

## Head 158 — GOVERNMENT SECRETARIAT: TRANSPORT AND LOGISTICS BUREAU

**Controlling officer:** the Permanent Secretary for Transport and Logistics will account for expenditure under this Head.

**Estimate 2026–27** ..... **\$441.7m**

**Establishment ceiling 2026–27** (notional annual mid-point salary value) representing an estimated 188 non-directorate posts as at 31 March 2026 reducing by seven posts to 181 posts as at 31 March 2027 ..... **\$145.6m**

In addition, there will be an estimated 22 directorate posts as at 31 March 2026 and 31 March 2027.

**Commitment balance**..... **\$350.9m**

### Controlling Officer’s Report

#### Programmes

<b>Programme (1) Director of Bureau’s Office</b>	This programme contributes to Policy Area 27: Intra-Governmental Services (Secretary for Transport and Logistics).
<b>Programme (2) Land and Waterborne Transport</b>	This programme contributes to Policy Area 21: Land and Waterborne Transport (Secretary for Transport and Logistics).
<b>Programme (3) Air and Sea Communications and Logistics Development</b>	This programme contributes to Policy Area 3: Air and Sea Communications and Logistics Development (Secretary for Transport and Logistics).

#### Detail

##### Programme (1): Director of Bureau’s Office

	2024–25 (Actual)	2025–26 (Original)	2025–26 (Revised)	<b>2026–27 (Estimate)</b>
Financial provision (\$m)	21.2	21.7	21.7 (—)	<b>21.7 (—)</b>
				(or same as 2025–26 Original)

#### Aim

- 2 The aim is to ensure the smooth operation of the Office of the Secretary for Transport and Logistics.

#### Brief Description

3 The Office of the Secretary for Transport and Logistics is responsible for providing support to the Secretary for Transport and Logistics in undertaking political work. This includes the support provided by the Under Secretary and the Political Assistant. The Office is also responsible for providing administrative support to the Secretary for Transport and Logistics in carrying out the Secretary’s duties. The work includes the planning, co-ordination and implementation of all arrangements for the Secretary’s public, media and community functions.

##### Programme (2): Land and Waterborne Transport

	2024–25 (Actual)	2025–26 (Original)	2025–26 (Revised)	<b>2026–27 (Estimate)</b>
Financial provision (\$m)	156.0	156.6	155.5 (–0.7%)	<b>155.5 (—)</b>
				(or –0.7% on 2025–26 Original)

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### *Aim*

4 The aims are to plan for and implement the construction and improvement of Hong Kong's transport infrastructure, promote the usage of public transport services by improving their quality and co-ordination; improve cross-boundary rail and road linkages; manage road use, alleviate road traffic congestion and promote road safety; promote the use of non-mechanised transport modes for short-distance commuting; and support environmental improvement measures in transport-related areas.

### *Brief Description*

5 The Bureau's main responsibility under this programme is to formulate policies on the development of transport infrastructure, the provision of transport services, the management of traffic, and the support of environmental improvement measures in transport-related areas.

