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主席獻辭

CHAIRMAN'S MESSAGE

躋身於香港為百年企業，本公司謹藉此紀念冊概述過去發展，及表揚在這個世紀裏忠誠服務本集團的人士，感謝他們在崗位上的積極貢獻。

經歷了百年的更替，本集團從戰前運營港九汽車渡海小輪航線，到戰時擔任海上運輸工作，繼而在戰後建造新船隊，配合政府的渡海交通計劃，滿足百業待興對渡海的急劇需求，並秉持「以民為本」的初心，與香港一齊成長。

本集團自九十年代始發展包括地產的多元化業務，繼而在這邁進百年的時刻，進一步拓展至民生所需的醫療健康板塊。

有云成功的因素包括「一年企業靠運氣，十年企業靠經營，百年企業靠文化」，本集團注重「質」及「量」的管理，努力實施可持續發展戰略。本人深信，集團定能繼往開來，與時俱進，應付未來挑戰，繼續與香港市民攜手同行，邁向更好的明天！

林高演博士
主席

As a centennial enterprise in Hong Kong, we have pleasure to outline our development over the century in this commemorative book and commend those who have served loyally and made valuable contributions. We wish to take this opportunity to express our deep appreciation for their dedication.

The Group operated vehicular ferry service between Hong Kong Island and the Kowloon Peninsula prior to World War II. It carried out maritime transportation during the war, and thereafter constructed a new ferry fleet to cope with the Hong Kong Government's maritime transport plan and meet the surging transportation demand on Hong Kong's recovery. At all times, we have always adhered to our principle of prioritizing humanity to grow with Hong Kong together.

Since the 1990s, the Group has diversified its businesses to include real estate investment. At this juncture of turning a century, we have further expanded into the healthcare and medical sector, addressing the needs of the community.

An ancient observation noted that the success of an enterprise depends on luck for a year, management for a decade, and culture for a century. In this regard, the Group adheres to the management of both "quality" and "quantity", and will strive to implement our sustainable development strategies moving forward. I am convinced that we will continue to ride on our experience to overcome upcoming challenges and embrace a better tomorrow together with our Hong Kong citizens.

Dr Colin LAM Ko Yin
Chairman

董事會簡介

BOARD OF DIRECTORS

執行董事 Executive Directors



李寧先生
Mr Li Ning



林高演博士
Dr Colin LAM Ko Yin



李嘉豪先生
Mr Gabriel LEE

非執行董事 Non-executive Directors



歐肇基先生
Mr Alexander AU Siu Kee



劉王泉先生
Mr Eddie LAU Yum Chuen

獨立非執行董事 Independent Non-executive Directors



何厚鏘先生
Mr Norman HO Hau Chong



黃汝璞女士
Ms Marina WONG Yu Pok



胡經昌先生
Mr WU King Cheong



陳惠仁先生
Mr Ronald CHAN Wai Yan

汽車渡輪「民合」號於1965年5月4日擲瓶儀式後，正式下水。

Followed by a traditional christening ceremony, the vehicular ferry "Man Hup" was launched on 4 May 1965.



1972年4月29日渡海輪「民健」號下水禮，港督麥理浩夫人到場主持。

The launching ceremony of "Man Kin" was hosted by Lady MacLehose on 29 April 1972.

「民健」號的表演節目。
A performance on "Man Kin".



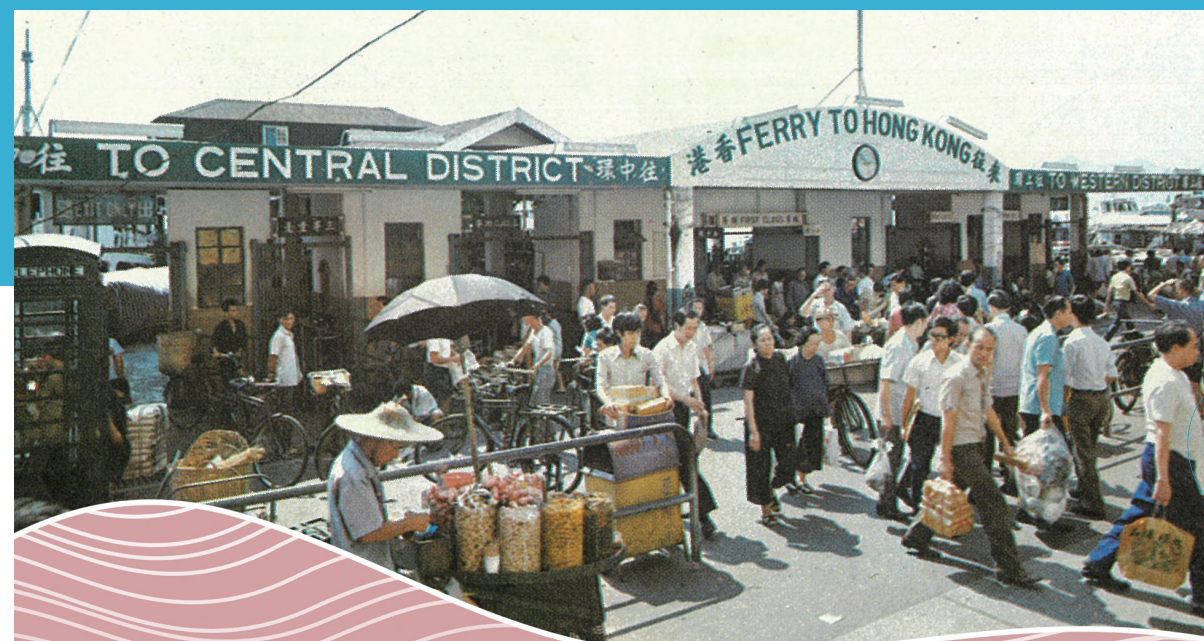
油蔴地小輪向英國訂購之大型飛翔船
1976年10月8日抵港試航。

HYF ordered a large boat from the United Kingdom arriving Hong Kong on 8 October 1976 for a trial run.



油蔴地小輪1980年7月1日成人票價由五角增至六角。

The adult fare of HYF increased from 50 cents to 60 cents on 1 July 1980.

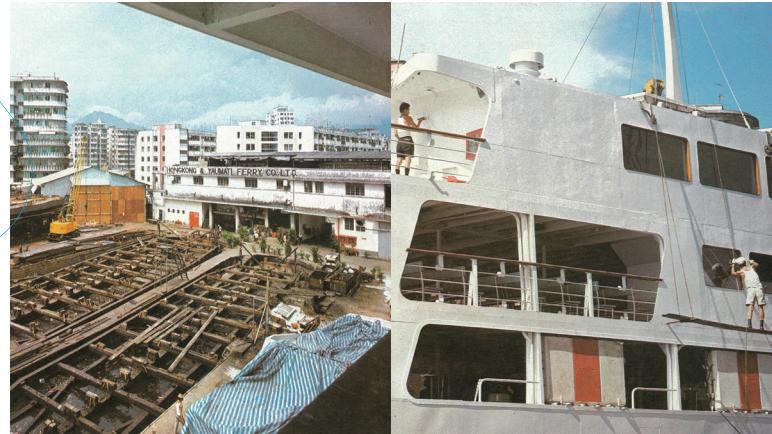


一九六零年代深水埗碼頭。
Sham Shui Po Pier in the 1960s.

相集 GALLERY

油蔴地小輪亦擔當船隻的建造及維修工作。

HYF was also responsible for the construction and maintenance of the vessel.



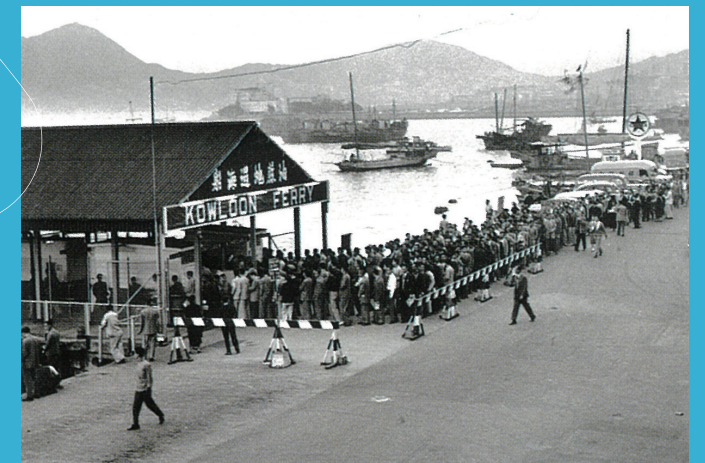
員工康樂中心。
The staff recreation centre.



一九三零年代的油蔴地避風塘。
The Yau Ma Tei Typhoon Shelter in the 1930s.



1955年市民在灣仔碼頭候船。
Boarding in progress at the Wanchai Pier in 1955.



過去曾舉辦不少水陸旅遊活動。
Many land and sea tours were held in the past.



1962年在黃埔船塢興建中的「民定」號，船上船下擠滿了人。
"Man Ting" under construction at the Whampoa Dockyard in 1962 surrounded by the crowds.



香港油蔴地小輪有限公司 創渡輪業務

香港油蔴地小輪船有限公司（「油蔴地小輪」）經營至今已百年，油蔴地小輪早段的歷史，有如香港渡輪服務的開創史，雖然二次大戰期間令到部份史籍散佚，但透過現存資料及當時有關人等記憶所及，整理出油蔴地小輪創立至二次大戰前的發展。

The Hongkong and Yaumati Ferry Company Limited ("HYF") has been in operation for over a century and is an integral part of the heritage of Hong Kong's ferry services. Although many historical records were lost during the World War II, the development of HYF from its establishment to the war has been compiled through existing records and memories of our staff from that era.

PRE-WAR ERA

戰前開創渡輪業務 PRE-WAR ERA



1937年渡海情景。
Crossing the harbour in 1937.



1926年的香港島。
Hong Kong Island in 1926.



二十年代的「民興」號。
"Man Hing" in the 1920s.

早於 1860 年，香港已出現商業性質的海上運輸，行走港島與九龍半島之間。至 1916 年，共有十六間渡輪公司以木製船隻行走港九兩地，競爭非常激烈。1923 年，當時香港總督司徒拔爵士決定管制渡輪服務，以招商方式徵求承辦商承辦渡輪交通事業，以油蔴地小輪創辦人劉德譜為首的財團參與投標承辦渡輪服務，並成功取得專營權。

油蔴地小輪於 1923 年 11 月 5 日正式成立，1924 年 1 月 1 日起正式開始營業，開始經營三條來往中環至深水埗、旺角及油蔴地的渡輪航線。當時各線所用之碼頭，全部屬於小型之木碼頭。

油蔴地小輪有蒸汽機單頭車小輪十一艘，其中最大為「民生」，其次則為「民發」、「民達」、「民強」、「民富」、「民昇」、「民安」、「民平」、「民權」、「民量」等，票價頭等一毫、二等四仙及三等二仙，總計全線收入每日為千餘元。

1926 年，香港政府計劃將港九兩地接通，有人建議興建港九跨海大橋，亦有人主張建築海底隧道，油蔴地小輪總經理劉德譜認為興建鐵橋隧道建築需時、費用龐大，不如建築汽車渡海碼頭及建造載車渡海小輪，更具經濟效益。

其後香港政府接納建議公佈招商承辦，而油蔴地小輪亦投得承辦權。1928 年，為應付未來需要，向黃埔船塢訂造油渣內燃機車船「民恭」、「民儉」、「民讓」、「民覺」號等四輪，以備行走新載車渡海小輪碼頭之用。1930 年載車小輪正式開航，免過去將汽車吊上躉船，再用小輪拖運渡海之麻煩，大大加快貨運效率。

Commercial marine transport between Hong Kong Island and the Kowloon Peninsula began as early as 1860. By 1916, there were 16 ferry companies operating wooden-hulled boats between Hong Kong and Kowloon. Competition was fierce. In 1923, Sir Reginald Stubbs, the then Governor of Hong Kong, announced to regulate ferry services. Tenders were called for and the tender from a consortium of businessmen led by Mr LAU Tak Po, HYF's founder was accepted.

