computer systems for central resource allocation and terminal operation management, and wireless communication technology to connect various hardware facilities within the terminals for many years. The terminals have also been retrofitting hardware facilities to enhance automation levels, including converting old cranes to remote operation and introducing autonomous electric terminal tractors. Recognising the fact that KTCTs have been in operation for decades and are facing physical space constraints, the study identified strategies to further enhance the automation level of Hong Kong's container terminals, while prioritising compatibility, scalability, and operational continuity.

The study of port decarbonisation was based on profiling of KTCTs' greenhouse gas emissions and energy consumption against leading global ports. Further green transformation initiatives, including electrification of terminal facilities, and enhancement to green maritime fuel bunkering infrastructure, would contribute to efforts in developing Hong Kong into a green port and promote the initiative of establishing green shipping corridors.



The inaugural HKMPDB Seminar in Shanghai September 2026

The second research study involved identifying the strategies for strengthening throughput of the Hong Kong Port, recognising the Government's dual strategies of enhancing quantity and enhancing quality to consolidate the international connectivity advantage of Hong Kong Port.

The study identified Hong Kong's advantages as a free port with fast customs clearance and high efficiency to help the industry seize development opportunities particularly in the Central and South American markets, and to build a premium port brand, while putting forward measures to strengthen Hong Kong as a transshipment hub.

Commenting on the study's conclusion, PDC Chairman, Dr Moses Cheng, added that: "We are taking into account practicable recommendations when formulating our future work plans."

The MSDC delivered the second pair of research studies. The first of these was tasked with developing recommendations to support the Hong Kong maritime services industry. The study develops short- to long-term strategies to enhance the industry's resilience, with the core recommendations centering on exploring new markets, maximising existing ones and identifying alternative means of accessing key markets.

The other research project examined the potential of double taxation agreements ("DTAs") in promoting the development of Hong Kong's maritime services industry and how best to leverage their advantages – Hong Kong currently has 60 DTAs in place. The expansion of DTAs has been widely called for by industry stakeholders, and featured prominently among the recommendations put forward to the Government. The study found that the expansion of the network of DTAs is essential in providing a holistic framework that supports the entire maritime ecosystem, including high value-added maritime services such as ship leasing, ship finance, and marine insurance.

Promotions: Hong Kong – Global Maritime Events Capital

One area in which HKMPDB is very much hands on rather than simply offering advice is in the area of promotion and external affairs. At home, this is evidenced in the growth of industry events over and above Hong Kong Maritime Week (HKMW), which has evolved from Hong Kong's annual maritime convention to a global maritime flagship event.

In 2026, *Resourcing Tomorrow Hong Kong* made its timely debut appearance in April as an event reflecting the growing status of Asian capital in global mining and critical minerals investment; the congress took place just two months before the Government announced its offer of half-rate tax concessions for eligible physical commodity trading - a message that government officials were keen to get across to delegates.

A stalwart supporter of Hong Kong's status as a leading global finance centre and one of Asia's major maritime hubs, Marine Money, has been holding its annual event in the Special Economic Region since 2007. Its most recent outing was in April 2026.



The Inaugural HKMPDB Flagship Seminar at HKMW 2025



Hong Kong Ship Finance Forum at Marine Money April 2026

Increasingly, industry organisations choose Hong Kong as the ideal location to tap into regional demand and expertise to ensure a packed and well informed audience. In turn, events such as these combined with HKMW create a hotbed of networking where professionals from the Chinese Mainland and overseas can freely exchange ideas, share industry insights, and build mutually beneficial business relationships with government and the local maritime community. The HKMPDB is confident that it can attract more businesses, industry associations and event organisers to our shores and cement Hong Kong's credentials as the perfect location for discussing topical issues of concern to the global maritime industry and thus raise the maritime discursive power of the Chinese Mainland and Hong Kong. Thus, a location where decisions are made that impact the world of shipping.

Promoting Hong Kong as a Global Maritime Capital is the HKMPDB's most high-profile function, and when it first convened last year, just four months ahead of the ninth Hong Kong Maritime Week 2025 (HKMW 2025), it was the most highly visible and urgent project to get to grips with. The event has diversified its focus, ranging from decarbonisation to other challenges faced by the global maritime industry, and effectively spotlighting the Hong Kong maritime industry in the highly political international arena.



