

# MARITIME HONG KONG



Transport and Housing Bureau  
The Government of the Hong Kong  
Special Administrative Region



Designed by the Information Services Department  
Hong Kong Special Administrative Region Government

# MARITIME HONG KONG

With over **150 years** of maritime history and a duty free port connecting East and West, we have achieved:

**1<sup>st</sup>** in busiest airport for international cargo

**1<sup>st</sup>** in ease of paying taxes

**2<sup>nd</sup>** in world competitiveness

**2<sup>nd</sup>** in economic freedom

**3<sup>rd</sup>** in global financial centre

**4<sup>th</sup>** in shipping register

**7<sup>th</sup>** in largest trading economy in goods

**8<sup>th</sup>** in judicial independence

One of the ten busiest container terminals in the world

Hong Kong is your trusted maritime partner.  
Come and join our voyage.

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# FOREWORD



With over 150 years of maritime heritage, a strategic location at the heart of Southeast Asia and a vibrant maritime cluster, Hong Kong stands as a world-renowned international maritime centre. The maritime and port industry has been, and will continue to be, an important pillar and a key engine of Hong Kong's economy. This magnificent achievement is the result of years of dedicated efforts by all the players in our maritime and port industry.

Under "One Country, Two Systems", Hong Kong enjoys full national support while preserving its own systems and practices. This is manifested in the Dedicated Chapter on Hong Kong and Macao in the National 13<sup>th</sup> Five-Year Plan, in which the Central Government has pledged support for Hong Kong to consolidate and enhance its status as international financial, transportation and logistics centres, and to strengthen Hong Kong's logistics and high value-added professional services to move up the value chain.

The national Belt and Road Initiative and the Guangdong-Hong Kong-Macao Greater Bay Area Development will open up immense business opportunities, in particular for the trade, logistics, maritime and port sectors. As a facilitator, contributor and promoter, Hong Kong will play a prominent role in these two national initiatives: offering a springboard for Mainland enterprises to "go global", whilst facilitating overseas enterprises to access the Mainland market.

We will not rest on our laurels. As an externally oriented economy and a practitioner of free trade, we are always conscious of how changes in the global economy can impact upon us and how competition in the region can affect us. This is particularly true for the maritime and port industry. However, with challenges, there are always opportunities. And we are fully geared up to rise to the next higher level.

Our port remains one of the busiest in the world. It is highly efficient and provides round the clock services. It offers frequent and comprehensive liner services to different destinations worldwide and serves as an important marine gateway to the Mainland of China. On the maritime front, we will leverage on our edges in having a strong group of shipowners, a vibrant maritime community and a high quality professional services sector to further bolster the development of high value-added maritime services. In my 2018 Policy Address, I have put forward a package of measures and initiatives, including offering tax concessions to marine insurance and ship leasing activities, setting up regional desks in our overseas and Mainland economic and trade offices to further enhance the services of the Hong Kong Shipping Register, etc., to develop our maritime and port industry. I am pleased to note that these measures are warmly received.

Going forward, the Government will deepen its partnership with the maritime and port industry, and with business in general. This booklet gives an overview of what Hong Kong has to offer: our unique ties with the Mainland of China; our excellent port and maritime facilities and services; our first class talents; the rule of law and simple tax regime; and perhaps above all, Hong Kong's core values and way of life which celebrate fair play, diversity and inclusiveness. If you are already in Hong Kong, I hope this booklet will strengthen your confidence in Hong Kong's future. If you are from overseas or the Mainland, I hope this booklet will give you a taste of why working, investing in or doing business with Hong Kong is an idea which is worth your while to seriously consider.

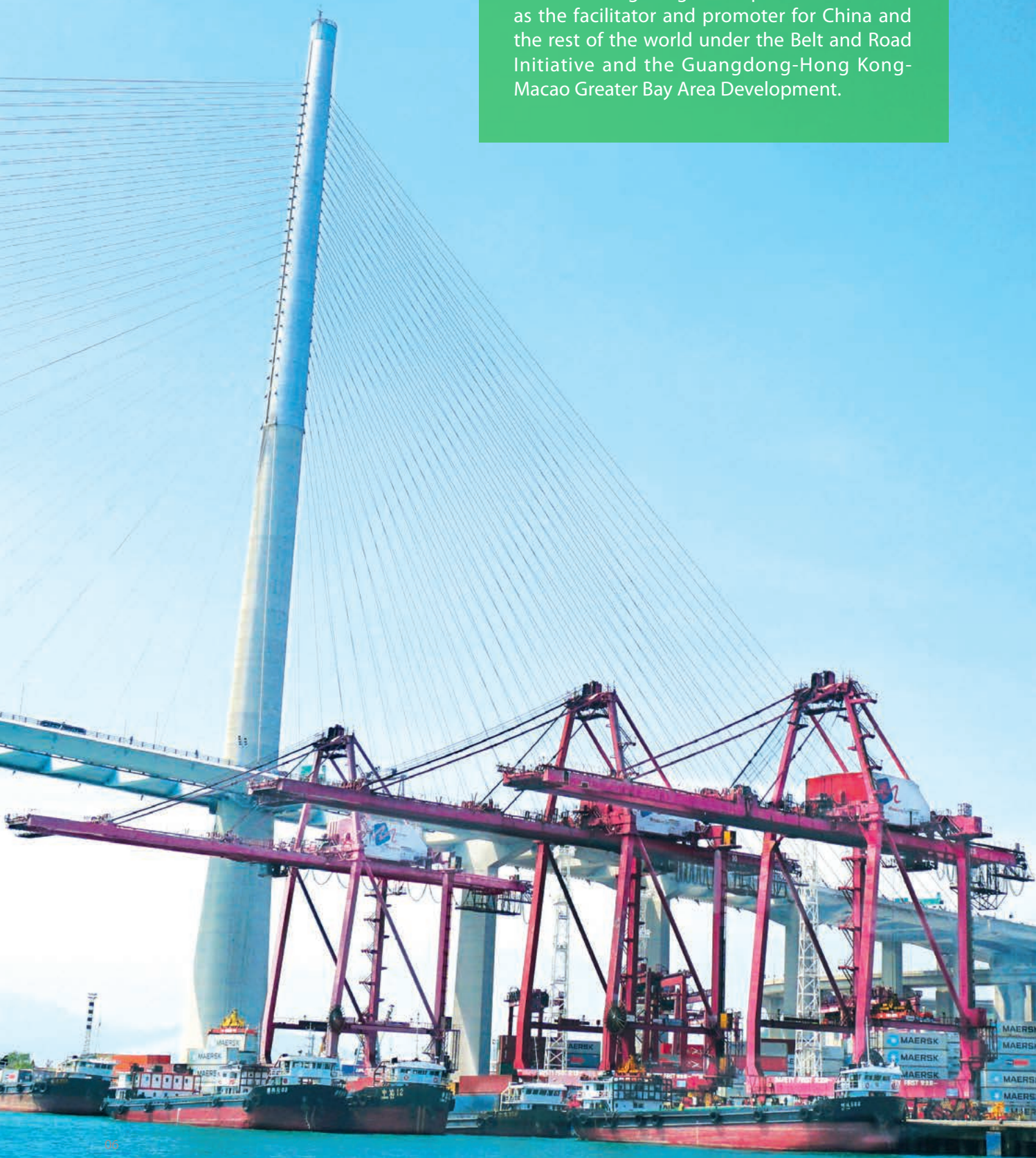
We look forward to welcoming you on board.