HYF was incorporated on 5 November 1923, and began operating three ferry routes via small wooden piers between Central and Sham Shui Po, Mong Kok and Yau Ma Tei since 1 January 1924.

Initially, there were eleven steamers in the HYF fleet. The largest was "Man Sang", followed by "Man Fat", "Man Tat", "Man Keung", "Man Foo", "Man Sing", "Man On", "Man Ping", "Man Kuen" and "Man Leong". The then fares were 10 cents for First Class, 4 cents for Second Class and 2 Cents for Third Class. Daily turnover amounted to over \$1,000.

In 1926, the Hong Kong Government was planning to connect Hong Kong and Kowloon directly. Both the building of a Hong Kong-Kowloon cross-harbour bridge and the construction of a cross-harbour tunnel were proposed. Mr LAU Tak Po, the then General Manager of HYF, proposed that it would be more economical to build a vehicular ferry terminal and employ ferries rather than building a massive tunnel.

The Hong Kong Government took up the proposal and HYF won the bid for such contract. The Hong Kong Government ordered the Whampoa dockyard to build four diesel-engined vessels, namely "Man Kung", "Man Kim", "Man Yeung" and "Man Gok", to serve the new vehicular ferry pier in 1928. The vehicular ferry service was launched in 1930. Eliminating the need to lift vehicles onto barges and tow them across the harbour. The efficiency of freight transport in the city was improved significantly.

戰前開創渡輪業務 PRE-WAR ERA

1937 年 7 月中日戰事爆發，上海各地工廠大量南移，香港社會經濟較前繁榮，貨運渡海亦不斷增加。油蔴地小輪開始積極發展離島航線，1938 年成功取得開辦往離島渡輪服務的專營權。服務範圍由中環至青山、青衣、荃灣、坪洲、長洲及香港最大島嶼一大嶼山之梅窩、東涌及大澳。離島線通航後，香港島居民前往離島倍感方便。

油蔴地小輪在亞洲運輸業中創下成功典範。可是 1941 年冬太平洋戰事爆發，日軍進軍香港，油蔴地小輪三十一艘船全被香港政府徵用，其中載車船「民讓」號奉命協助英軍擔任海上運輸工作，當香港將告淪陷之際，奉香港政府命令將「民恭」、「民儉」、「民道」、「民智」、「民慧」、「民禮」、「民義」、「民忠」等船沉於海底，此外有因戰亂而散失、有被炮火擊毀，加上日治時代工商業受戰禍摧殘，香港人口銳減，對於交通事業影響巨大，是油蔴地小輪歷史上最艱辛之時期。

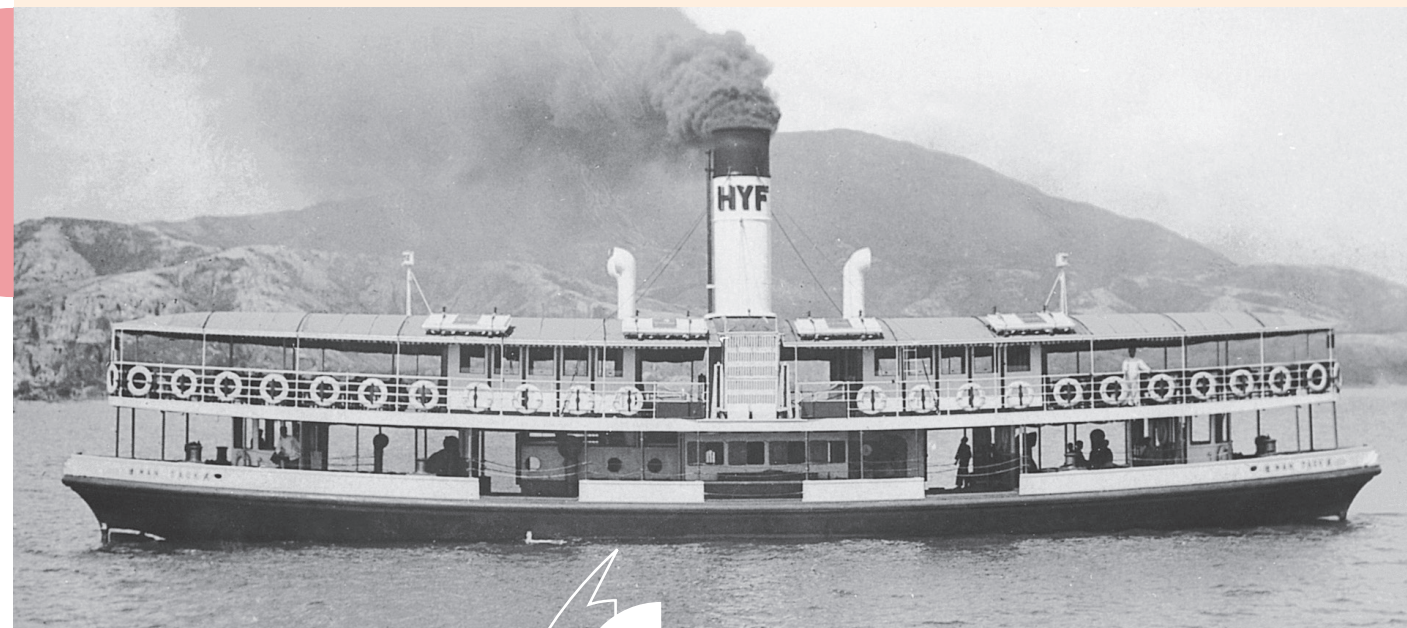
With the outbreak of the Sino-Japanese War in July 1937, many factories in Shanghai moved south. Hong Kong began to boom as did the amount of cargo crossing the harbour. HYF was awarded the franchise to operate ferry services to the outlying islands in 1938. The services ran from Central to Castle Peak, Tsing Yi, Tsuen Wan, Peng Chau, and Cheung Chau, and to Mui Wo, Tung Chung and Tai O on Lantau, the largest island in Hong Kong. The new services to the outlying islands offered a direct link for Hong Kong residents to the islands.

HYF soon became a model of success in the Asian transport industry. During the winter of 1941, the Pacific War broke out and Hong Kong was invaded by the Japanese army. 31 HYF vessels were requisitioned by the Hong Kong Government. One of the vessels, "Man Yeung" assisted the British Army with the transportation of goods and services.

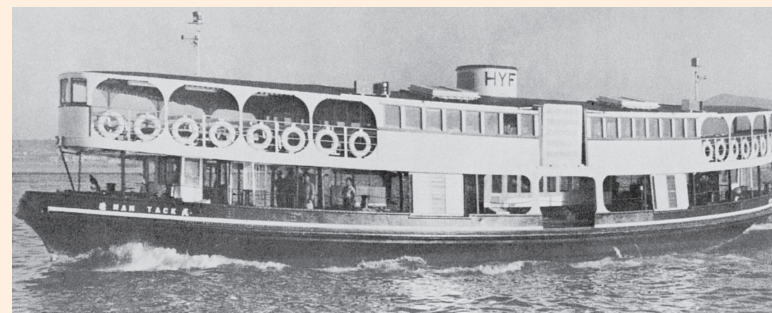
The Government ordered the sinking of "Man Kung", "Man Kim", "Man Tao", "Man Chi", "Man Wai", "Man Lai", "Man Yi" and "Man Chung" during the war. Other ferries were lost in the war and some were destroyed by artillery fire. While the Japanese ruled, the industrial and commercial sectors were devastated and the population of Hong Kong declined significantly. This was the most difficult time in the history of HYF.

1935 年落成的香港上海滙豐銀行新廈，旁為皇后碼頭。

The new Hongkong and Shanghai Banking Corporation building was completed in 1935, right next to the Queen's Pier.

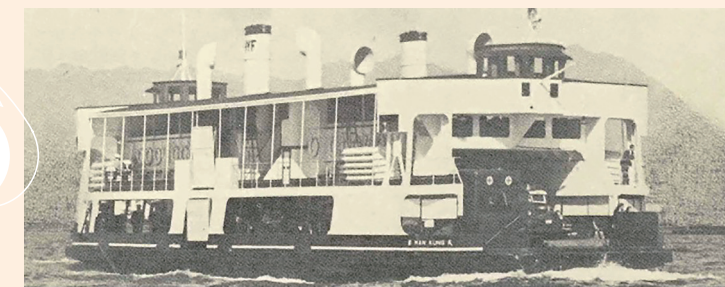


二十年代的「民興」號。
"Man Hing" in the 1920s.



改裝油渣機後之「民德」號。
"Man Tack" retrofitted with a diesel engine.

舊型載車客船「民恭」號。
The old vehicular-passenger vessel
"Man Kung".



戰後重建百廢待興

戰後百廢待興，對油蔴地小輪亦是一個養精儲銳以至業務飛躍的時期！

戰時油蔴地小輪旗下的船隻有不少已損毀及沉沒，正好在戰後陸續改建舊船及增添新船隻，配合香港經濟發展，不斷加添航線及增設碼頭，其後多年更成為香港最主要的公共交通機構之一，與大眾市民的生活息息相關。

The post-war period was a time of recovery for Hong Kong and HYF was able to rebuild its strength. It was also a time when the business boomed. Several vessels in the HYF fleet have been damaged and many sunk during the war. HYF then commenced the conversion of old vessels and adding on new ones, introducing new routes and new piers to cope with the rapid economic development of Hong Kong. HYF became a major public transport operator and an important part of Hong Kong's daily life.

POST-WAR GROWTH

戰後重建百廢待興 POST-WAR GROWTH



1950年油蔴地小輪開辦上環往深水埗航線。
HYF launched the Sheung Wan to Sham Shui Po route in 1950.

戰後客運及貨運的渡海需求急劇增加，圖為五十年代的統一碼頭。

Demand for passenger and freight transport increased dramatically after the war. Photo shows the United Pier in the 1950s.



戰後重建船隊

1946年4月，油蔴地小輪重新投入服務，戰時油蔴地小輪船隻損失不菲，所餘船隻只剩二十一艘，之後設法尋回及打撈修理散失的輪船，陸續恢復業務。由於戰後煤價昂貴，公司決定將各船改裝為內燃油渣機，取消用煤，並向英國訂購油渣機作改裝之用。油渣機比蒸汽機之燃料費用約可減少三份之二，從而減少機房燒火員工之辛勞及改善船上衛生清潔，至1948年9月，已將全部船隻陸續改裝完成，並分別派出航行各線，及將班次增加及延長行走時間。

香港在戰後數年人口大增，百業興盛、社會繁榮，無論客運及貨運的渡海需求亦隨之急劇增加。1949年，搭客人數共4250餘萬人次，以中環往佐敦道，旺角及深水埗三航線之人數為最多。1950年，油蔴地小輪開辦上環往深水埗航線，港島居民前往九龍更為方便。

Rebuilding the fleet after the war

HYF resumed operations in April 1946. During the war, HYF suffered heavy losses and was left with only 21 vessels. HYF tried to find and salvage the lost vessels for repairment and resumed business gradually. Given the sky-high price of coal after the war, the Company decided to convert all its vessels to diesel engines and eliminate the use of coal. Diesel engines reduced overall fuel costs by about two-thirds compared to steam engines, it also eased the workload for staff in the engine rooms, and improved the hygiene and the cleanliness of the vessels. New diesel engines from the United Kingdom were ordered for the conversion of the entire fleet. By September 1948, all vessels on all routes had been retrofitted with new diesel engines. Ferry schedules increased substantially.

Hong Kong's population grew rapidly post war, and the economy boomed. The demand for cross-harbour transport for both passengers and freight increased dramatically. In 1949, over 42.5 million passengers travelled on HYF ferries. The three routes from Central to Jordan Road, Mong Kok and Sham Shui Po accounted for the largest volume of passengers. In 1950, a new route from Sheung Wan to Sham Shui Po was launched. Hong Kong residents could travel to Kowloon easily and conveniently.