Visiting MSC Headquarters in Geneva April 2026



Visiting SUISSENEGOCE in Geneva April 2026

Despite the time constraints, HKMW 2025 was the best edition thus far, breaking several records along the way. These included an unprecedented 56 maritime-related activities organised by 73 local, Chinese Mainland, and overseas organisations and businesses, the attendance of some 18,000 visitors, and an incredible 10 million online viewers. HKMW 2025 and its previous incarnations have over time become the must-attend maritime event on the global event calendar while simultaneously reinforcing Hong Kong's status as a leading global maritime capital.

During HKMW 2025, the PEC and MSDC have co-hosted the inaugural HKMPDB Flagship Seminar on "Hong Kong: A Global Maritime Capital", with a focus on Hong Kong maritime legal and finance services. Two panel discussions were conducted, showcasing how Hong Kong legal and finance services can contribute to the green shipping transformation.

Promoting Hong Kong's maritime industry and its wealth of high-value-added maritime services requires sustained effort. The HKMPDB swiftly followed the success of HKMW 2025 with an important delegation visit to Shanghai, centred around but not confined to Marintec China, the largest marine technology exhibition in Asia. During the visit the delegation held networking events with the maritime communities and financial leasing groups, promoting the maritime services of Hong Kong. Besides, the delegation seized several opportunities to meet shipping companies and maritime associations, and conducted strategic site visits at Shanghai International Port Group, all with a view to promoting cross-border Hong Kong-Shanghai collaboration and highlighting the advantages of Hong Kong for Chinese Mainland companies to go global.

A HKMPDB delegation visit to Geneva Dry, organised by Splash 247 and recognised as the world's premier dry bulk shipping conference - from 28-29 April 2026 proved timely and strategic. A networking event co-hosted with The Propeller Club of Geneva gave the delegation a platform to advocate the offerings of Hong Kong.

In their discussions with international commodity traders, mining companies, and dry bulk shipping companies, the delegation was able to confidently explain that the growth of commodity trading is a key component in the further development of Hong Kong's maritime ecosystem and would be fully supported by the Government with the introduction of an upcoming tax concession package including half-rate profits tax concessions for physical commodity trading in the Legislative Council in June 2026. On this premise and following subsequent meetings between commodity trading interests and the HKMPDB delegation, meaningful relationships have been built, and a clear pathway toward a growing presence of commodity trading in Hong Kong has commenced.



Chief Executive Delivering a Speech at the Opening Ceremony of HKMW 2025

The conducting of industry events such as the HKMW and the promotional visits undertaken by the HKMPDB delegations to globally recognised international industry events forms a two-way communication pathway where the HKMPDB acts as super connector bringing to government valuable input from the Chinese Mainland and overseas that will not only bring insights as to how the global industry views Hong Kong but also ideas that may be adapted by the Government according to our local environment and circumstances.

HKMPDB's pressing work for the rest of the term

Following the groundwork laid through research studies and promotional activities, the work shall continue in the rest of the term.

Building on the holistic researches, the HKMPDB is now working closely with the Government and the industry to translate these recommendations into tangible and feasible policy proposals benefiting the industry as a whole. On enhancing quality, the PDC is working closely with the terminal operators and the Government to formulate strategies to further accelerate the pace of increasing the level of port automation and decarbonisation of the KTCTs. Establishing a phased strategic framework for port automation and decarbonisation will advance the pace of smart transition and green transformation.

On enhancing quantity, the PDC will seek to identify ways to increase throughput of the Hong Kong Port via transhipment and direct cargoes, including enhancing Hong Kong's status as a leading transshipment hub and developing Hong Kong into a premium cold chain hub in the Greater China region.

By their very nature, industry events such as HKMW occupy a single day or at most a week on the calendar of a 365-day industry. The HKMPDB recognises the importance of providing opportunities for regular interfaces with the industry both here, on the Chinese Mainland and overseas. Accordingly, it intends to greatly increase the number of personal engagement sessions with industry leaders and innovators locally and globally to familiarise them with the policy benefits afforded by Hong Kong as well as its liveability, rich culture and political and economic stability.

