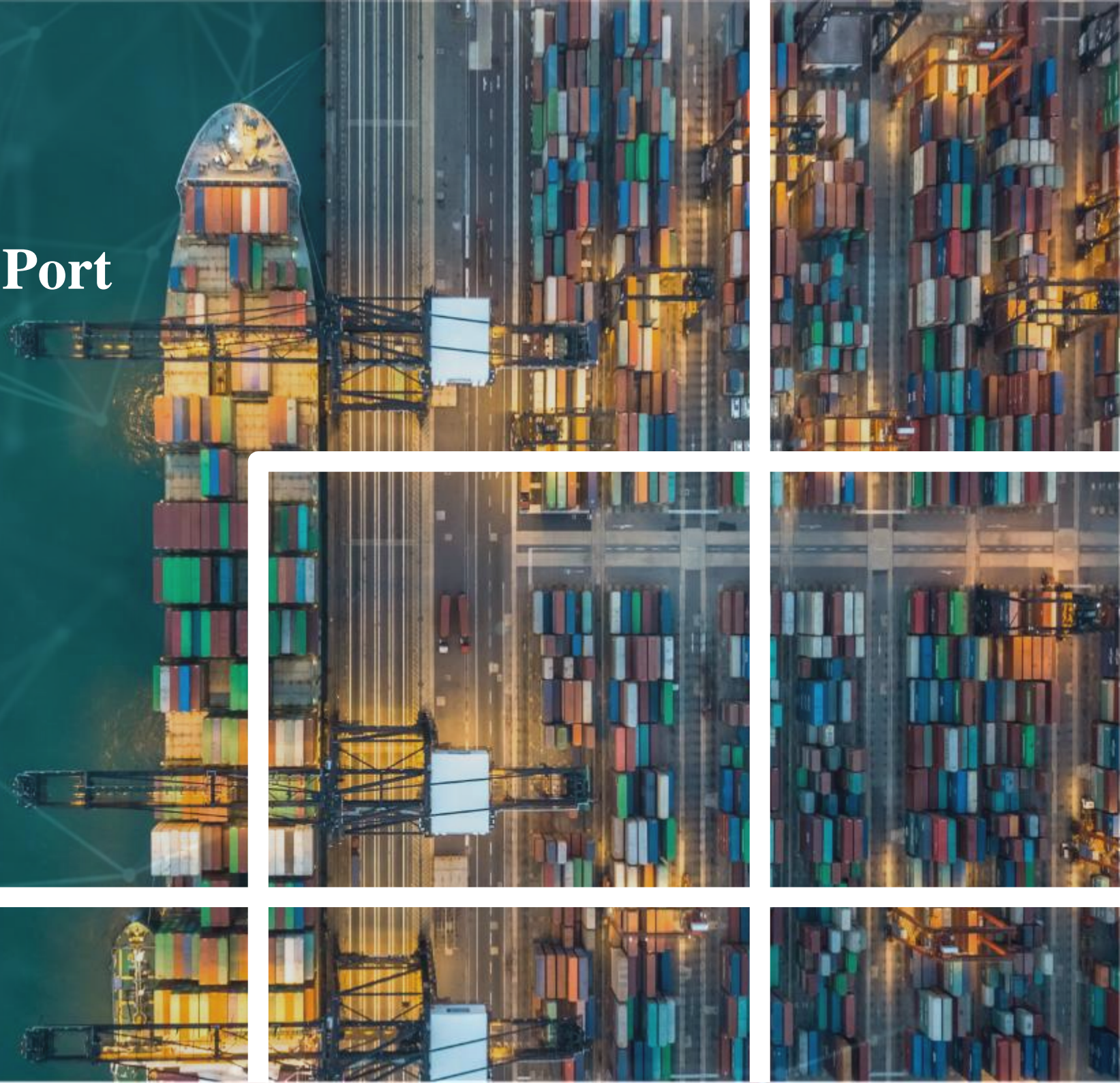


# Action Plan on Maritime and Port Development Strategy

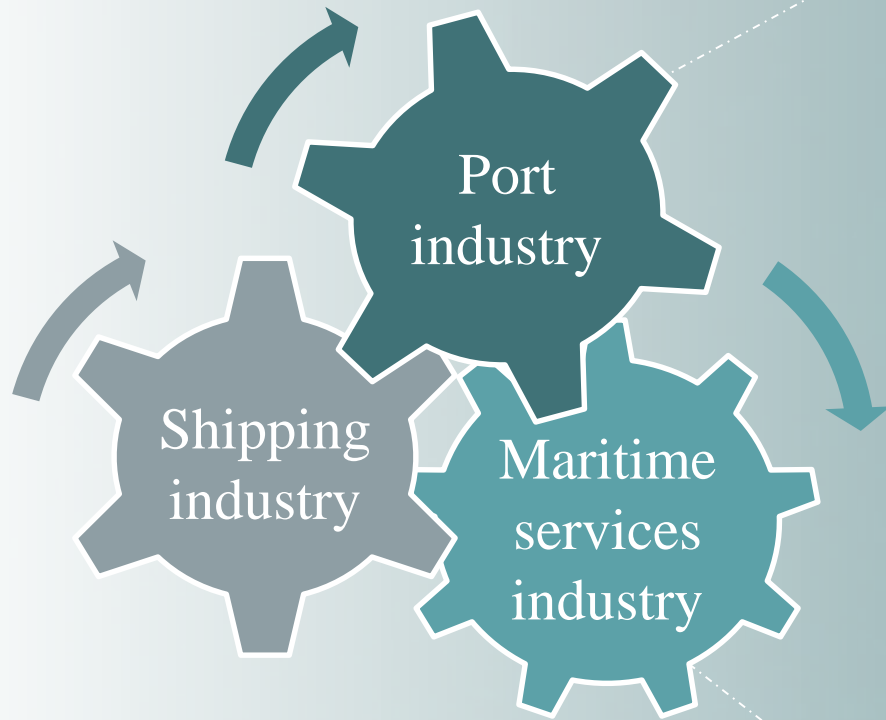


**Transport and Logistics Bureau**  
The Government of the Hong Kong Special Administrative Region  
of the People's Republic of China

