

**Opening Remarks by the Secretary for Transport and Logistics  
at the Special Meeting of the Finance Committee of  
the Legislative Council on 16 April 2026**

Honourable Chairperson,

This year marks the first year of the National 15th Five-Year Plan. The Outline promulgated last month highlighted Hong Kong's role as an international maritime centre and an international aviation hub. The Dedicated Chapter on Hong Kong and Macao specifically supports Hong Kong in consolidating and enhancing its status as an international maritime and aviation hub, which also explicitly supports Hong Kong to strengthen its competitive advantages, and encourages Hong Kong to better integrate into and serve the overall national development. The Transport and Logistics Bureau will continue to proactively align with national development strategies, collaborating with the industry and various stakeholders to pool ideas and leverage Hong Kong's role as a "super connector" and "super value-adder".

2. Yesterday, in his address at the opening ceremony of the National Security Education Day, CPC Central Committee Hong Kong & Macao Work Office Director and State Council Hong Kong & Macao Affairs Office Director Xia Baolong mentioned that Hong Kong is a "safe harbour," and that a "safe harbour" is a "harbour for development". Joint efforts of the entire society are required to accelerate the development of Hong Kong as an international maritime centre, enhance the quality of high-end maritime services, and ensure a high level of security to support Hong Kong's transition from stability to prosperity.

3. Transport infrastructure is a vital engine driving social and economic development. This year's Budget proposes a series of measures to promote the development of Hong Kong as an international aviation hub, an international maritime centre, and cross-boundary transport infrastructure.

4. On aviation, the Hong Kong International Airport (HKIA) has retained its title as the world's busiest cargo airport in 2025, handling 5.07 million metric tons of cargo during the year – marking the 15th time since 2010 that it has topped the global cargo hub rankings. Given the current international political and economic landscape, and in the face of intense regional competition and global economic uncertainties, this achievement is truly hard-won for Hong Kong.

5. Following the commencement of the Three-Runway System operation at HKIA, the departure facilities of Terminal 2 will also be commissioned at the end of next month. We will continue to actively participate in international civil aviation conferences and take the initiative to visit aviation partners, in order to expand our aviation network. Our aim is to explore with 10 or more aviation partners within 2026 the enhancement of air connectivity, including discussing the establishment of new air services agreements or the expansion of traffic rights, so as to support the high-quality development of HKIA's aviation network.

6. To consolidate Hong Kong's position as an international aviation hub, we will continue to support the Airport Authority Hong Kong in actively attracting investments to expand "Airport City" and taking forward various projects, including expanding the city terminal network in the Chinese Mainland, pressing ahead with the development of Dongguan Logistics Park, with an aim to putting its Phase 1 development's permanent

facilities into operation in the first half of 2027, thereby enhancing the Greater Bay Area's intermodal network and reducing operational costs for the industry.

7. On the logistics and maritime front, the Budget proposes the synergy of financial and maritime services. Hong Kong will further align with the national maritime strategic development to enhance its status as an international maritime centre. By leveraging financial capabilities, we will comprehensively develop Hong Kong into a global maritime capital and attract more shipping enterprises to establish operations here. In terms of trade finance, the Hong Kong Monetary Authority's CargoX initiative has partnered with our Port Community System (PCS) and the HKIA Cargo Data Platform (HKIA Cargo). To date, over 4 000 companies have registered to use PCS. When industry and finance are successfully integrated, they can create synergies which will promote Hong Kong to become a world-leading trade finance centre and supply chain hub.

8. To enhance Hong Kong's competitiveness, we are also planning to amend the Import and Export Ordinance to extend the current exemption scheme for air transshipment cargo to cover sea-to-air, air-to-sea, and sea-to-sea transshipment cargo. Our target is to introduce an amendment bill to the Legislative Council (LegCo) within 2026.

9. Besides, we are developing a comprehensive "rail-sea-land-river" intermodal transport system to expand our cargo hinterland to inland regions and attract cargo therein to be exported overseas via Hong Kong. We will focus on identifying solid growth opportunities to achieve enhancing "quality", including utilising rail-sea intermodal services so as to enable cargoes originating from Chongqing and Chengdu to be transported to Shenzhen Yantian Port or Beibu Gulf in Guangxi first, and

then transhipped to Kwai Tsing Port for loading onto ocean-going vessels; as well as expanding into new markets by leveraging Hong Kong's advantage as a free port with fast customs clearance and high efficiency to capitalise on opportunities in the Central and South American markets.