**Carrie Lam**  
Chief Executive  
Hong Kong Special Administrative Region  
Spring 2019

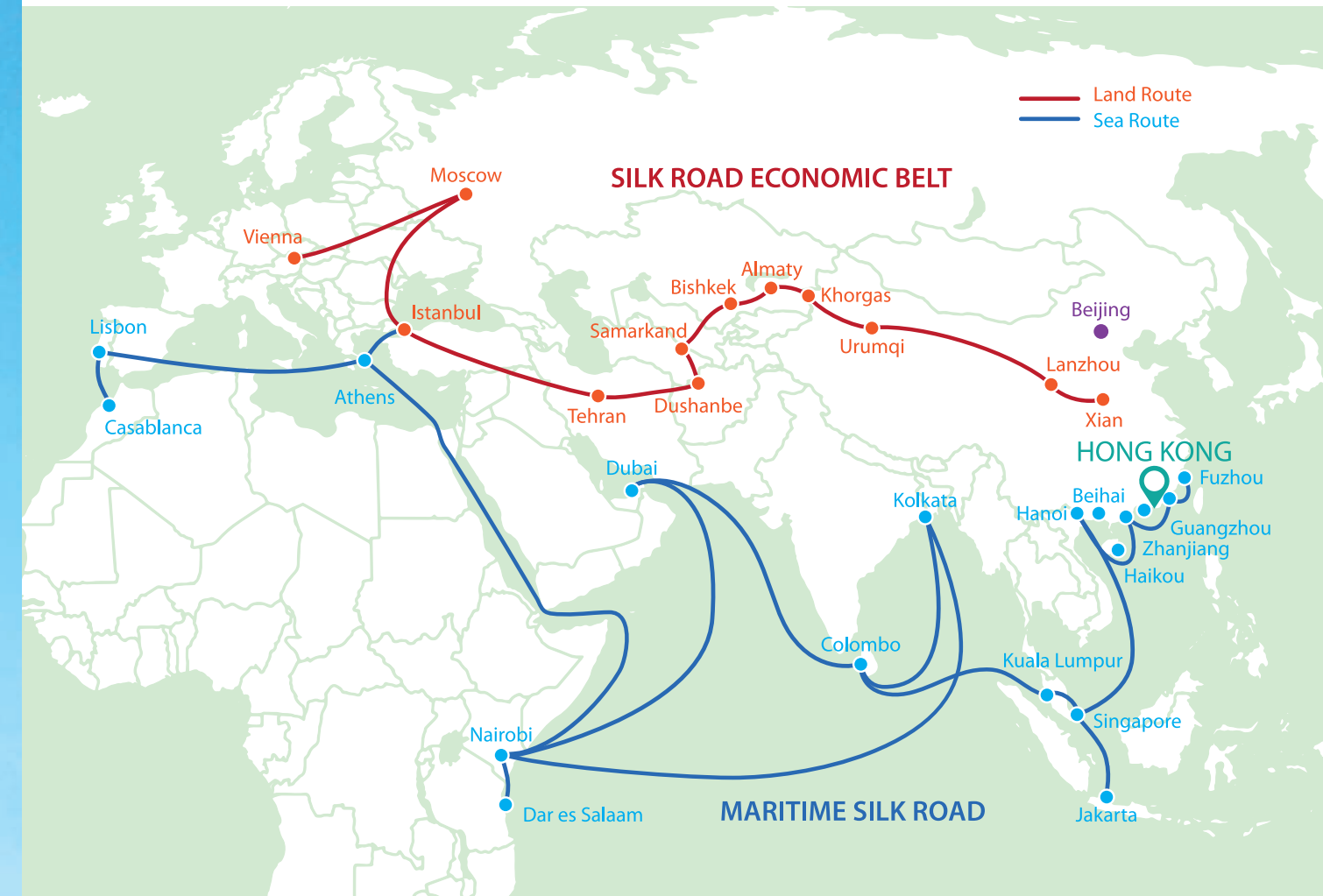


# HONG KONG OPPORTUNITIES

Located at the gateway to South China, Hong Kong enjoys an excellent geographical location and an extensive transportation network. Hong Kong is well-positioned to serve as the facilitator and promoter for China and the rest of the world under the Belt and Road Initiative and the Guangdong-Hong Kong-Macao Greater Bay Area Development.



