

## 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 2025–26** ..... **\$468.4m**

**Establishment ceiling 2025–26** (notional annual mid-point salary value) representing an estimated 202 non-directorate posts as at 31 March 2025 reducing by 14 posts to 188 posts as at 31 March 2026..... **\$149.7m**

In addition, there will be an estimated 25 directorate posts as at 31 March 2025 reducing by three posts to 22 posts as at 31 March 2026.

**Commitment balance**..... **\$440.5m**

### 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

	2023–24 (Actual)	2024–25 (Original)	2024–25 (Revised)	2025–26 (Estimate)
Financial provision (\$m)	20.4	20.9	21.7 (+3.8%)	21.7 (—)
				(or +3.8% on 2024–25 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 her 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

	2023–24 (Actual)	2024–25 (Original)	2024–25 (Revised)	2025–26 (Estimate)
Financial provision (\$m)	143.4	155.5	156.6 (+0.7%)	156.6 (—)
				(or +0.7% on 2024–25 Original)

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

---

### *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 2024–25, 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 discuss with the Shenzhen authorities the planning of proposed cross-boundary railway projects including the Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai) and 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;
- continued to promote walkability by overseeing various measures implemented by the Transport Department (TD), for example, 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 the ranked hillside escalator links and elevator systems (HEL) and new HEL proposals selected under the revised assessment mechanism;
  - the implementation of various phases of the “Universal Accessibility” Programme for the retrofitting of barrier-free access facilities at footbridges, elevated walkways and subways and the special scheme for retrofitting lifts at walkways in or connecting to the common areas of estates under the Tenants Purchase Scheme, Buy or Rent Option Scheme and public rental housing estates with properties divested under the Hong Kong Housing Authority; 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;
- oversaw the implementation 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;
- oversaw the establishment of a regulatory regime for facilitating the trial and use of autonomous vehicles;
- oversaw the legislative amendment exercise for implementing electronic traffic enforcement regime to enhance the efficiency of traffic enforcement;
- oversaw the legislative amendment exercise for tightening the regulation of unlicensed vehicles with a view to deterring the owners from improperly abandoning their unwanted vehicles;
- oversaw the legislative amendment exercise for updating the construction and maintenance of vehicle requirements;
- continued to oversee bus service rationalisation;
- continued to oversee the implementation of the subsidy scheme for retrofitting safety devices on existing franchised buses;
- commenced a review of the fare adjustment arrangement for franchised buses;
- worked with TD on the introduction and implementation of the in-situ conversion of red minibuses;
- 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;

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

---

- continued to oversee the implementation of the Public Transport Fare Subsidy Scheme and completed its review;
- 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 amendments for introducing electronic vehicle licence so that vehicle owners no longer need to replace their paper-form vehicle licence upon each renewal after the first issuance; and streamlined the application procedures for renewal of vehicle licence.

### *Matters Requiring Special Attention in 2025–26*

7 During 2025–26, 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 discuss with the Shenzhen authorities the planning of Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai) and Northern Link Spur Line, and to take forward the detailed planning and design of Northern Link Spur Line;
- continue to oversee the safety of highway roadworks;
- prepare legislative amendments for the commissioning of the Trunk Road T2 and the Central Kowloon Route by subjecting them to the existing legislation governing government tunnels;
- continue to oversee the progress and development of various smart mobility initiatives 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 in Hong Kong;
- continue to introduce practicable measures to enhance traffic management and to alleviate road traffic congestion, including taking forward progressively 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 of HKeToll at the government tolled tunnels and Tsing Sha Control Area, as well as monitor the cross-harbour traffic conditions pursuant to the time-varying tolls at the three road harbour crossings and determine whether and how the Electronic Road Pricing Pilot Scheme in Central should be taken forward;
- continue to oversee the preparatory work and implementation of the electronic traffic enforcement regime;
- introduce road-safety related legislative amendments, including tightening the requirements of the use of mobile communication devices and child restraining devices, the fitting and wearing requirements of seatbelt and the wearing of helmets by cyclists;
- introduce legislative amendments to allow for electronic driving licence to be presented for the convenience of drivers via mobile application;
- continue to formulate legislative proposal for raising the penalty levels of certain traffic offences under the Fixed Penalty (Criminal Proceedings) Ordinance (Cap. 240) and Road Traffic Ordinance (Cap. 374) for enhancing road safety;
- continue to oversee the implementation of recommendations arising from the consultancy study on parking for commercial vehicles to address the anticipated parking demand;
- 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, including overseeing the implementation and review of various programmes/schemes related to enhanced walkability, such as HEL, “Universal Accessibility” Programme 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;