戰後各線航運交通日益繁忙，當中以中環往來九龍各處更是人流不絕。

Traffic increased dramatically after the war, in particular for the route between Central and Kowloon.



戰後重建百廢待興 POST-WAR GROWTH

新載車船下水及碼頭陸續落成

有見於小輪業務需要不斷上升，新建載客及載車船「民富」號於1950年完成，更敦請港督葛量洪爵士夫人主持下水典禮。

1951年，新載車船「民安」、「民樂」號亦先後建成下水，行走中環至佐敦道汽車渡海碼頭，協助疏導日益擠迫之汽車渡海交通。及後至1953年，先後建成下水之新船有「民康」、「民飛」（差遣船）、「民強」、「民耀」、「民輝」、「民榮」、「民豐」、「民財」、「民生」、「民寶」、「民益」等十一艘，以應付日益繁忙之各線航運交通。1955年更開辦塔門線，成為新界大埔滘與吐露港各鄉村及塔門之唯一交通航線，假日亦可吸引更多遊客前往新界旅行。

1955年，歷任油蔴地小輪總經理三十一年劉德譜逝世，經董事局選聘劉德譜之子劉鎮國升任總經理。1956年新建九龍城碼頭落成，同時九龍城至灣仔杜老誌碼頭新航線亦正式開辦。當時油蔴地小輪已擁有各類型小輪共46艘，加上一艘差遣船「民飛」，是當時全世界規模最大之小輪船隊。

乘客數目屢創新高

1958年，油蔴地小輪乘客人數達9370餘萬人次，而渡海車輛亦共達142萬餘架次，以佐敦道至灣仔線之乘客人數最多，達總數四分之一。至於夏季來往香港長洲線小輪班次亦日漸增加，每日有三十五班。而戰後停辦十六年之香港至荃灣、青衣小輪航線亦於該年恢復行走。當年油蔴地小輪擁有船隻48艘，另趸船10艘。

1960年，長洲新建碼頭落成，代替三十年前所建碼頭。夏季開始特別舉辦環遊港島遊覽節目，吸引不少本港人士及外來遊客參加，一年載客有一萬人次之多。是年位於九龍大角咀之員工宿舍工程落成，有居住單位354個，解決公司員工居住問題。1961年油蔴地小輪乘客總數首次超過一億人次！

Modern piers and the launching of new carriers

In view of the increasing demand for ferry services, a new vehicular and passenger vessel "Man Foo" was completed in 1950 and launched by Lady Grantham, the wife of the then Governor of Hong Kong.

In 1951, two new carriers "Man On" and "Man Lok" were built and launched, serving the Central to Jordan Road vehicular ferry pier and to ease the increasingly crowded vehicle ferry traffic. In 1953, 11 new vessels came into service to cope with the increasingly busy traffic on various routes namely, "Man Hong", "Man Fei" (a dispatch vessel), "Man Keung", "Man Yiu", "Man Fai", "Man Wing", "Man Fung", "Man Choi", "Man Sang", "Man Po" and "Man Yick". In 1955, the Grass Island line was launched, which became the only transportation route between various villages in Tai Po Kau and Tolo Harbour and Grass Island, attracting visitors to travel to the New Territories during holidays.

Mr LAU Tak Po, who had served as the General Manager of HYF for 31 years, passed away in 1955, and his son Mr LAU Chan Kwok was elected by the board of directors to be the new general manager. In 1956, the new Kowloon City Ferry Pier was completed and a new route between Kowloon City to Tonnochy Pier in Wan Chai was launched. By then, HYF had a fleet of 46 vessels of various types, together with the dispatch vessel "Man Fei", which was the largest ferry fleet in the world at that time.

Passenger numbers reached a record high

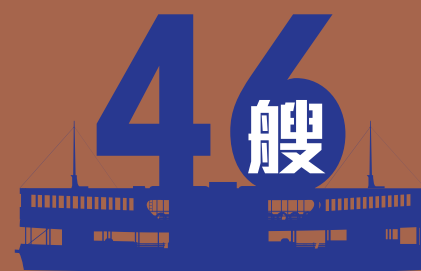
In 1958, HYF ferries made over 1.42 million cross-harbour trips and carried over 93.7 million passengers. Ferry trips between Jordan Road and Wan Chai made up a quarter of the total passengers, while ferry trips between Cheung Chau and Hong Kong during the summer increased to 35 trips per day. The ferry service between Hong Kong and Tsuen Wan and Tsing Yi, which had been suspended for 16 years after the war, also resumed service. HYF owned a fleet of 48 vessels and 10 barges at that time.

In 1960, the 30-year-old Cheung Chau pier, was being replaced. Special tours around Hong Kong Island were organised in the summer and attracted as many as 10,000 local and overseas visitors per annum. Staff quarters were also completed in Tai Kok Tsui, Kowloon offering 354 residential units. In 1961, the total number of HYF passengers exceeded 100 million for the first time.



1951年至1953年，多艘新船先後建成下水應付日益繁忙之各線航運交通，圖為「民益」號。
New vessels were built and launched between 1951 and 1953 to cope with the increasingly busy traffic on various routes. This is "Man Yick".

1956年



擁有各類型小輪共四十六艘。

A total of 46 ferries of various types of vessels

1958年

9,370萬人次

1958年油蔴地小輪乘客人數達9370餘萬人次。
The number of passengers of HYF reached over 93.7 million in 1958

1961年

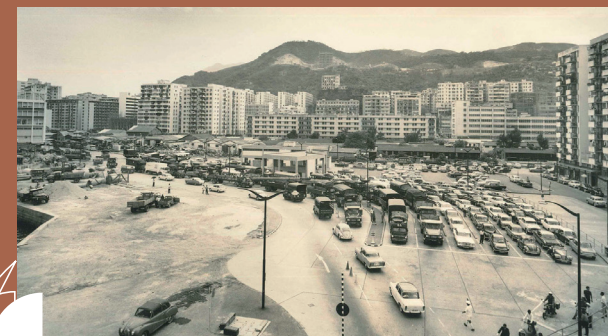
1億人次

1961年，油蔴地小輪乘客總數首次超過一億人次。
The total number of HYF passengers exceeded 100 million for the first time in 1961



往離島輪船上熱騰騰的即食麵，是不少港人的集體回憶。

Enjoying hot instant noodles during the trip to the outlying islands are a collective memory for many Hong Kong residents.



在碼頭等待載車船的車輛。

Vehicles waiting at the pier to be loaded onto the ferry.



位於九龍大角咀之員工宿舍。
Staff quarters in Tai Kok Tsui, Kowloon.



三層豪華客輪「民健」號。
The triple-deck luxury passenger vessel "Man Kin".



載客載車小輪「民邦」號。
The car and passenger carrying vessel "Man Bong".



載客小輪「民傑」號。
The passenger vessel "Man Kit".



一眾藝人於油蔴地小輪上舉行宣傳活動。
A group of performers at a promotion event on the ferry of HYF.

堅守初心四十載

1963 年，油蔴地小輪擁有油發動機之小輪達 64 艘，渡海小輪航線共 12 條，另行走離島之航線多條，而統一碼頭載車渡海小輪航線第三線亦正式行走。是年更新開北角至九龍城客線及向政府投得之北角至紅磡客線；及北角至觀塘線與紅磡至灣仔線，更新建「民隆」、「民傑」、「民悅」、「民義」、「民信」、「民敦」及「民厚」七艘小輪，應付日益增加之乘客需求。

1964 年中區港內線碼頭正式開幕，旺角線及港外線小輪分別改泊新碼頭，油蔴地小輪總辦事處亦由德輔道中遷入此新碼頭二樓，新辦事處面積佔地萬餘呎，臨海建築，更便於船隻及碼頭指揮管理。當時辦事處員工人數 103 人，外勤員工（包括碼頭及船上）人數亦增至 1856 人。是年，新建成之小輪有「民高」、「民明」及「民來」號三艘。

1965 年中區載車渡海輔助線開始行走雙層載車船，對於疏導汽車涉海交通幫助甚大，使用此種雙層載車船在繁忙之港海內行走，如此短距離班次又如此緊密，在世界各地絕無僅有。

1966 年政府決定興建海底隧道，董事局經過縝密研討後，認為油蔴地小輪不宜參加投資興建海底隧道，遂不參與當時維多利亞城市發展有限公司發出的投資邀請，並放棄參加投資於將來經營港九海底隧道之新公司。

Forty years of perseverance

In 1963, HYF had 64 vessels with diesel engines, 12 ferry routes and a handful of outlying island service routes. A third vehicular ferry route from the United Pier also came into operation. HYF also launched a new North Point to Kowloon City service in that same year and successfully won the tender from the Government to operate three more routes: the North Point to Hung Hom service, the North Point to Kwun Tong service and the Hung Hom to Wan Chai service. Seven new ferries were built to meet such new passenger demand namely, "Man Loong", "Man Kit", "Man Yuet", "Man Yee", "Man Shun", "Man Tun" and "Man Hau".

In 1964, the Central Harbour Services Pier was formally launched, and the Mong Kok ferry service and Outlying District ferry services were relocated to the new pier. The HYF head office was then relocated from Des Voeux Road Central to the first floor of the new pier occupying a gross floor area of over 10,000 square feet. There were 103 staff in the office and 1,856 operational staff on the piers and vessels. Three new vessels, "Man Ko", "Man Ming" and "Man Loy" were completed and commenced service in the same year.

In 1965, the Central Harbour Services Pier commenced to operate the double-deck carriers, which significantly enhanced the dispersal of vehicular traffic across the harbour. Double-deck carriers for such short and tight schedules was once unprecedented globally.

In 1966, the Government decided to build the Cross Harbour Tunnel. The board of directors, after careful consideration, declined the invitation by the Victoria City Development Company Limited to invest and did not participate in the new company that would operate the future Hong Kong-Kowloon Tunnel.



當年駕駛艙內的環境，可見已相當先進。
The environment of the cockpit was quite advanced at that time.

戰後重建百廢待興 POST-WAR GROWTH

以民為本照顧員工福利

1967年，香港發生騷亂，此期間油蔴地小輪大部份員工緊守崗位，務使各航線交通維持不斷，並設法予乘客最大之便利。是年公司增加員工福利，所有員工及家屬均可享受公司醫生免費醫療待遇，同時將以前租用之舊辦事處地方改裝為員工康樂中心，內設圖書室，附有各種室內運動遊戲及電視等設備，及舉辦多項球賽與集體旅行等活動。又開辦機房船員訓練班，提升船員技能。

1969年，董事局計劃將舊船陸續淘汰，而代以客位較多、配備更佳之新型船隻。

業績再創新高

1970年，乘客總計1億8000餘萬人次，渡海車輛合計600萬餘輛。

1970年新建「民昇」號小輪是油蔴地小輪建造之第一艘三層豪華新型客船，船上

設備豪華，頂層裝了冷氣，平日行走中環深水埗線，祇用第一及第二層載客，每逢星期日及公眾假期則用以行走梅窩線，三層全部載客，方便大眾前往離島旅遊。此外，每晚舉辦「港海夜遊」節目，頂層供應晚餐，其他兩層設有茶點發售。

1971年更增加另一艘三層豪華客船「民平」號，經營夜總會生意，特別供應粵菜及有表演節目，吸引本港及外地遊客。

Putting people and staff welfare first

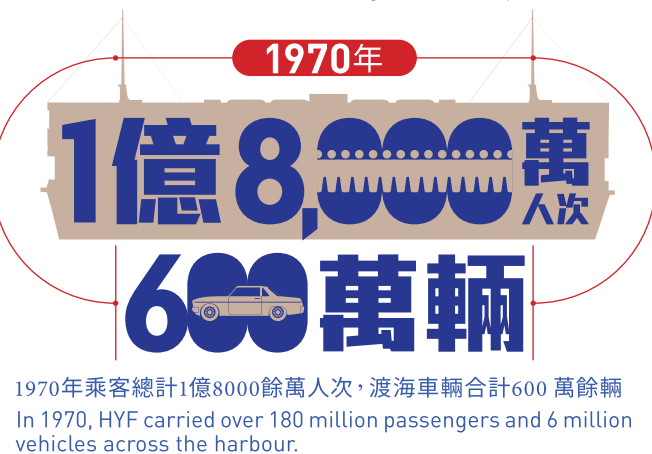
During the riots in 1967, HYF staff stayed on duty to provide a lifeline service for passengers, and all routes remained active for service offerings. In the same year, staff welfare was enhanced by offering all staff and their family members free medical treatment by the Company's doctors. The Company also converted a formerly rented office space into a recreation centre for employees. The centre provided an indoor sports and games area with television facilities and a library. It also held ball games and group activities. Training courses were also provided for engine crew to upgrade their skills.

