Chapter 13

Transport

Widely regarded as one of the best in the world, Hong Kong's public transport system provides comprehensive, comfortable and safe travel options at affordable prices.

The Government provides an efficient transport infrastructure to meet the challenges of population growth and continuous development. It encourages use of public transport by ensuring quality service while managing road use to reduce congestion and promote safety. It also supports special measures to protect the environment in places used by public transport.

Rail is the backbone of the public transport system. The MTR Corporation Limited (MTRCL) operates the railway system in Hong Kong.

Development of new railway projects progressed smoothly in 2010. The Hong Kong section of the Guangzhou–Shenzhen–Hong Kong Express Rail Link (XRL) commenced construction in January 2010, scheduled for completion in 2015. Planning for a number of future projects, including the Kwun Tong Line Extension, South Island Line (East) and Shatin-to-Central Link was also proceeding.

The preliminary design of the Hong Kong–Zhuhai–Macao Bridge (HZMB) Main Bridge was approved by the Ministry of Transport of the Central People's Government in March 2010. Starting in the second half of 2010, various detailed design contracts and construction contracts of the Main Bridge were tendered, with a view to completing the project in 2016.

Implementation of an Intelligent Transport Systems Strategy continued during the year. Two new services, Driving Route Search and Intelligent Road Network were launched. In addition, the existing Journey Time Indication System on Hong Kong Island was expanded to Kowloon and Eastern District.

Aviation continued to prosper, with the passenger and cargo throughput at Hong Kong International Airport hitting record highs of 49.77 million travellers and 4.13 million tonnes respectively, while air services arrangements with aviation partners continued to be liberalised during the year.

Administrative Framework

The Transport and Housing Bureau of the Government Secretariat, headed by the Secretary for Transport and Housing, is responsible for, among other matters, the formulation of policies on matters relating to Hong Kong's internal and external transport, including land transport, maritime transport and logistics, and air services. The bureau is supported by the Civil Aviation Department, the Highways Department, the Marine Department and the Transport Department.

Transport Strategy and Policy Objectives

The Government helps provide a safe, efficient, reliable and environmentally friendly transport system that meets the economic, social and recreational needs of the community, and is capable of supporting sustainable development in Hong Kong. It does this by:

- expanding and improving the transport infrastructure in a timely manner;
- improving the quality and co-ordination of public transport services; and
- managing road use to reduce congestion and promote safety.

The Government also ensures these objectives are environmentally sustainable by searching for and supporting environmental improvement measures adopted in transport-related areas.

It has drawn up long-term transport strategies based on the recommendations of the Third Comprehensive Transport Study. Meanwhile, the objectives, promulgated in a plan entitled 'Hong Kong Moving Ahead: A Transport Strategy for the Future' include:

- better integration of transport and land use planning;
- better use of railways as the backbone of the passenger transport system;
- better public transport services and facilities;
- better use of advanced technologies in transport management; and
- better environmental protection.

Railway Development and Railway Development Strategy 2000

Railways are safe, efficient, reliable, comfortable and environmentally friendly mass carriers. They play a key role in Hong Kong's transport systems strategy and the Government gives high priority to railway development. The Railway Development Strategy 2000, which provides a blueprint for the next phase of railway development, includes a number of new railway schemes to meet Hong Kong's increasing transport needs in a sustainable manner over the next two decades.

Hong Kong's railway development has progressed rapidly during the past few years. Over $180 billion has been invested in ten railway projects. They are:

- the Tseung Kwan O Line (commissioned in August 2002);
- the West Rail Line (commissioned in December 2003);
- the East Rail Line Tsim Sha Tsui Extension (commissioned in October 2004);
- the Ma On Shan Line (commissioned in December 2004);
- the Disneyland Resort Line (commissioned in August 2005);
- the extension of the East Rail Line to Lok Ma Chau (commissioned in August 2007);
- the LOHAS Park Station of Tseung Kwan O Line (commissioned in July 2009);
- the Kowloon Southern Link (commissioned in August 2009);
- the West Island Line (commenced construction in 2009); and
- the Hong Kong section of the Guangzhou–Shenzhen–Hong Kong Express Rail Link (XRL) (commenced construction in 2010).

Construction of the West Island Line continued to progress, while the Hong Kong section of the XRL commenced construction in January 2010.

In addition, the Shatin-to-Central Link, the Kwun Tong Line Extension, and the South Island Line (East) are in the design stage, while the Northern Link and the Hong Kong–Shenzhen Western Express Line, the South Island Line (West) and North Hong Kong Island Line are under review.

Since the completion of the Railway Development Strategy in 2000, there have been major changes in how the planning of Hong Kong is to proceed. There were also sharp increases in the cross-boundary passenger and vehicular traffic because of

closer integration of the economies and people in the Mainland and Hong Kong. It is therefore necessary to review and update the blueprint of railway development to take account of the changing needs of society and the latest planning parameters. A consultancy study to review and update the Railway Development Strategy will commence in March 2011 for completion in 2013.

Transport Infrastructure

Road Network

Hong Kong has 2 076 kilometres of roads and 1 293 road structures, 16 road tunnels (including the three immersed-tube cross-harbour tunnels) and five major cable supported bridges.

Tunnels

The Government owns 11 road tunnels: the Cross-Harbour, Lion Rock, Aberdeen, Kai Tak, Shing Mun, Tseung Kwan O, Cheung Tsing, Tai Wai, Sha Tin Height, Eagle's Nest and Nam Wan tunnels.

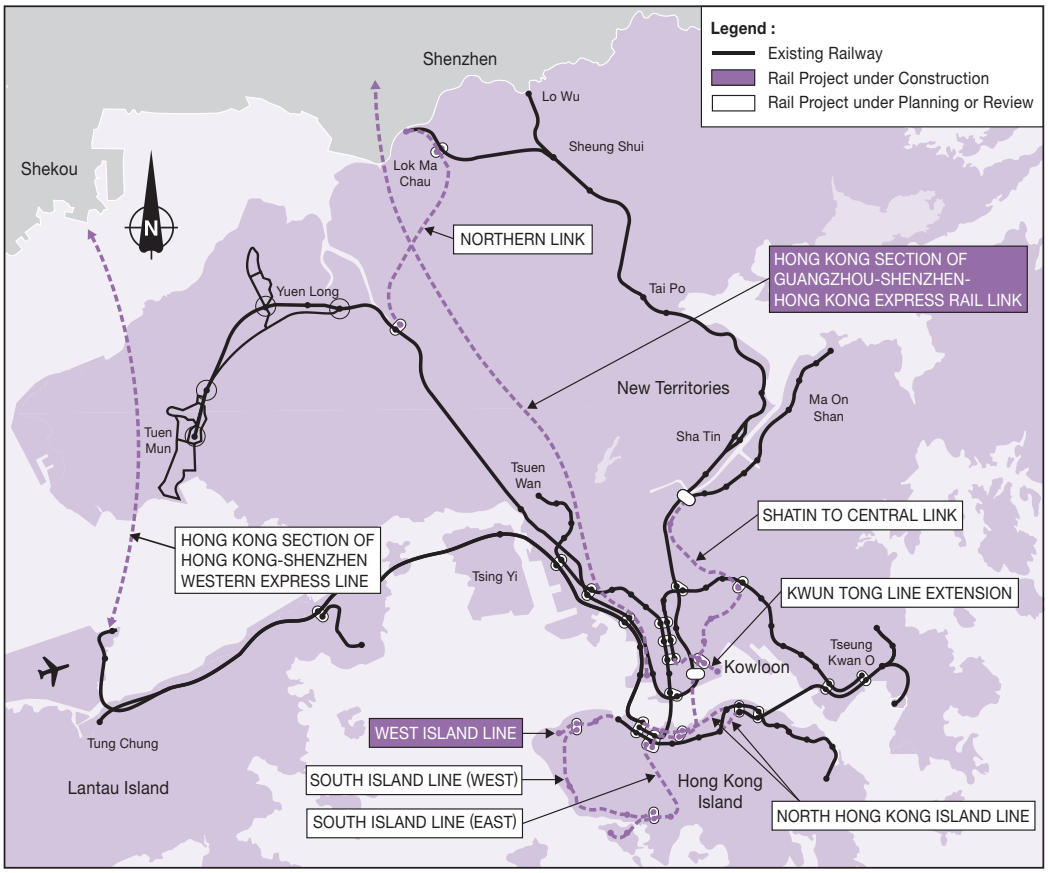
The last four are located in the Tsing Sha Control Area while Cheung Tsing Tunnel is located in the Tsing Ma Control Area. All 11 tunnels are managed and operated by private companies under management contracts. Use of the Kai Tak Tunnel, Cheung Tsing Tunnel and Nam Wan Tunnel is free of charge. Tolls for the rest are provided for in their governing legislation.