## Going Regional, Going Global



### Belt and Road Initiative

The “Belt and Road” (B&R) Initiative is China’s key development strategy based on the Silk Road Economic Belt and the 21<sup>st</sup> Century Maritime Silk Road. It covers more than 140 countries, including China, ASEAN, the Middle East, Africa, Central and Eastern Europe, and Central and South America.

In terms of maritime coverage, the Hong Kong Port maintains marine cargo movements with over 90 countries along the B&R corridor. We have also signed air services agreements/international air services transit agreements with some 50 countries along the corridor.

The B&R Initiative will increase the connectivity of both people and goods, and boost demand for international maritime and logistics services. Hong Kong’s institutional strengths, including connectivity, rule of law, simple and low tax regime, international trade network, etc., provide a solid foundation for local and overseas companies to grasp the opportunities arising from the Initiative.



More information on the B&R can be found at – [www.beltandroad.gov.hk](http://www.beltandroad.gov.hk)



## Guangdong-Hong Kong-Macao Greater Bay Area Development

The Guangdong-Hong Kong-Macao Greater Bay Area development is an important regional development. It helps to foster closer co-operation between Hong Kong, Macao and the nine cities in Guangdong Province in areas such as trade and logistics, professional services and technology innovation, as well as enhance the connectivity of transportation infrastructure. Under the principle of “One Country, Two Systems”, complementarity and mutual benefits, Hong Kong will play an important part in advancing the Greater Bay Area into a competitive world-class city cluster.

Riding on this opportunity, Hong Kong can offer high-value added maritime services to overseas enterprises aspiring to enter the Mainland market, as well as those from Mainland to go global. As an international financial centre, Hong Kong can also provide support in developing featured finance products, such as ship finance, to investors in the Greater Bay Area.



More information on the Guangdong-Hong Kong-Macao Greater Bay Area can be found at – [www.bayarea.gov.hk](http://www.bayarea.gov.hk)

# HONG KONG PORT

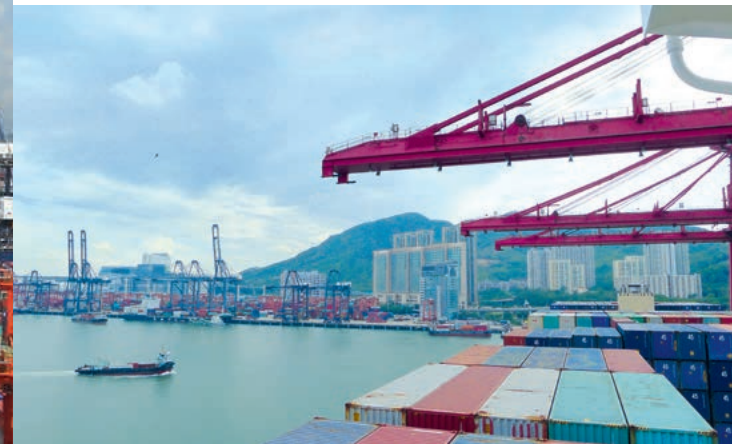
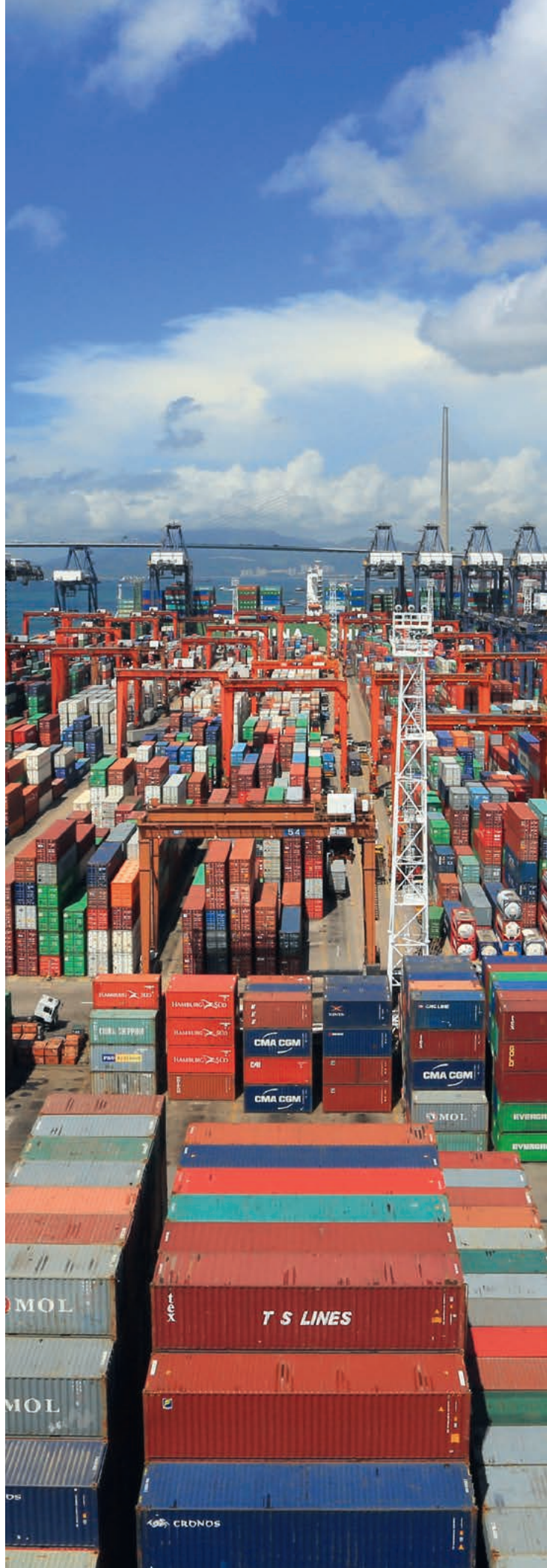
Located at the doorstep of the Pearl River Delta, Hong Kong Port is a deep water seaport which serves as a marine gateway to the Southern part of Mainland China. It is one of the busiest ports in the world providing ideal conditions for berthing, handling and operating container vessels.



