

Chapter 17

Transport and Logistics

Hong Kong is a preferred transport and logistics hub in Asia, aided by its efficient, reliable and well-connected airport and seaport. In particular, its public transport system, widely regarded as one of the best in the world, provides comprehensive, comfortable and safe travel options at affordable prices.

The Transport and Logistics Bureau formulates policies on Hong Kong's internal and external transport, including land transport, maritime transport and logistics, and air services. The bureau is supported by the Civil Aviation Department, Highways Department, Marine Department and Transport Department.

Transport Strategy and Policy Objectives

The government aims to provide a safe, efficient, reliable and green transport system that meets the community's economic, social and recreational needs, and is capable of supporting sustainable development. It does this by:

- expanding and improving the transport infrastructure in a timely manner;
- improving the coordination and, together with the operators, the quality of public transport services; and
- managing road use to reduce congestion and promote safety.

The government ensures these objectives are environmentally sustainable by supporting environmental improvement measures and basing its public infrastructure plans on sustainable development principles. The environmental impact of new transport projects, during both construction and operation, is monitored closely and mitigation measures are implemented where necessary.

Together with transport operators, the government also acts to reduce the adverse impact of road-based transport on the environment, including rationalising bus routes and encouraging the deployment of more environmentally friendly buses.

Major Transport Infrastructure Development Blueprint

The Hong Kong Major Transport Infrastructure Development Blueprint, promulgated in 2023, outlines the future development of the city's railway and major road networks to meet the long-term transport and logistics demand up to 2046 and beyond. The blueprint's planning principles are 'infrastructure-led' and 'capacity-creating' and aim to foster integration with other Guangdong-Hong Kong-Macao Greater Bay Area (GBA) cities, improve efficiency and shorten journey times. In addition to large-scale transport infrastructure, the government is also taking forward smart and green mass transit systems in Kai Tak, East Kowloon, the Hung Shui Kiu/ Ha Tsuen New Development Area and southwest Hong Kong Island.

Rail Transport

MTR

Hong Kong's railway system forms the backbone of the public transport system and is essential to the city's continued economic, social and land development. It carried a daily average of 5.2 million passengers in 2025, accounting for about 44 per cent of public transport passenger travel.

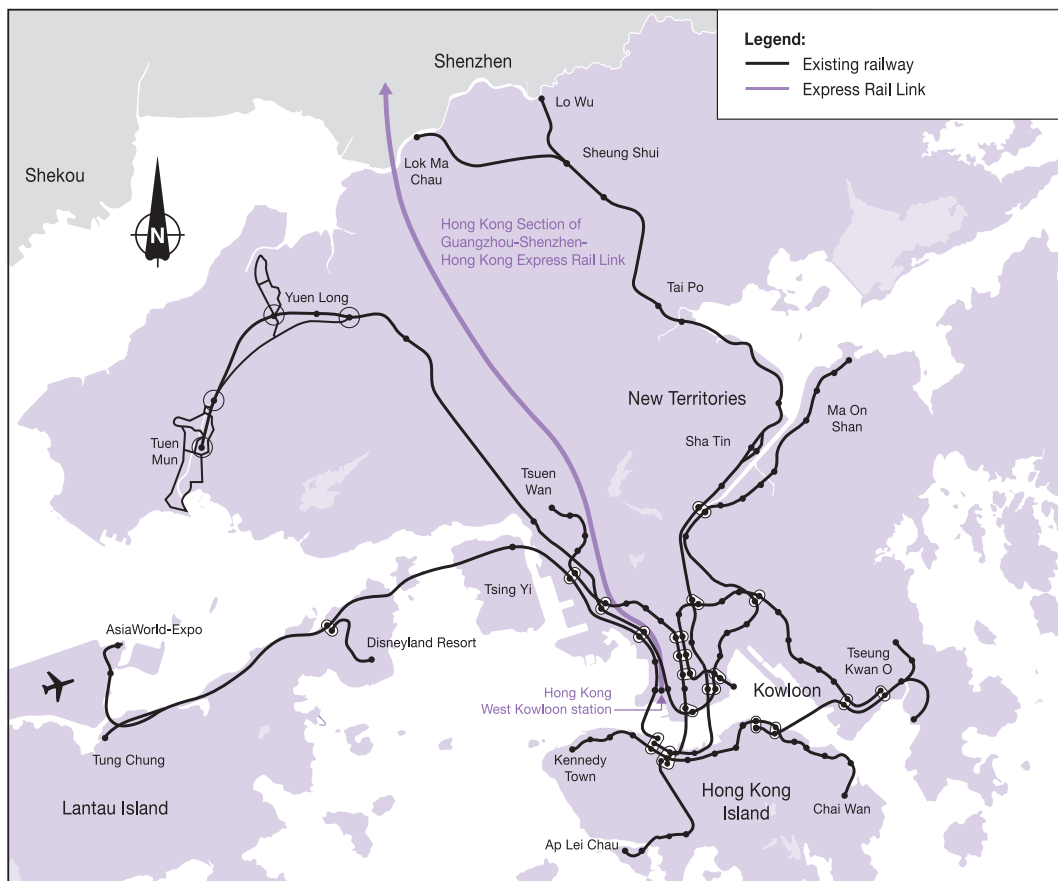
The railway system is operated and managed by MTR Corporation Limited, a publicly listed company of which the government is the majority shareholder. It comprises the:

- Airport Express (Hong Kong-AsiaWorld-Expo)
- Disneyland Resort Line (Sunny Bay-Disneyland Resort)
- East Rail Line (Admiralty-Lo Wu/Lok Ma Chau)
- Island Line (Chai Wan-Kennedy Town)
- Kwun Tong Line (Tiu Keng Leng-Whampoa)
- South Island Line (South Horizons-Admiralty)
- Tseung Kwan O Line (Po Lam/Lohas Park-North Point)
- Tsuen Wan Line (Tsuen Wan-Central)
- Tuen Ma Line (Tuen Mun-Wu Kai Sha)
- Tung Chung Line (Hong Kong-Tung Chung)
- Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link
- Light Rail

The 271-kilometre system is made up of 99 heavy rail stations, including a 35.2km Airport Express connecting the urban areas to Hong Kong International Airport and AsiaWorld-Expo, and 68 light rail stops across a 36.2km network in the northwestern New Territories.

The Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link is a 26km underground rail corridor running from West Kowloon to Shenzhen, where it connects to the Chinese Mainland section. As of end-2025, it provides direct high-speed rail travel between Hong Kong West Kowloon station and 96 Mainland destinations (11 short-haul and 85 long-haul).

Existing Railway Network



Future Railway and Smart and Green Mass Transit System Development

The government is working on various local railway projects, including Kwu Tung station, the Tung Chung line extension, Hung Shui Kiu station, Tuen Mun south extension, Oyster Bay station and the Northern Link Main Line. These projects will be completed progressively from 2027 onwards.

The governments of Hong Kong and Shenzhen jointly pursue cross-boundary railway projects through the Task Force for Hong Kong-Shenzhen Cooperation on Cross-boundary Railway Infrastructure and its Technical Group. Projects currently being taken forward include the Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu-Qianhai), which connects the northwestern part of Hong Kong and Qianhai in Shenzhen, and the Northern Link Spur Line which provides a direct link to the new Huanggang Port in Shenzhen, via the Hong Kong-Shenzhen Innovation and Technology Park.

The government continues to take forward smart and green mass transit systems in East Kowloon, Kai Tak, the Hung Shui Kiu/Ha Tsuen New Development Area and southwest Hong Kong Island.

Tramway

Electric trams have been running on Hong Kong Island since 1904. Hong Kong Tramways runs six routes on 13km of double tracks along the northern shore of Hong Kong Island between Kennedy Town and Shau Kei Wan, and about 3km of single track around Happy Valley.

The company's 165 passenger trams, including two antique trams and one sightseeing tram, make up the world's largest fleet of double-decker trams in operation. The tramway recorded a daily average of about 138,300 passenger trips in 2025.

Road Transport

Road Network

The territory has 2,269km of roads, 1,488 road structures, 24 road tunnels (including three immersed-tube harbour crossings and a subsea tunnel constructed by tunnel boring) and five major cable-supported bridges.

Tunnels

The government owns 23 road tunnels¹, all managed and operated by private companies under management contracts. Of these, 11 are toll-free², as is Scenic Hill Tunnel that forms part of the Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Link Road. Toll collection for the Central Kowloon Bypass will commence when it is fully commissioned in 2026. There is also a private tunnel which is open only to vehicles taking goods or providing services to Discovery Bay.

Bridges

The five major cable-supported bridges are Tsing Ma, Kap Shui Mun, Ting Kau, Stonecutters and a section of Shenzhen Bay Bridge. The first two carry both road and rail traffic. Tsing Ma Bridge, with a main span of 1,377 metres, is one of the world's longest span suspension bridges.

The HZMB includes the Main Bridge, Hong Kong Port and Hong Kong Link Road.

The 9km Tuen Mun-Chek Lap Kok Link connects Tuen Mun with the HZMB Hong Kong Port and North Lantau via a bridge and a subsea tunnel.

¹ Eastern Harbour Crossing, Western Harbour Crossing, Cross-Harbour, Lion Rock, Aberdeen, Kai Tak, Shing Mun, Tate's Cairn, Tseung Kwan O, Scenic Hill, Airport, Lung Shan, Cheung Shan, Central-Wan Chai Bypass, Tuen Mun-Chek Lap Kok, Cheung Tsing, Tai Wai, Sha Tin Heights, Eagle's Nest, Nam Wan, Tseung Kwan O-Lam Tin, Tai Lam and Central Kowloon Bypass (Yau Ma Tei Section) tunnels.

² Cheung Tsing, Central-Wan Chai Bypass, Lung Shan, Cheung Shan, Kai Tak, Nam Wan, Airport, Tuen Mun-Chek Lap Kok, Tseung Kwan O, Tseung Kwan O-Lam Tin and Central Kowloon Bypass (Yau Ma Tei Section) tunnels.

The 1.8km Cross Bay Link in Tseung Kwan O is Hong Kong's first marine viaduct comprising carriageways, a cycle track and a footway.

Tsing Ma Control Area

The Tsing Ma Control Area, a 21km expressway network, covers the Cheung Tsing Tunnel, the Ting Kau, Tsing Ma and Kap Shui Mun bridges, and parts of the Tsing Kwai Highway.

Tsing Sha Control Area

The Tsing Sha Control Area, a 13km expressway network, consists of Stonecutters Bridge, and the Nam Wan, Eagle's Nest, Sha Tin Heights and Tai Wai tunnels.

Road Boundary Crossings

There are six road-based boundary crossings between Hong Kong and the Mainland³, opening daily for passenger and/or cargo clearance services⁴. The HZMB serves as the only road-based boundary crossing between Hong Kong and Macao. At present, the boundary control point at Lok Ma Chau and HZMB Hong Kong Port operate 24 hours daily; the Man Kam To and Heung Yuen Wai boundary control points operate from 7am to 10pm; and at Shenzhen Bay Port, the cargo clearance service operates 24 hours daily, while the immigration clearance services (for both travellers and passenger-carrying vehicles) operates from 6.30am to midnight.