In 1969, upon the Government's decision to build The Cross Harbour Tunnel, the board of directors decided to phase out old vessels gradually and to replace the old vessels with modern new vessels that could carry additional passengers.

Record results

In 1970, HYF carried over 180 million passengers and 6 million vehicles across the harbour. HYF launched "Man Shing" – the company's first triple-deck luxury passenger ferry. Equipped with air-conditioning on the top deck, it carried passengers on the first and second decks on the Central to Sham Shui Po route on weekdays and operated on the Mui Wo route using all three levels to facilitate the outlying islands visits during Sundays and public holidays. In addition, "Hong Kong Harbour Cruise" event was held every evening. Dinner was served on the top deck while food and refreshments were served on the other decks.

In 1971, another triple-deck luxury vessel, "Man Ping", joined the fleet. It featured a Chinese restaurant serving Cantonese cuisine, and offering live performances to attract local and overseas visitors.



「民隆」號。
The "Man Loong".



「民國」號。
The "Man Kwok".



豪華客船「民平」號，特別供應粵菜及有表演節目，吸引本港及外地遊客。
The luxurious passenger ferry "Man Ping" offered Cantonese cuisine and live performances to attract both local and overseas visitors.



油蔴地小輪第一艘三層豪華新型客船「民昇」號小輪下水禮。
Launching ceremony of HYF's first triple-deck luxury passenger vessel – the "Man Shing".



油蔴地小輪會經營便利店。
HYF used to run convenience stores.

戰後重建百廢待興 POST-WAR GROWTH



高速雙體船港輪壹號。
High-speed Catamaran HKF I.



銀礦灣酒店是不少市民往大嶼山梅窩旅行宿營的集體回憶。

The Silvermine Bay Hotel is a collective memory of many locals who travelled to Mui Wo on Lantau Island during camping trips.



油蔴地小輪仍提供船舶維修及保養服務。
HYF still provides ship repair and maintenance services.



洋紫荊維港遊。
The Harbour Cruise – Bauhinia.



油蔴地小輪以牌照形式經營如危險品車輛渡輪服務。
HYF operates dangerous goods vehicle ferry services under licence.

因時制宜多元化發展

1971 年，油蔴地小輪附屬公司「香港油蔴地建設有限公司」開展興建貨倉工廠大廈計劃，其中大角咀地段重新發展計劃之第一期工程，亦開始動工。

1972 年，海底隧道建成通車，對於小輪載客及載車渡海數量頗有影響，但油蔴地小輪仍積極擴展業務，包括向政府申請獲准承辦筲箕灣至觀塘，及筲箕灣至三家村兩條載客航線，及在平日開辦一條由中環來往觀塘載客新航線。另外新建觀塘小輪碼頭及大角咀新碼頭。

1973 年，開始大力發展「玻璃纖維」船隻，用「玻璃纖維」製造之「海上巴士」及「海上巴士」，已分別下水。是年擁有各型小輪達六十四艘。同年，公司業務擴展至船隻之建造及修葺。

值得留意的，建於大角咀「香港船廠」碼頭旁之「香港油蔴地建設工業大廈」第一座於該年落成入伙，樓高十三層，所有單位均已租出，同時已開展第二期發展計劃！此外，油蔴地小輪將位於大嶼山梅窩之「海屋」旅店拆卸，重新興建新型酒店銀礦灣酒店供旅遊人士渡假居留，必要時可將酒店擴建作進一步發展，可見油蔴地小輪順應時代趨勢，已將業務多元化。

1980 年，港鐵通車，令渡輪乘客進一步下降，尤其港島線及東區海底隧道通車後，影響最大。

1989 年，恒基兆業發展有限公司收購油蔴地小輪船有限公司大部分股權，並推行集團重組計劃。在建設發展的過程中，香港填海無可避免的使部分乘客及汽車渡輪碼頭需要遷拆，更令部分服務需要暫時終止，公司藉此重整渡輪航線。

2000 年，油蔴地小輪的專營權終止，部分載客航線由其他渡輪公司接手。油蔴地小輪至今仍有非專利航線以牌照形式經營如危險品車輛渡輪服務，并提供船舶維修及保養服務、燃油貿易及提供洋紫荊維港遊等。

Diversification as the era evolved

In 1971, the HYFCO Development Company Limited, a wholly owned subsidiary of HYF began building a warehouse and factory, and the first phase of the redevelopment of the Tai Kok Tsui site began.

The number of ferry passengers and vehicles crossing the harbour declined due to the completion of the Cross Harbour Tunnel in 1972. Nonetheless, HYF continued to expand its routes, by submitting applications to the Government for permission to operate two passenger routes between Shau Kei Wan and Kwun Tong and between Shau Kei Wan and Sam Ka Tsuen, and to operate a new passenger route from Central to Kwun Tong on weekdays. Modern ferry piers in Kwun Tong and Tai Kok Tsui were built.

In 1973, HYF entered the fibreglass era with the launch of its Water Bus and Water Taxi services. The hulls of these vessels were made from fibreglass, there were 64 vessels of various types in the fleet. In the same year, the Company expanded its business to include the construction and maintenance of vessels.

It is worth noting that the Company's 13-storey HYFCO Industrial Building Stage I, located next to the Hongkong Shipyard pier in Tai Kok Tsui, was completed during 1973. All units were leased, and Stage II of the development also commenced. Meanwhile, plans were underway to demolish the 'Seaside House' in Mui Wo on Lantau Island. A new hotel was built and the site was ready for further expansion. Overall HYF had substantially diversify its business in line with the times.

In 1980, commencement of the MTR operation, led to a further decline in ferry passengers, especially after the operation of the Island Line and the Eastern Harbour Tunnel crossing.

In 1989, HYF underwent an organisational restructuring as Henderson Land acquired its majority stake. Harbour reclamation projects during the course of city development inevitably caused certain passenger and vehicular ferry piers to be relocated and the Company took the opportunity to restructure ferry routes while certain services were temporarily suspended.

In 2000, the franchise of HYF was discontinued, and certain passenger routes were transferred to other ferry companies. HYF continued its operation on non-franchised routes under licence, including dangerous goods vehicular ferry services, ship repair and maintenance services, fuel oil trading and Harbour Cruises – Bauhinia tours.

安居樂業 跨越千禧

積極拓展業務 跨越百年基業

九七回歸後，在中央政府積極支持下，市民對經濟前景逐步恢復信心。香港小輪（集團）有限公司看準香港物業市道穩步向好，遂於 2000 年起，積極拓展物業市場。

過去二十多年，隨著本港經濟持續增長、政府推出穩定樓價政策，以及銀行推出優惠利率，均增加了住宅買家的入市意慾，令物業發展及地產投資成為集團的大部分的收入來源。

Expanding businesses for over a century

Following the handover in 1997, with the active support from the Central Government, the public gradually regained confidence in the economic outlook of Hong Kong. Recognising the steady improvement in the local property market, Hong Kong Ferry (Holdings) Company Limited has been actively expanding its property portfolio since 2000.

Over the past two decades, the desire of people to become homeowners increased due to the continuous growth of the Hong Kong economy, the Government's policies to stabilise property prices and the introduction of preferential interest rates by the banks. As a result, revenue from property development and property investment became a major source of revenue for the Group.

PROPERTY DEVELOPMENT



港灣豪庭物業由10幢樓高45層的住宅及兩層高商場港灣豪庭廣場組成，合共提供3,520個單位及約1,100個泊車位。

Metro Harbour Plaza consists of 10 blocks of 45-storey residential buildings in 2 phases, divided into 3,520 residential units, plus a 2-storey commercial arcade and around 1,100 car parking spaces.

新港豪庭的標準單位面積介乎485至655尺，22-28樓為「行政樓層」。

The standard units at Metro Regalia range in size from 485 to 655 sq. ft. with “executive floors” on the 22nd to 28th floors.



港灣豪庭廣場坐落於西九龍心臟地段，佔地超過250,000平方呎，為區內主要購物商場之一。

Located in the heart of West Kowloon, Metro Harbour Plaza is a major shopping mall in the district with a site area of over 250,000 sq. ft.

港灣豪庭

位於大角咀福利街8號的港灣豪庭一期及二期，是香港小輪（集團）有限公司與恆基兆業首個合作發展的地產項目。原為油蔴地小輪大角咀船廠、職工宿舍及油蔴地工業大廈舊址，物業由10幢45層的住宅及中型商場組成。

港灣豪庭廣場

鄰近港鐵奧運站及南昌站，進駐了不少潮流服飾、家居用品店及極具特色的食肆，深受時尚家庭及年輕潮流一族歡迎。而隨著西九龍被打造為文化藝術區，港灣豪庭廣場亦更趨繁華熱鬧。

新港豪庭

2006年落成，座落位於塘尾道51號，物業樓高28層，屬典型的單幢式住宅設計，總樓面面積約五萬三千平方呎，合共提供超過70個住宅單位及地舖。

Metro Harbour View

Metro Harbour View Phases I and II in 8 Fuk Lee Street, Tai Kok Tsui, were the first property projects jointly developed by the Hong Kong Ferry (Holdings) Company Limited and Henderson Land Development Company Limited. The site was originally the site of the HYF Tai Kok Tsui Shipyard, staff quarters and HYFCO Industrial Building, which were later redeveloped into 10 blocks of 45-storey residential towers and shopping mall of Metro Harbour View.

Metro Harbour Plaza

Metro Harbour Plaza, which is close to the Olympic and Nam Cheong MTR stations, is home to a wide array of trendy clothing and home furnishing shops, as well as great restaurants. With the transformation of West Kowloon into an arts and cultural hub, the area has become a vibrant and bustling destination for families and young trendsetters alike.

Metro Regalia

Completed in 2006, the 28-storey property at 51 Tong Mi Road is a typical single block residential development. With a total gross floor area of around 53,000 sq. ft., it offers over 70 residential units and G/F shop spaces.

樓高60層的亮賢居，可遠眺中環及獅子山景緻。
The 60-storey Shining Heights offers spectacular views of Central and the Lion Rock.



嘉賢居住客會所「嘉賢薈 Top Notch Club」設有度假酒店式室外游泳池、家庭水療室、卡拉OK室及電影放映室等豪華設施。
The "Top Notch Club" at The Spectacle features an outdoor resort-style swimming pool, a family spa, a karaoke room and a movie screening room.

亮賢居

位於詩歌舞街 83 號，前身為香港油蔴地小輪員工宿舍。物業共提供超過 340 個住宅單位。

嘉賢居

嘉賢居位於油塘草園街 8 號的單幢住宅，前身為建發工商業中心，是油塘首個由工業大廈轉為住宅的項目，總樓面面積約為十六萬平方呎，合共提供超過 180 個單位。

Shining Heights

Shining Heights is located at the former Hongkong and Yaumati Ferry Staff Quarters at 83 Sycamore Street. The property offers a total of over 340 residential units.

The Spectacle

This single-block residential development, formerly known as the Kin Fat Industrial and Commercial Centre, is located at 8 Cho Yuen Street, Yau Tong. It is the first industrial to residential development in Yau Tong, with a total gross floor area of around 160,000 sq. ft. and over 180 units.