Four other tunnels are operated by private companies under 'Build, Operate and Transfer' arrangements. They are the Eastern Harbour Crossing, Tate's Cairn Tunnel, Western Harbour Crossing and Tai Lam Tunnel.

There is also a private tunnel, the Discovery Bay Tunnel Link, which was built by Discovery Bay Road Tunnel Company Limited. This is operated and maintained by the company, and is open only to vehicles taking goods to Discovery Bay, or providing services to residents there.

Rail Network

Railways are a vital part of Hong Kong's transport network and are essential to its continuous economic, social and land development. They account for about 36 per cent of daily public transport passenger travel and about 61 per cent of land-based cross-boundary passenger trips to the Mainland. They are being extended to various parts of Hong Kong. The map below shows the existing railway network, two railway projects under construction and the indicative alignments of the seven railway projects in the design stage or under review.



Railway Projects under Construction

The West Island Line is an extension of the existing Island Line from Sheung Wan to Kennedy Town, with two intermediate stations at Sai Ying Pun and the University of Hong Kong. Construction of the project started in July 2009 for completion in 2014. Upon commissioning, the journey time between Sheung Wan and Kennedy Town will be less than 10 minutes as compared with 15 to 25 minutes of current vehicular journey time during rush hours.

The Hong Kong section of the XRL is a 26-kilometre underground railway with the terminus at West Kowloon. Trains will be able to run through the tunnel at a maximum speed of 200 kilometres per hour. Upon completion, the journey time between Guangzhou and Hong Kong by train will be reduced from 100 minutes to about 50 minutes. Passengers from Hong Kong will take only three hours to reach Changsha, four hours to Wuhan and Xiamen, five hours to Fuzhou, and six and eight hours to Shanghai and Beijing respectively. Construction commenced in January 2010 for completion in 2015.

Railway Projects in the Planning Stage

The 17-kilometre long Shatin-to-Central Link is a strategic project providing territory-wide connections. It will have 10 stations at Tai Wai, Hin Keng, Diamond Hill, Kai Tak, To Kwa Wan, Ma Tau Wai, Ho Man Tin, Hung Hom, Exhibition and Admiralty. It will be linked with a number of existing railways forming two strategic railway corridors. The 'East West Corridor' will connect Tai Wai Station on the Ma On Shan Rail Line with the West Rail Line at Hung Hom via Diamond Hill and Southeast Kowloon. The 'North South Corridor' will extend the East Rail Line from Hung Hom Station across the harbour to Admiralty Station on Hong Kong Island. This railway scheme was gazetted under the Railways Ordinance in November 2010. Construction is expected to start in 2012 for completion in 2018 for the section between Tai Wai and Hung Hom and 2020 for the section between Hung Hom and Admiralty.

The Kwun Tong Line Extension will extend the existing Kwun Tong Line from Yau Ma Tei to Whampoa with one intermediate station at Ho Man Tin. The railway scheme was authorised by the Executive Council in November 2010. Construction is expected to start in 2011 for completion in 2015. Upon completion, the journey time between Mong Kok and Whampoa will be about five minutes, compared with the 25-minute current vehicular journey time during rush hours.

The South Island Line (East) will be a medium capacity railway line running between Admiralty and South Horizons with three intermediate stations at Ocean Park, Wong Chuk Hang and Lei Tung Estate. This railway scheme was authorised by the Executive Council in November 2010. Construction is expected to commence in 2011 for completion in 2015. Upon completion, the journey time between Admiralty and South Horizons will be about 10 minutes, compared with the 25- to 45-minute current vehicular journey time during rush hours.

Since the adoption of a 'Dedicated Corridor' option for the Hong Kong section of the XRL, the Northern Link has become a separate project. It will connect the West Rail Line at Kam Sheung Road to the boundary-crossing point at Lok Ma Chau. Together with the Lok Ma Chau Spur Line of the East Rail Line, the Northern Link will form a strategic corridor connecting the West Rail and the East Rail Lines. The Government is reviewing the proposal.

The Chief Executive announced in his 2007-08 Policy Address an initiative to foster closer Hong Kong-Shenzhen Airport Co-operation and to study the feasibility and economic benefits of establishing the Hong Kong-Shenzhen Western Express Line, to capitalise on the synergy of their complementary flight networks. Another major function of the Hong Kong-Shenzhen Western Express Line is to connect Shenzhen Qianhai and the Northwest New Territories. It is important for the design of the Hong Kong-Shenzhen Western Express Line to take into consideration the planning and development programme of these two areas.

Road Projects under Construction

Major road projects under construction include:

- A Central-Wan Chai Bypass (CWB) and Island Eastern Corridor Link forming part of an east-west strategic route along the northern shore of Hong Kong Island to alleviate traffic congestion. It is a 4.5-kilometre-long dual three-lane trunk road with a 3.7-kilometre-long tunnel. Construction of the CWB in the Central Reclamation Phase III area is in progress. Works on the other sections of the carriageway began in December 2009 and are going on in stages. The trunk road is scheduled for opening for traffic by 2017.

- Reconstruction of Tuen Mun Road to bring the expressway's dual three-lane carriageway up to current standards and to provide hard shoulder lanes wherever practicable. The project is scheduled for completion by 2014. Work on widening the Tuen Mun Road Town Centre section is scheduled for completion by the end of 2013.

- Widening of Tolo Highway between Island House Interchange and Tai Hang to upgrade the existing dual three-lane carriageway to a dual four-lane carriageway. Construction of the section between Island House Interchange and Ma Wo commenced in August 2009 for completion in 2013, while construction of the section between Ma Wo and Tai Hang commenced in February for completion by the end of 2013.