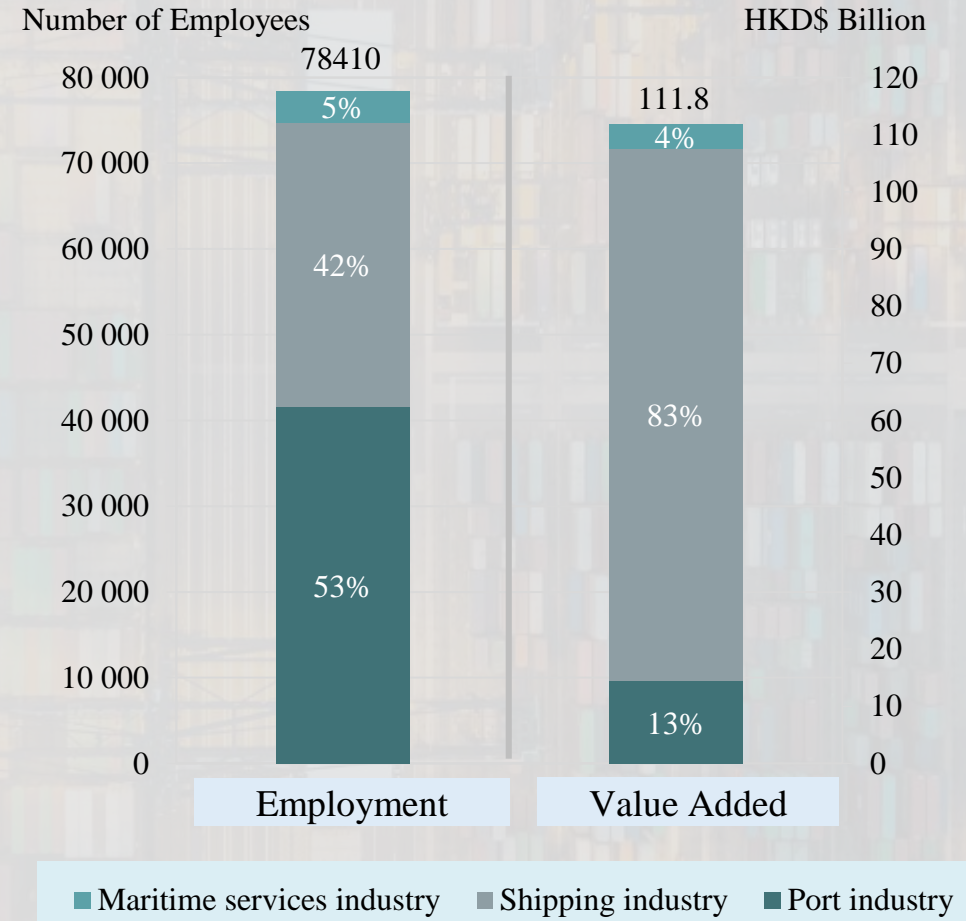




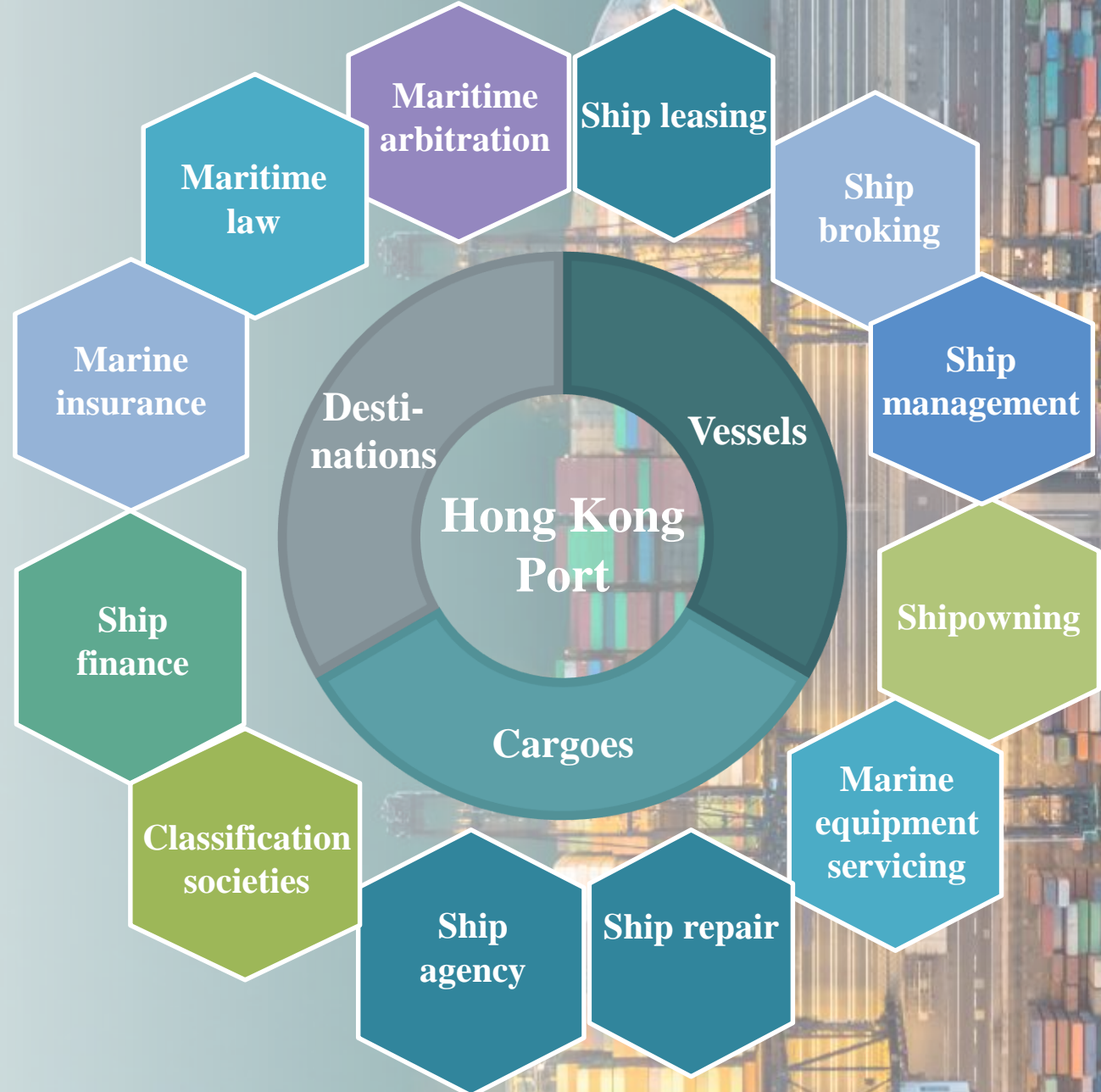
# The Maritime and Port Industry is Crucial to Hong Kong's Economy