逸峯

2014 年落成，位於粉嶺馬適路 1 號，由 4 座樓高 29 層的住宅大廈組成，合共提供超過 720 個單位。

逸峯廣場

位處粉嶺聯和墟沙頭角公路（龍躍頭段）及馬適路交界的核心地段，上蓋為住宅項目「逸峯」，商場毗鄰多個大型住宅屋苑，包括帝庭軒、御庭軒及綠悠軒，不僅是區內的購物消閒熱點，更鄰近多個中國內地口岸，人流絡繹不絕。

Green Code

Completed in 2014, the four residential towers, each 29-storey high at 1 Ma Sik Road, Fanling, providing over 720 units.

Green Code Plaza

The new residential estate, Green Code Plaza, is located at the junction of Sha Tau Kok Road (Lung Yeuk Tau section) and Ma Sik Road in Luen Wo Hui in Fanling and directly on top of the shopping arcade. This shopping plaza neighbours other large residential estates including Regentville, Grand Regentville and Belair Monte, making it a popular shopping and leisure destination in the area near to various boundary control points with a steady flow of shoppers into the arcade.

逸峯是粉嶺區近十年來最大規模屋苑，由4座住宅大廈組成。

Green Code is the largest housing estate in Fanling in the last decade and comprises four residential towers.



逸峯廣場為兩層式綜合購物中心，佔地逾12萬平方呎，滿足區內居民的衣食住行需要。

A two-storey shopping complex with an area of over 120,000 square feet, Green Code Plaza caters to the needs of residents in the area.



城中匯所有單位均為兩房單位，樓底高3.5米，配合落地大窗，令採光度大增。

All units of Metro6 are 3.5 metre-high two-bedroom apartments with large floor-to-ceiling windows that allow plenty of light into every unit.



城中匯

位於九龍紅磡寶其利街 121 號，為單幢式樓宇，樓高 25 層，提供超過 90 個住宅單位。

Metro6

Located at 121 Bulkeley Street in Hung Hom, Kowloon, this 25-storey single block building offers over 90 residential units.

海柏匯

位於深水埗通州街 208 號的單幢物業，共 26 層，提供超過 160 伙。

Harbour Park

The 26-storey single block property at 208 Tung Chau Street, Sham Shui Po offers over 160 units.



海柏匯位置四通八達，5分鐘路程可直達深水埗及南昌兩個鐵路站。

Harbour Park is located near to both Sham Shui Po and Nam Cheong railway stations - each within a 5-minute walk.

安居樂業跨越千禧 PROPERTY DEVELOPMENT

集團與帝國集團位於屯門市地段第 547 號之合營發展項目，命名為「帝御」，第一期「帝御·金灣」、第二期「帝御·星濤」以及第三期「帝御·嵐天」。此項目由六幢住宅大樓組成，提供超過 1,700 伙。

帝御·金灣

由第 3 座及第 5 座組成，背靠大欖涌水塘千島湖，前迎黃金泳灘及多個青山灣泳灘，遠眺大嶼山，合共提供 611 伙。

帝御·星濤

位於項目最前端位置的第 1 座及第 2 座，合共提供 614 伙。

帝御·嵐天

期數包括第 6 及第 7 座，環抱內園景緻，背靠青蔥山巒，合共提供 557 伙。

映岸

位於長沙灣通州街 280 號，集團與市區重建局合作發展項目「映岸」重建後將提供約 100,698 平方米之住宅樓面，預期將於 2024 年初完成。



The Group's joint venture development project with Empire Group Holdings Limited at Tuen Mun Lot No. 547 carries the project name of "The Royale". Phase 1, "Seacoast Royale", Phase 2, "Starfront Royale" and Phase 3, "Skypoint Royale". This project consists of 6 residential towers, providing over 1,700 units.

Seacoast Royale

Comprising Blocks 3 and 5, Seacoast Royale is close to the Tai Lam Chung Reservoir "Thousand Islands Lake", the Golden Beach and other beaches around Castle Peak Bay offering stunning views of Lantau Island. A total of 611 units are available.

Starfront Royale

Block 1 and 2 are located at the front of the development, offering a total of 614 units.

Skypoint Royale

Blocks 6 and 7 offer a total of 557 units with views of the inner garden and lush green hills.

The Symphonie

Located at 280 Tung Chau Street, Cheung Sha Wan, "The Symphonie" is the Group's development project with the Urban Renewal Authority. It will offer a residential gross floor area of around 100,698 sq. ft. after redevelopment and is expected to be completed in early 2024.



帝御坐擁約26,000平方呎的雙會所「Club Royale」，呈獻逾20種遊艇會所級高尚享樂設施。
Club Royale is a 26,000-square-foot clubhouse with more than 20 yacht club-class amenities.

帝御·星濤提供項目唯一連天台戶型的「星御天池」，住戶可獨享偌大天台空間及城中稀有的私人露天泳池。

The Starfront Royale offers the only rooftop unit in the development with a "Star Tower Pool". Residents enjoy a large rooftop space and a private outdoor swimming pool which is rare in the city.



帝御選用意大利及德國品牌爐具、歐洲衛浴設備，增添居室格調。
Italian and German brand cookers and European bathroom amenities ensure a stylish home.



傳承多元再創百載

新冠疫情後，令市民更注重健康生活，單是2019/20 年度香港私人醫療衛生開支就高達港幣八百八十一億元，展望續有增加。建基於穩定的渡輪及物業地產相關業務，集團亦積極拓展其他業務。有鑑於醫療保健之未來潛力，集團近年銳意開展醫療專科及醫療美容業務以作多元化投資。

位於尖沙咀美麗華廣場的 AMOUR 醫美診所和高端美容服務中心，佔地 12,000 平方呎，亦於 2022 年八月中旬正式開業，中心由執業註冊醫生駐診，配合歐盟及美國藥監局認證的設備及藥品，以創新醫療美容化的理念，結合先進醫療技術和全方位美容概念，為顧客提供塑型、緊緻提升、美白抗衰老、改善皮膚狀況及體重管理等高端美容服務。

集團亦致力透過與不同醫療集團合作，提供醫療保健服務，以爭取市場佔有率。有見及此，集團於 2022 年十月中旬在尖沙咀 H Zentre 與國際腫瘤護理醫療集團合作，設立癌症中心提供各類治療服務。中心為癌症患者及其家人提供方便、私隱度高和舒適的環境，並由醫護團隊透過優質先進的醫療技術，提供符合國際水平、因人制宜的治療方案。集團更於 2023 年選址尖沙咀 H Zentre 設立全面醫護專科中心，為滿足客戶不同的專科治療需求。除了自營診所及服務中心外，集團更會透過與其他醫療集團包括仁安醫院合作，提供醫療保健服務，以爭取市場佔有率。

Diversify from heritage for another century

As the public became more health conscious after the prolonged coronavirus pandemic, private health expenditure in Hong Kong reached HK\$88.1 billion in 2019/20 and is expected to increase even further. Building on the steady ferry and property development business, the Group is also expanding into other industries. In view of the massive potential for healthcare services, the Group commenced to offer various top notch medical services since 2022.

Occupying 12,000 sq. ft AMOUR medical aesthetic clinic and premium beauty service centre is situated in Mira Place, Tsim Sha Tsui, launched in mid-August 2022. The modern facility incorporates an innovative medical aesthetic concept that combines advanced medical technology and a holistic beauty approach. The centre offers premium beauty services such as contouring, firming, lifting, whitening and anti-ageing, improvement in skin conditions and contouring management services. Medical services are delivered by registered medical practitioners in conjunction with devices and drugs certified by the United States Food and Drug Administration (FDA) and the European Union.

The Group is also committed to offering healthcare services through collaboration with different medical groups in order to gain market share. In mid-October 2022, the Group commenced to offer cancer treatment services at H Zentre in Tsim Sha Tsui in partnership with an international provider of cancer care. The centre offers a convenient, private and comfortable environment for patients and their companions, backed by advanced medical technology and treatment that meet international standards delivered by a caring medical team. The Group established Total Healthcare Specialists Centre in 2023 at H Zentre in Tsim Sha Tsui to meet various specialists services needs of clients. The objective is to gain market share and provide premium healthcare services by partnering with other medical groups including Union Hospital, in addition to establishing our own clinics and service centres.



全面醫護專科中心提供高質素醫療護理服務，一站式專科應診、檢查及治療服務包括但不限於心臟科、泌尿科、骨科和外科手術等。

The Total HealthCare Specialists Centre provides one-stop professional medical care services covering specialist consultation, examination and treatment services including but not limited to cardiology, urology, orthopaedics and traumatology, and general surgery.



2023年5月13日，位於尖沙咀H Zentre的全面醫護專科中心正式開幕。

Situated in H Zentre, Tsim Sha Tsui, Total HealthCare Specialists Centre commenced its operations on 13 May 2023.





Amour 醫美診所和高端美容服務中心於2022年8月正式開業。出席開幕典禮的嘉賓陣容鼎盛，包括但不限於恒基兆業地產、香港中華煤氣、美麗華廣場及仁安醫院代表，一同見證開幕盛事。

The Grand Opening of Amour medical aesthetic clinic and premium beauty service centre took place in August 2022. Guests including but not limited to representatives of Henderson Land Development Company Limited, The Hong Kong and China Gas Company Limited, Miramar Hotel and Investment Company, Limited and Union Hospital all gathered to witness the celebratory event.

隨著大眾越來越關注外表及身體健康，對「輕醫美」療程的需求將會越來越大。

The demand for light therapy beauty treatments will grow as the public become more conscious of their appearance and health.



中心首創獨家源•娛3部曲，透過極緻美容服務，讓肌膚覺醒，找回肌膚原生力。

The centre offers a new and exclusive 3-part ultimate beauty service for skin reawakening and rejuvenation.



集團旗下的輕醫美品牌AMOUR位於尖沙咀美麗華廣場，面積逾一萬二千呎。Occupying over 12,000 sq. ft AMOUR, the Group's medical aesthetic clinic and premium beauty centre is situated at Mira Place in Tsim Sha Tsui.



AMOUR高端美容服務中心。
AMOUR premium beauty centre.

以民為本 回饋社會

肩負社會使命 結伴同航 100 載

自 1923 年至今，香港小輪集團服務香港百載，無論是渡輪及船廠業務、地產發展、地產投資或最近期的醫療專科及醫療美容業務，皆秉持「以民為本」的理念，致力踐行為社會發展肩負責任及承諾，盡心回饋社群，與香港市民一起結伴前航。

Serving the community for a century

The HKF Group has been serving Hong Kong for over a century since 1923. Regardless of the nature of the businesses, from ferry and shipyard operations, to property development and investment to medical and aesthetic businesses, the Group always uphold its core value of "Prioritizing Humanity".

Lasting sustainability values have driven the Group to strengthen relationships with stakeholders along the entire value chain in the pursuit of the highest standards of integrity and accountability.

SOCIAL RESPONSIBILITY





「洋紫荊維港遊」榮獲「ISO 9001」、「香港Q嘜優質服務」及「香港服務名牌」等獎項和認證。

The "Harbour Cruise - Bauhinia" was awarded "ISO 9001" certification, the "Hong Kong Q-Mark for Quality Service" and the "Hong Kong Top Brand Service" award.

細心為員工安排按摩服務，紓緩疲勞。
Massage service for staff to relieve fatigue.



面對疫情的挑戰香港小輪迎难而上，推出多項防疫措施保障市民健康。

HKF rose to the challenge of the epidemic by launching preventive measures to protect public health.