- Bus-Bus Interchanges on Tuen Mun Road involving construction of two bus-bus Interchanges, one for Tuen Mun bound buses, the other for Kowloon bound buses plying Tuen Mun Road. Construction commenced in July 2010 for completion in 2013.

Road Projects in the Planning Stage

A number of road construction and improvement projects are being planned to enhance Hong Kong's existing road network:

- The Tuen Mun–Chek Lap Kok Link (TM-CLKL) and Tuen Mun Western Bypass (TMWB) for which investigation and preliminary design are in progress. These two projects involve building a dual two-lane road to connect Kong Sham Western Highway to the HZMB Hong Kong Boundary Crossing Facilities (HZMB-HKBCF) where cross-border facilities are located, Hong Kong International Airport and Lantau. The road is required to meet the anticipated traffic demand of Northwest New Territories and Lantau after 2016. The new road will strengthen the development of Hong Kong's logistics industry and provide an alternative route to the airport.

- The Hong Kong Link Road, a 12-kilometre dual three-lane highway comprising sections of sea viaduct, tunnel and at-grade road that will link the HZMB Main Bridge with the HZMB-HKBCF.

- The HZMB-HKBCF is to be constructed on an artificial island of about 130 hectares in the northeast waters of Hong Kong International Airport. The detailed ground investigation for reclamation work has been completed. The consultancy for the detailed design of the project's infrastructures and superstructures commenced in late 2010. In order to draw new conceptual

design ideas for the development, the HZMB-HKBCF International Design Ideas Competition was launched in December 2009. The competition received over 160 entries from over 20 countries/regions. The consultants concerned will make reference to the winning designs of the above competition when carrying out the detailed design.

- The Central-Kowloon Route: investigation and preliminary design on a proposed 4.7-kilometre-long dual three-lane route, with 3.9 kilometres of tunnel connecting West Kowloon to the proposed Kai Tai Development and the road network in Kowloon Bay was completed by the end of 2010.
- Trunk Road T2: investigation and preliminary design continued. The proposed trunk road is a 3.6-kilometre-long dual two-lane carriageway. It will connect the Central-Kowloon Route from the Kai Tak Development to the proposed Tseung Kwan O–Lam Tin Tunnel at the Cha Kwo Ling waterfront.
- The Tseung Kwan O–Lam Tin Tunnel and the Cross Bay Link: preliminary design continued. The plan is for an additional external land route to be built to connect Tseung Kwan O to Kowloon. The Tseung Kwan O–Lam Tin Tunnel is a dual two-lane carriageway of about four kilometres in length. It will connect Tseung Kwan O to Trunk Road T2 at Cha Kwo Ling. The Cross Bay Link is a dual two-lane carriageway that will link the two parts of Junk Bay.
- Fanling Highway: a detailed design for the widening of Fanling Highway between Tai Hang and the Wo Hop Shek Interchange is being prepared. This section of the Fanling Highway will be widened to turn the dual three-lane carriageway there into a dual four-lane carriageway with hard shoulders.
- Trunk Road T4: is a dual two-lane carriageway that will connect Sha Tin Road to Trunk Road T3 and Shing Mun Tunnel Road, to be used as a bypass to Tai Po Road (Sha Tin Section) and other distributor roads originating from Sha Tin Town Centre, to cater for the long-term traffic flow in Sha Tin District. After Route 8's opening at the end of 2009, the planning review continued for this proposed trunk road.
- Hiram's Highway: improvements to the highway will be carried out in two stages. Stage 1 covers the section between Hiram's Villas and Marina Cove while Stage 2 covers the area between Marina Cove and Sai Kung Town Centre. The road alignment plan formulated under Stage 1 has been finalised. For Stage 2, a study is under way to explore options for improving road safety and tackling traffic congestion with as little damage to the environment as possible.

Tsing Ma Control Area

The Tsing Ma Control Area is a 21-kilometre expressway network comprising Tsing Kwai Highway, Cheung Tsing Tunnel, Cheung Tsing Highway, the North-West Tsing Yi Interchange, Tsing Yi North Coastal Road, Lantau Link, Ting Kau Bridge, part of the North Lantau Highway and Ma Wan Road. The control area is managed by a private contractor.

The Lantau Link imposes a 'one-way' toll which means that vehicles travelling to Lantau on a return trip make only one payment covering the journey to and from Lantau or Ma Wan. The double toll ranges from $20 to $80 for different types of vehicles. An average of 62 115 vehicles per day used the Lantau Link in 2010.

Tsing Sha Control Area

The Tsing Sha Control Area connects the Tsing Ma Control Area in the west to Tai Po Road in Sha Tin. It covers a 13-kilometre Tsing Sha Highway connecting Sha Tin, West Kowloon and Tsing Yi. Stage One of Tsing Sha Highway (Cheung Sha Wan to Sha Tin Section) and Stage Two (Tsing Yi to Cheung Sha Wan Section) of the Tsing Sha Highway were opened to traffic in March 2008 and December 2009 respectively. In 2010, an average of 31 741 vehicles used this main truck road daily.

The Control Area is connected to Sha Tin by a series of three tunnels: the Eagle's Nest Tunnel, Sha Tin Heights Tunnel and Tai Wai Tunnel. Toll for all classes of vehicles travelling through this group of tunnels is $8. The area's other tunnel is the Nam Wan Tunnel located at Tsing Yi. This tunnel is toll-free.

There is also a 1.6-kilometre bridge in the Control Area that connects Stonecutters Island to Tsing Yi. Called Stonecutters Bridge, it spans Rambler Channel and is toll-free.

Public Transport

Hong Kong's transport system is modern, efficient and provides affordable, comfortable and safe travel on a wide choice of carriers.

Railways

Railways account for about 36 per cent of all trips made on public transport each day. Hong Kong's railways are run by the MTR Corporation Limited (MTRCL), a public listed company of which the Government is the biggest shareholder.

The MTR system comprises:

- Kwun Tong Line (Tiu Keng Leng–Yau Ma Tei);
- Tsuen Wan Line (Tsuen Wan–Central);
- Island Line (Chai Wan–Sheung Wan);
- Tung Chung Line (Hong Kong–Tung Chung);
- Tseung Kwan O Line (Po Lam/LOHAS Park–North Point);
- East Rail Line (Hung Hom–Lo Wu/Lok Ma Chau);
- West Rail Line (Tuen Mun–Hung Hom);
- Ma On Shan Line (Wu Kai Sha–Tai Wai); and
- Disneyland Resort Line (Sunny Bay–Disneyland Resort).

There are over 80 stations along the 175-kilometre network. The MTRCL also operates a 35.3-kilometre Airport Express Line. The entire system carries an average of 3.87 million passengers per day.

Apart from the heavy rail systems, the MTRCL operates a 36.2-kilometre Light Rail network which has 68 stops in the Northwestern part of the New Territories. The Light Rail carries about 423 300 passengers daily. Light Rail feeder bus services are also operated to provide rail passengers with a more comprehensive service network. In addition, the MTRCL provides inter-city through-train services from Hong Kong to cities in Guangdong, Shanghai and Beijing.