## Kwai Tsing Container Terminals

Kwai Tsing Container Terminals (KTCT) are financed, owned and operated by the private sector, providing non-stop services 24 hours a day, 7 days a week.

The nine container terminals at KTCT have a total of 24 berths and an estimated total capacity of over 20 million twenty-foot equivalent units (TEUs) a year. They handled about 78% (14.2 million TEUs) of Hong Kong Port's total container throughput in 2019. Further capacity is provided by mid-stream operations, the River Trade Terminal and private piers.



Situated on the Far East trade routes, the KTCT provide frequent and comprehensive liner services, with about 300 container liners setting sail every week to around 420 destinations worldwide. As an important regional hub port, the Hong Kong Port provides about 200 intra-Asia shipping services. Further, the Belt and Road Initiative covers more than 140 countries and the Hong Kong Port maintains marine cargo movements with over 90 of them. Our extensive liner services coverage underpins Hong Kong's position as an international maritime centre.

**17m** water depth

**279** hectares yard area

**99** Quay cranes with  
**7 694m** Quay length

**300** container liner services  
per week connecting to around  
**420** destinations worldwide

Cargo movements  
to and from  
**over 90** countries  
along the Belt and  
Road Corridor





Renowned for their efficient cargo handling operations, the KTCT are the world's leading "catch-up port", where time lost en route can be made-up at the facilities. Operating round-the-clock, the number of quay crane movements at the container terminals is about 36 - 40 per hour. To further enhance efficiency, terminal operators frequently upgrade their equipment and operation systems to achieve automation and digitalisation. The terminal operators have also been investing in environmental friendly equipment and facilities to reduce pollutant emissions and noise.

The terminal operators frequently upgrade their equipment and systems to enhance efficiency and to offer a better operation environment. Apart from electric Rubber-Tyred Gantry Cranes (RTGCs) and hybrid machines, Container Terminal 9 North launched a remote-controlled RTGCs and automated container stacking system in early 2018. This represents a new era of terminal operation, not only to raise operational efficiency and productivity, but also to strengthen competitiveness of the terminals.



More information on the Hong Kong Port can be found at – [www.hkmpb.gov.hk/en/port.html](http://www.hkmpb.gov.hk/en/port.html)

# HONG KONG MARITIME SERVICES

Hong Kong has a maritime heritage of more than 150 years and one of the largest maritime clusters in the world. Over 800 maritime services companies have set up in Hong Kong, providing quality and professional maritime services to the global maritime community.

## Hong Kong Shipping Register

The Hong Kong Shipping Register (HKSR) is operated by the Marine Department of the Hong Kong Special Administrative Region Government. With over 150 years of experience in ship registration, inspection and survey, HKSR provides quality and holistic one-stop registration services round the clock. Registration is simple and can be completed as quickly as within two hours. The registration fee is the lowest among major shipping registers in terms of total cost for ships."

Under the Annual Tonnage Charge Reduction Scheme, a ship continuously registered with HKSR for every two years with a clean Port State Control detention record for two consecutive years will benefit from a 50% reduction of annual tonnage charge for the following year.

Hong Kong-registered ships enjoy Chinese consular assistance around the world. They also enjoy preferential port dues in ports in Mainland China with almost a 30% reduction against the normal rate.

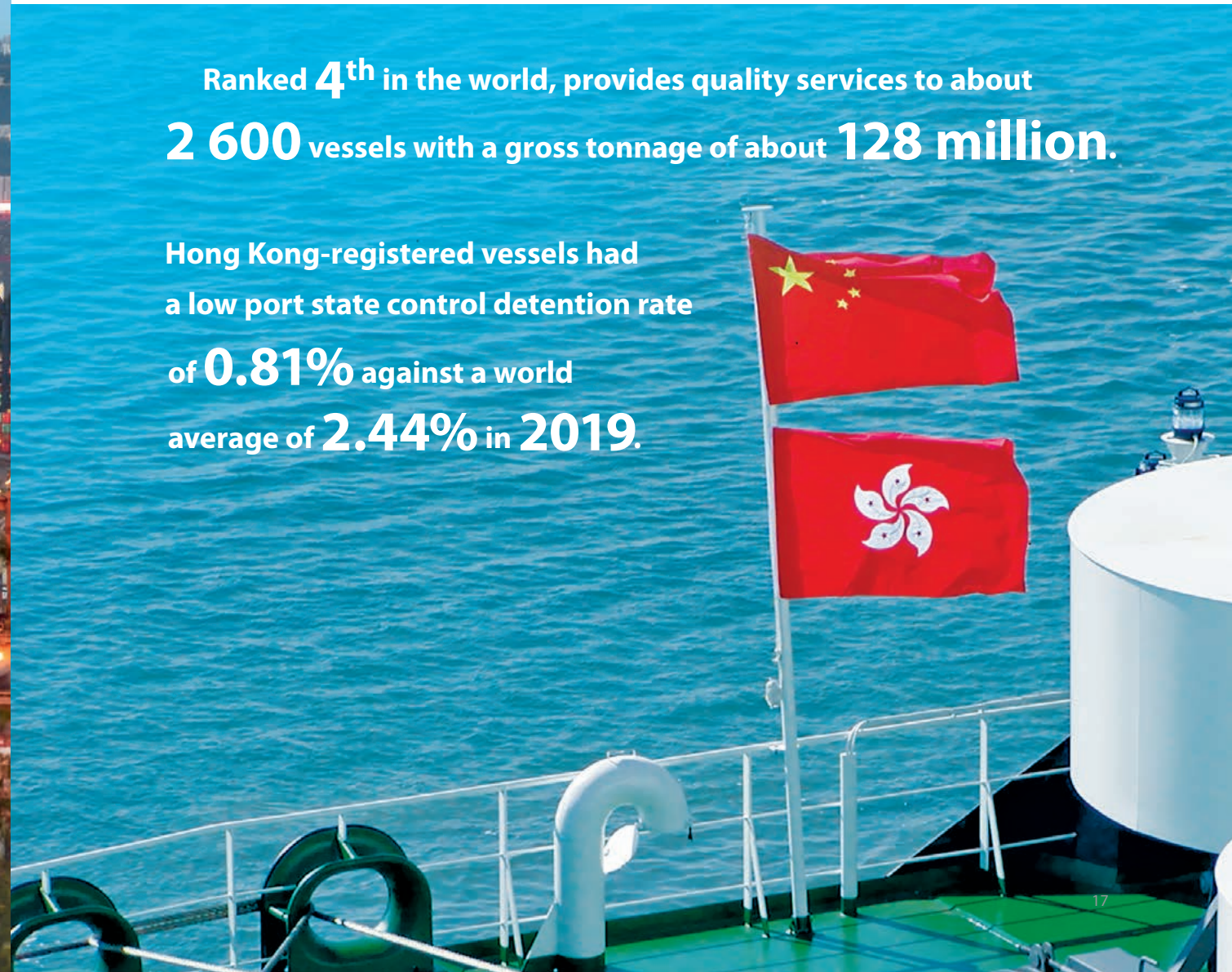
To provide more prompt and direct support for ship owners and operators on spot, the Government has been setting up HKSR Regional Desks in selected Mainland and overseas Economic and Trade Offices and Liaison Units by phases from 2020 onwards.