用心服務 關愛員工

香港小輪集團用心服務大眾，重視每一位市民，也重視每一位員工。香港小輪榮獲由香港社會服務聯會頒發的「商界展20年+關懷標誌」，見證集團多年來在「關懷社區」、「關懷員工」和「關懷環境」各方面的努力。

專業可靠的服務

香港小輪集團的船廠及洋紫荊維港遊業務遵循ISO 9001:2015 品質管理系統，以確保持續提供達致客戶期望及符合嚴格監管規定的優質產品和服務。此外，香港小輪集團設有各種溝通渠道，包括顧客滿意度調查等，透過系統化及主動方式收集客戶的意見回饋，務求更精益求精。

與香港市民疫境同行

新冠疫情自2019年起影響全球，歷時數年，在這非常時期香港小輪集團緊守崗位服務市民，不僅向員工發出清晰指引，參考香港特別行政區政府「對公共衛生有重要性的新型傳染病預備及應變計劃」等標準制定應變方案，作出多項預防措施，包括加強清潔政策、在制定彈性工作安排、定期為全體員工提供外科口罩及搓手液、推行洋紫荊維港遊疫苗獎勵及在辦公室、郵輪以及逸峯廣場及港灣豪庭廣場的公眾地方噴灑納米抗病毒塗層，為市民的健康護航。

關愛員工 重視人才

香港小輪集團視員工為寶貴的資產。香港小輪深信，香港小輪集團的成功全賴一班盡忠職守、優秀能幹的員工。因此，香港小輪集團致力營造良好的工作環境，提供具競爭力的薪酬待遇和福利，保障員工的權利及權益。一直以來，香港小輪集團採取積極有效的措施維持安全的工作環境，並全面關顧員工的身心健康，定期舉辦活動，例如員工旅行、聯歡茶聚、講座和工作坊等，建立愉快和諧的工作間。此外，亦提供各種在職培訓，協助員工增進專業知識及技能，促進其個人發展和豐富工作閱歷。

Serving from the heart

The Hong Kong Ferry Group is dedicated to serving the public and values every citizen and employee. The Group was awarded the "Caring Company 20 years + Award" by the Hong Kong Council of Social Service, marking its continued efforts to "care for the community", "care for workers" and "care for the environment."

Professional and reliable services

The HKF Group's Shipyard and Harbour Cruise - Bauhinia tours ensure the provision of quality products and services which consistently meet customer expectations and relevant regulatory requirements by following the ISO 9001:2015 Quality Management Systems. Striving for excellence, HKF has established various communication channels, including customer satisfaction surveys to collect feedback from customers in a systematic and proactive manner.

Supporting Hong Kong during the COVID epidemic

The prolonged COVID-19 epidemic disrupted the daily lives all over the world since 2019. During such difficult period, the Group issued clear guidelines to the staff and formulated response plans in line with the Hong Kong Government's Preparedness and Response Plan. Specific preventive measures tailored to different business units were established including but not limited to, the enhancement of cleaning protocols, the implementation of flexible work practices, regular provision of surgical masks and hand sanitisers to all staff, the promotion of vaccination incentives at Harbour Cruise - Bauhinia and the application of nano antiviral coatings in offices, cruise fleets and common areas of Green Code Plaza and Metro Harbour Plaza.

Caring for employees and valuing talent

The HKF Group regards its employees as its most valuable asset. The Group believes its success largely depends upon a team of dedicated employees. As such, the HKF Group strives to nurture a welcoming working environment, offering competitive remuneration and benefits, and protecting the rights and interests of all its employees. The HKF Group has always taken proactive and effective measures to maintain a safe working environment and look after the physical and mental well-being of its staff. The HKF Group organises regular activities such as staff trips, tea parties, seminars, and workshops to build a happy and harmonious working environment. In addition, various on-the-job training programmes are provided for personal development and job enrichment.

熱心公益 貢獻社會

「愛香港」、「愛維港」及「關懷社群」三大原則，深深植根於香港小輪集團的企業文化。作為負責任的企業公民，香港小輪集團透過參與各類公益活動，向有需要人士施以援手；同時又利用自身的獨特資源回饋社會，為香港締造長遠價值。

集團義工隊

香港小輪集團於 2008 年正式成立集團義工隊，鼓勵員工及其家人熱心參與慈善活動，包括探訪學校、安老院和獨居長者、為弱勢社群派送白米等，傳遞愛心與關懷。於 2018 年，義工服務時數高達 900 小時以上；即使在疫情期間依然無間斷傳送暖意，在 2021 年義工服務時數維持在 500 小時以上，受惠人數逾 2,000 人。

「懷舊汽車渡輪遊」招待基層家庭

直至今日，香港小輪集團仍然保留公司標誌性的「懷舊汽車渡輪遊」活動，多年來香港小輪集團與慈善團體、社會企業合作，免費招待基層兒童和家長登上觀光船暢遊維港，期望透過這項活動保存上一代香港社會的集體回憶及經歷，讓新一代亦可體會香港渡輪的昔日情懷。

支持公益慈善項目

持續參與「公益金便服日」、「公益綠識日」、「公益行善『折』食日」、慈善步行、賣旗日等，為慈善機構籌募善款；又鼓勵員工支持捐血運動，幫助有需要的人。

Contributing to the community

The three principles of "Love Hong Kong", "Love Victoria Harbour" and "Care for the People" are deeply rooted in the corporate culture of The HKF Group. As a responsible corporate citizen, the HKF Group provides a helping hand to the needy through various CSR initiatives and charity events. It makes use of its unique resources to benefit the community and create long-term value for Hong Kong.

The HKF Group Volunteer Team

Officially established in 2008, the HKF Group Corporate Volunteer Team has encouraged employees and their families to participate in charity activities. These include visiting schools, homes for the elderly and those living alone, distributing rice to underprivileged groups and spreading love and care to the community. In 2018, the HKF Group Corporate Volunteer Team spent over 900 hours on volunteer services. The volunteers continued to extend warmth to others even during the COVID-19 epidemic, contributing over 500 volunteer hours and benefiting over 2,000 people in the community.

"Classic Vehicular Ferry Rides" for underprivileged families

The HKF Group continues to hold its signature "Classic Vehicular Ferry Rides" to embrace the historical significance of this commute until now. For years, HKF has cooperated with various charities and social enterprises to offer complimentary Victoria Harbour cruises for underprivileged children and parents. The HKF Group aims to preserve collective memories and experiences of the Hong Kong community through such events, thereby allowing new generations to experience Hong Kong's ferry history.

Supporting charity projects

Participating in "Dress Casual Day", "Green Day" and "Skip Lunch Day" organised by the Community Chest as well as walks and flag days to raise funds for other charities, our staff also supported blood donation campaigns to help the community.



義工同事帶基層家庭兒童到美食博覽購買健康食品。

Volunteers invited children from underprivileged families to the Food Expo to shop for healthy food.



洋紫荊維港遊招待基層家庭，並悉心安排節目和美食，一起歡度愉快的海上之旅。

The Harbour Cruise - Bauhinia hosted underprivileged families and arranged events and delicacies for them to enjoy a lovely day out on the harbour.



香港小輪集團員工參與慈善步行等籌款活動。

Employees participated in fundraising activities such as charity walks.



香港小輪集團利用自身的獨特資源支持本地的大型活動，分別於2013年和2023年協助將世界聞名的公共藝術作品黃色「橡皮鴨」於維港展出。於2023年的父親節當天，香港小輪集團組織了「黃鴨維港遊」遊覽活動，讓市民們可以欣賞維多利亞港的美景的同時，與巨型橡皮鴨近距離拍照。

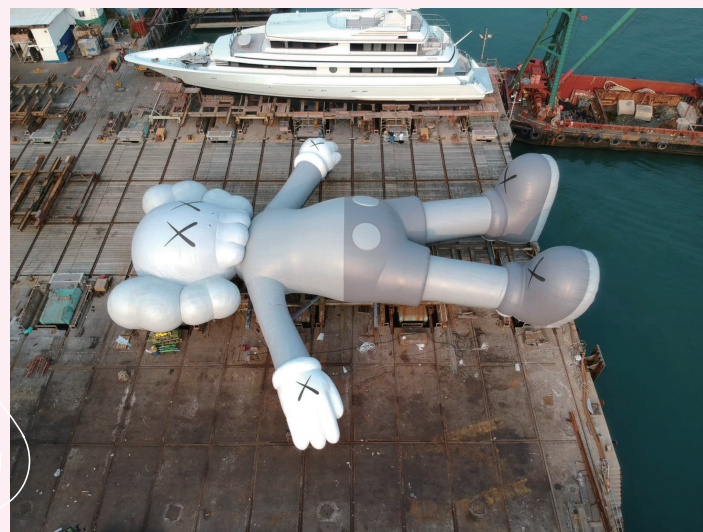
The HKF Group utilized its unique capabilities to facilitate large-scale local events. The HKF Group assisted in the exhibition of the world-renowned public art piece, the yellow 'Rubber Duck,' in Victoria Harbour in both 2013 and 2023 respectively. On Father's Day in 2023, the HKF Group organised Harbour Cruise - Bauhinia tours where citizens were able to enjoy the view of the Victoria Harbour and take close-up pictures with the giant ducks.



「懷舊汽車渡輪遊」讓市民感受昔日的香港情懷。
The "Nostalgic Vehicular Ferry Tour" gave the public a taste of transport in the old days.

在香港小輪集團的努力協助下，成功將巨型藝術品「躺臥」於維港供市民欣賞。

With the help of the HKF Group's efforts, this giant installation was successfully displayed over Victoria Harbour for public viewing.



傳承香港集體回憶

擁有超過 60 年歷史的汽車渡輪服務，於 1998 年完成歷史任務後成為香港市民的集體回憶。香港小輪集團在 2016 年開始舉辦「懷舊汽車渡輪遊」活動，讓公眾可藉此懷緬這種極具特色的交通工具。

支持本地大型活動

香港小輪集團利用自身的獨特資源支持本地的大型活動，包括但不限於 2017 年遼寧號航空母艦訪港期間，洋紫荊維港遊特別接待市民近距離欣賞航母、2018 年協助七人欖球賽主辦機構將巨型充氣欖球樹立在躉船上及 2019 年「KAWS:HOLIDAY」藝術展在港舉行期間，協助將 37 米長的大型作品 COMPANION 「浮」於維港水面與香港市民見面等。

分享知識及經驗 協助青年發展

為協助青少年發展，並推廣分享知識的文化，不僅在船廠開辦學徒訓練計劃，培訓學員成為船舶、機械或電機工程師及技術員，亦為各大專院校、香港航海學校及中學學生提供實習計劃，協助學生為投身職場做好準備，並為業界培育人才。

Passing on the collective memory of Hong Kong

With over 60 years of track record, the vehicular ferry service became part of the collective memory of Hong Kong after it completed its last journey in 1998. The HKF Group began to host "Nostalgic Vehicular Ferry Tour" for the public since 2016 to reminisce such unique mode of transport.

Supporting local events

The HKF Group has always leveraged its unique resources to support major local events, including but not limited to arranging a special reception on the Harbour Cruise - Bauhinia vessel during the visit of the Liaoning aircraft carrier to Hong Kong in 2017 for the public to admire the aircraft carrier close up, assisting the organisers of the Rugby Sevens to set up a giant inflatable rugby ball on a barge in 2018, and helping to float the 37-metre long massive artwork "COMPANION" in Victoria Harbour during the "KAWS:HOLIDAY" art exhibition in Hong Kong in 2019.

Sharing knowledge and expertise with the youth

The HKF Group regularly runs internship programmes and organises shipyard visits for students from tertiary institutions, the Hong Kong Sea School and secondary schools to help them develop and promote a culture of knowledge sharing. These learning opportunities also help students to obtain operational insights and industry experience and better prepare themselves to obtain employment later on.