## Value Added and Employment in 2021



# Port and Maritime are Interconnected and Complementary





# Vision, Missions and Target

## *Vision*

- Develop Hong Kong into a **leading international maritime centre** providing excellent high value-added maritime services



## *Missions*

- Further enhancing businesses such as ship finance, marine insurance, maritime arbitration and ship management, thereby enabling Hong Kong to become a global leading, high-end maritime service market
- Facilitating transformation of global maritime and port business towards zero emission
- Promoting the development of smart initiatives and digitalisation in the maritime industry
- Promoting exchanges and collaboration among maritime industries in the Greater Bay Area (GBA) and those around the world



## *Target*

- Strengthen the competitiveness of Hong Kong Port and accelerate the growth of Hong Kong's high value-added maritime services cluster with a view to entrenching Hong Kong's status as an international maritime centre







## Strengths (S)

- Free port with high efficiency and fast customs clearance
- “Super-connector” role and strong international connectivity
- Excellent location with easy access
- **Institutional advantages (e.g. simple tax regime and common law system)**
- **Quality Hong Kong Shipping Registry (HKSR)**
- **Comprehensive maritime services**

## Opportunities (O)

- Strong policy support from the Central Government
- National development initiatives and opportunities (e.g. Belt and Road, GBA)
- Developing multimodal transport network
- **International tax reforms (BEPS2.0)**

## Weaknesses (W)

- Insufficient land supply
- Far from sources of cargoes
- High operating costs
- Maritime talent shortage
- Insufficient automation
- **Lack of awareness of Hong Kong’s professional maritime services**
- **Lack of coordination in overall development**

## Threats (T)

- Fierce competition among ports in the region (including government subsidies)
- Vulnerable to external environmental influences
- Route reorganisation may lead to skipped port calls
- **Fierce competition among international maritime centres**
- **Lack of interest in maritime services among professionals**



# Four Directions and Ten Strategies

## **1** *Enhancing Port Competitiveness – “Vessels, Cargoes and Destinations”*



**Strategy (1)**  
Developing Hong Kong as a Green Shipping Hub towards the Goal of Zero-carbon Emission

**Strategy (2)**  
Facilitating Smart Port Development and Promoting Maritime Digitalisation

**Strategy (3)**  
Enhancing Port Competitiveness and Striving for New Sources of Cargo

## **2** *Strengthening High Value-added Maritime Services and Enlarging Maritime Network*



**Strategy (4)**  
Exploring Further Tax Concessions to Attract International Maritime Enterprises

**Strategy (5)**  
Enhancing Hong Kong Shipping Registry to Consolidate the High-quality Brand

**Strategy (6)**  
Leveraging the Advantages of the Legal System to Promote Maritime Arbitration

## **3** *Enhancing Promotion of Hong Kong Maritime Brand and Grooming Maritime Talents*



**Strategy (7)**  
Stepping up Multi-faceted External Promotion to Showcase Hong Kong's Maritime Strengths

**Strategy (8)**  
Enhancing Maritime Influence through GBA and International Collaboration

**Strategy (9)**  
Expanding Maritime Talent Pool to Ensure New Impetus for the Industry

## **4** *Enhancing the Support of Hong Kong Maritime and Port Board*



**Strategy (10)**  
Strengthening the Hong Kong Maritime and Port Board in Collaboration with the Industry



# Direction (1): Enhancing Port Competitiveness - *Strategy (1): Developing Hong Kong as a Green Shipping Hub towards the Goal of Zero-carbon Emission*