6 In 2025-26, the Bureau:

- continued to take forward the planning and implementation of transport infrastructure projects promulgated under the Hong Kong Major Transport Infrastructure Development Blueprint including railway and road projects, as well as the smart and green mass transit systems in East Kowloon, Kai Tak and Hung Shui Kiu/Ha Tsuen and Yuen Long South New Development Areas (HSK/HT and YLS NDAs);
- continued to collaborate with the Shenzhen authorities to jointly take forward the cross-boundary railway projects including the Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai) and the Northern Link Spur Line;
- oversaw the safety of highway roadworks;
- continued to formulate and oversee the implementation of cross-boundary transport arrangements, including jointly administering with the relevant Guangdong and Macao authorities the regulatory regime for cross-boundary vehicles;
- completed the legislative amendment exercise for streamlining applications of Closed Road Permit and International Circulation Permit for cross-boundary vehicles;
- continued to promote walkability by overseeing various measures implemented by the Transport Department including providing covers for suitable walkways;
- continued to oversee the implementation and review of various programmes/schemes undertaken by the Highways Department related to enhancing walkability including:
  - the implementation of hillside escalator links and elevator systems (HEL);
  - the implementation of the “Universal Accessibility” Programme (UAP) for the retrofitting of barrier-free access facilities at footbridges, elevated walkways and subways; and
  - the pedestrian environment improvement schemes in Yuen Long Town, Mong Kok and Causeway Bay;
- oversaw the development and implementation of smart mobility initiatives and the application of technologies in traffic management;
- continued to oversee the implementation and operation of HKeToll, a free-flow tolling service, at government tolled tunnels and Tsing Sha Control Area, as well as the implementation of time-varying tolls at the three road harbour crossings;
- continued to facilitate the trial and use of autonomous vehicles;
- oversaw the legislative amendment exercise for the commissioning and tolling of the Central Kowloon Bypass;
- oversaw the legislative amendment exercise for revising traffic-related fees, including the tolls for Shing Mun Tunnels and Aberdeen Tunnel, licence fees for electric private cars, the maximum fee level of parking meters, and fixed penalties for traffic offences;
- oversaw the legislative amendment exercise relating to the fitting and wearing requirements of seat belts, as well as tightening the use of mobile telecommunications devices by drivers while driving;
- continued to oversee bus service rationalisation;
- continued to oversee the implementation of the subsidy scheme for retrofitting safety devices on existing franchised buses;
- continued to review the fare adjustment arrangement for franchised buses;
- continued to oversee the implementation of the Labour Importation Scheme for the Transport Sector – Public Light Bus/Coach Trade;
- oversaw the formulation and implementation of various measures to enhance taxi service quality;

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- introduced the Road Traffic (Amendment) (Ride-hailing Service) Bill 2025 into the Legislative Council for regulation of ride-hailing services;
- completed the legislative amendment exercise for introducing enhanced measures to combat illegal carriage of passengers by motor vehicles for hire or reward;
- continued to oversee the implementation of the Public Transport Fare Subsidy Scheme;
- continued to oversee the implementation of long-term operation model of outlying island ferry services, including provision of Special Helping Measures and implementation of the Vessel Subsidy Scheme; and
- completed the legislative amendment exercise to allow for electronic driving licence to be presented for the convenience of drivers via mobile application.

### *Matters Requiring Special Attention in 2026–27*

7 During 2026-27, the Bureau will:

- continue to take forward the planning and implementation of transport infrastructure projects promulgated under the Hong Kong Major Transport Infrastructure Development Blueprint including railway and road projects, as well as the smart and green mass transit systems in East Kowloon, Kai Tak and HSK/HT and YLS NDAs;
- continue to collaborate with the Shenzhen authorities to jointly take forward the cross-boundary railway projects including the Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai) and the Northern Link Spur Line;
- continue to oversee the safety of highway roadworks;
- continue to oversee the progress and development of various smart mobility initiatives as stated in the Transport Strategy Blueprint, including the implementation of the Smart Traffic Fund and automated parking system projects;
- continue to oversee the facilitation of trial and use of autonomous vehicles for wider application in Hong Kong;
- continue to introduce practicable measures to enhance traffic management and to alleviate road traffic congestion, including taking forward progressively the Transport Strategy Blueprint; and the recommendations made by the Transport Advisory Committee in its Report on Study of Road Traffic Congestion in Hong Kong;
- continue to oversee the implementation and operation of HKeToll at the government tolled tunnels and Tsing Sha Control Area, as well as monitor the traffic conditions pursuant to the time-varying tolls at the three road harbour crossings;
- introduce legislative amendments for the wearing of helmets by cyclists and enhanced requirements for medical certification of driving licence applicants or holders;
- introduce legislative amendments for regulating the use of electric mobility devices to provide effective and safe short-distance commuting options;
- continue to oversee the implementation of recommendations arising from the consultancy study on parking for commercial vehicles to address the anticipated parking demand and in the Transport Strategy Blueprint;
- continue to oversee the provision of public car parks in suitable “Government, Institution or Community” facilities and public open space projects in line with the principle of “single site, multiple use”;
- in conjunction with the relevant Guangdong and Macao authorities as appropriate, continue to formulate and oversee the implementation of cross-boundary transport arrangements;
- continue to examine the introduction of a mandatory registration scheme for vehicle mechanics and vehicle maintenance workshops taking into account evolvments in the vehicle market;
- continue to promote walkability in Hong Kong, including overseeing the implementation and review of various programmes/schemes related to enhancing walkability, such as HEL, UAP and pedestrian environment improvement schemes;
- continue to oversee the improvement works to existing cycle tracks and cycle parking facilities in new towns;
- continue to oversee the implementation of the subsidy scheme for retrofitting safety devices on existing franchised buses;
- continue to review the fare adjustment arrangement for franchised buses;
- continue to oversee the implementation of the Labour Importation Scheme for the Transport Sector – Public Light Bus/Coach Trade;
- continue to oversee the formulation and implementation of various measures to enhance taxi service quality;
- introduce subsidiary legislation in relation to the regulation of ride-hailing services and oversee the implementation of the relevant regulatory regime;