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

- continue to enhance personalised point-to-point transport services, including overseeing the formulation and implementation of various measures to enhance taxi service quality; and formulating legislative proposals on the regulation of online hailed car platforms, the types and number of vehicle for the compliant services, as well as the relevant licensing requirements for the platform, vehicles and drivers, etc.;
- continue to oversee the formulation and implementation of various measures to combat the illegal carriage of passengers by motor vehicles for hire or reward; and
- continue to oversee the implementation of the Public Transport Fare Subsidy Scheme and its review outcome.

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

	2023–24 (Actual)	2024–25 (Original)	2024–25 (Revised)	<b>2025–26 (Estimate)</b>
Financial provision (\$m)	223.3	280.1	269.8 (–3.7%)	<b>290.1</b> (+7.5%)
				(or +3.6% on 2024–25 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 development, and logistics development.

**10** In 2024–25, the Bureau:

- reviewed, updated and expanded air services arrangements with the Mainland, Australia, Egypt, Georgia, the Philippines, Qatar, Turkey and the United Kingdom 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 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 commissioned the 3RS in end 2024;
- 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;
- introduced legislative amendments to the Hong Kong Civil Aviation (Investigation of Accidents) Regulations (Cap. 448B) to incorporate the latest requirements for conducting investigation of aircraft accidents or incidents promulgated by the International Civil Aviation Organization;

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

---

- through the Hong Kong Maritime and Port Board (HKMPB), 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 introducing incentives for the Hong Kong Shipping Registry (HKSR), 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 HKSR within a specified period;
- organised the eighth 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 2024 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 and enhanced 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 the new development areas (NDAs) and commenced a feasibility study on developing logistics clusters in HSK/HT NDA 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;
- introduced a legislative proposal to regulate drink and drug boating with a view to ensuring marine safety;
- collaborated with a joint working group comprised of the Environment and Ecology Bureau (EEB), MD and other relevant departments to conduct a feasibility study on developing green maritime fuel bunkering services in Hong Kong, promulgate the Action Plan on Green Maritime Fuel Bunkering and facilitate the provision of liquefied natural gas bunkering for ocean-going vessels calling Hong Kong port; 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, with a view to enhancing marine safety and governance of MD.

### *Matters Requiring Special Attention in 2025–26*

**11** During 2025–26, 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 Mainland and Macao under 3RS operation at the Hong Kong International Airport;
- 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;
- 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 regulatory sandbox projects, infrastructural planning, etc.;
- continue to work with the industry to enhance and promote Hong Kong's aircraft leasing regime;

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

---

- 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 HKMPB, the Tripartite Taskforce on Manpower Training (Aviation) and the Hong Kong Logistics Development Council;
- reform the HKMPB into the Hong Kong Maritime and Port Development Board as a high-level advisory body underpinned by dedicated staff to enhance its research, promotion and talent nurturing capacity, thereby propelling for the sustainable development of Hong Kong’s maritime industry;
- 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);
- explore the introduction of tax concessions to attract commodity trading enterprises in the Mainland and overseas to set up businesses in Hong Kong for building a commodity trading ecosystem in Hong Kong and driving the maritime services industry;
- continue to oversee the work of MD in continuing to enhance ship registration services and implementing incentives for HKSR, including 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 HKSR within a specified period;
- 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 Mainland China 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;
- continue to administer the enhanced Pilot Subsidy Scheme for third-party logistics service providers to encourage the logistics industry to enhance productivity through the application of technology;
- work with relevant bureau(x) and departments to extend the arrangements under the Air Transshipment Cargo Exemption Scheme to other intermodal cargo-transshipment 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 by open tender 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 and take forward the feasibility study on developing logistics clusters in HSK/HT NDA as a pilot scheme;
- 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 range of issues arising from the collision of vessels near Lamma Island on 1 October 2012, including the recommendations of the Commission of Inquiry, with a view to enhancing marine safety and governance of MD; and
- follow up with relevant departments on port-related issues including typhoon shelters, shipyards and maintenance dredging works for principal fairways and port basin.