*Within  
2024*



- Study the feasibility of providing bunkering of **high-quality green fuels** and formulate an action plan



- Prepare for **liquefied natural gas (LNG) bunkering** for ocean-going vessels (OGVs)

*From  
2024*



- Work with Hong Kong Maritime and Port Board (HKMPB) to promote green and sustainable development in the industry (increase industry awareness and formulate **industry guidelines**)



- Nurture **experts**

# Direction (1): Enhancing Port Competitiveness - *Strategy (2): Facilitating Smart Port Development and Promoting Maritime Digitalisation*

*From 2024*



- Commence consultancy research on developing a logistics data platform **connecting airport, port and other related logistics data platforms**, and study the **operational arrangements of the Port Community System (PCS) in one go**



- Study how to encourage the industry to **make good use of existing digital solutions and technologies**

*From 2023 to 2025*



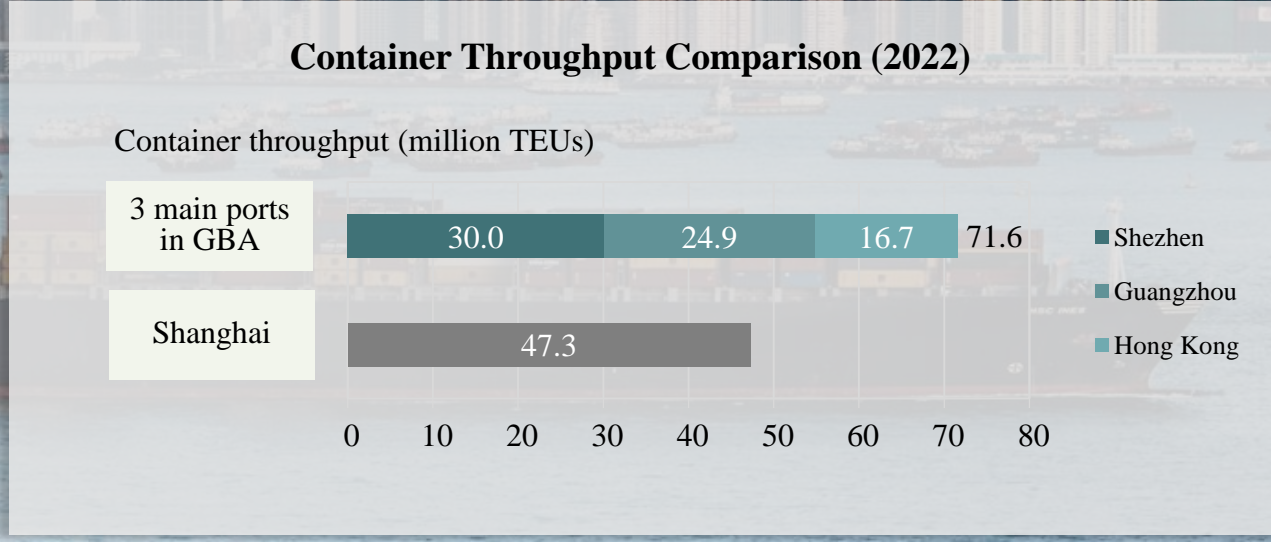
- Expand the **digital PCS** beyond cold chain products to a wider range of products and delivery processes



# Direction (1): Enhancing Port Competitiveness - Strategy (3): Enhancing Port Competitiveness and Striving for New Sources of Cargo



- From 2024**
- Review port dues imposed on ocean going vessels and inland river vessels
  - Continue to serve as the “**super-connector**” of GBA, establish cooperation and exchange mechanisms with other ports and cities to jointly identify areas to leverage complementary strengths
  - Consolidate promotional materials to highlight the comprehensive advantages of Hong Kong Port
  - Visit ASEAN, the Middle East and emerging markets along the Belt and Road, and organise large-scale promotional events
- Continuous**
- Take advantage of the Hong Kong-Zhuhai-Macao Bridge to **strengthen logistics connections with western Guangdong** and expand sources of cargo





# Direction (2): Strengthening High Value-added Maritime Services - *Strategy (4): Exploring Further Tax Concessions to Attract International Maritime Enterprises*