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- continue to oversee the implementation of various enhanced measures to combat illegal carriage of passengers by motor vehicles for hire or reward; and
- continue to oversee the implementation of the Public Transport Fare Subsidy Scheme.

### Programme (3): Air and Sea Communications and Logistics Development

	2024–25 (Actual)	2025–26 (Original)	2025–26 (Revised)	<b>2026–27 (Estimate)</b>
Financial provision (\$m)	273.8	290.1	234.4 (–19.2%)	<b>264.5</b> (+12.8%)
				(or –8.8% on 2025–26 Original)

#### *Aim*

8 The aims are to maintain and further develop Hong Kong’s position as a centre of international and regional aviation by expanding aviation network, ensuring continued compliance with relevant international obligations and standards, providing sufficient airport capacity to meet the demands and high standard of civil aviation management, and facilitating the continued development of safe air links to a wide range of destinations to meet the needs of the travelling public and shippers; entrench Hong Kong’s role as an international maritime centre; promote shipping safety and ensure continued compliance with relevant international standards of ships registered in Hong Kong or registered elsewhere which visit our port; uphold the competitiveness of Hong Kong Port so as to sustain Hong Kong’s economic growth and meet the demands of trade; and strengthen the role of Hong Kong as the preferred international transportation and logistics hub in Asia.

#### *Brief Description*

9 The Bureau’s main responsibility under this programme is to formulate and implement policies on all aspects of civil aviation, maritime and port, as well as logistics development.

10 In 2025-26, the Bureau:

- reviewed, updated and expanded air services arrangements with the Chinese Mainland, Israel, Kazakhstan, Luxembourg, Malta, Türkiye, Qatar, Vietnam and Indonesia, and reached consensus with Chile, Peru, Poland, Togo, Argentina, Ecuador and Cuba on the establishment of new air services agreements, as part of the continuous efforts to expand Hong Kong’s air services network;
- oversaw the work relating to the rationalisation and optimisation of the airspace in the Greater Bay Area undertaken by the Civil Aviation Department (CAD) in partnership with the civil aviation authorities of the Chinese Mainland and Macao;
- oversaw the operation of the regulatory regime for air transport licensing for our local airlines;
- worked with the Airport Authority Hong Kong (AA) on initiatives to enhance airport services, and the airport’s connectivity and competitiveness;
- oversaw the operation of the air traffic control system by CAD;
- continued to assist AA to implement the Three-Runway System (3RS) project, including construction, financing arrangements, environmental mitigation and enhancement measures, and the phased commissioning of the 3RS passenger facilities;
- oversaw the work of CAD on the regulatory regime on the operations of small unmanned aircraft in Hong Kong;
- worked with the industry to promote the aircraft leasing regime;
- worked with AA and CAD on co-operation initiatives in civil aviation training and oversaw the work to develop the Hong Kong International Aviation Academy into the aviation training hub for Hong Kong and the region;
- worked with AA in implementing the Labour Importation Scheme for the Transport Sector – Aviation Industry to address the manpower shortage in the aviation industry;
- worked with the maritime, aviation and logistics industries and relevant local and non-local educational institutions to implement various incentive and scholarship schemes and enhance the existing ones under the Maritime and Aviation Training Fund (MATF) to support manpower training and development initiatives;
- oversaw the work of CAD on taking forward initiatives in relation to the development of low-altitude economy, including the amendments made to Air Navigation (Hong Kong) Order 1995 (Cap. 448C) and Small Unmanned Aircraft Order (Cap. 448G) and implementation of Regulatory Sandbox projects, etc.;

