

CONTROLLING OFFICER'S REPLY

TLB051

(Question Serial No. 0772)

Head: (100) Marine Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Port Services
(4) Services to Ships

Controlling Officer: Director of Marine (Mr S.F. WONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the development of a green maritime fuel bunkering centre, will the Government inform this Committee of the following:

- (1) The Government stated that it would provide port dues concessions for vessels powered by green fuel as well as those carrying green fuels to attract more vessels to bunker green fuel in Hong Kong. How many vessels had engaged in green fuel bunkering operations in Hong Kong in the past 3 years? What was the number of bunkering operations involved? What are the details of the above port dues concessions?
- (2) The Government launched the Green Maritime Fuel Bunkering Incentive Scheme in the middle of last year to encourage pioneer companies to develop green maritime fuel bunkering business in Hong Kong. How many applications have been received and approved under the scheme? What is the amount of incentive involved in the approved applications?
- (3) The Government stated that it would take forward a legislative amendment exercise this year to provide more anchorages for green maritime fuel bunkering operations. What are the details including the expected increase in the number of anchorages and the capacity to meet the bunkering demands?
- (4) The Government stated that an incentive scheme would be launched for green vessels registered in Hong Kong to encourage green transformation of Hong Kong fleets. What is the current number of green vessels registered in Hong Kong (and their percentage in the total number of Hong Kong-registered vessels)? What are the major differences between the above incentive scheme to be launched and the green incentive launched by the Government in mid-2024?

- (5) To assist in the green transformation of Hong Kong-registered vessels, the Government launched the green incentive in mid-2024 to provide incentives for Hong Kong-registered vessels of 5 000 gross tonnage or above attaining rating A or B in the Carbon Intensity Indicator. How many vessels of 5 000 gross tonnage or above are currently registered in Hong Kong? What are the number of vessels that have applied for the above incentive, the number of applications approved and the amount of incentive involved?
- (6) Has the Government maintained statistics on the current number of green maritime fuel-related talents in Hong Kong and assessed the number of relevant talents required by Hong Kong in the next 3 years? If yes, what are the details?
- (7) It is learnt that the Government has approved 8 suitable training courses on green maritime fuels in the Greater Bay Area as locally recognised courses to allow the in-service maritime practitioners in Hong Kong to take the relevant training courses. Has the Government maintained statistics on the number of practitioners who have taken the relevant courses? If yes, what are the details?

Asked by: Hon LAM Ming-fung, Lothair (LegCo internal reference no.: 26)

Reply:

The Government promulgated the Action Plan on Green Maritime Fuel Bunkering (Action Plan) in November 2024 to develop Hong Kong into a green maritime fuel bunkering centre. We are pressing ahead with various strategic measures including the adoption of a multi-fuel strategy. In 2 months since the promulgation of the Action Plan, the industry has completed the first liquefied natural gas (LNG) bunkering operation at anchorage on 14 February 2025, followed by the first LNG bunkering with simultaneous cargo handling operation at Kwai Tsing Container Terminals (KTCT) on 5 June 2025. This puts Hong Kong on the map of major ports in the world capable of providing regular commercial LNG and biodiesel bunkering services. The Hong Kong port also completed the first methanol bunkering operation at anchorage on 5 March 2026 and the first methanol bunkering with simultaneous cargo handling operation at KTCT on 10 March 2026, which demonstrated that Hong Kong is equipped with methanol bunkering capabilities.

(1)

As at 10 March 2026, a total of 12 ocean-going vessels have completed 20 green maritime fuel bunkering operations in Hong Kong waters. These included 18 LNG bunkering operations and 2 methanol bunkering operations.

To expedite the establishment of Hong Kong as a green maritime fuel bunkering and trading centre, the Marine Department (MD) will introduce the Port Dues Incentive Scheme for Green Maritime Fuel-related Vessels (Port Dues Incentive Scheme) to reduce certain port fees for green maritime fuel-related vessels (relevant vessels), aiming to help lower the cost of transitioning to green maritime fuels and attract more relevant vessels to call at Hong Kong for bunkering.

The Port Dues Incentive Scheme will be effective from 2026 for a period of 3 years. We plan to offer a 25% or 50% port dues incentive to ocean-going vessels powered by, carrying and/or bunkering specified green maritime fuels in Hong Kong. It is expected to attract over 1 000 relevant vessel calls or bunkering of green maritime fuels in Hong Kong during the three-year period, involving a total expenditure of \$10.7 million.