Tramway

Electric trams have been running on Hong Kong Island since 1904. Hongkong Tramways Limited runs seven routes on 13 kilometres of double tracks along the northern shore of Hong Kong Island between Kennedy Town and Shau Kei Wan, and about three kilometres of single track around Happy Valley.

The company's 164 trams, including two open-balcony trams for tourists and private hire and one special maintenance tram, make up the world's largest fleet of double-deck trams in operation. The tramway records a daily average of 226 800 passenger trips.

Peak Tram

Hong Kong's other tramway is a cable-hauled funicular railway operated by the Peak Tramways Company Limited from Central (Garden Road) to the Peak. The 1.4-kilometre line began operation in 1888 and was modernised in 1989. The Peak Tram records an average of 14 700 passenger trips a day, made up mostly of tourists and local sightseers.

Other Road-based Passenger Transport

The other road-based passenger transport modes — mainly franchised buses, public light buses, taxis and residents' non-franchised buses — account for 60 per cent of all public transport passenger journeys.

Franchised Buses

Franchised buses are the largest road-based carriers and account for about 32 per cent of the total daily public transport volume. Bus services in Kowloon and the New Territories are largely provided by the Kowloon Motor Bus Company (1933) Limited (KMB). At year-end, the company operated 315 bus routes in Kowloon and the New Territories and 60 cross-harbour routes on its own. It also operated 29 and 21 cross-harbour routes jointly with New World First Bus Services Limited (NWFB) and Citybus Limited (CTB) respectively.

At year-end, the company had a licensed fleet of 3 819 buses, of which 3 688 were air-conditioned and 2 073 were wheelchair-accessible. KMB recorded 947 million passenger trips (a daily average of 2.59 million passenger trips) covering 309.73 million kilometres of roads during the year.

Bus services on Hong Kong Island are provided by NWFB and CTB. At year-end, NWFB was operating 52 bus routes on Hong Kong Island, 8 in Kowloon and Tseung Kwan O and 33 cross-harbour routes, 29 of which were run jointly with KMB. It had a licensed fleet of 704 air-conditioned buses, of which 589 were wheelchair-accessible.

NWFB recorded 172 million passenger trips (a daily average of 471 600 passenger trips) covering 48.47 million kilometres of roads.

CTB operates two bus networks under two franchises. One of these covers 62 bus routes on Hong Kong Island, one bus route in the New Territories and 29 cross-harbour routes, 21 of which are operated jointly with KMB. The other franchise covers a network of 18 routes plying between the urban areas and North Lantau or the airport.

At year-end, CTB had a licensed fleet of 938 air-conditioned buses, of which 362 were wheelchair-accessible. The company recorded 211 million passenger trips (a daily average of 578 300 passenger trips) covering 81.84 million kilometres of road.

The Long Win Bus Company Limited provides services between the New Territories and Lantau Island and the airport. The company made 29.41 million passenger trips (a daily average of 80 600 passenger trips) covering 25.61 million kilometres of roads in 2010. At year-end, it ran 19 routes with a licensed fleet of 165 air-conditioned buses. All vehicles were wheelchair-accessible.

The New Lantao Bus Company (1973) Limited mainly provides bus services on Lantau Island. The company recorded 19.06 million passenger trips (a daily average of 52 000 passenger trips) which covered 6.55 million kilometres of road. It ran 23 routes with a licensed fleet of 103 vehicles.

Different forms of fare concession were provided by the franchised bus companies during the year. For example, all franchised bus companies offered concessionary fares for children aged under 12 and elderly passengers on all routes (except recreational routes operated by CTB).

Bus-Bus Interchange schemes are implemented to encourage more efficient use of resources and limited road space, and to provide more choice for passengers. Fare discounts are offered to passengers when interchanging between designated bus routes. At year-end, a total of 241 bus-to-bus interchange schemes were in operation, involving about 400 routes.

Non-franchised Buses

Non-franchised bus services play a supplementary role in the public transport system. They relieve heavy demand on regular public transport services primarily during peak hours, fill the gaps which cannot be met by regular public transport services and provide tailor-made services to specific groups of passengers. They mainly serve tourists, groups of residents, employees and students. At year-end, there were 7 065 registered non-franchised buses of which 6 985 were in operation.

Based on the recommendations of the Transport Advisory Committee's review of the licensing and regulatory framework for non-franchised bus operation completed in July 2004, the Government continued to implement measures to improve the regulation of non-franchised bus operation in 2010. The measures aim at co-ordinating changes in non-franchised bus services with demand; strengthening control over non-franchised bus operation; and enhancing the effectiveness and efficiency of enforcement actions.

Public Light Buses

Hong Kong's public light buses (PLBs) are licensed to carry a maximum of 16 passengers. At year-end, there were 4 350 PLBs.

There are two types of PLBs — green and red. Green minibuses provide scheduled services with fixed routes, fares, vehicle allocation and timetables as stipulated by the Transport Department. During the year, there were 3 019 green minibuses operating 353 routes, which recorded a daily average of 1 501 650 passenger trips. Red minibuses are not required to operate on fixed routes or timetables. They may set their own fares but are subject to certain restrictions on their operating areas. There were 1 331 red minibuses in operation and they recorded a daily average of 375 410 passenger trips during the year.

To further enhance PLB safe operation, with effect from June 7, 2010, the Transport Department has introduced a licensing condition to require all PLBs to install speed limiters with a maximum speed set at 80 km per hour. The installation is expected to be completed by September 2011.

To strengthen communication among passengers, the trade and the Government, the Transport Department publishes a PLB Newsletter regularly. As regards road safety, five workshops were held for the operators and PLB drivers in 2010 to remind trade members and drivers about the importance of driving safety.

Taxis

At year-end, there were 15 250 red urban taxis, 2 838 green New Territories taxis and 50 blue Lantau taxis in Hong Kong, carrying about one million passengers per day.

To improve the operating environment for taxis, the Transport Department has extended a temporary arrangement, which was first introduced in May 2003, to January 31, 2012. This allows taxis to pick up and set down passengers during peak hours and 7 am-to-7 pm restricted zones on roads with speed limits of less than 70 kilometres per hour. At year-end, there were over 250 designated taxi pick-up/drop-off points and taxi drop-off points. The department will continue to provide taxi pick-up/drop-off facilities at suitable locations.

The department and the Quality Taxi Services Steering Committee continued to implement schemes to improve the quality of taxi service. These included updating the information on the light emitting diode display panels and providing additional taxi information plates at appropriate taxi stands. 40 000 free copies of every issue of Taxi Newsletters were published and distributed to taxi drivers, and leaflets were

distributed at Hong Kong International Airport, Hong Kong Disneyland and Lok Ma Chau Control Point to provide useful information on taxi services to taxi drivers, passengers and tourists.

In addition, the department has stepped up its promotional and educational efforts to encourage the charging and paying of taxi fares according to the taximeters.

Ferries

Ferries provide essential transport links to outlying islands where no land transport alternatives are available. They also provide an alternative transport service to and from the inner harbour and other areas in Hong Kong.