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- through the Hong Kong Maritime and Port Development Board (HKMPDB), worked closely with the industry to foster the development of Hong Kong’s high value-added maritime services and port business, with a view to reinforcing Hong Kong’s status as an international maritime centre;
- oversaw the work of the Marine Department (MD) in continuing to enhance ship registration services and providing incentives for the Hong Kong Shipping Registry (HKSJ), including a Carbon Intensity Indicator (CII)-based green incentive for Hong Kong-registered ships attaining CII rating A or B from 2024 for three years, and a block registration incentive targeting shipowners who register multiple ships with HKSJ within a specified period;
- organised the ninth Hong Kong Maritime Week (HKMW) to promote Hong Kong as a preferred base for maritime business, and co-organised the Asian Logistics, Maritime and Aviation Conference with the Hong Kong Trade Development Council (HKTDC) and the World Maritime Merchants Forum 2025 with the China Merchants Group as anchor events of HKMW highlighting Hong Kong’s status as an international aviation, maritime centre and logistics hub;
- worked with industry associations to implement initiatives to support the development of the logistics sector under the Action Plan on Modern Logistics Development;
- administered the Pilot Subsidy Scheme for Third-party Logistics Service Providers with a view to encouraging the logistics industry to enhance productivity through the application of technology;
- worked with relevant departments to identify suitable sites for modern logistics development and examine their feasibility, with a view to disposing of logistics sites through open tender;
- continued to follow up on the findings and recommendations of the Study on the Strategic Development Plan for Hong Kong Port 2030 and “Proposals for Enhancing the Use of Port Back-up Land in Kwai Tsing” for port enhancement;
- worked with relevant departments to develop modern logistics clusters in NDAs and released the findings of the feasibility study on developing logistics clusters in HSK/HT NDAs as a pilot scheme;
- took forward legislative proposals to enhance marine services efficiency and enable the implementation of new and revised international maritime standards in Hong Kong;
- worked with relevant bureaux and departments to extend the arrangements under the Air Transshipment Cargo Exemption Scheme to other intermodal cargo-transshipment modes to boost competitiveness;
- worked with relevant departments to implement initiatives to support the development of green maritime fuel in Hong Kong under the Action Plan on Green Maritime Fuel Bunkering; and
- continued to follow up on the range of issues arising from the collision of vessels near Lamma Island on 1 October 2012, including the recommendations of the Commission of Inquiry, such as the medical fitness certificate requirement for application or revalidation of local Certificates of Competency, with a view to enhancing marine safety and governance of MD.

11 The key performance measures in respect of the management of MATF are:

### *Indicators*

	2024 (Actual)	2025 (Actual)	2026 (Estimate)
no. of successful applications for the Professional Training and Examination Refund Scheme <sup>□</sup>			
- Maritime .....	—	—	870
- Aviation .....	—	—	580
no. of participants for the Maritime and Aviation Internship Scheme <sup>□</sup>			
- Maritime .....	—	—	130
- Aviation .....	—	—	375

□ New indicator for 2026 onwards

### *Matters Requiring Special Attention in 2026–27*

12 During 2026-27, the Bureau will:

- continue to pragmatically liberalise Hong Kong’s air services regime with aviation partners to strengthen our status as an international and regional aviation centre;
- continue to oversee the work of CAD on rationalisation and optimisation of the efficient use of the airspace in the Greater Bay Area in partnership with the civil aviation authorities of the Chinese Mainland and Macao under 3RS operation at the Hong Kong International Airport;