Average daily (two-way) vehicle and traveller trips in 2025

	Vehicle trips (including passenger carrying vehicles and goods vehicles)	Traveller trips (including travellers passing through the immigration hall and those travelling in cross-boundary vehicles)
Lok Ma Chau	12,700	38,300
Man Kam To	2,600	5,800
Shenzhen Bay	16,200	121,700
HZMB	14,300	84,300
Heung Yuen Wai	4,000	80,100

³ Lok Ma Chau, Man Kam To, Sha Tau Kok, Shenzhen Bay, HZMB and Heung Yuen Wai

⁴ The boundary control points at Man Kam To, Shenzhen Bay, HZMB and Heung Yuen Wai provide passenger and cargo clearance services. Since 21 December, cargo clearance services at Lok Ma Chau control point were suspended, so it only offers passenger and passenger-carrying vehicle clearance services. Passenger and cargo clearance services at Shau Tau Kok have been temporarily suspended for reconstruction, which is expected to be completed between 2031 and 2032.

Most travellers using the road-based boundary control points take local public transport services or port shuttle bus services (including the HZMB Shuttle Bus and Lok Ma Chau – Huanggang Cross-boundary Shuttle Bus), which carried an average of 56,800 and 9,100 passengers a day respectively. The total number of cross-boundary travellers using different boundary control points in Hong Kong (including road- and rail-based, the airport and cross-boundary vessel terminals) recorded an average of 916,800 a day.

The Northbound Travel for Hong Kong Vehicles and the Southbound Travel for Guangdong Vehicles are mutual arrangements, which allow eligible private cars to travel between Hong Kong and Guangdong via the HZMB, adding extra impetus to both places' economies, as well as the integration and development of the GBA, while strengthening connectivity between the Mainland and Hong Kong.

Future Road Network Development

The proposed Fanling Bypass connecting the Fanling North New Development Area to Fanling Highway is divided into two sections: the eastern section will be a dual two-lane carriageway of about 4km and the western section will be a single two-lane carriageway of about 2km, scheduled for completion in 2026 and 2031 respectively.

Route 6 will provide an express link between Kowloon West and Tseung Kwan O. It comprises the Central Kowloon Bypass (Yau Ma Tei), Central Kowloon Bypass (Kowloon Bay section) and the Tseung Kwan O-Lam Tin Tunnel. Upon its full commissioning, scheduled for end-2026, the journey time during peak hours between Tseung Kwan O Town Centre and Yau Ma Tei Interchange will be reduced to about 12 minutes.

The Trunk Road T4 is a dual two-lane carriageway that will connect Sha Tin Road to Shing Mun Tunnel Road and Tsing Sha Highway, allowing vehicles to travel directly between Sha Tin East/Ma On Shan and Tsuen Wan/West Kowloon, relieving traffic conditions in Sha Tin district and Tai Po Road (Sha Tin section). The works are targeted for completion in 2030.

Design and construction works for the improvement of Hiram's Highway between Marina Cove and Sai Kung town are ongoing. Related improvement works at Tai Mong Tsai Road are targeted for completion in 2030, with the remaining sections at Po Tung Road and Hiram's Highway to be completed a year or two later.

The government is carrying out investigation studies for the proposed Route 11 (section between Yuen Long and North Lantau) and Tsing Yi-Lantau Link, as well as the design for the proposed widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen) to meet traffic demand to and from the urban areas arising from developments in the northwestern New Territories.

The proposed Tuen Mun Bypass is a dual two-lane carriageway that will connect the Tuen Mun-Chek Lap Kok Tunnel and Tuen Mun Area 40 with Yuen Long Highway and Kong Sham Western Highway. The government is carrying out an investigation study for the bypass.

The design and site investigation for proposed improvements to rehabilitate Lion Rock Tunnel by enhancing its capacity and improving its connecting roads to alleviate traffic congestion during peak hours and cope with future demand are ongoing.

The proposed 24km Northern Metropolis Highway is a strategic east-west corridor linking the key development nodes in the Northern Metropolis. Its investigation study began in March.

Buses

Franchised Buses

Franchised buses are the largest road-based carriers with 3.8 million daily average passenger trips in 2025, accounting for 32 per cent of total daily public transport patronage. There are four franchised bus operators in Hong Kong: Kowloon Motor Bus Company (1933) Limited, mainly operating bus routes in Kowloon and the New Territories; Long Win Bus Company Limited, mainly operating bus routes connecting the New Territories with North Lantau and the airport; New Lantau Bus Company (1973) Limited, mainly operating bus routes on Lantau Island; and Citybus Limited operating under two franchises, with one covering bus routes in urban areas and the New Territories, and the other covering bus routes connecting urban areas with North Lantau and the airport. At end-2025, these four companies together operated a total of 714 bus routes using 5,793 licensed buses, out of which 5,748 are wheelchair-accessible low-floor buses.

Non-franchised Buses

Non-franchised bus services play a supplementary role in the public transport system and provide tailor-made services to specific groups of passengers such as tourists, estate residents, employees and students. At the year end, there were 6,951 registered non-franchised public buses.

Public Light Buses

The number of public light buses has been capped at 4,350. Green minibuses provide scheduled services with fixed routes, fares and timetables as stipulated by the Transport Department. At the year end, 3,454 green minibuses were operating 362 routes, recording a daily average of 1,358,100 passenger trips. Red minibuses are not required to operate on fixed routes or timetables and may set their own fares but have limited operating areas. There were 886 red minibuses in operation at the year end, recording a daily average of 139,000 passenger trips.

Taxis

At the year end, there were 15,250 urban taxis, 2,838 New Territories taxis and 75 Lantau taxis. These carried about 672,800 passengers per day in 2025. There were about 792 taxi stands and designated taxi pick-up/drop-off points. The government issued five Taxi Fleet Licences in July, and as at the end of 2025, there were around 1,300 fleet taxis in service. About 80 designated fleet taxi stopping places across 13 locations, such as the airport and certain boundary control points were also set up.

