

**CONTROLLING OFFICER'S REPLY**

**TLB056**

**(Question Serial No. 0205)**

Head: (100) Marine Department  
Subhead (No. & title): (-) Not Specified  
Programme: (4) Services to Ships  
Controlling Officer: Director of Marine (Mr S.F. WONG)  
Director of Bureau: Secretary for Transport and Logistics

Question:

There has been a relatively significant drop in the number of Hong Kong-registered vessels and their gross tonnage in recent years. While no significant adjustment has been made to the performance targets and assessment indicators for vessel registration services in 2026-27 as compared with those in the previous year, the relevant estimate has increased by 3.0% as compared with the original estimate in 2025-26. In this connection, please inform this Committee of the following:

- (1) statistics on vessels newly registered in and de-registered from Hong Kong in the past year, including the original/new registration places of vessels, types of vessels, types of fuels used, gross tonnage, and the countries or regions of origins of shipowners;
- (2) whether the Government will consider using the increased estimate in 2026-27 to set up new regional desks for the Hong Kong Shipping Registry in due course in this financial year; and
- (3) whether the 3.0% increase in provision will be sufficient to cope with the promotional activities on vessel registration in the face of increasingly keen competition in the international maritime industry.

Asked by: Hon YIM Kong, Erik (LegCo internal reference no.: 28)

Reply:

- (1) According to the records of the Hong Kong Shipping Registry (HKSR), a total of 138 vessels were newly registered under the HKSR with gross tonnage of 8 364 888 in 2025. Among them, 5 can be fuelled by liquefied natural gas or methanol while the remaining ones are powered by traditional fossil fuels. Regarding the origins of the newly registered vessels, newly built vessels accounted for the largest proportion, while the remaining ones originating mainly from registration places such as Liberia, Panama, the Marshall Islands, the People's Republic of China, etc. In terms of vessel types, the newly registered vessels are mainly bulk carriers, container ships and oil tankers, while

some of them are oil/chemical tankers and general dry cargo ships. As for the backgrounds of the shipowners, most newly registered vessels are owned by shipowners from countries or regions such as Hong Kong, China, the People's Republic of China, the Marshall Islands, the British Virgin Islands, Panama, etc.

During the same period, a total of 419 vessels cancelled their registration under the HKSR with gross tonnage of 28 077 220. All of these vessels are powered by traditional fossil fuels. The types of relevant vessels are mainly container ships, bulk carriers and oil tankers, while some of them are oil/chemical tankers, general cargo carriers, etc. The majority of vessels deregistering from Hong Kong are owned by shipowners from countries or regions such as Hong Kong, China, the Marshall Islands, Panama, Singapore, Norway, etc. In addition, with reference to the database subscription information provided by the market, following de-registration from Hong Kong, the vessels mainly switched to registration places such as Singapore, the Marshall Islands, the Bahamas, Panama, Belgium, etc.

- (2) To enhance the provision of services in the Middle East region, the HKSR set up a regional desk in Dubai in December 2025, which will, in collaboration with the regional desks set up in London, Shanghai, Singapore, Sydney, San Francisco, Tokyo and Toronto, provide technical support for Hong Kong-registered vessels and their shipping companies more effectively, and provide international shipowners with services related to vessel registration in Hong Kong. We will consider strengthening the provision of relevant services in a timely manner having regard to the actual needs, and there is currently no plan to establish new regional desk in the short run.
- (3) The increased provision is mainly for the three-year Green Vessels Registration Incentive Scheme to be launched in June this year, providing an incentive of \$60,000 each year during the three-year implementation period for each Hong Kong-registered vessel powered by green maritime fuels (including both existing and newly registered vessels) to encourage green transformation of Hong Kong fleets, thereby attracting more green vessels to register in Hong Kong. We are actively strengthening promotional efforts in Hong Kong, the Chinese Mainland and overseas (including the Middle East and ASEAN regions), while revamping the existing legislation on vessel registration to provide shipowners with greater convenience. Coupled with the existing and newly launched green incentives, these initiatives aim to enhance the international competitiveness of the HKSR.

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