建設可持續發展的未來

為應對全球氣候變化，減低業務發展對環境的影響，香港小輪集團全力實踐低碳、節能、減廢的原則。香港小輪集團自 2011 年起積極推行「能源及碳管理計劃」，最新目標是實現 2030 年將溫室氣體排放水平及用電量較 2021 年水平減少 30%，為創造一個可持續的未來而努力。

提高能源效益

香港小輪集團著力提高集團建築物的能源效益，包括於辦公室窗戶加裝防曬隔熱薄膜、在天台塗上太陽熱能反射漆油、改用更節能的 LED 燈等，亦在總辦公室天台及船廠屋頂安裝太陽能光伏系統，善用可再生能源及減少碳排放，同時更可減少建築物吸熱，繼而減少冷氣用電量。

地產業務方面，除遵循機電工程署的《能源效益守則（成效為本）》技術指引外，亦採用綠色建築標準，並在項目設計及施工階段皆納入可持續發展的考慮因素。此外，香港小輪集團所管理的物業積極參與不同的環保活動。例如，港灣豪庭廣場鼓勵社區民眾參與節能活動，藉此支持香港政府推行的《節能約章》，從多方面努力提升集團的可持續發展表現。

Establishment for a sustainable future

To cope with the global climate changes and reduce the impact of business development on the environment, the HKF Group is fully committed to low-carbon emissions, energy saving and waste reduction. The HKF Group has been actively implementing the Energy and Carbon Management Programme since 2011, with a target of reducing greenhouse gas emission levels and electricity consumption by 30% by 2030 compared with 2021.

Energy Efficiency Improvement

The HKF Group has made great efforts to improve the energy efficiency of its buildings, including the installation of solar insulation on office windows, the application of solar heat-reflecting paint on rooftops, and switching to energy-efficient LED lights. Solar photovoltaic systems have also been installed on the rooftops of the HKF Group's headquarters and shipyards to utilise renewable energy and reduce carbon emissions.

With respect to the property business, in addition to abiding to the Electrical and Mechanical Services Department's technical guidance for the Performance-based Building Energy Code, the HKF Group adopts green building standards and incorporates sustainability considerations into the design and construction stages of its projects.

The properties managed by the HKF Group actively participate in various environmental initiatives. For instance, Metro Harbour Plaza pledged to support the Hong Kong Government's Energy Saving Charter by encouraging community-wide participation in energy conservation. The HKF Group strives to enhance its performance in sustainability in multidimensional aspects.



於總辦公室天台及船廠屋頂安裝太陽能光伏系統。

Solar Photovoltaic systems installed on the rooftops of the HKF Group's headquarters and shipyards.



為船隊更換環保引擎減少污染物的排放，令海港空氣更清新。

The fleet used environmentally friendly engines to reduce pollutant emissions, offering cleaner air in the harbour.



船廠引入「廢棄過濾器處理裝置」將廢棄物品壓縮，減輕堆填區的負擔。

The shipyard introduced a "waste filter treatment unit" to compress waste and reduce its impact to landfills.

辦公室、船廠裝設雨水收集器。

Rainwater collection systems installed in offices and the shipyard.



減少空氣污染

為改善海港的空氣質素，減少廢氣排放，香港小輪集團不僅遵守法定要求及採用具燃料效益的技術，更循其他途徑響應香港提升本地空氣質素的政策。油蔴地小輪早於 2007 年（即立法將柴油含硫量的法定上限定為 0.05% 前七年）自願參與超低硫柴油的試驗，一直提升本地船用輕柴油的品質。在 2016 年完成的引擎替換計劃，合共更換了 13 部發電機及 10 個環保引擎，成功減少氮氧化物、硫氧化物及懸浮粒子等主要空氣污染排放物。在持續提升渡輪環境表現的過程中，香港小輪集團旗下危險品車輛渡輪由 2020 年 1 月起改用含硫量僅 0.001% 的柴油，所採納的標準再次領先法定要求。

節約用水

食水是珍貴的天然資源，因此香港小輪集團在營運過程中積極推行節約用水的措施。除了向船廠員工人提供有關噴水器使用方法的培訓，確保他們在清洗過程中勿忘節約用水，更於辦公室和船廠裝設雨水收集系統，所收集雨水會用來清洗汽車、清潔地板及灌溉。此外，亦為總辦公室及洋紫荊維港遊業務的洗手間設置自動感應水龍頭及可減少用水的節流器。

廢物及資源管理

多年來，香港小輪著力於業務營運過程中推行減廢及回收。船廠方面，香港小輪集團委聘承辦商將廢金屬進行分類，並分解成鋼、鋁及銅合金以作循環再用；並委任持牌收集商收集廢油，加工製成環保潤滑油。此外，香港小輪集團為洋紫荊維港遊制定多項減廢措施，於碼頭裝設岸上污水處理系統，阻止廢水直接排入大海。

在物業發展及投資業務方面，港灣豪庭廣場及逸峯廣場推行妥善的廢物回收措施，並嚴格遵守環境保護署工商業廢物源頭分類計劃要求，環保管理表現備受認可。

Air pollution reduction

To improve air quality and reduce emissions in the harbour, the HKF Group has been supporting the Hong Kong Government in enhancing local air quality by going beyond the statutory requirements and adopting appropriate fuel-efficient technologies.

As early as 2007, HYF voluntarily participated in an ultra-low sulphur diesel trial, seven years prior to the mandatory cap on sulphur content of 0.05% in diesels was brought into effect. In 2016 the engine replacement programme was completed with 13 generators and 10 environmentally friendly engines being replaced. This successfully reduced major air pollutant emissions such as nitrogen oxides, sulphur oxides and particulate matter. To enhance its vessels' environmental performance continuously, the HKF Group has again gone beyond the statutory requirements by further reducing the sulphur content in diesels to 0.001% for our dangerous goods vehicular ferries, since January 2020.

Conservation of water

Water is a precious natural resource and the HKF Group actively implements water conservation measures in its operations. In addition to training shipyard staff on waterjet applications to ensure a water-efficient cleaning procedure, the company has installed rainwater collection tanks in offices and shipyards for vehicle washing, floor cleaning and irrigation. Automatic water faucets and water-saving aerators have also been installed in the restrooms at the headquarters and Harbour Cruise - Bauhinia.

Waste and Resources Management

The HKF Group has been committed to waste reduction and recycling throughout its operations over the years. At its shipyard, the HKF Group engages contractors to sort and separate waste metals into steel, aluminium, and bronze alloys for recycling. Licensed collectors are appointed to collect and convert waste oil into environmental friendly lubricants. At Harbour Cruise - Bauhinia, an onshore sewage treatment system was installed at the pier to prevent the direct discharge of wastewater into the sea.

For the property development and investment operations, waste recycling practices were implemented at Metro Harbour Plaza and Green Code Plaza, fulfilling the requirements for the Programme on Source Separation of Commercial and Industrial Waste organised by the Environmental Protection Department.



陳志明 Ir. Chan Chi-Ming
香港船廠有限公司總經理
General Manager - The Hong Kong Shipyard Ltd.

我非常雀躍見證香港小輪集團 100 週年，亦不禁令我想起「油蔴地小輪」這名字，我從小學起已得知這個名字，並永記於心。當我完成大專學業並巧合加入了香港小輪集團，成為旗下工程師，這更加鞏固了我對油蔴地小輪之深厚感情。

還記得香港小輪集團最初業務是「以船為本」，扎根香港，到現在新管理層發展多元化業務至醫美健康業務，亦不忘繼續秉承對社會之責任，環境保護及伸展至計劃年青人之承傳；迎接將來新挑戰，共創未來，並與香港一起同步成長。

I am excited to witness the 100th anniversary of the HKF Group and I have fond memories of the familiar HYF.

I was aware of this name since primary school and could never forget it. After completing my tertiary education, I joined the HKF Group as an engineer, and this only reinforced my deep affection for HYF.

The HKF Group started off as a ship-based business. Our management team has now diversified the HKF Group into the medical and healthcare spaces and we continue to uphold our responsibility to society, protect the environment and extend our legacy to younger generations. We will embrace new challenges to create a brighter future and grow together with Hong Kong.

油蔴地小輪自 1923 年起成立至今，一直為香港廣大市民提供服務，在百年的發展過程中，歷盡了創業與成長及轉營的艱辛。

在此祝願香港小輪集團在踏入第二個百年後，繼續秉承過去的企業精神，為香港及廣大市民提供優越的服務，同時業務再迅速發展更上一層樓，再創輝煌業績！

Since our establishment in 1923, HYF has been providing many services to the public in Hong Kong. As it developed throughout the century, the HKF Group has experienced the hardships of establishing and growing a business and turning it around.

As the HKF Group enters its second century, we wish the HKF Group the very best as it continues to provide great services to Hong-Kongers, while at the same time building up other businesses rapidly to further its success!



張國偉 Demen K. W. Cheung
港輪貿易投資有限公司總經理 / 香港油蔴地小輪船有限公司副總經理
General Manager - HYFCO Trading And Investments Co. Ltd. /
Deputy General Manager - The Hongkong and Yaumati Ferry Co. Ltd.

欣逢香港小輪集團成立一百週年，我有幸參與及見證此重要的歷史時刻，冀盼將來能夠繼續發揮所長，與集團共創佳績。香港小輪集團不僅穩固堅守歷年發展的多元化業務，近年更因應市場需求和社會變遷，而擴展醫美市場，我亦會秉承此穩中求進的精神，積極與團隊奮發向上，日益漸進。

As we celebrate the centenary of the HKF Group, I am honoured to participate in and witness this important moment in our history. I will continue to offer my strengths and skills to contribute to the HKF Group's success. The HKF Group has not only steadfastly maintained a variety of diversified businesses it has developed over the years, but also expanded into the medical aesthetics sector in response to market demand and recent social changes.

張俊輝 Simon Cheung
資訊科技經理
IT Manager



程達志 Andy T. C. Ching
高級工程項目經理
Senior Project Manager

香港小輪集團曾發展多個住宅地產發展項目：如：港灣豪庭、亮賢居、嘉賢居、新港豪庭、逸峯、海柏匯、城中匯、帝御（金灣 / 星濤 / 嵐天）等；而兩個大型商場項目大角咀港灣豪庭商場和粉嶺逸峯商場，也有理想的成績。

The HKF Group has developed several residential projects, including Metro Harbour View, Shining Heights, The Spectacle, Metro Regalia, Green Code, Harbour Park, Metro6 and Seacoast/Starfront/Skypoint Royale. The HKF Group has also achieved outstanding results in the development of two large scale shopping malls, namely, Metro Harbour Plaza in Tai Kok Tsui and the Green Code Plaza in Fanling.

我於香港小輪集團進一步多元化發展的時代加入團隊，董事會穩中求變高瞻遠矚，我會跟上香港小輪集團的步伐，為大家帶來優質醫食住行的選擇！

I joined the HKF Group at the beginning of its new era of diversification. The Board of Directors was looking ahead to the future! I will keep up with the HKF Group to offer quality medical, beverages, housing and logistics services!



徐倩珩 Karen Chui
企業事務總經理
General Manager - Corporate Affairs

特色觀光船前身均為過海汽車渡輪，為香港以往的两岸交通作出重要貢獻。

Our cross-harbour vehicular ferry service craft was once unparalleled in the history of the cross-harbour traffic of Hong Kong.

光陰荏苒，歲月如梭，經歷百載香港小輪集團仍然屹立香江，並積極銳意求變，祈願洋紫荊維港遊秉承為港服務的宗旨，繼續為旅遊界發光發亮。

Today, after a hundred years, the HKF Group is still growing with Hong Kong and it is ready for even more change! We believe the cruises will continue to shine in tourism and complete their mission of serving Hong Kong.

衷心祝賀香港小輪集團邁入百週年再創輝煌。

Congratulations to the HKF Group on its 100th anniversary!



葉定國 Rockie T.K. Ip
洋紫荊維港遊營運總監
Director of Operations - Harbour Cruise Bauhinia

以人為本員工寄語 OUR TALENTS



十年樹木，百年樹人！員工一直以來都是我們香港小輪集團最寶貴的財富，員工的福祉也是我們關注的重要一環。在此，感謝多年以來忠心耿耿一直為集團默默付出了光輝歲月的多位資深員工，穩定香港小輪集團固有業務，未來會吸納更多元的人才，協助集團不同的業務發展，共同攜手建構更美好將來，樂業安居！

賴嘉齡 Kristy Lai
高級人力資源及行政經理
Senior Human Resources & Administration Manager

There is a Chinese saying that goes, "It takes ten years to grow a tree but a hundred years to nurture a talent." Employees have always been our most valuable assets and their well-being is paramount to us. We would like to thank our senior staff who have devoted themselves to the HKF Group over the years, solidifying our current business and recruiting new talent to facilitate the expansion of the group and build a better future for living together.