More information on the Hong Kong Shipping Register can be found at – [www.mardep.gov.hk/en/pub-services/home.html](http://www.mardep.gov.hk/en/pub-services/home.html)

Ranked **4<sup>th</sup>** in the world, provides quality services to about **2 600** vessels with a gross tonnage of about **128 million**.

Hong Kong-registered vessels had a low port state control detention rate of **0.81%** against a world average of **2.44%** in **2019**.



## Ship Finance

Hong Kong is a leading international financial centre and is also one of the top freest economies in the world. Our premier financial infrastructure, effective financial regulations and an abundant pool of financial professionals allow enterprises to raise capital to meet their financing needs easily.

Hong Kong is one of the most significant international ship finance centres in Asia. The vibrant shipping community in Hong Kong provides ample opportunities for the further development of ship finance and ship leasing businesses in Hong Kong. A wide range of ship finance products is offered by the market to suit various customers and investors.

To bolster the further development of the ship leasing industry, the Government has implemented tax concessionary measures to attract more ship leasing businesses to Hong Kong, thereby providing new impetus for further development of Hong Kong's maritime industry.

As at December 2019, loans and advances for the shipping industry in Hong Kong amounted to around **US\$15.2 billion**

**7** of the world's top **10** bookrunners on syndicated marine finance loans have set up offices in Hong Kong





**Around 90 local and foreign insurance companies** are providing ship insurance services in Hong Kong

The International Union of Marine Insurance has set up their **Asian hub in Hong Kong**

The gross premiums reached about **US\$307 million** for marine insurance in 2019\*  
\* exclude marine cargo insurance

**12 of the 13 members** of P&I Clubs have a presence in Hong Kong

**Marine Insurance**

Hong Kong has advanced, comprehensive and world-renowned business insurance facilities operated by experienced professionals to serve different shipping operations.

The vibrant shipping industry in Hong Kong provides a strong platform for global insurance providers to develop advanced marine insurance products, such as cargo insurance, marine hull insurance and marine liability insurance.

The Government has enacted legislative amendments to provide 50% profit tax relief for marine insurance, with a view to implementing the measure by early 2021. To attract more business to Hong Kong, relevant authorities will continue to explore different regulatory incentives and/or other facilitating measures.

## Maritime Legal and Arbitration Services

Hong Kong is a renowned centre for shipping and commercial contract formation as well as dispute resolution. Under the principle of "One Country, Two Systems" enshrined in the Basic Law, the Hong Kong Special Administrative Region maintains its common law system which is familiar to the international community. It is the only common law jurisdiction within China.

Arbitral awards made in Hong Kong are enforceable in other 160 Contracting States (including our largest trading partners such as the USA, Japan, Singapore and Korea) under the New York Convention and in Mainland China under the Arrangement on Mutual Enforcement of Arbitral Awards.

Under the "Arrangement Concerning Mutual Assistance in Court-ordered Interim Measures in aid of Arbitral Proceedings by the Courts of the Mainland and of the HKSAR" signed in April 2019, parties to arbitral proceedings seated in Hong Kong and administered by designated arbitral institutions can apply to the Mainland courts for interim measure which include property preservation, evidence preservation and conduct preservation before the arbitral award is made.

Furthermore, with effect from September 2020, Hong Kong has become the fourth named arbitration venue in the Dispute Resolution Clause of the standard contract of the Baltic and International Maritime Council. This would further boost the use of Hong Kong maritime arbitration services worldwide.

Hong Kong's professional lawyers and arbitrators are conversant in both English and Chinese to provide quality legal services in cases involving enterprises from different countries.



Ample choices of arbitral institutions in Hong Kong



Arbitral awards made in Hong Kong are enforceable in other **160 Contracting States** under the New York Convention

# HONG KONG MARITIME MANPOWER

With an abundant pool of maritime professionals, Hong Kong is a major international maritime centre providing a wide range of maritime services worldwide. The Government and the maritime sector are committed to nurturing the talent pool and raising the professionalism of personnel for the long-term development of the maritime and port industry.



## Maritime Education

The Hong Kong Polytechnic University (PolyU) Department of Logistics and Maritime Studies provides academic programmes ranging from undergraduate to postgraduate levels with major areas of specialisation in global supply chain and international shipping and transport logistics. Currently, PolyU is the sole provider of maritime education for deck training at the undergraduate level in Hong Kong.