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- continue to maintain an effective civil aviation management system with reference to international standards and best practice;
- continue to work with AA on initiatives to enhance airport services, and the airport's connectivity and competitiveness;
- continue to oversee the work of the Air Accident Investigation Authority in investigation of civil aviation accidents and serious incidents, as well as incidents where air safety lessons can be drawn, in accordance with the international standards and recommended practices;
- work with the stakeholders in enhancing the aviation safety of Hong Kong in accordance with the international standard by means of engaging with the industry as well as participating in international forums and seminars;
- continue to oversee the work of CAD on taking forward initiatives in relation to the development of low-altitude economy, including the review of existing legislation and regulatory regime, implementation of Sandbox 2 projects, infrastructural planning, etc.;
- continue to work with the industry to promote Hong Kong's aircraft leasing regime;
- continue to work with AA and CAD on co-operation initiatives in civil aviation training, and oversee the work of the Hong Kong International Aviation Academy in providing aviation-related training for the industry in Hong Kong and the region;
- continue to work with AA to implement the Labour Importation Scheme for the Transport Sector – Aviation Industry;
- continue to formulate and implement manpower development strategies, training and promotion initiatives under MATF, with the advice from the Manpower Development Committee of HKMPDB, the Tripartite Taskforce on Manpower Training (Aviation) and the Hong Kong Logistics Development Council;
- continue to work with HKMPDB, a high-level advisory body underpinned by dedicated staff for the sustainable development of Hong Kong's maritime industry;
- work with the Promotion and External Relations Committee of HKMPDB to attract prominent international maritime organisations to stage more maritime-related events in Hong Kong and to actively participate in Chinese Mainland and overseas maritime events to promote Hong Kong maritime strength in a comprehensive manner;
- continue to work with local and non-local educational institutions to support the new initiatives on training and manpower development for the maritime industry;
- continue to work closely with the maritime and port industry to promote and enhance the existing tax concessions to attract specific maritime businesses (including introducing new tax deduction arrangements for ship lessors);
- implement the half-rate tax concessions to attract commodity trading enterprises in the Chinese Mainland and overseas to set up businesses in Hong Kong, with a view to driving the demand for Hong Kong shipping and professional maritime services;
- continue to oversee the work of MD in continuing to enhance ship registration services and implementing incentives for HKSAR, including introducing a new Green Vessels Registration Incentive Scheme for Hong Kong-registered ships powered by green maritime fuel for three years commencing 2026; continuing to implement a CII-based green incentive for Hong Kong-registered ships attaining CII rating A or B from 2024 for three years, and a block registration incentive targeting shipowners who register multiple ships with HKSAR within a specified period; and enhancing the ship registration processes through legislative amendments;
- oversee the work of MD in implementing the Port Dues Incentive Scheme for Green Maritime Fuel-related Vessels, which will be in force for three years commencing 2026, with a view to attracting more vessels to call at Hong Kong and assisting in the development of Hong Kong as a green port and a green maritime fuel bunkering hub;
- continue to work closely with the maritime and port industry to enhance port efficiency and data sharing in the shipping and port industry through development of a Port Community System;
- continue to promote Hong Kong as an international maritime centre and an international logistics hub to the Chinese Mainland and/or overseas jurisdictions in collaboration with HKTDC and Invest Hong Kong so as to foster stronger connections with various maritime and port cities;
- continue to work with the Hong Kong Logistics Development Council and industry associations to implement measures and initiatives to promote and support modern logistics development, including implementing the specific measures in the Action Plan on Modern Logistics Development so as to strengthen the competitiveness of Hong Kong's logistics industry and further develop Hong Kong into a sustainable international smart logistics hub;
- continue to improve the intermodal operations and to facilitate the flow of goods and logistics information in the Greater Bay Area;

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- continue to administer the Pilot Subsidy Scheme for Third-party Logistics Service Providers to encourage the logistics industry to enhance productivity through the application of technology;
- continue to work with relevant bureaux and departments to extend the arrangements under the Air Transhipment Cargo Exemption Scheme to other intermodal cargo-transhipment modes to boost competitiveness;
- continue to take forward legislative proposals to improve marine safety, enhance marine services efficiency and enable the implementation of new and revised international maritime standards in Hong Kong;
- continue to identify suitable sites and examine their feasibility for modern logistics development in collaboration with relevant departments, with a view to disposing of logistics sites to support port and logistics development;
- continue to work with relevant departments on developing logistics clusters in NDAs to better support the sustainable development of the modern logistics industry;
- continue to work with relevant departments to implement the measures set out in the Action Plan on Green Maritime Fuel Bunkering so as to develop Hong Kong into a high-quality green maritime fuel bunkering centre;
- continue to follow up on the issues arising from the collision of vessels near Lamma Island on 1 October 2012, with a view to enhancing marine safety; and
- follow up with relevant departments on port-related issues including typhoon shelters, shipyards and maintenance dredging works for principal fairways and port basin.