於香港小輪集團服務的三十年間，我見證了香港小輪集團秉持着「以人為先」的理念，由渡輪業務進行多元業務領域拓展至船廠、物業發展及物業投資等業務，與大家共同踏進集團一百週年。

在這百年之際，我願與香港小輪集團繼續共同成長，在香港小輪集團這「大家庭」中與大家創下更多佳績，事業蒸蒸日上！

Over my 30 years of service with the HKF Group, I have witnessed the core value of the HKF Group of "Prioritizing Humanity" in action and saw our diversification from the ferry business to shipyard, property development and the property investment businesses as we celebrate our 100th anniversary.

In this centenary year, I hope to grow with the HKF Group and create further success in this big family, to grow and prosper together!



梁樹強 Brian Leung
稽核經理
Internal Audit Manager



加入香港小輪集團一年多，去年為集團創立新輕醫美業務 AMOUR，在小輪多元化業務發展下，見證著一個重要的里程碑。

我願來年秉承香港小輪集團百年基業的持續努力，與香港小輪集團上下攜手合作，共同開創更廣闊的發展空間，同時推動香港小輪集團更好融入國家發展大局，堅持為社會創造價值，為客戶帶來超越期望的卓越體驗。

梁佩璋 Hazel Leung
AMOUR 總經理
General Manager - AMOUR

I have been with the HKF Group for just over a year, and I have established AMOUR which is a new medical aesthetics business focusing on minimal invasive therapy. This marks an important milestone for the HKF Group in its diversification strategy.

I anticipate we will continue to work together to expand across a wider spectrum, while emerging into the overall national development, creating value for the community, and providing customers with an outstanding experience that exceeds expectations.



能夠成為 100 年企業其中一份子，確實心感榮幸。同時隨著大多數企業進行不斷創新和蛻變的市場條件下，擁有如此輝煌業績更加是罕見的成就『百年中之傳奇』。

我們是一個團結的集團，具有團隊精神的集團，公司各個部門互相配合相互協作、完成管理層領導各項工作任務，努力去實現香港小輪集團指標。遵循這些，我們將順利邁向下一個 100 年。

杜振豐 Stephen To
客戶關係中心總監
Head of Client Relationship Centre

It is truly an honour to be a part of a 100-year-old company. While constantly innovating and transforming, it is extremely rare to have such brilliant achievements in a "Legend for a Century".

We have navigated our way towards the next century as a group filled with team spirit. All departments in the company cooperate with each other to complete tasks led by management and strive to achieve the HKF Group's goals.

當我們回味其里程碑，一方面為其成就感到自豪，同時亦相信公司會繼續為未來發展進行規劃。100 年過去，小輪依然屹立，過去積存的智慧固然不可忽視，但亦清楚表達了一個訊息，各同事缺一不可。

我們的初心依然不變，致力為顧客提供最好的產品及服務。這種信念的延續，正好反映「適者生存，不適者淘汰」，小輪繼續與時並進，對「未來」充滿希望。

We are proud of our achievements over the century and remain hopeful for the future. The HKF Group is still developing, and while wisdom over the years should never be forgotten, it is crystal clear that our many achievements would never have happened without our colleagues.

Our mission remains unchanged - to offer the best products and services to our customers. The continuation of this belief demonstrates "survival of the fittest" and we will continue to grow with confidence while moving forward.



黃錦全 Terence Wong
集團財務及會計部總經理
General Manager - Finance and Accounts

「欲窮千里目，更上一層樓」看出詩人對前景的期盼。本集團在香港植根百載，為一間多元化的企業。

於集團工作逾十七載，初來甫到勾起乘搭油蔴地小輪之兒時回憶。在工作上由戰戰兢兢到現在與各部們衷誠合作，體現集團團隊精神。轉眼集團今年已踏入百年慶典，藉此祝願集團及各同事百尺竿頭，更進一步。「與您齊邁步，全面護將來」。

Aspirations for the future are evident in the popular poem "one must ascend another storey to overlook a thousand miles". Rooted in Hong Kong for a hundred years, the HKF Group is now a diversified enterprise.

I have served the HKF Group for over 17 years. My first encounter brings back fond memories of my childhood on the HYF. I have since worked with many different departments which embody the HKF Group's team spirit. As the HKF Group celebrates its centenary, I would like to encourage the HKF Group and our colleagues to take a further step forward. Let's work together to safeguard an even better future!



袁偉權 Peter W.K. Yuen
公司秘書
Company Secretary

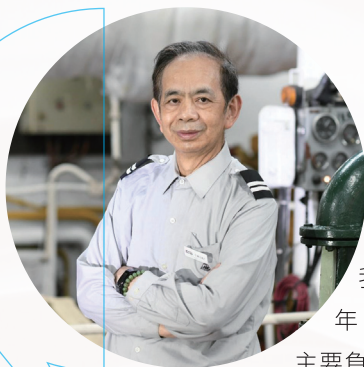
蕭日成 (HKF)

我於 1966 年 6 月 6 日正式加入香港船廠成為學徒，至今已逾 57 年。開初由機器部技工做起，跟隨師傅學習機器切割及打磨。當時主要製造英國汽車的引擎及零件，再學習維修工程。後來香港小輪集團加入不同業務及船種，加上當年師傅的嚴厲教導，令我有機會參與不同項目，獲得更多知識和經驗。

回想最深刻的事情，必定是當年緊急維修雙體船的經歷。此船隻主要營運香港至中山航線。由於船體龐大，維修時需要各部門通力合作，包括機器部、電器部和木工部等，共同努力，加上時間緊迫，需要連夜趕工進行修復。最終令船隻能如期重新啟航，公司客戶及乘客都十分滿意，令我獲得莫大的滿足感。

今年八月我將正式退休，退休後會先到澳洲探望家人，享受一下生活。當中最不捨的是共事多年的老朋友和同事，於船廠工作期間，我教導過十多位徒弟，至今亦已不同崗位獨當一面，更令我感到欣慰。

適逢今年是公司成立一百週年的大日子，我在此祝福公司業務蒸蒸日上，期待集團未來更多發展。



陳志遠 (HYF)

我服務汽車渡輪逾 50 年，現為輪機部機長，主要負責管理船隻機房。最

難忘的是在一次駕駛渡輪途中，船隻的兩部引擎同時發生故障，需要我們緊急搶修才能繼續前行，當時船上載著大量汽車及乘客，突然停駛令他們對我們的服務抱有怨言及投訴，當時我能做到的是保持冷靜，進行搶修，盡力減低對乘客的影響。幸好最終在半小時內修復好，將乘客順利送抵目的地。

我一直深信，這些年來全靠團隊齊心，與公司一同經歷各大小風浪，令公司能夠在多變的環境中屹立至今，此亦是我在公司服務多年的原因。

I joined HYF as an apprentice on 6 June 1966, 57 years ago. I commenced as a technician in machine cutting and polishing. At that time, we mainly manufactured engines and spare parts for British cars. The HKF Group then developed various businesses and types of vessels. This allowed me to participate in different projects and with the support of our senior staff, I gained more knowledge and experience.



The most memorable event that I remembered has to be emergency repairing of the catamaran. It mainly operates the route from Hong Kong to Zhongshan. Due to the huge size of the vessels, it required the cooperation of all departments, including our machinery, electrical and carpentry departments, for maintenance. We had to work together day and night to ensure the process was smooth. The vessel could operate as scheduled at the end, which gave me great satisfaction.

I will officially retire in August this year. It is sad to say goodbye to all my colleagues who I have worked with for so many years. I have trained over ten apprentices during my career and I feel gratified that they all became successful.

With the 100th anniversary of the HKF Group, I wish the HKF Group a prosperous business and look forward to its development in the future.

I served HYF for 50 years and am now an engineer. I am responsible for managing the engine room on the vessels. Vehicular ferries with both engines failing at the same time was the most memorable over the years. Many cars and passengers were on board at that time, and they all complained about the incident on the ferry. We had to urgently repair and minimize the impact on our passengers. I could only keep calm and complete the maintenance as soon as possible. Fortunately, the service resumed in half an hour and all the passengers landed safely.

I strongly believe that team spirit and full support from the company led us overcoming all difficulties over the years. This is mainly why I have served the company for many years.

承先啟後 繼往開來 LOOKING FORWARD

2023 年是油蔴地小輪成立的一百週年。香港小輪集團百年來陪伴香港人見證歷史，竭誠服務社區，能夠伴隨香港市民共同成長，讓我們倍感榮幸。

所謂「百年征途謀新篇，雄心壯志啟新程」，多年來香港小輪集團不斷積極銳意求變，現在不僅穩步發展著原有的船務和地產業務，也成功進一步拓展至醫療醫美服務領域，務求成為全方位的綜合性企業，為大眾服務。香港小輪集團會一直持續不懈地堅守「以民為本」的可持續發展目標，抓緊守護大灣區大健康的機遇，在靈活求變、盡心回饋社會的同時，為股東創造價值。

香港小輪集團屹立香江百載，展望未來，本人深信香港小輪集團的可持續發展策略能夠引領我們迎難而上，抓緊商機，推動我們繼續擴展業務，邁入下一個世紀再創輝煌。

李嘉豪先生
執行董事兼集團總經理

The year 2023 marks the centennial anniversary of the HYF. It has been our honour to have grown with Hong Kong over time, witnessed its history and served the community.

The HKF Group has actively sought for changes over the past decades. In addition to developing the shipyard and property businesses in a steady manner, it has also successfully expanded into the medical and aesthetic business and is striving to become an all-round conglomerate covering all key aspects of life.

The HKF Group will continue to adhere to its core principle of "Prioritizing Humanity", and is even seizing the opportunity to safeguard the health of the Greater Bay Area. While being adaptable and responsive to change, the HKF Group is committed to fulfilling its social responsibilities and creating value for its shareholders.

For a century, the HKF Group has formed part of the Victoria Harbour scenery. Looking ahead, I firmly believe that the Group's sustainability strategy can guide us to overcome future challenges, seize opportunities, and continue to expand into the next century.

Gabriel Lee
Executive Director and Group General Manager



香港小輪集團於2023年4月29日中環四號碼頭舉行成立百周年慶典，邀得香港特別行政區行政長官李家超先生蒞臨主禮，並與香港小輪集團主席林高演博士等一同主持慶祝儀式，各界政商名人匯聚共慶。

To celebrate its centennial anniversary, the HKF Group held a celebratory ceremony at Pier No. 4 in Central on 29 April 2023. Mr John Lee Ka-chiu, Chief Executive of the Hong Kong Special Administrative Region, officiated at the ceremony, along with Dr Colin Lam Ko-yin, Chairman of Hong Kong Ferry Group as well as a number of political and business luminaries.



百周年慶典相集 CENTENNIAL CEREMONY GALLERY



香港小輪集團邀請恒基兆業地產集團及百仁基金一眾「共創明Teen計劃」的學員和友師乘搭「洋紫荊維港遊」觀光船，欣賞維港美景，共同慶祝集團成立100周年。

In celebration of its 100 years of establishment, the HKF Group invited mentors and mentees of the Shrive and Rise Programme from Henderson Land Group and the Centum Charitas Foundation to attend the Harbour Cruise – Bauhinia tour and delight in the breath-taking views of Victoria Harbour.



香港小輪集團總經理李嘉豪先生向長期服務員工頒發嘉許獎狀和金幣，年資最長的船廠機械維修技術員蕭日成先生與一眾員工接受。

Mr Gabriel Lee, General Manager of Hong Kong Ferry Group, presented certificates and gold coins to long-serving employees. Mr Siu Yat-shing, the Group's longest-serving shipyard technician, accepted the gifts on behalf of the awardees.