Apart from PolyU, the Government-funded Maritime Services Training Institute (MSTI) of the Vocational Training Council (VTC) also provides a wide range of sea-going and shore-based vocational training and professional education programmes for young talent in Hong Kong to satisfy the manpower demands and training needs of the industry.



More information on the PolyU Department of Logistics and Maritime Studies can be found at – [www.lms.polyu.edu.hk](http://www.lms.polyu.edu.hk)



More information on the MSTI can be found at – [www.msti.edu.hk](http://www.msti.edu.hk)

## Maritime and Aviation Training Fund

To support the long-term development of the maritime and aviation industries and nurture talent for the two sectors, the Government established the Maritime and Aviation Training Fund (MATF) in 2014 with a commitment of HK\$100 million. The Fund supports and encourages young students and in-service practitioners to receive relevant technical training and undertake professional programmes and examinations, thereby enhancing the overall competitiveness and professional competency of the industries.



The training and incentive schemes under MATF cover the training and examination refund programme, an internship scheme, scholarships and overseas undergraduate student exchange scheme. In May 2019, an additional \$200 million was injected into the MATF to sustain and enhance existing funding schemes and scholarships, as well for launching new initiatives. Since its inception in 2014, the Fund has benefited over 9 200 students and in-service practitioners in the two sectors. Through these schemes, we hope to build a vibrant, diversified and competitive pool of professionals and technical personnel to support Hong Kong's future development in the maritime and aviation sectors.

**MATF** has helped more than **9 200** maritime and aviation beneficiaries, with around **3 000** students and **6 200** in-service practitioners



## Talent List

To further enhance our talent pool and support Hong Kong's development as a high value-added and diversified economy, a "Talent List" was promulgated in August 2018, with the objective to attract quality people from around the world to come and settle in Hong Kong in a more effective and focused manner. Immigration facilitation is provided to eligible persons under the Talent List through the Quality Migrant Admission Scheme (QMAS) administered by the Immigration Department. Successful applicants under the QMAS are not required to have secured an offer of local employment for settlement in Hong Kong. Qualified talents of three maritime-related occupations, viz. (i) Naval Architects, (ii) Marine Engineers and Superintendents of Ships, and (iii) Management Professionals in Marine Insurance may consider joining our maritime talent pool under the Scheme.



More information on the Talent List can be found at – [www.talentlist.gov.hk](http://www.talentlist.gov.hk)



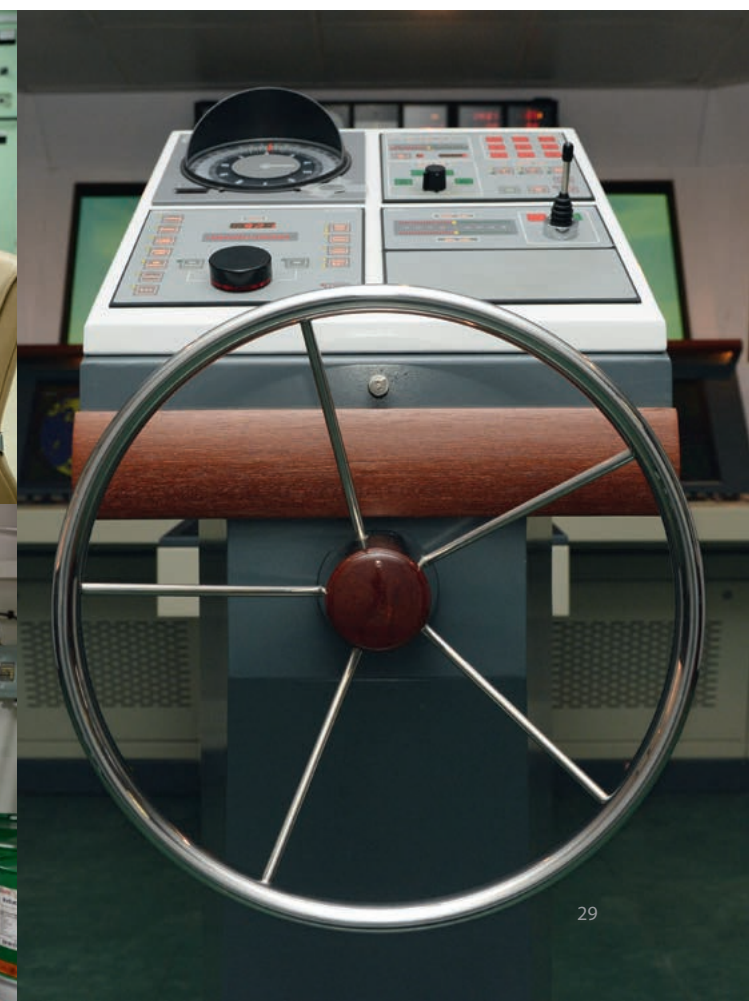
More information on the Quality Migrant Admission Scheme can be found at – [www.immd.gov.hk](http://www.immd.gov.hk)



We will continue to collaborate with professional bodies to organise high value-added maritime services training for students and practitioners under the MATF. The Government has injected HK\$200 million into the MATF to continue its operation until 2024-25, so as to sustain and enhance existing training schemes and scholarships, and to launch new initiatives for the maritime and aviation sectors.