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

**ANALYSIS OF FINANCIAL PROVISION**

	2023–24 (Actual) (\$m)	2024–25 (Original) (\$m)	2024–25 (Revised) (\$m)	2025–26 (Estimate) (\$m)
<b>Programme</b>				
(1) Director of Bureau’s Office .....	20.4	20.9	21.7	<b>21.7</b>
(2) Land and Waterborne Transport .....	143.4	155.5	156.6	<b>156.6</b>
(3) Air and Sea Communications and Logistics Development .....	223.3	280.1	269.8	<b>290.1</b>
	<hr/> 387.1	<hr/> 456.5	<hr/> 448.1 (-1.8%)	<hr/> 468.4 (+4.5%)
				<b>(or +2.6% on 2024–25 Original)</b>

**Analysis of Financial and Staffing Provision**

**Programme (1)**

Provision for 2025–26 is the same as the revised estimate for 2024–25.

**Programme (2)**

Provision for 2025–26 is the same as the revised estimate for 2024–25.

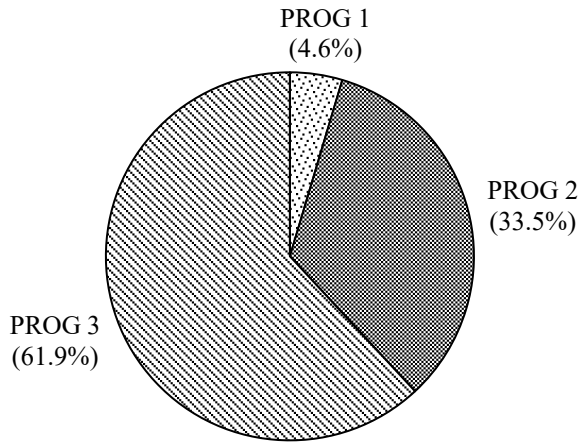
**Programme (3)**

Provision for 2025–26 is \$20.3 million (7.5%) higher than the revised estimate for 2024–25. It is mainly due to the increased provision for the reform of the HKMPB into the Hong Kong Maritime and Port Development Board and increased cash flow requirement for non-recurrent items, partly offset by a net decrease of 17 posts.

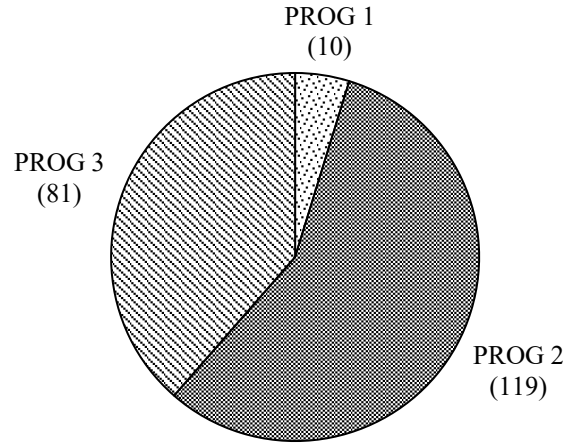
**Head 158 — GOVERNMENT SECRETARIAT: TRANSPORT AND LOGISTICS BUREAU**

---

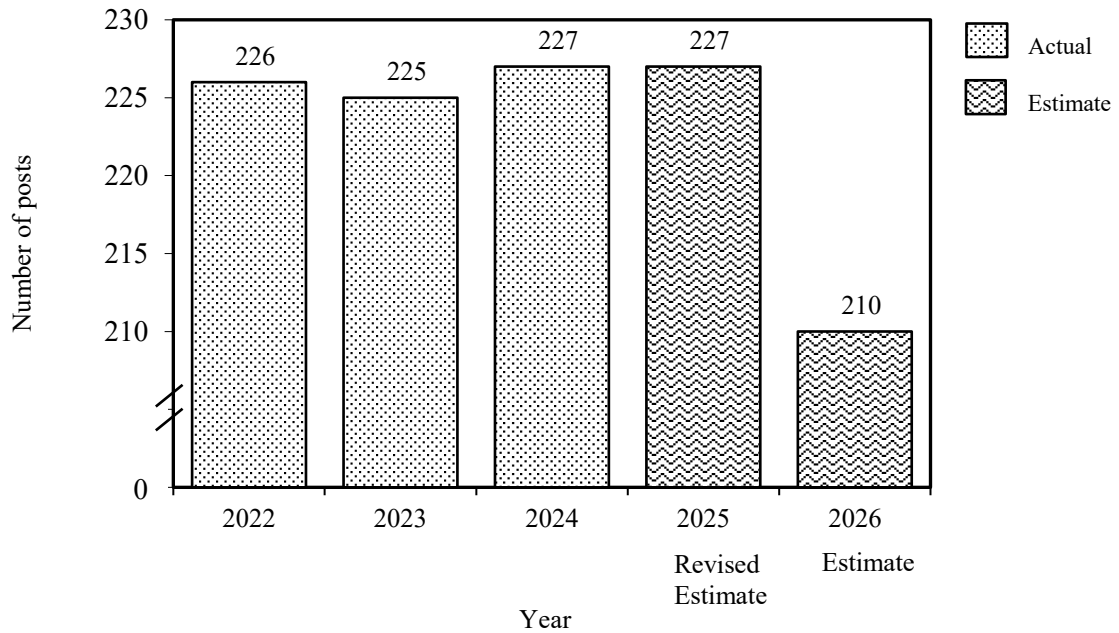
*Allocation of provision to programmes (2025-26)*