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**ANALYSIS OF FINANCIAL PROVISION**

	2024–25 (Actual) (\$m)	2025–26 (Original) (\$m)	2025–26 (Revised) (\$m)	2026–27 (Estimate) (\$m)
<b>Programme</b>				
(1) Director of Bureau’s Office .....	21.2	21.7	21.7	21.7
(2) Land and Waterborne Transport .....	156.0	156.6	155.5	155.5
(3) Air and Sea Communications and Logistics Development.....	273.8	290.1	234.4	264.5
	<hr/> 451.0	<hr/> 468.4	<hr/> 411.6 (–12.1%)	<hr/> 441.7 (+7.3%)
				<b>(or –5.7% on 2025–26 Original)</b>

**Analysis of Financial and Staffing Provision**

**Programme (1)**

Provision for 2026–27 is the same as the revised estimate for 2025–26.

**Programme (2)**

Provision for 2026–27 is the same as the revised estimate for 2025–26. There will be a net decrease of six posts in 2026–27.

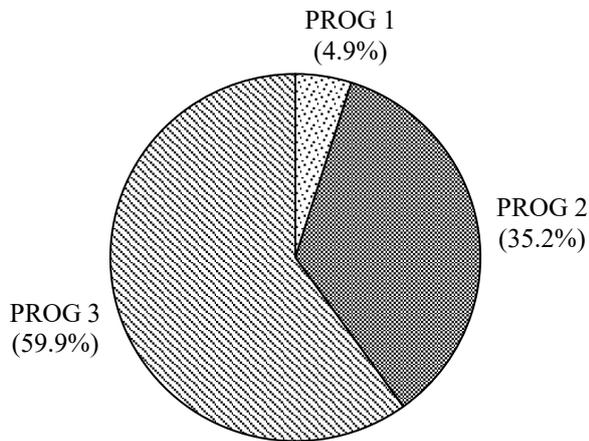
**Programme (3)**

Provision for 2026–27 is \$30.1 million (12.8%) higher than the revised estimate for 2025–26. It is mainly due to the increased provision for conducting a feasibility study on the development of a site in Tsing Yi South for the storage of green maritime fuels and increased cash flow requirement for the Pilot Subsidy Scheme for Third-party Logistics Service Providers, partly offset by a net decrease of one post in 2026–27.

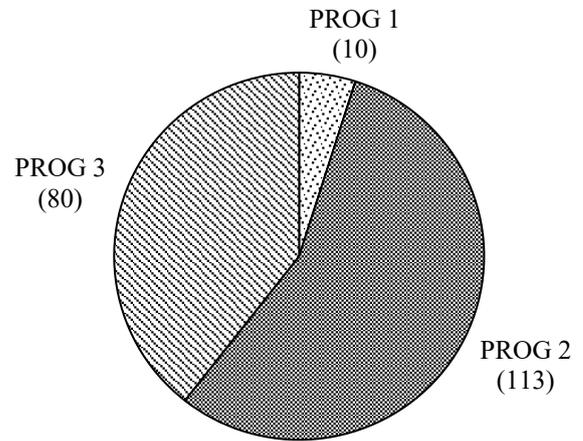
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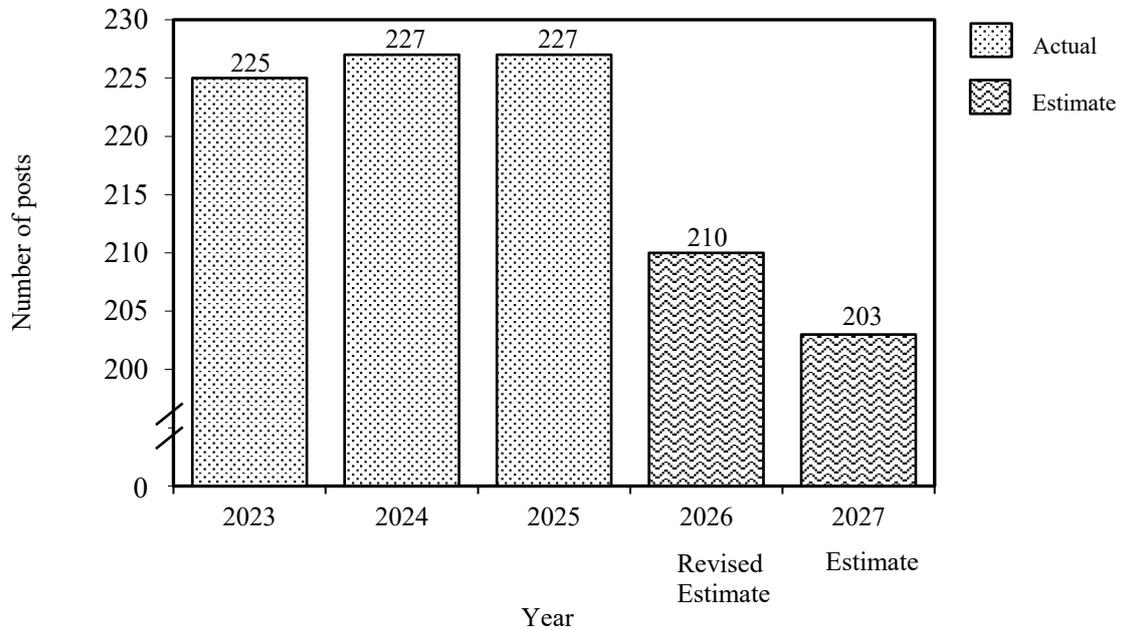
*Allocation of provision to programmes (2026-27)*