*From 2024*



- InvestHK to step up efforts to **recruit maritime companies** to set up offices in Hong Kong



- Study the introduction of tax concessions in key maritime business sectors (such as **commodity trading**)



- Study the impact of international tax reform proposals related to “base erosion and profit shifting” (including **BEPS 2.0**) on existing tax concessionary measures

*2024*



# Direction (2): Strengthening High Value-added Maritime Services - Strategy (5): Enhancing Hong Kong Shipping Registry to Consolidate the High-quality Brand

From 2024



- Strengthen the connection with shipowners and explore potential markets



- Streamline the ship registration process



- Expand the scale of the annual prize presentation ceremony co-hosted with the Hong Kong Shipowners Association, and explore introducing green ship awards to shipping companies with excellent performance

From 2024/2025

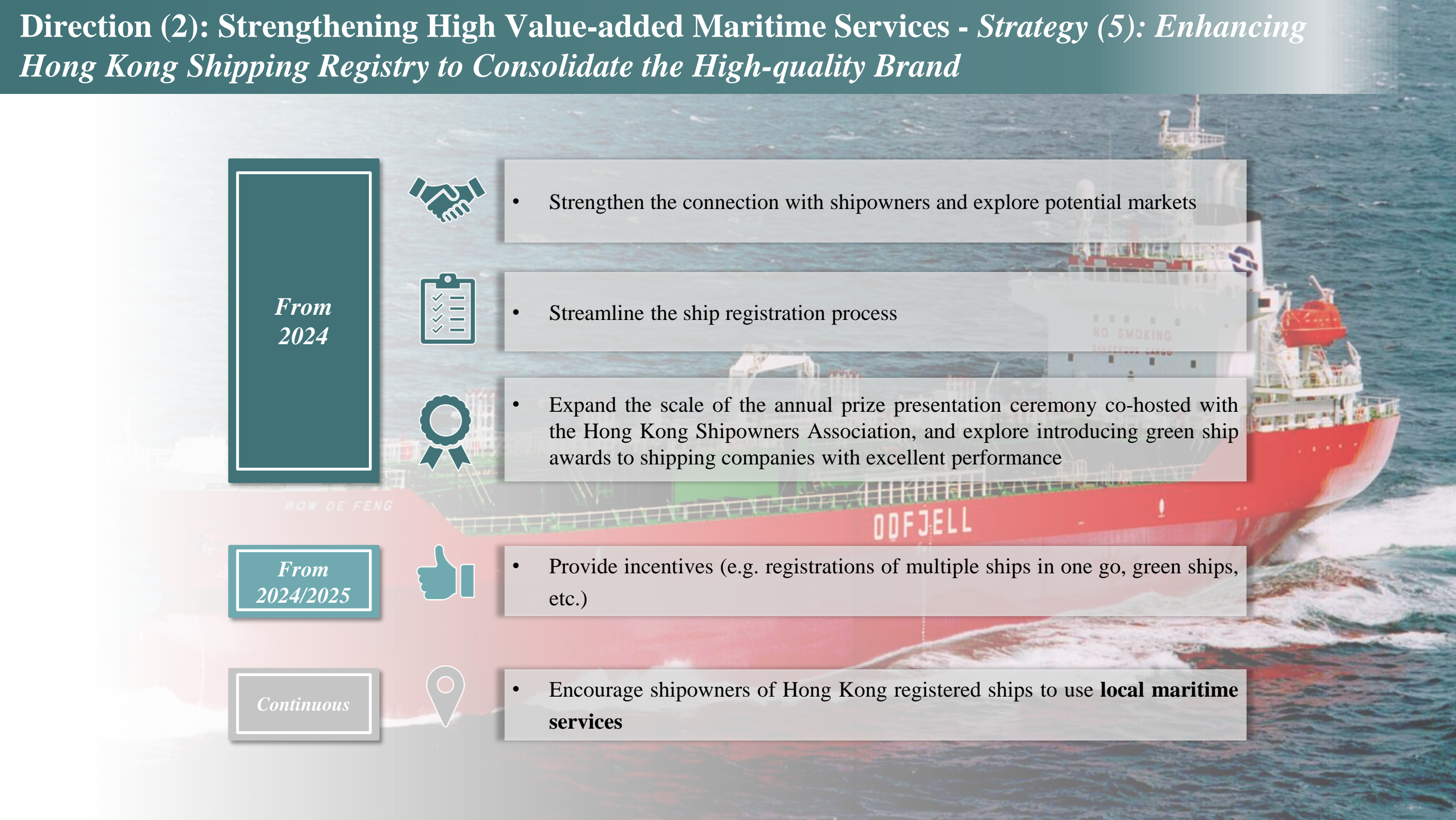


- Provide incentives (e.g. registrations of multiple ships in one go, green ships, etc.)

Continuous



- Encourage shipowners of Hong Kong registered ships to use **local maritime services**





## Direction (2): Strengthening High Value-added Maritime Services - *Strategy (6): Leveraging the Advantages of the Legal System to Promote Maritime Arbitration*



- Actively encourage enterprises to **choose Hong Kong as the seat of arbitration**, including continuing to promote the advantages of maritime arbitration in Hong Kong through local promotional events and external visits (such as the visit to Shanghai in December 2023)



- **Promote cooperation with:**
  - Other major maritime arbitration centres
  - International maritime institutions (e.g. BIMCO, ICS)
  - Legal organisations (e.g. ICC-ICA, CIETAC, HKIAC)
  - Trade groups



- Cultivate maritime legal talents and expand the **local arbitration talent pool** (e.g. DoJ will explore organising regular legal practice courses, seminars and international exchange programmes in the relevant fields under the framework of the Hong Kong International Legal Talents Training Academy)



# Direction (3): Enhancing Promotion and Grooming Talents - Strategy (7): Stepping up Multi-faceted External Promotion to Showcase Hong Kong's Maritime Strengths

► **From 2024**

- Establish a cross-departmental task force to **strengthen the coordination of external promotion work**



► **Continuous**