More information on the MATF can be found at – [www.hkmpb.gov.hk/en/matf.html](http://www.hkmpb.gov.hk/en/matf.html)





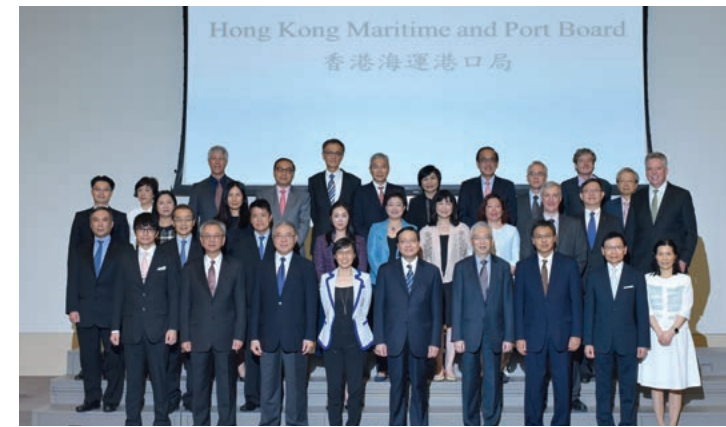
# COLLABORATION WITH INDUSTRY

## Hong Kong Maritime and Port Board

The Hong Kong Maritime and Port Board (HKMPB) was set up in 2016 to provide a high-level platform for the Government to work in partnership with the industry for the betterment of our maritime and port sector. The key objectives of the HKMPB are to set directions for the long-term development of Hong Kong's port and maritime services, foster the development of maritime manpower, and devise promotion strategies and initiatives to enhance Hong Kong's status as an international maritime centre.



More information on the HKMPB can be found at – [www.hkmpb.gov.hk](http://www.hkmpb.gov.hk)



## Achievements of the HKMPB

HKMPB seeks to spur the growth of Hong Kong's maritime cluster through trade facilitation, maritime manpower development and promotion and external relations. Since its establishment, HKMPB has made a number of achievements in further developing the industry.



Relaxed the maximum hours of stay for **multiple entry permits**

Provided special **immigration arrangements** for non-local contract seamen for vessels in distress

Enhanced the services of the **Hong Kong Shipping Register**

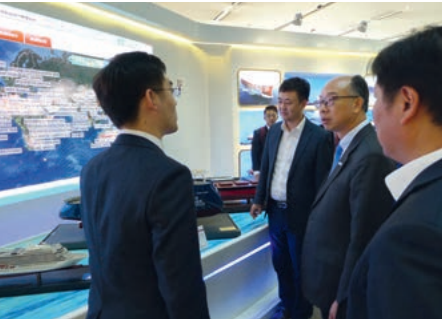
Conducted **studies and research** on Hong Kong's maritime and port industry

Reviewed and enhanced the incentive schemes of the **Maritime and Aviation Training Fund**

Explored new **manpower training programmes** with training partners

Organised **delegations to visit** famous maritime cities





## Overseas Promotion

Delegation visits were organised to major maritime cities to take part in large-scale international maritime exhibitions and meet enterprises to promote Hong Kong's maritime industry.

## Hong Kong Maritime Week (HKMW)

Flagship annual event - a variety of events to unite the Hong Kong maritime community and raise public awareness of Hong Kong's maritime industry. The Asian Logistics and Maritime Conference (ALMC), an anchor event of HKMW, is one of the biggest of its kind in Asia since its debut in 2011.

ALMC has grown in scale every year, with **more than 1 900** participants in 2019.

# HONG KONG'S STRENGTHS

Hong Kong possesses various institutional strengths and an attractive and stable business environment. Coupled with our comprehensive transportation network, including sea, land and air transport, Hong Kong is a haven for shipping business.



## Institutional Strengths

### Business-friendly Environment

As an international financial and business centre, Hong Kong is ranked the world's freest economy, with free trade, a free market, and the free flow of capital and information. Our governance and professional practices match the best global standards.

Under the Mainland and Hong Kong Closer Economic Partnership Arrangement (CEPA), Hong Kong enterprises enjoy preferential access to the vast Mainland market. Overseas companies set up in Hong Kong can also enjoy this benefit.



### Comprehensive Legal System

The rule of law is the cornerstone of Hong Kong's prosperity. Under the principle of "One Country, Two Systems" and the Basic Law, Hong Kong practises the common law with which the international shipping community is familiar. Our sound legal system provides legal and commercial certainty for shipping companies around the world to operate in Hong Kong.





### LOW TAX RATE

Companies are subject to profits tax  $\leq 16.5\%$   
Salary tax on individual  $\leq 15\%$

### NO GLOBAL TAX

Income from international carriage of goods and passengers and towage is **EXEMPT from profits tax** for ships registered in Hong Kong

Hong Kong ranked **2<sup>nd</sup>** among 190 economies in terms of ease of paying taxes

Hong Kong has entered into **bilateral tax arrangements** covering shipping income with **52** trading partners

## Competitive Tax Regime

Hong Kong has a low and simple tax regime. The low and predictable tax regime provides certainty for commercial undertakings and makes conditional concessions and rebates unnecessary.

Ship operating businesses in Hong Kong enjoy tax concessions. Income from international carriage of goods and passengers and towage is exempt from profits tax for ships registered in Hong Kong. Charter hire income is also exempt from profits tax for international operations, regardless of the nationality of the ships concerned.



More information on the tax regime of Hong Kong can be found at – [www.ird.gov.hk](http://www.ird.gov.hk)

## Excellent Connectivity

At the heart of East Asia, Hong Kong possesses an extensive, well-developed and efficient multi-modal transport network connecting us with Mainland China and the rest of the world. Apart from the extensive sea network, we have a comprehensive high-speed road network, a top-class international airport and well-connected cross-boundary points that link up the container terminals and various logistics nodes, offering a wide choice of multi-modal transportation links and providing excellent connectivity with the Mainland and the rest of the world.





## Three-runway System of Hong Kong International Airport

The Hong Kong International Airport (HKIA) is one of the busiest airports in the world. In 2019, the airport welcomed 71.5 million passengers, handled over 4.8 million tonnes of cargo and airmail, and accommodated 419 795 air traffic movements. In 2019, with over 120 airlines operating more than 1 100 flights every day, HKIA connected to around 220 destinations worldwide, including about 50 destinations in the Mainland.