*Staff by programme (as at 31 March 2026)*



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





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

Sub-head (Code)	Actual expenditure 2023–24	Approved estimate 2024–25	Revised estimate 2024–25	<b>Estimate 2025–26</b>
	\$'000	\$'000	\$'000	<b>\$'000</b>
<b>Operating Account</b>				
Recurrent				
000	Operational expenses .....	325,595	360,587	359,585
	Total, Recurrent.....	<u>325,595</u>	<u>360,587</u>	<u>359,585</u>
Non-Recurrent				
700	General non-recurrent .....	61,221	95,930	88,548
	Total, Non-Recurrent.....	<u>61,221</u>	<u>95,930</u>	<u>88,548</u>
	Total, Operating Account .....	<u>386,816</u>	<u>456,517</u>	<u>448,133</u>
<b>Capital Account</b>				
Plant, Equipment and Works				
	Minor plant, vehicles and equipment (block vote).....	316	—	—
	Total, Plant, Equipment and Works.....	<u>316</u>	<u>—</u>	<u>—</u>
	Total, Capital Account.....	<u>316</u>	<u>—</u>	<u>—</u>
	Total Expenditure .....	<u><u>387,132</u></u>	<u><u>456,517</u></u>	<u><u>448,133</u></u>
		<u><u>468,430</u></u>		<u><u>468,430</u></u>

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

### Details of Expenditure by Subhead

The estimate of the amount required in 2025–26 for the salaries and expenses of the Transport and Logistics Bureau is \$468,430,000. This represents an increase of \$20,297,000 over the revised estimate for 2024–25 and \$81,298,000 over the actual expenditure in 2023–24.

#### *Operating Account*

#### Recurrent

**2** Provision of \$354,788,000 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 2025 will be 227 posts. It is expected that there will be a net decrease of 17 posts in 2025–26. Subject to certain conditions, the controlling officer may under delegated power create or delete non-directorate posts during 2025–26, but the notional annual mid-point salary value of all such posts must not exceed \$149,673,000.

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

	2023–24 (Actual) (\$'000)	2024–25 (Original) (\$'000)	2024–25 (Revised) (\$'000)	<b>2025–26 (Estimate) (\$'000)</b>
Personal Emoluments				
- Salaries .....	195,746	203,222	203,908	<b>191,357</b>
- Allowances .....	10,445	9,768	11,310	<b>12,295</b>
- Job-related allowances.....	5	10	10	<b>10</b>
Personnel Related Expenses				
- Mandatory Provident Fund contribution .....	554	255	364	<b>240</b>
- Civil Service Provident Fund contribution .....	19,690	22,221	21,790	<b>21,688</b>
Departmental Expenses				
- General departmental expenses .....	99,155	125,111	122,203	<b>129,198</b>
	325,595	360,587	359,585	<b>354,788</b>

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

**Commitments**

Sub-head (Code)	Item (Code)	Ambit	Approved commitment \$'000	Accumulated expenditure to 31.3.2024 \$'000	Revised estimated expenditure for 2024–25 \$'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	157,681	35,864	151,455
807	Maritime and Aviation Training Fund .....		500,000	201,085	43,384	255,531
884	Monitoring and Verification Services Consultancy for the detailed design and construction stages of the Three-Runway System Project .....		184,400	141,631	9,300	33,469
Total .....			<u>1,029,400</u>	<u>500,397</u>	<u>88,548</u>	<u>440,455</u>