*Staff by programme (as at 31 March 2027)*



*Changes in the size of the establishment (as at 31 March)*



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Sub-head (Code)	Actual expenditure 2024–25	Approved estimate 2025–26	Revised estimate 2025–26	<b>Estimate 2026–27</b>	
	\$'000	\$'000	\$'000	<b>\$'000</b>	
<b>Operating Account</b>					
Recurrent					
000	Operational expenses .....	357,344	354,788	354,157	<b>372,161</b>
	Total, Recurrent.....	357,344	354,788	354,157	<b>372,161</b>
Non-Recurrent					
700	General non-recurrent .....	93,669	113,642	57,433	<b>69,500</b>
	Total, Non-Recurrent.....	93,669	113,642	57,433	<b>69,500</b>
	Total, Operating Account .....	451,013	468,430	411,590	<b>441,661</b>
	Total Expenditure .....	451,013	468,430	411,590	<b>441,661</b>

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### Details of Expenditure by Subhead

The estimate of the amount required in 2026–27 for the salaries and expenses of the Transport and Logistics Bureau is \$441,661,000. This represents an increase of \$30,071,000 over the revised estimate for 2025–26 and a decrease of \$9,352,000 against the actual expenditure in 2024–25.

#### *Operating Account*

#### Recurrent

**2** Provision of \$372,161,000 under *Subhead 000 Operational expenses* is for the salaries, allowances and other operating expenses of the Transport and Logistics Bureau.

**3** The establishment as at 31 March 2026 will be 210 posts. It is expected that there will be a net decrease of seven posts in 2026–27. Subject to certain conditions, the controlling officer may under delegated power create or delete non-directorate posts during 2026–27, but the notional annual mid-point salary value of all such posts must not exceed \$145,574,000.

**4** An analysis of the financial provision under *Subhead 000 Operational expenses* is as follows:

	2024–25 (Actual) (\$'000)	2025–26 (Original) (\$'000)	2025–26 (Revised) (\$'000)	2026–27 (Estimate) (\$'000)
Personal Emoluments				
- Salaries.....	204,114	191,357	182,196	<b>185,006</b>
- Allowances.....	10,756	12,295	11,940	<b>10,946</b>
- Job-related allowances.....	—	10	12	<b>12</b>
Personnel Related Expenses				
- Mandatory Provident Fund contribution.....	397	240	326	<b>268</b>
- Civil Service Provident Fund contribution.....	22,143	21,688	20,158	<b>21,778</b>
Departmental Expenses				
- General departmental expenses .....	119,934	129,198	139,525	<b>154,151</b>
	357,344	354,788	354,157	<b>372,161</b>

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**Commitments**

Sub-head (Code)	Item (Code)	Ambit	Approved commitment \$'000	Accumulated expenditure to 31.3.2025 \$'000	Revised estimated expenditure for 2025–26 \$'000	Balance \$'000
<b><i>Operating Account</i></b>						
700		<i>General non-recurrent</i>				
802		Pilot Subsidy Scheme for providing subsidy to qualified third-party logistics service providers.....	345,000	193,545	5,609	145,846
807		Maritime and Aviation Training Fund .....	500,000	249,103	45,884	205,013
		<b>Total .....</b>	<b>845,000</b>	<b>442,648</b>	<b>51,493</b>	<b>350,859</b>