- Enhance the function of **Hong Kong Maritime Week** as a key platform to promote Hong Kong's maritime strength





## Direction (3): Enhancing Promotion and Grooming Talents - *Strategy (8): Enhancing Maritime Influence through GBA and International Collaboration*



TLB signed an MoU on Greater Bay Maritime Co-operation with the Guangzhou Port Authority at the 2023 Greater Bay International Maritime Conference

- **Positioning: High value-added maritime service knowledge hub** in the GBA

### *From 2024*

- Co-organise the **Greater Bay International Maritime Conference** with the Hong Kong Shipowners Association to provide business opportunities for Hong Kong shipping companies

### *Continuous*

- Deepen cooperation with more **international maritime organisations**
  - Strengthen the role as a **gateway** for international maritime companies and organisations to enter the Mainland market
  - Assist in attracting foreign investment



# Direction (3): Enhancing Promotion and Grooming Talents - Strategy (9): Expanding Maritime Talent Pool to Ensure New Impetus for the Industry

**From 2024 Q1**

Strengthen exchanges with maritime academic institutions in the GBA and establish a **joint training mechanism platform** for maritime talents



**From 2024**

Encourage local academic institutions to incorporate the latest maritime development subjects (ESG)



**Within first half of 2024**

Conduct a comprehensive review of the effectiveness of the Maritime and Aviation Training Fund (MATF)



**2024**

Encourage partnerships between academic institutions and industry organisations



**From 2025**

Engage with different sectors of the maritime services industry to recognize local young practitioners with outstanding performance and potential





# Direction (4): Enhancing the Support of Hong Kong Maritime and Port Board (HKMPB) - Strategy (10): Strengthening the HKMPB in Collaboration with the Industry



### Commissioner for Maritime and Port Development:

- To coordinate **Government departments (including Marine Department, InvestHK, Inland Revenue Department, etc.)** and **industry stakeholders** to promote maritime development from an industry-oriented perspective
- Exercise statutory powers, coordinate with different Government departments, flexibly allocate resources and work together with various stakeholders
- Lead colleagues of the Transport and Logistics Bureau to provide secretariat support to the HKMPB