Private Cars

At the year end, there were 584,914 licensed private cars, of which 51,035 were new vehicles first registered during 2025.

Road Transport Management

Effective transport management is essential for the safe and orderly operation of the transport system. Modern technology is applied in a variety of ways to enhance transport management.

Licensing

At the year end, there were 2,722,971 licensed drivers, 805,746 licensed private vehicles and 7,221 government vehicles. The licensed private vehicles comprised of 72,943 motorcycles and motor tricycles, 584,914 private cars, 17,695 taxis, 12,525 public buses, 833 private buses, 4,053 public light buses, 3,320 private light buses, 68,654 light goods vehicles, 31,536 medium goods vehicles, 7,421 heavy goods vehicles and 1,852 special purpose vehicles. On average, 4,277 learners' driving licences were issued per month.

Driver Improvement Scheme

People who have been convicted of serious traffic offences or accumulated 10 driving-offence points within two years are required to attend a driving improvement course. In 2025, 21,417 people attended the course, 17,427 of whom on a mandatory basis. In the first six months of 2025, about 93 per cent of course participants did not incur new driving-offence points within six months of completing the course.

Pre-service Course Requirements for Commercial Vehicles

In addition to the requirement to pass the driving test, applicants for full driving licences for a taxi, public light bus or public bus must complete the relevant pre-service course within a year prior to applying for the licence. In 2025, about 7,791, 2,385 and 2,250 people completed pre-service courses for taxi, public light bus and public bus drivers respectively.

Taxi Service Improvement Course

Drivers who have incurred 10 or more points within a two-year period under the Taxi-Driver-Offence Points system, implemented in 2024, are required to attend a taxi service improvement course. In 2025, 76 people attended the course.

Vehicle Examination

Vehicles are examined routinely to ensure they are safe, roadworthy and properly maintained. In 2025, government vehicle examination centres conducted about 190,000 examinations for commercial vehicles, and the Transport Department conducted about 3,600 spot checks on franchised buses.

Private cars aged over six years and light goods vehicles not exceeding 1.9 tonnes are inspected annually at 39 designated car testing centres run by the private sector, which performed about 390,000 vehicle examinations in the year.

All imported vehicles must be examined to ensure the statutory requirements are met before they can be registered and licensed. About 900 vehicle types were approved in 2025.

Intelligent Transport Systems

The Intelligent Transport Systems help disseminate real-time and predicted traffic and transport information to the public, and assist in traffic management and incident handling.

To enhance traffic management and transport efficiency, the Traffic Data Analytics System provides real-time and estimated journey time for the next 15 to 90 minutes by analysing historical and real-time traffic and transport data, as well as weather data and forecasts from the Hong Kong Observatory. The related information is disseminated through the HKeMobility mobile application and data.gov.hk.

The Transport Department publishes the Consolidated Annual Open Data Plans (Spatial Data Plans Included) on its website, which include traffic snapshots, traffic volume, traffic speed, and estimated journey times of cross-harbour and other major routes.

The computerised Area Traffic Control system optimises traffic flow by coordinating green signals across successive junctions. By the year end, it was linked to 2,018 out of 2,040 road junctions operating with traffic signals, and will be connected to the remaining junctions progressively.

Real-time adaptive traffic signal systems have been introduced at about 50 suitable signalised junctions, with further trials under way at other junctions in Wan Chai North and Causeway Bay. The Transport Department, working with other government departments, also aims to implement the system at signalised junctions in new development areas. By installing sensors at these junctions, the system monitors the real-time vehicular and pedestrian flows and calculates the optimal traffic signal times using artificial intelligence technology. This allows more effective allocation of green time to vehicles and pedestrians, enhancing the junctions' efficiency.

Other traffic control and surveillance facilities, such as vehicle detectors, closed-circuit television cameras, variable message signs, variable speed limit signs and lane control signals, are provided on arterial highways and in all tunnels and their respective approach roads, the HZMB Hong Kong Link Road, the Tsing Ma and Tsing Sha control areas, Airport Road, Shenzhen Bay Bridge and Tolo Highway, and are being installed on major highways under construction or reconstruction. About 1,200 traffic detectors have been installed on strategic routes and major roads, while a Journey Time Indication System with 30 sets of indicators and a Speed Map Panel System with five sets of panels are in operation.

The Traffic and Incident Management System further supports the management of traffic and transport incidents and the dissemination of information.

To combat red-light jumping and speeding, fixed digital red-light cameras are set up at 220 signalised junctions, and 78 digital speed enforcement cameras are deployed on a rotational basis in 242 fixed camera housings.

HKeToll

The HKeToll free-flow tolling service operates at all government-tolled tunnels and the Tsing Sha Control Area, enabling motorists to pay tunnel tolls without having to stop. As at end-2025, about 99 per cent of licensed vehicles had been issued with vehicle tags and about 96 per cent of vehicles were registered to HKeToll accounts.

Parking

The government seeks to increase the supply of parking spaces where possible. As at end-2025, automated parking systems were operating in three short-term tenancy car parks, with a fourth due in 2026; and the first Automated Parking System Public Vehicle Park, the Tseung Kwan O Government Offices Public Car Park, was commissioned in December. Four more public works projects with automated parking systems are under construction.

Under Southbound Travel for Guangdong Vehicles, the Airport Authority Hong Kong's 'Park & Fly' service launched in November. Self-driving travellers from Guangdong and Macao can park at the automated car park on the artificial island at the Hong Kong Port of the HZMB and transfer to a flight at Hong Kong International Airport.