Such engagement sessions are currently being conducted. An example of this was a recent meeting between the Maritime Services Development Committee and local leaders in shipping finance and marine insurance with the aim of producing greater cooperation and wider product development for Hong Kong's maritime sector.

The Hong Kong Shipping Registry forms a central pillar of Hong Kong's international maritime centre. Formulating initiatives and strategies to boost membership of the Registry will form an important task for the Board during the rest of its current term.

Meanwhile, on the manpower development front, a recognition scheme for "Cadet" will be launched to highlight the contribution of young practitioners with a view to attracting more new blood and expanding the talent pool through making the nature of cadet work concrete and presenting the structured career pathway of a sea-going career.

New to this year's schedule and designed for public participation, HKMPDB has launched "Project Art Container" in partnership with the Hong Kong Maritime Museum and supported by Orient Overseas Container Line Limited and Modern Terminals Limited. Under the umbrella of Project Art Container, the "One Container, One Story" Drawing Competition invites students and the general public to portray the Hong Kong's identity as an international port city through personal creative expression. Winning entries will have the chance to be enlarged and displayed on genuine 20-foot shipping containers navigating global maritime trade routes and bringing Hong Kong's cultural essence to the world.



Project Art Container at HKMW 2026

To maximise public impact, an "Art Container Exhibition & Carnival" will take place at the Hong Kong Maritime Museum Anchor Plaza during HKMW 2026. Featuring the decorated containers alongside interactive maritime booths, career guidance, and engaging games, the event will arouse public interest in shipping as the vital link between the city's economy and daily life, and future opportunities for youth in global supply chains.

Hong Kong Maritime Week 2026

HKMW 2026 marks the 10th anniversary of the brand since its first edition back in 2016. To celebrate this important milestone with the entire industry, under the mandate of HKMPDB, the HKMW Task Force is working at full speed to present HKMW 2026 as the best edition ever.

Well ahead of the convention, the HKMPDB has already received a slew of applications for events to be included at HKMW 2026.

Among the headliners are those who have previously held successful anchor events, namely World Maritime Merchants Forum and the Asian Logistics, Maritime and Aviation Conference. The International Chamber of Shipping (ICS) is returning to hold its third Global Trade Summit, and the International Bunkering Industry Association will also be following up on its inaugural

event in 2025. Meanwhile, the HKMPDB is delighted to welcome BIMCO, which will host its first maritime law forum during HKMW 2026. At the time of going to press, discussions are also in train to welcome the Silk Road Maritime Association to participate in HKMW 2026. Its presence should certainly boost our promotion of the Belt and Road shipping marque.

The members of the HKMPDB will again take pride and pleasure in hosting our second HKMPDB Flagship Summit at HKMW 2026. Designed to encourage open debate and in-depth exchanges, we shall also seek to offer our overseas visitors lucid and holistic overviews of our maritime sector's stability, resilience and growth even during periods of geopolitical disruption.



HKMPDB's work in the years ahead in the context of Hong Kong's first Five-Year Plan

On 16 September 2026, the Hong Kong SAR Government promulgated its first Five-Year Plan, the purpose of which is to fully align Hong Kong with the directions set out in the National 15th Five-Year Plan. For the HKMPDB, the task is clear: to arrive at means and ways to consolidate and enhance Hong Kong's status as an international maritime centre and develop Hong Kong into a trusted Global Maritime Capital.

It is well known that Hong Kong has thrived on a combination of innate advantages, such as our strategic location combined with assets developed and cultivated over time. Hong Kong has ranked fourth globally for seven consecutive years according to the 2026 Xinhua-Baltic International Shipping Centre Development Index Report. Hong Kong Port is one of the busiest container ports in the world, and its high efficiency has earned its reputation as a "catch-up port", with an average length of stay of ocean-going container vessels of only 1.03 days in 2025, significantly lower than the average of 1.99 days for the world's top 20 container ports. We also have a vibrant maritime services cluster, such as ship management, marine insurance, shipbroking, and maritime



HKMPDB participating in the first Hong Kong Five-Year Plan consultation session August 2026



The Second Hong Kong Global Maritime Trade Summit, International Chamber of Shipping at HKMW 2025



MOU signing between IUMI and HKMPDB at HKMW 2025

legal and arbitration. There are around 1,200 port and maritime companies here, while owners control nearly 10% of the global fleet by deadweight. Our Hong Kong Shipping Registry is also renowned in the maritime world for its low detention rate, its consistent White-List status, and its global standing as one of the safest and most reliable ship registries in the world.