10. Hong Kong has a well-developed maritime services sector. About 1 200 related companies provide port and high-end services such as ship management, ship brokerage, ship finance, marine insurance, and legal services. To further promote the development of high value-added maritime services, we will submit an amendment bill to LegCo in the first half of this year to enhance the existing tax concession arrangements for shipping-related activities, and to provide a half-rate tax concession for physical commodity traders to inject impetus into Hong Kong's shipping and professional maritime services. Furthermore, to consolidate Hong Kong's premier position in ship registration, we will revamp the existing ship registration arrangements by introducing a "dual registration" regime to cater for the diverse operating models of international maritime enterprises, thereby providing greater flexibility for shipowners and operators. Our target is to introduce an amendment bill into the LegCo in the second half of this year. In addition, we will be launching the Green Vessels Registration Incentive Scheme to attract more green maritime fuel-powered vessels to register in Hong Kong, thereby promoting the green transformation of the Hong Kong fleet.

11. As Hong Kong develops into an international smart logistics hub, the Government will launch the "Future Innovative Logistics Acceleration Scheme" within this year to enhance digitalisation and assist the trade in getting connected with logistics data platforms operated by the Government or public organisations, with the target number of beneficiaries being 300 enterprises. This year, we will invite the industry

to submit expressions of interest for the first site designated for the development of a modern logistics cluster in Hung Shui Kiu, so as to help with the formulation of the relevant land grant conditions and development modes.

12. In terms of transport infrastructure, adopting the dual-innovation mindset on policy innovation and technological innovation, we are pressing ahead with the implementation of various railway, smart and green mass transit system and major road projects under the new layout of “Eight Vertical and Eight Horizontal” infrastructure projects.

13. For railway projects, Kwu Tung Station, Tung Chung Line Extension, Tuen Mun South Extension and Hung Shui Kiu Station will be completed progressively from next year onwards. Adopting an innovative mindset, the Northern Link Main Line and Spur line would be taken forward in combination as one project, striving for simultaneous commissioning by 2034 or earlier. We are going full steam ahead with the investigation and design for the Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai), working towards the target of inviting tender for the Hong Kong Section of the project next year. For the smart and green mass transit system projects, tenders for the Kai Tak project were invited in October 2025 for award expected this year. We also plan to invite tenders for the East Kowloon and Hung Shui Kiu/Ha Tsuen New Development Area projects this year. On the other hand, the MTR Corporation has already commenced the detailed planning and design for the South Island Line (West) project.

14. Lastly, the Transport and Logistics Bureau will accelerate the development of transportation and logistics through innovation and technology, focusing on three key areas:

- (a) Promoting the large-scale development of driverless autonomous driving – The Transport Department (TD) has approved around 60 autonomous vehicles (AVs) for trials in different districts in Hong Kong, driving technological advancement. The Commissioner for Transport chaired the first meeting of the “Autonomous Vehicle Applications Promotion Working Group” last month, to speed up the trial and use of AVs in Hong Kong in collaboration with relevant Government departments and industry representatives, and to formulate the roadmap to support the commercial development of AVs;
  
- (b) Leveraging artificial intelligence (AI) to promote “Smart Mobility” – TD is actively utilising big data and AI to take forward the “Traffic Management Platform”, and planning to prepare for the launch of its first pilot area around Aberdeen this year. The system would allow citizens to quickly access real-time traffic information and make predictions, preparing for public transportation in case of extreme weather or emergencies; and
  
- (c) Building an internationally competitive Low-Altitude Economy (LAE) ecosystem – We will be progressively rolling out the more advanced LAE “Regulatory Sandbox  $\mathcal{X}$ ” pilot projects, with a focus on more complex application scenarios, including cross-boundary logistics, passenger-carrying aircraft, multiple applications/users shared-platform and unmanned aircraft system traffic management system, etc. We will also draft the “Action Plan on Developing LAE”, featuring legislative amendment, standards setting, and infrastructure planning, etc., laying the

foundation for the long-term standardisation of LAE development.

15. Honourable Chairperson, my team and I are pleased to answer questions from Members. Thank you.

**Transport and Logistics Bureau**

**April 2026**