Other Public Vehicle Parks with conventional parking spaces have been built under the 'single site, multiple use' principle, providing more than 470 parking spaces, including Ka Fu Fong in Sheung Shui and the Chinese Medicine Hospital of Hong Kong in Tseung Kwan O. Other measures to increase parking spaces include identifying potential on-street night-time spaces and spaces underneath flyovers, while taking account of a district's situation and needs.

Parking vacancy information for around 740 government and non-government public car parks is available on the HKeMobility app and website.

As at end-2025, there were around 38,000 on-street public parking spaces, both metered and non-metered, and around 216,700 off-street public parking spaces provided in 11 public car parks managed by the Transport Department and other public car parks managed by private developers or other government departments, such as the Housing Department, Government Property Agency and Leisure and Cultural Services Department.

Road Safety

There were 17,320 road traffic accidents involving injuries in 2025, of which 467 were serious and 92 were fatal. The total number of fatal and serious road traffic accidents decreased by 33 per cent compared with 2024.

Pedestrian Transport

Improving the Pedestrian Environment

In 2025, the Transport Department continued to take forward the Walk in HK strategy. It published the revamped section of the *Hong Kong Planning Standards and Guidelines* in December, which outlined the pedestrian planning framework for plans and improvements at the district/local level. The Transport Department, working with other departments, also applied the framework in new development areas and suitable built-up area redevelopments to implement walkability enhancement measures and covered walkway projects at various locations, including those connecting to public hospitals.

The department also began gradually replacing about 13,000 sets of electronic audible traffic signals. The existing signals inform visually impaired persons of the pedestrian traffic signal status, allowing them to cross the road safely, and some are also equipped with a button that can activate a green signal. Five new features, including a light illumination unit, tactile map, voice message of crossing location, touchless pedestrian push button and flexible volume adjustment, have been introduced into new-generation signals to make it more convenient for visually impaired persons and other citizens to use pedestrian crossings.

Hillside Escalator Links and Elevator Systems

A new lift and pedestrian walkway system between Saddle Ridge Garden and Sai Sha Road in Sha Tin was opened in August. Lift and pedestrian walkway/escalator system projects are under construction between Fortress Hill MTR station and the uphill area in the vicinity of Braemar Hill in North Point, and between Hing Shing Road and Tai Wo Hau Road in Kwai Chung. They are scheduled for completion progressively from 2026.

Universal Accessibility

Where technically feasible, barrier-free access facilities, such as lifts and ramps, may be installed at footbridges, elevated walkways and subways that span public roads. During 2025, the Highways Department completed lift retrofitting works for 31 walkways, involving 49 lifts, which are now open to the public. Among them, 14 lifts were built using the modular integrated construction method.

Maritime Transport

Domestic Ferries

Ferries provide essential transport links to outlying islands where no or limited land transport is available, as well as an alternative transport service between the inner harbour and other areas in Hong Kong.

Eleven franchised and licensed ferry operators run 23 regular passenger ferry services, two services for dangerous goods vehicles, and two special services for the harbour, outlying islands and other areas. These are supplemented by 69 'kaito' ferry services, which cover relatively remote areas. Ferries recorded a daily average of about 51,200 passenger trips within the harbour and about 55,400 passenger trips serving the outlying islands in 2025.

Cross-boundary Ferries

Cross-boundary ferry services to Macao and seven Chinese Mainland ports operate from the Hong Kong-Macau Ferry Terminal in Sheung Wan and the China Ferry Terminal in Tsim Sha Tsui.

In 2025, 6.4 million passengers travelled to and from Macao and 1.33 million passengers travelled to and from Chinese Mainland ports.

Local Vessels

In 2025, about 20,100 passenger, cargo, fishing and pleasure vessels were licensed to provide services for the port and the community.

Public Transport Fare Concessions

The government encourages public transport operators to offer fare concessions, taking into account their operating and financial conditions, the market situation and passenger needs.

MTR concessions include monthly passes covering stations on the East Rail, Tuen Ma and Tung Chung lines, the Student Travel Scheme, fare concessions for children, Fare Savers and interchange discounts.

Franchised bus operators offer various forms of fare concessions, including concessionary half-fares for children under 12, section fares for mid-distance and long-distance routes, and bus-bus interchange concession schemes. The tramway and ferries have discount fares for the elderly and children, and some green minibus routes offer concessionary fares.

Government's Fare Concessions and Subsidies

Under the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities, eligible people who use designated Octopus cards pay only \$2 per trip on general MTR lines⁵, franchised bus routes⁶, ferry routes⁷, green minibus routes, tramways and designated red minibus routes, 'kaito' routes and residents' service routes approved by the Transport Department to join the scheme. In 2025, an average of about 2.57 million passenger trips were made under the scheme each day.

Separately, under the Public Transport Fare Subsidy Scheme, the government has provided a subsidy amounting to one-third of the commuters' actual monthly public transport expenses in excess of \$500⁸, subject to a maximum of \$400 per month for each AlipayHK account and Octopus card.

⁵ General MTR lines refers to domestic services including the Light Rail and MTR buses in the northwestern New Territories, and excluding the Airport Express, East Rail Line services to and from Lo Wu, Lok Ma Chau and Racecourse stations, and the first-class service of the East Rail Line.

⁶ Excluding A and NA routes to the airport, racecourse routes, new long-haul services, designated tourist-oriented routes and the routes operating on a prebooking and group hire basis.

⁷ Excluding deluxe class services.

⁸ The threshold of monthly public transport expenses was raised from \$400 to \$500 from 1 June.

In 2025, the annual subsidy amount under the scheme was about \$2.2 billion, representing a monthly average subsidy amount of about \$187 million, with an average of about 1.8 million beneficiaries per month.