To meet future air traffic growth and maintain Hong Kong's competitiveness as an international aviation hub, the Airport Authority Hong Kong is expanding HKIA into a Three-Runway System (3RS). The 3RS Project comprises land formation

of 650 hectares, the construction of the Third Runway, taxiways and aprons, and the Third Runway Passenger Building, an expanded Terminal 2, as well as associated infrastructure, utilities and transportation networks. Upon completion of the 3RS in 2024, HKIA will be able to serve over 100 million additional passengers annually.



More information on the 3RS can be found at – [www.threerunwaysystem.com](http://www.threerunwaysystem.com)







## Hong Kong-Zhuhai-Macao Bridge


The Hong Kong-Zhuhai-Macao Bridge (HZMB) is a mega-size road link across the estuary of the Pearl River, connecting the Hong Kong Special Administrative Region, Zhuhai City of Guangdong Province and the Macao Special Administration Region. The bridge is about 42km long from Hong Kong Port to Zhuhai and Macao Ports.

With the HZMB commissioned in October 2018, the travelling time between Hong Kong and the western part of the Pearl River Delta has been vastly reduced to within a reachable 3-hour commuting radius, allowing us to further integrate into the Greater Bay Area development. The HZMB reinforces and enhances Hong Kong's position as a regional trading and logistics hub.

Distance from Zhuhai to Kwai Tsing Container Terminals:   
 From **200km** to **65km**

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 Travelling time:  
 From **3.5 hours** to **75mins**

 More information on the HZMB can be found at – [www.hzmb.gov.hk](http://www.hzmb.gov.hk)

## The Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link


The Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link offers direct rail services between the Hong Kong West Kowloon Station and 58 destinations in Mainland of China.

Since commencement of services in September 2018, the project has connected Hong Kong with the 35 000 km national high-speed rail network, which is the largest of its kind in the world. The enhanced connectivity between Hong Kong and Mainland China will foster closer societal exchanges and economic ties between the two places, thereby strengthening Hong Kong's strategic role as a regional transport hub.

Route length in Hong Kong **26km** 

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Shortest travelling time:  
**14mins** to Futian  
 **18mins** to Shenzhenbei  
**46mins** to Guangzhou South

 More information on the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link can be found at – [www.highspeed.mtr.com.hk](http://www.highspeed.mtr.com.hk)





## Land-based Boundary Crossing

Hong Kong is connected with the Mainland China hinterland by extensive land crossings. We possess a comprehensive high-speed road network that is well-connected with efficient cross-boundary points, container terminals, airport and various logistics nodes.

At present, there are five road-based crossings between Hong Kong and Mainland China. Apart from Hong Kong-Zhuhai-Macao Bridge, the other four crossings are Shenzhen Bay Port, Lok Ma Chau Control Point, Man Kam To Control Point and Sha Tau Kok Control Point. The construction of another new land crossing between Hong Kong and Shenzhen, i.e. the Liantang/Heung Yuen Wai Boundary Control Point, is underway. The project features a dual two-lane trunk road spanning about 11 km and associated facilities. The road will connect with the expressway systems in Hong Kong and Shenzhen, linking the Shenzhen Eastern Corridor with Fanling Highway in Hong Kong.



More information on the Land-based Boundary Crossing can be found at – [www.td.gov.hk/en/transport\\_in\\_hong\\_kong/land\\_based\\_cross\\_boundary\\_transport](http://www.td.gov.hk/en/transport_in_hong_kong/land_based_cross_boundary_transport)



# HONG KONG LIFE AND VIBRANCY

Apart from being a city of business, Hong Kong is also a city of charm. The sophistication of an international city, cultural diversity and cosmopolitan lifestyle are at the very core of Hong Kong's attraction.





This is the city where east meets west. From St John's Cathedral to Tin Hau Temple, from Stanley market to the Kowloon Walled City Park, tourists can always find themselves immersed in a symphony of culture. The built heritage in Hong Kong gives visitors amazing insights into the territory's unique past, which is characterised by a sophisticated fusion of Eastern and Western cultures.



There is a beautiful rural area in Hong Kong waiting for you to discover. The Hong Kong Trail is a 50km long walking route which offers spectacular scenery of Hong Kong's nature and urban landscape. From the Peak, you can enjoy the magnificent night view of Hong Kong.

Known as a food paradise, finger-licking food is a key element to make Hong Kong attractive to world-wide gourmets. From international to local, the food experience in Hong Kong is unforgettable. You can take a variety of traditional local street foods such as pineapple bun (which contains no pineapple), egg tart, wife cake, mini egg puffs and many others. If you prefer taking a seat for elegant dining, 'dim sum' in all shapes and sizes may touch your heart with Chinese tea. As a coastal city, Hong Kong is blessed with abundant seafood, and you can enjoy a great variety of fresh fish, shrimp, crabs, mussels, etc.



As an open and international city, Hong Kong is not only an easy place to do business, but also welcomes you to explore and savour its many facets. Many foreign business professionals and employees have happily settled in Hong Kong and regard Hong Kong as their second home.



More information on life and vibrancy in Hong Kong can be found at – [www.discoverhongkong.com](http://www.discoverhongkong.com)



# CONTACT

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 (852) 2523 0030       [www.hkmpb.gov.hk](http://www.hkmpb.gov.hk)

## Marine Department of the Hong Kong Special Administrative Region

 (852) 2542 3711       [mdenquiry@mardep.gov.hk](mailto:mdenquiry@mardep.gov.hk)  
 (852) 2541 7194       [www.mardep.gov.hk](http://www.mardep.gov.hk)

## The Office of the Government of the Hong Kong Special Administrative Region in Beijing

 (86 10) 6657 2880       [bjohksar@bjo-hksarg.org.cn](mailto:bjohksar@bjo-hksarg.org.cn)  
 (86 10) 6657 2821       [www.bjo.gov.hk](http://www.bjo.gov.hk)

## Hong Kong Economic and Trade Offices (HKETOs)

### Mainland China

#### Guangdong

 (86 20) 3891 1220       [general@gdeto.gov.hk](mailto:general@gdeto.gov.hk)  
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