(2)

To encourage pioneer companies to provide green maritime fuel bunkering services to ocean-going vessels in Hong Kong, MD launched the Green Maritime Fuel Bunkering Incentive in June 2025. An incentive of \$500,000 will be granted for each of the first 2 bunkering operations by the first 2 bunker operators using specified green maritime fuels. As at 6 March 2026, 2 companies have successfully conducted 4 LNG bunkering operations and were each granted an incentive of \$1 million. For green methanol bunkering, MD is currently processing 2 applications from 2 companies, each involving an incentive amount of \$500,000.

(3)

One of the action measures of the Action Plan is to designate anchorages and sheltered spaces for green maritime fuel bunkering barges. In this connection, MD has reassessed the current port facility layout and proposed to re-plan the port facilities through legislative amendments to promote the long-term development of green maritime fuel bunkering in Hong Kong.

The proposal includes creating new anchorages, converting certain existing anchorages to multi-purpose anchorages in which green maritime fuel bunkering and mooring of bunker barges may take place, and relocating certain anchorages that are close to densely populated areas to reduce their impact on the population in the vicinity. The proposed rearrangement will increase operational flexibility of green maritime fuel bunkering and provide additional sea room for green maritime fuel bunkering operations, up from the existing 645 hectares to 2 877 hectares, thereby ensuring that the Hong Kong Port will have sufficient capabilities to handle the emerging demand of green maritime fuel bunkering. Under the new layout, bunkering vessels supplying different types of fuels may anchor at different dangerous goods anchorages. Certain dangerous goods anchorages will be repurposed to facilitate ocean-going vessels to berth or bunker at the anchorages, thereby enhancing the flexibility of port operations.

(4) & (5)

The green incentive was launched on 28 June 2024 for a period of 3 years to encourage green transformation of Hong Kong-registered vessels. All Hong Kong-registered vessels of 5 000 gross tonnage or above that have attained rating A or B in the Carbon Intensity Indicator formulated by the International Maritime Organization are eligible for the green incentive. Each qualified Hong Kong-registered vessel is eligible to receive \$20,000 per corresponding year from 2024 to 2026. As at 28 February 2026, there are 1 826 Hong Kong-registered vessels with gross tonnage of 5 000 or above. MD has received a total of 1 529 applications from 984 vessels, among which 1 509 applications from 974 vessels have been approved. The total amount of incentive granted is \$30.18 million.

As for the Green Vessels Registration Incentive Scheme, its aims are to support the transition to green maritime fuels in Hong Kong's maritime industry, attract more green maritime fuel-powered vessels to register in Hong Kong and promote the green fleet of the Hong Kong Shipping Registry (HKSR). The scheme will launch in 2026 to provide an annual incentive of \$60,000 for each Hong Kong-registered vessel powered by green maritime fuels (including both existing and newly registered vessels). As at 28 February 2026, there are about 70 Hong Kong-registered vessels that can be powered by green maritime fuels, accounting for about 3.5% of the total number of Hong Kong-registered vessels.

Although the two schemes differ slightly in their positioning and target beneficiaries, both are intended to accelerate green transformation of the Hong Kong fleet and enhance the competitiveness of the HKSR, thereby attracting more green vessels to register in Hong Kong. The Green Vessels Registration Incentive Scheme is expected to attract about 100 new green vessels to register in Hong Kong within the three-year period, accounting for about a quarter of the global number of new green vessels during the same period.

(6) & (7)

Following the promulgation of the Action Plan in November 2024, the Transport and Logistics Bureau and MD have actively implemented measures on training green maritime fuel-related talents. Up to now, MD has recognised 10 mainland training courses on green maritime fuels for enrolment by the in-service maritime practitioners in Hong Kong (such as seafarers). The relevant training institutions have issued a total of 39 certificates of proficiency and 36 endorsements to the in-service maritime practitioners in Hong Kong following their completion of the courses. In addition, the Professional Training and Examination Refund Scheme under the Maritime and Aviation Training Fund launched a subsidiary scheme known as "Train-the-Trainers Support Scheme" in March 2026 to subsidise maritime practitioners in Hong Kong who already possess a certain level of maritime knowledge and qualifications to take the train-the-trainer courses on green maritime fuels following nomination by their employers. Upon completion of the courses, they will serve as trainers in their companies and share essential knowledge and professional skills on green maritime fuels to other colleagues, thereby assisting Hong Kong's shipping companies in providing their staff with training on green maritime fuels, particularly on the safety aspect. Each participant will be refunded 80% of the fees, subject to a maximum of \$30,000, after completing the pre-approved course or passing the examination. The local industry may also recruit professionals in green shipping from the "Talent List" under the "General Employment Policy", the "Admission Scheme for Mainland Talents and Professionals" and the "Quality Migrant Admission Scheme" to meet the development needs of the industry.

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