The Port

Hong Kong is an international maritime centre and a regional hub port. During the year, about 98,700 ocean-going vessels from all parts of the world and river-trade vessels from the Pearl River visited the city. The port cargo throughput was about 170 million tonnes and there were 9.08 million cross-boundary ferry and cruise passenger journeys. Many high-speed ferries and local vessels operate in, or pass through, the harbour. Hong Kong is also one of the world's busiest container ports, handling about 13 million twenty-foot equivalent units of containers in 2025.

Port Administration

The Marine Department administers the port, with its principal task to ensure the safety of navigation and efficiency of shipping activities in Hong Kong waters. This is achieved through comprehensive traffic management, harbour patrols, vessel traffic services, provision of navigation aids and mooring buoys, and strict enforcement of local marine legislation, as well as the rules and standards of major international maritime conventions applicable to Hong Kong.

The department liaises closely with shipping and commercial organisations and takes advice on port administration from users and operators of port facilities through a number of advisory and consultative committees.

The department's website provides information on the port, the shipping register, and its services and facilities. Its Electronic Business System simplifies and speeds up the processing of port formalities, ship registration and relevant applications, including submission, payment, self-printing of permits and checking of application status.

Port Infrastructure, Facilities and Services

Marine civil works are essential to keep the port running smoothly. The Civil Engineering and Development Department carries out maintenance work on public landing facilities, ferry piers and terminals, Kai Tak Cruise Terminal, breakwaters and other public marine facilities, and regular maintenance dredging of the harbour, navigation channels and major river channels. It maintains about 500 hectares of typhoon shelters, 130km of seawalls and breakwaters, 320 piers and landing facilities, 100 dolphin mooring structures, 110 beacons, about 5km of waterfront areas at public cargo working areas, 14,100 hectares of fairways and 3,590 hectares of anchorage areas.

The department also plans, designs and builds public marine facilities. Construction works for 11 piers, under the Pier Improvement Programme, are ongoing, while detailed design for pier improvement works at another four remote public piers in the New Territories and outlying islands are under way.

Container handling facilities are a key part of the logistics infrastructure. The nine container terminals at the Kwai Chung-Tsing Yi area, which are all privately run and operate round the clock, handle about 74 per cent of Hong Kong's container throughput and have 24 berths with a total handling capacity of around 20 million twenty-foot equivalent units per year. In addition, the Marine Department manages six public cargo working areas with a total berth length of 4,828m, providing an alternative for operators handling cargo carried by local vessels.

The Kwai Tsing Container Basin and its approach channel have a navigation depth of 17m. This enables ultra-large container ships to use the port at all tides, strengthening Hong Kong's position as an Asia-Pacific regional port.

The Marine Department operates two cross-boundary ferry terminals, the Hong Kong-Macau Ferry Terminal, round the clock, and the China Ferry Terminal, daily from 7am to midnight. The department controls the use of these ferry terminals under the Shipping and Port Control (Ferry Terminals) Regulations.

The department operates 29 patrol launches to enforce marine legislation, maintain safety of the port and shipping, and respond to marine emergencies. It carries out hydrographic surveys and produces paper and electronic nautical charts. The Vessel Traffic Centre and its substation, the Kwai Chung Control Station provide information and traffic management services to visiting vessels in Hong Kong waters.

Pilotage is compulsory for visiting vessels of 3,000 gross tonnage or above, oil tankers of 1,000 gross tonnage or above, and all gas carriers. The Director of Marine regulates and monitors pilotage services.

Immigration and quarantine services for ships are available at the western and eastern quarantine and immigration anchorages. An immigration service is also available at the Tuen Mun Immigration Anchorage for river-trade vessels. The department conducts random shipboard inspections of vessels in Hong Kong waters according to international and local standards.

All designated port facilities comply fully with the International Maritime Organization's International Ship and Port Facility Security Code. The Marine Department implements the code through monitoring training of port facilities' staff, overseeing security exercises and carrying out annual audits of port facility security arrangements.

The department also enforces safety requirements on works carried out on board vessels, including cargo handling, ship repair and marine construction, under the Shipping and Port Control (Works) Regulation and the Merchant Shipping (Local Vessels) (Works) Regulation. It conducts safety checks on such works and promotes safe working practices and regulations. It also provides survey and certification services for local vessels to ensure they comply with safety and pollution prevention requirements.

Port Development

The department provides professional advice on the planning of projects that affect port and marine traffic, and publishes port and maritime statistics periodically on its website. The government looks at ways to enhance port performance and operational efficiency, such as facilitating the use of port backup land.

Maritime Industry

The port of Hong Kong offers frequent and comprehensive ocean liner services. About 1,200 port and maritime companies operate in the territory, providing quality services such as port services, ship agency and management, shipbroking, ship finance, marine insurance, and maritime legal and arbitration services.

Hong Kong is also a ship finance centre in the region. According to the Hong Kong Shipowners Association, Hong Kong's shipowners own or manage about 10 per cent of the world's merchant fleet in terms of deadweight tonnage. As at the year end, Hong Kong had in place double taxation relief arrangements covering shipping income with 60 tax jurisdictions. To foster the development of high value-added maritime services, tax concessions are offered to ship leasing, marine insurance, ship leasing management, ship agency, ship management and shipbroking businesses.

To strengthen the local maritime ecosystem, the government will enhance existing tax concessions for shipping-related activities, including new deductions for ship lessors under international tax rules. A half-rate tax concessionary regime for physical commodity activities will be proposed to the Legislative Council in 2026, aiming to attract enterprises in the Chinese Mainland and overseas to set up businesses in Hong Kong – particularly those trading in physical commodities, which account for more than half of the global shipping trade volume.