At year-end there were 13 franchised and licensed ferry operators running 24 regular passenger ferry services, two dangerous goods/vehicular ferry services and two special services for the harbour and for trips to the new towns and outlying islands. These franchised/licensed services were supplemented by 71 'kaito' or small boats routes, which provide services to relatively remote parts of Hong Kong. Ferries recorded a daily average of about 72 000 passenger trips within the harbour and about 64 000 passenger trips to and from the outlying islands.

Transport Management

Effective transport management is essential for the orderly and safe operation of the transport system. The Government's regulatory powers are provided under the Road Traffic Ordinance. Every effort is made to improve the efficiency and effectiveness of transport management through the use of modern technology in a variety of areas.

Licensing

At year-end, there were 1 773 863 licensed drivers, 601 481 licensed private vehicles and 6 315 government vehicles. There were 414 966 licensed private cars, of which 31 828 were new vehicles registered during the year. Registered goods vehicles numbered 114 775, of which 72 847 were light goods vehicles, 38 588 medium goods vehicles and 3 340 heavy goods vehicles. On average, there were 3 580 new learner-drivers per month.

Driver Improvement Scheme

To promote road safety and make drivers more law abiding through better understanding of good driving behaviour and attitude, the Transport Department launched a Driver Improvement Scheme in September 2002 and designated a number of driving schools to provide the driving improvement course. To enhance road safety further, since February 2009 persons falling within the specified two categories have been required to attend the course on a mandatory basis in accordance with the Road Traffic Ordinance and Road Traffic (Driving-offence Points) Ordinance. The categories are offenders who have been convicted of serious traffic offences and who have accumulated 10 Driving Offence Points within two years. From September 2002 to December 2010, about 34 700 drivers attended the course,

among whom about 9 800 drivers were required to attend the course on a mandatory basis. About 80 per cent of the drivers who attended the course did not incur new driving-offence points for six months after the course.

Vehicle Examination

Vehicles are examined routinely to ensure they are safe, roadworthy and properly maintained. All public service vehicles, goods vehicles exceeding 1.9 tonnes, and trailers must undergo annual inspections. In 2010, some 194 000 vehicles were examined at the four government vehicle examination centres. In addition, 3 341 spot checks were carried out on franchised buses to confirm their safety, roadworthiness and service standards. Private cars over six years old and light goods vehicles not exceeding 1.9 tonnes are inspected annually at 22 designated car testing centres run by the private sector. These centres carried out 241 000 vehicle examinations.

The Kowloon Bay Vehicle Examination Centre has two chassis dynamometers to carry out random checks on smoke emissions from diesel vehicles during annual inspections.

All vehicles imported into Hong Kong must be examined to make sure they meet statutory requirements before they can be registered and licensed. In 2010, of 624 vehicle types approved, 603 went through a simplified procedure that involved examining sample vehicles of the same model.

Electronic payment facilities are now available at all vehicle examination centres, providing additional convenience for users. Vehicle Appointment Status Display Systems have been installed at the New Kowloon Bay Vehicle Examination Centre, the Kowloon Bay Vehicle Examination Centre and the To Kwa Wan Vehicle Examination Centre, informing people of available booking dates. The booking information is also available on the Internet.

Intelligent Transport Systems

Two new services were launched. A Driving Route Search Service was launched on the Internet in April 2010 for free access by the general public. Intelligent Road Network Packages were launched in November 2010. In addition, the existing Journey Time Indication System on Hong Kong Island was expanded to Kowloon and Eastern District in May 2010.

Closed circuit television (CCTV) cameras are installed at heavy traffic spots to monitor conditions at these places so that drivers can avoid them if possible. The CCTV project to enhance further traffic surveillance and information dissemination was completed in September 2010. There are 333 cameras installed in the urban areas and the new towns and 220 cameras operating on major highways.

More traffic condition images were disseminated to the public. In 2010, images of 140 strategic locations captured by CCTV cameras were made available to the public on the Internet and through their mobile phones. Site installation to cover additional strategic locations is under way.

A Computerised Area Traffic Control (ATC) system is connected to the traffic signalling system in a district, enabling better control of changing conditions on the road. ATC systems are now in operation in the urban areas and in the new towns at Tsuen Wan, Kwai Tsing, Sha Tin, Ma On Shan, Tai Po, North District, Tuen Mun and Yuen Long and will be expanded to Tseung Kwan O by end-2011.

At year-end, 1 783 traffic signals at road junctions were in operation, 1 656 of which were linked to ATC systems.

Conventional traffic signals are being replaced by light emitting diode traffic signals for environmental reasons and cost savings. Replacement work in Kowloon is under way and is expected to be completed in the first quarter of 2011 while works in the New Territories will start in January 2011. The whole replacement project is expected to be completed by the autumn of 2012.

To facilitate traffic monitoring and incident management, traffic control and surveillance (TCS) facilities, such as CCTV, emergency telephones and lane signals, are provided in all tunnels. To enhance operational efficiency further, more TCS facilities such as variable message signs, variable speed limit signs and automatic incident detection systems have been installed, or are being retrofitted in some tunnels. The Tsing Ma Control Area, Tsing Sha Control Area and Kong Sham Western Highway are also equipped with TCS facilities.

To enhance further the deterrent effect and strengthen the enforcement against red light jumping and speeding, the 'Red Light Camera (RLC) System' and 'Speed Enforcement Camera (SEC) System' are being expanded. The RLC Phase 3 expansion project was completed by end-2010. Upon completion, all 155 housing locations were installed with digital cameras. The SEC Phase 2 expansion project is scheduled for completion in 2011. Upon project completion, a total of 20 digital camera units will operate in 120 camera housings on a rotational basis.

Five speed map panels will be installed in the New Territories to advise motorists on congestion levels along alternative routes and estimated journey time information on a map-type display. The project is scheduled for completion by early 2012.

A Traffic and Incident Management System will be developed to improve efficiency and effectiveness in managing traffic and transport incidents and in disseminating traffic and transport information to the public. The project is scheduled for completion in 2015.

Automatic Toll Collection

Automatic toll collection (autotoll) systems were first installed at the Cross-Harbour Tunnel and Aberdeen Tunnel in August 1993, and subsequently in all tunnels and at the Lantau Link. The systems allow motorists with tags on their vehicles to drive through designated toll booths without having to stop to pay. Since October 1998, these autotoll systems have been unified so that a subscriber needs only one tag to use all tunnels and toll roads fitted with the system. About 49 per cent of motorists used autotoll when passing through the tunnels and toll roads in 2010.

Parking

On-street parking is provided where there is a demand and where traffic conditions permit. At year-end, Hong Kong had about 18 000 parking spaces with electronic parking meters in operation. These parking spaces are managed and operated by a private operator under a contract with the Government.

The Government owns 14 multi-storey car parks plus the Sheung Shui Park-and-Ride Public Car Park and an open-air car park near the Lantau Link View Point, together providing about 7 900 parking spaces. They are run by two private operators under government contracts.

In addition to government car parks, off-street public parking is provided by the Airport Authority at the Hong Kong International Airport, the Housing Department and The Link REIT in some public housing estates, and by the private sector in multi-storey commercial/residential buildings and open-air public car parks. Park-and-ride facilities are operated by MTRCL at Choi Hung Station on the Kwun Tong Line, at Hong Kong, Kowloon and Tsing Yi Stations on the Airport Express, Hung Hom Station on the East Rail Line, Kam Sheung Road Station on the West Rail Line, and at some commercial car parks located near Olympic Station on the Tung Chung Line and Hang Hau Station on the Tseung Kwan O Line. In all, there are 207 000 off-street public parking spaces (excluding those in Government car parks).