These strengths have served Hong Kong well. But what serves at one stage may be found wanting when the world moves on. In the maritime world, the external environment is undergoing fundamental change, often at lightning speed. The change is multi-dimensional, from global conflict to punitive trade tariffs, and the growth of emerging regional economies, global supply chains are reacting through accelerated restructuring which is driving and intensifying regional competition. Meanwhile the maritime industry and its supporting services are seeking ways to manage and adapt profitably to its own internal revolutions brought on by the need to decarbonise its assets and take onboard the digitalization of its operations both at sea and onshore.

Ahead of industry consultations on the Five-Year Plan the Government set out a list of preliminary and forward-looking policy directions, several of which would impact the aim of developing Hong Kong into a premier international maritime capital. These include:

Promoting the digitalisation, smart transition and green transformation of Hong Kong's maritime industry, further expanding green fuel bunkering and smart port development, and optimising route coverage and regional collaboration, to strengthen Hong Kong's role as an international transshipment hub, thereby enhancing the overall competitiveness of the port and shipping industry.

Consolidate Hong Kong's advantages as an international maritime centre and ship registry to enhance its attractiveness to international maritime enterprises.

Develop a high-value-added maritime services ecosystem and drive the development of high-value-added maritime services, including maritime finance, ship leasing, ship management, marine insurance, maritime law, and arbitration.

Hong Kong's first Five-Year Plan were made public along with directives contained in the annual policy address, when they were delivered by Hong Kong Chief Executive John Lee on 16 September; they brought into sharp focus short- to medium-term objectives found within the broader policy directions outlined above. The announcement of the first "Green Energy Corridor"

with a city on the Chinese Mainland before the end of 2026 amounts to a game changer, and the first step toward a green network of such corridors in the region (currently being explored), where many of the participating ports may become potential customers of our green maritime fuel bunkering and trading hub.

Deeper collaboration with port operators, as outlined in the policy address, to derive a roadmap for the smart and green transformation of the Kwai Tsing Container Terminals, is also to be welcomed. The first tangible indication of this new road to further development could well be the prospect of a pilot electrification scheme that would facilitate onshore power for ships at berth.

A further value-driven development of Hong Kong port is contained in the policy address: the further leveraging of the Port Community system, which will be augmented by offshore trade cargo tracking with blockchain technology, ensuring the industry stays at the forefront of the industry's digital transformation.

We should also note that the Government's intention to revamp the Hong Kong ship registration regime, particularly with the introduction of a dual registration arrangement, first discussed in 2023, provides a valuable advantage shared by few international registries.





Family Fun Day at HKMW 2025

Our Chairman Dr Cheng summed up the HKMPDB's sentiments upon hearing the contents of the Five-Year Plan and the policy address by stating:

"We are pleased to see that the Government has, with a forward-looking vision, put forward proactive and pragmatic policy measures in response to the industry's needs, driving the comprehensive upgrade and transformation of Hong Kong Port from volume-based to value-driven development, thereby developing Hong Kong into a global maritime capital."

As outlined in detail above, the HKMPDB has been proactive over the last 12 months. We are extremely gratified that the work undertaken so far has, to a great extent, anticipated the Government's intentions, and shall hopefully be of assistance in the ensuing months.

The HKMPDB has produced four studies that directly address the Government's policy directions: port automation and decarbonisation, boosting throughput at Hong Kong Port, maritime industry resilience, and support for the entire maritime ecosystem through double taxation agreements. These studies are currently being followed up on to produce solid and workable proposed solutions in line with the first Five-Year Plan and the directives contained in the policy address.

We hope that you have enjoyed this first edition of the HKMPDB's quarterly bulletin and that you find the information useful and relevant to your business. We welcome any comments you may have, as well as suggestions for future topics.

All events and activities at HKMW are in strong demand. If you haven't already done so we should recommend that you book your preferred event(s) as soon as possible. Please visit https://www.hkmw.hk/en/calendar.html



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