Green Maritime Fuel Bunkering

Hong Kong is committed to developing into a quality green maritime fuel bunkering centre. Its first liquefied natural gas (LNG) bunkering operation was conducted in February, followed by the largest single delivery of B24 biodiesel in China to date in May. These milestones mark the port's emergence as a major bunkering location, offering regular and commercial biofuel and LNG bunkering services.

Hong Kong Maritime and Port Development Board

The former Hong Kong Maritime and Port Board was reconstituted into the Hong Kong Maritime and Port Development Board from 1 July. Chaired by a non-official and comprising members from the maritime sector with enhanced research, promotion and talent nurturing capabilities, this high-level advisory body assists the government in formulating policies and long-term development strategies to develop Hong Kong into a global maritime capital with dual pillars on port and maritime services industry.

The board held the ninth Hong Kong Maritime Week from 16-22 November to promote the city as a preferred base for maritime businesses and raise public awareness of the economic

significance of the port and maritime sectors. A combined physical and online attendance of more than 10.5 million was recorded.

Maritime and Aviation Training Fund

The maritime, aviation and logistics sectors receive government support in manpower development from the Maritime and Aviation Training Fund. With an accumulative commitment of \$500 million, the fund supports scholarships, training and promotion initiatives to build up a diversified and competitive pool of professionals and technical personnel.

It has 22 schemes, including 13 maritime-related schemes, four aviation-related schemes, three logistics-related schemes, and two schemes covering the maritime and aviation sectors. Since its inception in 2014, the fund has benefited more than 22,600 students and people working in the three sectors as well as more than 123,000 people participating in promotional projects.

Hong Kong Shipping Registry

The Hong Kong Shipping Registry, administered by the Marine Department, is widely recognised around the world and ranks among the top globally in terms of gross tonnage. As at end-December, the registered ships recorded about 112 million gross tonnage in total. To ensure the Hong Kong-registered ships' compliance with international standards, the department conducts a quality control assessment before allowing ships to join the register and implements a Flag State Quality Control System. The Port State Control detention rate of Hong Kong-registered ships is well below the world average, putting the Hong Kong flag among the top performance flags in the white list under the Tokyo Memorandum of Understanding and Paris Memorandum of Understanding of Port State Control. Hong Kong also holds the United States Coast Guard's Qualship 21 status. Regional desk services are provided in Shanghai, London, Singapore, Sydney, San Francisco, Tokyo, Toronto and Dubai to offer direct support for shipowners and promote the register.

Marine Accident Investigations

The department's Marine Accident Investigation Branch investigates all serious accidents on board Hong Kong-registered ships and ships in Hong Kong waters. The purpose of an investigation is to determine the circumstances and possible causes of an accident and to recommend preventive measures. In 2025, the branch investigated 12 serious accidents. To raise awareness of maritime safety, the investigation reports of all serious accidents are published on the department's website.

Seafarers

The department's Seafarers and Examination Branch supervises the registration, employment, competency, discipline, health, safety and welfare of Hong Kong seafarers and seafarers working on board Hong Kong-registered ships. During the year, 50,796 seafarers of different nationalities served on board Hong Kong-registered seagoing ships and 415 officers and ratings served on high-speed ferries plying the Pearl River Delta region.

The Sea-going Training Incentive Scheme encourages young people to join the maritime profession by providing financial incentives to take up seagoing cadetship training. In 2025, the scheme signed up 18 cadets.

Participation in International Maritime Activities

International Maritime Organization

The Hong Kong Special Administrative Region (HKSAR) Government, under the name 'Hong Kong, China', is an associate member of the International Maritime Organization and has a permanent representative in London. The Hong Kong maritime industry is consulted on, and informed of, all issues discussed at organisation meetings that may affect Hong Kong. These topics include maritime safety and security, marine pollution, maritime laws, seafarers' training and standards of certification. HKSAR Government officials attended 25 organisation meetings in 2025.

Port State Control

Hong Kong is a member of the Memorandum of Understanding on Port State Control in the Asia-Pacific. The Marine Department leads the Advisory Group for Technical Cooperation Programmes and is also a member of other working groups. In 2025, the department conducted initial Port State Control inspections for 602 foreign ocean-going ships visiting Hong Kong, of which 12 ships, or 2 per cent, were detained.

Maritime Search and Rescue

The Maritime Rescue Coordination Centre acts on distress alerts and coordinates search and rescue operations within Hong Kong waters and for about 450,000 square nautical miles of the South China Sea.

Government Fleet and Dockyard

A fleet of close to 1,000 government vessels serves 13 government departments. The Marine Department manages 87 of these vessels to serve its port operations and the needs of other government departments. These vessels include patrol launches, purpose-built conveyance launches, pontoons, hydrographic survey launches and explosives carriers. In 2025, the department also contracted 33 vessels, including conveyance launches and tugboats.

The department's Government Fleet Division is responsible for the management of the Government Dockyard, as well as the design, repair and maintenance of all government vessels. The dockyard occupies a 9.8-hectare site on Stonecutters Island and has an 8.3-hectare sheltered water basin to moor vessels. There are 10 covered docking sheds, four movable canopies, 30 open-yard docking cradle spaces, a shiplift system and three ship-hoists capable of dry-docking vessels of up to 750 tonnes.

During the year, 63 new craft costing \$372.8 million were built and delivered to the government. Six new craft building contracts, involving 69 new craft worth \$722 million, were awarded to shipbuilders. Currently, 57 new craft costing \$3.59 billion are under construction. The expenditure in maintaining the Government Dockyard facilities and government fleet was close to \$659 million.

Air Transport

Hong Kong is a major international and regional aviation centre. In 2025, about 140 airlines operated direct services between Hong Kong and around 220 destinations worldwide.

Hong Kong International Airport

In 2024, the Three-runway System at Hong Kong International Airport (HKIA) commenced operation, providing expanded capacity to further strengthen the city's status as a global and regional aviation hub.