Road Safety

Traffic accidents involving death and injury increased by 4.4 per cent in 2010. There were 14 943 traffic accidents, of which 2 052 were serious and 114 were fatal. This compares with 14 316 accidents in 2009, of which 1 943 were serious and 126 were fatal.

In-depth investigations were carried out at 100 traffic accident blackspots to identify common accident causes. Remedial measures were recommended for 90 of these locations. Comprehensive route studies were conducted on two selected rural roads with a view to reducing crashes along the routes in a more holistic manner, and to reviewing their safety performance with proposed recommendations to improve safety.

In order to further combat 'drink driving' and 'dangerous driving', the 'Road Traffic (Amendment) Ordinance 2010' was enacted on December 17, 2010 to impose stricter penalties for drink driving and dangerous driving, comprising (1) introduction of a 3-tier penalty system with sliding scale according to different levels of blood alcohol concentration; (2) introduction of a new offence of 'causing grievous bodily harm by dangerous driving'; (3) inclusion of 'circumstances of aggravation' in all dangerous driving offences' and (4) introduction of consecutive implementation of the imprisonment term and the driving disqualification period to drivers who are convicted of serious driving offences on second and subsequent convictions.

The Government's road safety strategy during the year centred around a campaign entitled 'Zero Accidents on the Road, Hong Kong's Goal' which carried

three main themes in 2010. Firstly, appealing to drivers 'If you drink, don't drive.' Secondly, appealing to pedestrians on safe pedestrian crossing code 'Love yourself and your families, be a smart pedestrian' and lastly, appealing to cyclists and motorists on cycling safety. The Government also continued other campaigns on anti-drug driving, anti-speeding and red light jumping, safe cycling and passenger safety.

Public Transport and Environment

The Government's planning for public transport infrastructure projects is based on sustainable development principles. It strives for the best possible integration of land use, transport and environmental planning. It is also the Government's policy to give priority to railways which it sees as the backbone of the passenger transport system. Eight new railway lines, or extensions of existing lines, were commissioned between 2002 and 2009.

Less reliance on road-based transport will alleviate the pressure on transport systems and, in turn, lessen the impact on the environment. At the same time, the rationalisation of bus routes and bus stops and the introduction of pedestrian schemes will continue. These will help reduce the adverse effect of vehicle emissions and noise pollution.

Since late 1998, about 4 400 daily bus trips have been eliminated from the busy traffic corridors of Hong Kong Island's northern shore through service cancellation, frequency reduction, route truncation and route amalgamation. On Nathan Road in Kowloon, about 1 800 daily bus trips have been eliminated since August 2002, enhancing the efficiency of bus operations along that busy road. Bus stops have also been rationalised to reduce the number of stops along busy corridors.

The environmental impact of new transport projects, during both their construction and operation phases, is also carefully monitored. Environmental mitigation measures are implemented where necessary to reduce this impact.

To make it easier for people to make their way through busy and congested roads, pedestrian schemes have been introduced to reduce pedestrian congestion in a number of streets. These schemes have been implemented in Central, Wan Chai, Causeway Bay, North Point, the Peak, Stanley, Tsim Sha Tsui, Jordan, Mong Kok, Sham Shui Po, Yuen Long and Sheung Shui. They have been well received by the public, and more will be introduced, including conversion to traffic calming streets of the sections of Saigon Street between Shanghai Street and Parkes Street, Ning Po Street between Shanghai Street and Nathan Road, Pak Hoi Street between Shanghai Street and Nathan Road, and Kweilin Street between Yu Chau Street and Un Chau Street. In addition, studies were conducted on improvements to the pedestrian environment in Causeway Bay, Mong Kok and Yuen Long.

The preliminary studies on improving pedestrian environment in Causeway Bay and Mong Kok have been completed. The conceptual ideas of the improvements are the construction of new pedestrian subways in Causeway Bay linking the MTR

station with Victoria Park as well as the busy streets in the heart of Causeway Bay and its junction with Happy Valley; and the extension of the footbridge system in Mong Kok to connect the Mong Kok and Mong Kok East Stations as well as to connect the Tai Kok Tsui area via central Mong Kok.

Technical feasibility studies will be carried out in respect of the recommended pedestrian link schemes. Public engagement and engineering studies on developing conceptual ideas for improving pedestrian environment in Yuen Long Town are nearing completion. Based on the views gathered through this process, a series of improvement schemes have been formulated. The schemes are being refined and the way forward is being formulated.

Franchised bus companies have been purchasing buses with environmentally friendly engines that meet the European emission standards (known as Euro engines) since 1993. About 98 per cent of franchised buses are equipped with Euro engines while the remaining buses have all been retrofitted with catalytic converters. To help improve the environment, the franchised bus companies have been deploying buses with Euro II or more environmentally friendly engines on routes along Yee Wo Street in Causeway Bay, the busiest shopping area on Hong Kong Island. The Government is working with the companies to deploy cleaner vehicles along other busy corridors. The franchised bus companies and the Government have also been working to improve the overall quality of public transport interchanges to make them more user-friendly for passengers. Electronic route information panels and customer service centres have been set up at some interchanges. Other improvements included refurbishing some of the interchanges and their ventilation systems.

Since August 2001, all newly registered taxis have been required to run on Liquefied Petroleum Gas (LPG) to meet stricter emission standards to reduce air pollution. Incentive schemes to encourage the early replacement of diesel light buses with LPG or electricity-driven vehicles were implemented between August 2002 and December 2005. Almost all taxis and 64 per cent of PLBs have switched to LPG.

Another incentive scheme was introduced between April 2007 and March 2010 to encourage replacement of Pre-Euro and Euro I diesel commercial vehicles with more environmentally friendly ones to comply with prevailing emission standards. By end March 2010, about 14 400 applications had been approved and another 1 400 applications were granted approval-in-principle for replacement of the concerned vehicles by end-March 2011. The scheme has also been extended to cover replacement of Euro II diesel commercial vehicles with effect from July 2010 for a period of three years until June 2013. In addition, a reduction in first registration tax has been offered to new buyers of environmentally friendly vehicles that run on petrol instead of diesel. At present about 17 900 applications have been processed.

Cross-boundary Traffic

Overall Cross-boundary Traffic

Cross-boundary vehicular traffic increased by 6.6 per cent in 2010 compared with the previous year, averaging 43 000 vehicles a day whereas the total

cross-boundary passenger traffic by rail, road and ferry increased by about 7.2 per cent, reaching 569 000 passengers a day.

Rail Services to Lo Wu and Lok Ma Chau

Lo Wu, one of the two rail boundary crossings into the Mainland, operates between 6.30 am and midnight every day. It handled an average of 250 300 passengers daily during the year, and more than 379 700 on festive days.