**Maritime and Port Development**



**Manpower Development**

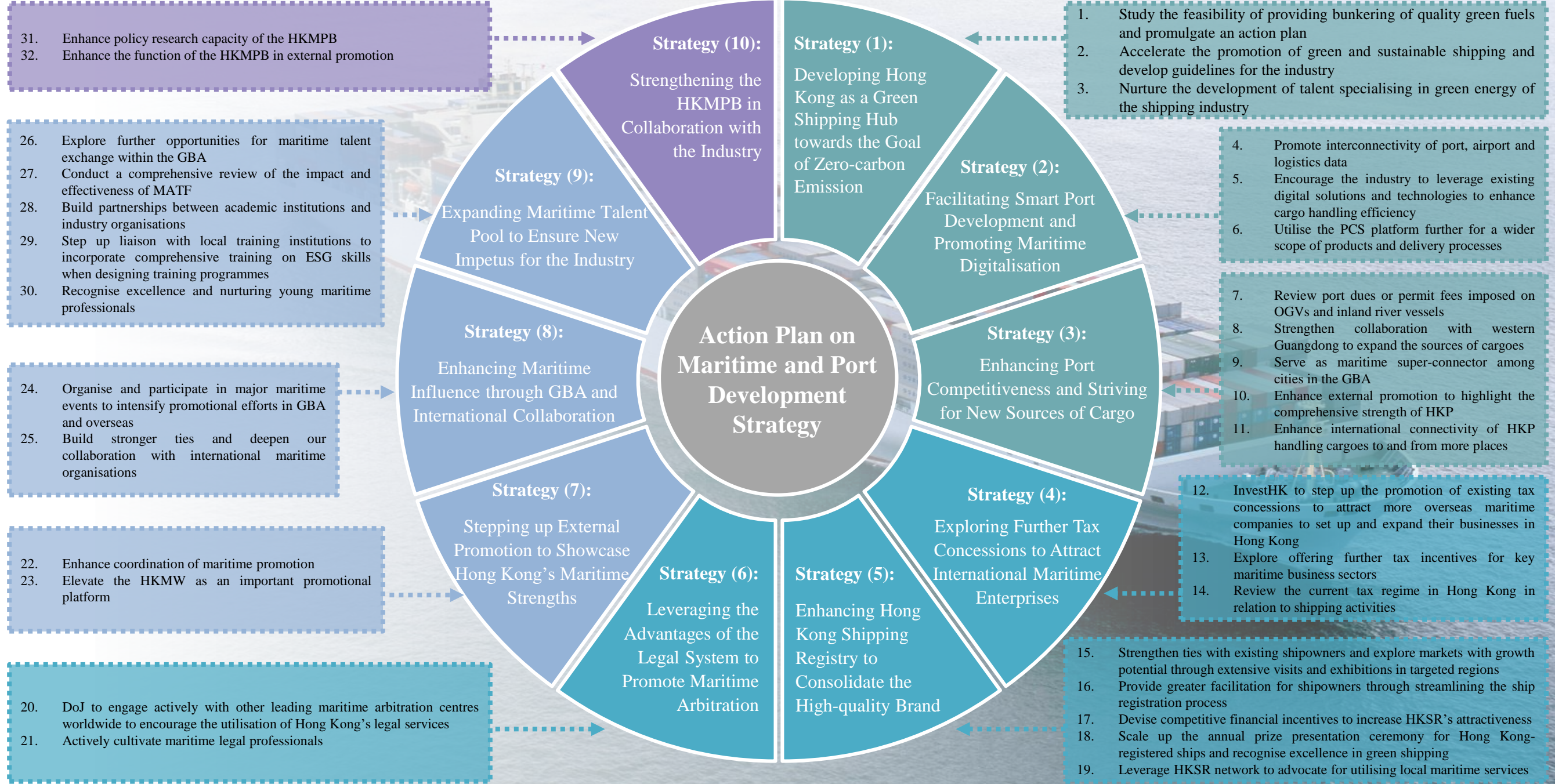


**Promotion and External Relations**

- Utilise the **additional resources** allocated in the 2023-24 Budget to support the HKMPB
- Enhance the **policy research** and **promotion** functions of the HKMPB *[From 2024]*



# Ten Strategies and 32 Recommended Actions





# Thank you



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