In 2025, air traffic continued to grow. During the year, the airport handled 61 million passengers, a year-on-year increase of 15 per cent. Total cargo throughput and flight movements increased by 2.7 per cent and 8.7 per cent, to 5.07 million tonnes and 394,730 respectively. During the December holiday travel peak, daily passengers and flight movements mostly reached pre-pandemic levels.

The airport's new coach hall opened in September as the first phase launch of the expanded Terminal 2. The hall offers cross-boundary coach services, providing a vital link between the airport and the GBA. Airport Authority Hong Kong is dedicated to enhancing the GBA's intermodal network through expanding the city terminal network in the Chinese Mainland, and working with Zhuhai Airport to enhance the 'Fly-via-Zhuhai-Hong Kong' service. In addition, to attract more transit passengers, including intermodal transit passengers from the GBA, the scope of Air Passenger Departure Tax exemptions was expanded from October, to include passengers who arrive in Hong Kong by sea or land for air transfer on the next day of arrival.

Future Development

With the commissioning of the Three-runway System, Hong Kong International Airport will be able to handle the targeted annual passenger and cargo volumes of around 120 million and 10 million tonnes respectively from 2035.

To further enhance Hong Kong's status as an international aviation hub, the Advisory Committee on Development of International Aviation Superhub was established in September, replacing the previous Aviation Development and Three-runway System Advisory Committee.

In January, Airport Authority Hong Kong unveiled the development plan for the expanded Airport City, comprising new projects that include an ecosystem for the arts industry, the AsiaWorld-Expo Phase 2, a yacht bay with ancillary facilities, a food market for imported fresh food and more public spaces.

The authority is also setting up the HKIA Dongguan Logistics Park in Dongguan, to develop the sea-air intermodal cargo transshipment mode, which will allow more cargo to be transported to and from the GBA through Hong Kong. The authority has been completing the Phase 1 development's permanent facilities of the logistics park in stages, aiming to put Phase 1 into operation in the first half of 2027, gradually bringing its cargo handling capacity to 1 million tonnes a year.

Air Services

Under the Basic Law, the HKSAR Government negotiates and concludes bilateral air services agreements with aviation partners to provide the legal framework for scheduled air services between Hong Kong and other places. There are 67 such agreements. The government also reviews traffic rights and air services arrangements with its aviation partners to expand Hong Kong's aviation network and allow more competition in the market.

The number of destinations served by local airlines increased in 2025 compared with 2024. As at the year end, Cathay Pacific Airways Limited, Hong Kong Airlines Limited, Hong Kong Express Airways Limited and Greater Bay Airlines Company Limited respectively operated direct services to 92, 40, 41 and 21 destinations worldwide. AHK Air Hong Kong Limited and Hong Kong Air Cargo Carrier Limited operated direct all-cargo services to 15 and 13 destinations respectively. By the year end, the local airlines maintained a total fleet of 280 aircraft.

In 2025, two non-Hong Kong airlines launched new services to Hong Kong. Air Premia, from Seoul, began scheduled passenger services while AirZeta, also from Seoul, started scheduled all-cargo services.

Air Traffic Management

The Civil Aviation Department's Air Traffic Management System provides safe and reliable air traffic control services to flights operating within the Hong Kong Flight Information Region. The number of aircraft movements handled in 2025 was 6.9 per cent higher than in 2024.

Aviation Security

Conventions and agreements on aviation security, promulgated by the International Civil Aviation Organization, are implemented by the government through the Aviation Security Ordinance. The Hong Kong Aviation Security Programme stipulates the aviation security requirements for operators and service providers at Hong Kong International Airport. The Civil Aviation Department monitors the implementation of these requirements to ensure international standards are met.

International Transport and Logistics

Logistics is an important sector of the economy. Given its strategic location, world-class infrastructure and business-friendly environment, Hong Kong is a preferred transport and logistics hub in Asia, aided by its efficient, reliable and well-connected airport and seaport. It is also one of the world's busiest international cargo airports and container ports.

Logistics Industry

The Hong Kong Logistics Development Council is a high-level advisory body chaired by the Secretary for Transport and Logistics, providing a forum for the government and industry stakeholders to formulate initiatives to spur the development of the logistics sector.

Apart from providing the necessary infrastructure for the logistics sector to grow, the government also provides subsidies to encourage the industry to enhance competitiveness. The Pilot Subsidy Scheme for Third-party Logistics Service Providers encourages the sector to adopt technology to enhance efficiency and productivity. The funding ceiling for each applicant enterprise was doubled and the scope of funding extended in 2024.

Two other logistics-related funding schemes, the Professional Training on Smart and Green Logistics Scheme and the Logistics Promotion Funding Scheme, under the Maritime and Aviation Training Fund, provide more dedicated funding support to strengthen manpower development and promotional efforts of the logistics industry.

The Roadmap for ESG Development for Logistics Industry was announced in June, providing local small and medium enterprises in the logistics industry a guideline to follow for achieving compliance with international environmental, social and governance (ESG) requirements. The aim is to enhance the competitiveness of the logistics industry and hence Hong Kong's position as an international logistics hub.

Websites

Airport Authority Hong Kong: www.hongkongairport.com

Civil Aviation Department: www.cad.gov.hk

Cross-boundary ferry services: crossboundaryferryserives.mardep.gov.hk

Highways Department: www.hyd.gov.hk

Hong Kong Logistics Development Council: www.logisticshk.gov.hk

Hong Kong Maritime and Port Development Board: www.hkmpdb.gov.hk

Marine Department: www.mardep.gov.hk

Public sector information portal: data.gov.hk

Transport and Logistics Bureau: www.tlb.gov.hk

Transport Department: www.td.gov.hk