The other rail boundary crossing into the Mainland is the MTR East Rail Line extension to Lok Ma Chau which operates between 6.30 am and 10.30 pm daily. Passengers can reach this crossing either by rail or local public transport. In 2010, the crossing at the Lok Ma Chau Spur Line handled an average of about 42 500 passengers daily, and more than 71 600 on festive days, plus a daily average of about 36 600 passengers arriving at the crossing by public transport.

Road Crossings

There are four road crossings between Hong Kong and the Mainland for goods and passengers. They are Lok Ma Chau, Man Kam To, Sha Tau Kok and Shenzhen Bay Port. The Lok Ma Chau crossing operates round-the-clock. The Sha Tau Kok and Man Kam To crossings are open daily from 7 am to 10 pm, and Shenzhen Bay Port crossing is open from 6.30 am to midnight. The Shenzhen Wenjindu Port (the Mainland side of Hong Kong Man Kam To crossing) Passenger Clearance Area has been temporarily closed for reconstruction works since February 22, 2010. The clearance services for passenger vehicles were suspended while the Cargo Clearance Area and clearance services for cross-boundary students were not affected. To meet passengers' needs, six daily round trips of cross-boundary bus services have been allowed to operate between Sheung Shui and Shenzhen Wenjindu Port during the morning and evening commuting peak periods since March 27, 2010.

The daily average number of vehicle trips recorded at Lok Ma Chau, Man Kam To, Sha Tau Kok and Shenzhen Bay crossings during the year were 27 400, 4 600, 2 300 and 8 800 respectively.

The daily average numbers of cross-boundary travellers using the Lok Ma Chau, Man Kam To, Sha Tau Kok and Shenzhen Bay crossings were 91 800, 1 400, 7 900 and 58 600 respectively. These travellers crossed the boundary mainly by coach, while travellers crossing the boundary via the Lok Ma Chau crossing may also choose to take the shuttle buses that ply between Huanggang in Shenzhen and the public transport interchange at San Tin; travellers crossing the boundary via the Shenzhen Bay crossing may choose to use local public transport services to Shenzhen Bay Port.

In 2010, about 76 100 passengers took cross-boundary coaches provided by some 120 companies, while 26 400 and 33 200 passengers took shuttle buses at Lok Ma Chau and local public transport to Shenzhen Bay Port each day respectively.

New Boundary Crossings under Construction or Planning

To meet the continuous growth in cross-boundary traffic, new road and rail crossings have been planned in co-ordination with the Mainland authorities. The Hong Kong-Zhuhai-Macao Bridge (HZMB) will link Hong Kong directly to the Pearl

River West. In March 2010, the Ministry of Transport of the Central People's Government approved the preliminary design of the HZMB Main Bridge. The governments of Guangdong, Hong Kong Special Administrative Region and Macao Special Administrative Region established a 'Joint Works Committee of the Three Governments' in May 2010 to oversee the implementation of the HZMB project. In August, the three governments appointed the senior officials of the HZMB Authority which then formally came into operation. The HZMB Authority is responsible for co-ordinating the construction, operation, maintenance and management of the HZMB Main Bridge, and for implementing various policies of the Joint Works Committee of the Three Governments. In the second half of 2010, the HZMB Authority started inviting tenders for various design contracts and construction contracts related to the HZMB Main Bridge with a view to completing the HZMB Main Bridge project in 2016.

The Northern Link will connect the West Rail Line at Kam Sheung Road to the boundary crossing point at Lok Ma Chau. Together with the Lok Ma Chau Spur Line of the East Rail Line, the Northern Link will be a strategic corridor connecting the West Rail and East Rail lines in the Northern New Territories.

The Guangzhou–Shenzhen–Hong Kong Express Rail Link (XRL) will reduce the rail travel time between Guangzhou and Hong Kong. It will also link Hong Kong to Beijing and other major Mainland cities via the Beijing–Guangzhou Passenger Line and the Hangzhou–Fuzhou–Shenzhen Passenger Line. It also will connect Hong Kong to cities in the Pan-Pearl River Delta region via the Rapid Transit System now under development in the Mainland. Construction of the Hong Kong section of XRL commenced in January 2010 for completion in 2015.

The proposed Liantang/Heung Yuen Wai Boundary Control Point (BCP), by connecting with the Eastern Corridor in Shenzhen, will provide efficient access to the eastern part of Guangdong, Fujian and Jiangxi Provinces via Shenzhen-Huizhou and Shenzhen-Shantou expressways. After the BCP is commissioned in 2018, it will significantly shorten the distance between Hong Kong and Shenzhen and the nearby provinces and greatly facilitate future regional co-operation and development. It will also help redistribute the cross-boundary traffic among the existing boundary crossings in the eastern part of the territories (Man Kam To and Sha Tau Kok BCPs).

Cross Boundary Ferries

Cross-boundary ferry services to about 13 Mainland ports and Macao are provided by nine operators at the Hong Kong–Macao Ferry Terminal in Sheung Wan, the China Ferry Terminal in Tsim Sha Tsui and the Tuen Mun Ferry Terminal. The number of cross-boundary travellers using these services to travel to and from Mainland ports totalled 4.5 million, and the number to and from Macao was 19.7 million in 2010.

The Port

In 2010 Hong Kong handled a total of 23.7 million 20-foot Equivalent Unit of containers (TEUs), maintaining its status as the largest container port serving southern China and one of the busiest ports in the world.

Some 425 200 vessels arrived in and departed from Hong Kong during the year, carrying 268 million tonnes of cargo and about 26.7 million passengers. Most of these passengers commuted on a highly efficient fleet of high-speed ferries, including jetfoils and catamarans, to and from Macao and ports on the Mainland, making Hong Kong a port with one of the world's largest number of high-speed craft.

Hong Kong is a modern, well equipped deep-water port serving two main types of maritime transport — large ocean-going vessels from all parts of the world and smaller, coastal and river trade vessels from the Pearl River. Hong Kong is the focal point of all maritime trading activities in the region.

On an average, around 90 ocean-going vessels work in the port; nearly 490 river-trade vessels enter or leave the port; and many river ferries and local craft work in, or pass through, the harbour. Ship turnaround performance is among the best in the world: container ships at terminals are routinely turned around in about 10 hours.

Port Development

Container handling facilities are a key part of the infrastructure of the logistics sector, one of the four pillar industries of Hong Kong. The nine container terminals at the Kwai Chung–Tsing Yi area have 24 berths with a total handling capacity of over 19 million TEUs per year.

Competition between the container terminals and alternative modes of container handling motivates the operators to improve their efficiency and quality of service. The investment in upgrading equipment and systems in the terminals at Kwai Chung–Tsing Yi over the past few years has enabled the port to enhance its productivity, as well as to handle the world's largest container ships.

The container port is vital, not only to Hong Kong, but also to southern China, an area with robust external trade growth. Almost 70 per cent of container traffic handled by Hong Kong is related to southern China.

Strategic Planning

The 'Study on Hong Kong Port — Master Plan 2020', completed in 2004, recommended a package of immediate and long-term initiatives to increase the port's competitiveness. Following its recommendations, the Government commissioned a study on port cargo forecasts, which estimated that the port's container throughput would continue to grow in the years ahead. An ecology study on a site on Northwest Lantau was also completed to assess its environmental suitability for building a container terminal. Taking into account the findings of both studies, the Government is now actively studying the feasibility of developing a new

container terminal at an alternative site at southwest Tsing Yi. To strengthen Hong Kong's position as a regional hub port in the Asia-Pacific region, the Government is taking forward a project to dredge the Kwai Tsing Container Port Basin and its approach to allow the new generation of ultra-large container ships to call at the port in all tidal conditions.

Hong Kong Port Development Council

In Hong Kong, all container terminal facilities are financed, developed, owned and operated by the private sector. The Government's role is to undertake long-term strategic planning for port facilities and to provide the necessary supporting infrastructure, such as roads and channels to the terminals.

The Hong Kong Port Development Council (PDC), chaired by the Secretary for Transport and Housing, is a high-level advisory body comprising key industry players and senior government officials. The PDC advises the Government on port development strategies and port facility planning to meet future demands. It also assists the Government in promoting Hong Kong as a regional hub port and a leading container port in the world.

A Port Development Advisory Group has been formed under the PDC to assist the council in examining port cargo forecasts and assessing port development needs in the light of changing demand, port capacity, productivity, performance and competition, in Hong Kong and the region.

Hong Kong Maritime Industry Council

The Hong Kong Maritime Industry Council (MIC) is a high-level advisory body chaired by the Secretary for Transport and Housing. Comprising industry leaders and senior government officials, it advises the Government on the formulation of measures and initiatives to develop further Hong Kong's maritime industry. It also assists the Government in promoting Hong Kong's maritime services and its status as an international maritime centre.

There are two task forces under the MIC. They are the Human Resources Task Force which handles education, training and manpower supply issues, and the Maritime Services Task Force which deals with promoting the industry and strengthening its competitiveness.

Over the years, the MIC has launched various sponsorship and scholarship schemes to support manpower development for the maritime sector. It has also undertaken missions to promote Hong Kong's maritime services to local and overseas markets. In 2010, it has, amongst other things, provided scholarships to students of selected post-graduate programmes in maritime services and maritime law. A Maritime Awareness Week was also jointly organised by MIC and the industry to promote awareness of the contribution of the sector to the Hong Kong economy and the various career opportunities available at sea and ashore, as well as to celebrate the Year of the Seafarer as designated by the International Maritime Organisation and the 20th anniversary of the Hong Kong Shipping Register. The

week-long activities included celebratory events, seminars for maritime professionals, career talks at academic institutions, an open day at the Government Dockyard, etc.

Maritime Industry

Some 80 international shipping lines offer ocean liner services in Hong Kong, with about 400 sailings weekly to some 480 destinations around the world. In addition, there are about 700 shipping-related companies operating in Hong Kong, providing a great variety of quality maritime services, ranging from ship agency and management, ship owning and operation, ship broking, marine insurance to inland water transport. Other related services such as ship registration, ship finance, and maritime law and arbitration are also available. Hong Kong is one of the world's largest maritime centres. Its ship owners own, manage or operate about 9 per cent of the world's merchant fleet in terms of deadweight tonnage.

Some of the world's largest and oldest shipping companies are based in Hong Kong providing professional services not only to Hong Kong-registered ships but also to ships calling at Hong Kong. Other international maritime service providers have also set up offices in Hong Kong, providing various supplies and support services including ship maintenance and repair, bunkering, ship replenishment, waste disposal, information technology and communication services, auditing and tax advisory, and training services. The maritime sector contributes significantly to Hong Kong's economy and the job market.

Hong Kong is proactive in negotiating double taxation relief arrangements covering shipping income with its trading partners. It has so far succeeded in making such arrangements with 26 tax administrations, including the Mainland, Austria, Belgium, Brunei, Chile, Denmark, France, Germany, Hungary, Indonesia, Ireland, Japan, Kuwait, Liechtenstein, Luxembourg, the Netherlands, New Zealand, Norway, the Republic of Korea, Singapore, Sri Lanka, Switzerland, Thailand, the United Kingdom, the United States and Vietnam.

Port Administration

The Marine Department administers the port. Its principal task is to ensure safety of navigation and efficiency of shipping activities in Hong Kong waters. This is achieved through comprehensive traffic management, harbour patrols, vessel traffic services, provision of mooring buoys and strict enforcement of rules and standards of the major international maritime conventions.

The department liaises closely with shipping and commercial organisations through a number of advisory and consultative committees. Through these channels, users and operators of port facilities can advise the Government on port administration matters. The Port Operations Committee advises on all matters related to efficient operation of the port, the Pilotage Advisory Committee on pilotage services, and the Port Area Security Advisory Committee on port security.

In addition, the Local Vessels Advisory Committee deals with matters related to local vessels, while the Shipping Consultative Committee advises on the operation of

the Hong Kong Shipping Register (HKSR) and Hong Kong's participation in the International Maritime Organisation.

The department's website (www.mardep.gov.hk) provides a wide range of information on the port and the HKSR, such as Marine Department notices and details of the department's services and facilities.

Special features include the application of Really Simple Syndication (RSS) to publish frequently updated Hong Kong Merchant Shipping Notices, Hong Kong Merchant Shipping Information Notes and Marine Accident Investigation Reports; the Hong Kong Shipping Directory in which Hong Kong-based marine services companies are listed; real-time movements of ocean-going vessels and non-convention vessels in port, including local vessels, river-trade, coastal and Macao vessels, and visiting yachts; examination schedules for seafarers; verification of Port Clearance Permits issued and port and maritime statistics providing the latest monthly and quarterly statistics on vessel arrivals, cargo and container throughput.

In 2010, the department developed a mobile version of the website (m.mardep.gov.hk) to enable the public to access part of the information on the department more quickly and easily via mobile devices.

The Marine Department eBusiness System, which provides a one-stop solution to simplify and speed up the submission and processing of port formalities, offers comprehensive e-Business services such as online submission of applications, auto-approval for online application, self printing of permits/certificates, online payment via auto-pay and online enquiry for application status.

Vessel Traffic Management

The Marine Department's Vessel Traffic Centre monitors and regulates the movements of vessels using the Vessel Traffic Service through a computer-aided radar network, VHF radios and a database information system, which together provide full surveillance of all navigable waters in Hong Kong.

Harbour Patrol and Local Control Station

The Harbour Patrol Section operates a fleet of 25 patrol launches and provides on-site support for the Vessel Traffic Centre. Apart from responding to maritime emergencies, the patrol launches help enforce marine legislation and maintain port and shipping safety.

The Marine Department's local traffic control station at Kwai Chung Container Terminal 8 operates round-the-clock. Equipped with a dedicated patrol launch, the station provides navigational assistance to vessels in the vicinity of the Kwai Chung–Tsing Yi container port area.

Carriage of Dangerous Goods

The Marine Department conducts random shipboard inspections of vessels in Hong Kong waters in accordance with international and local standards. The dangerous goods legislation is being revised to conform to the International Maritime Dangerous Goods Code.

Pilotage Service

Pilotage is compulsory in Hong Kong waters for vessels of 3 000 gross tonnage and above, oil tankers of 1 000 gross tonnage and above, and all gas carriers.

The Director of Marine is the pilotage authority, who regulates and monitors pilotage services with the assistance of the Pilotage Advisory Committee. The committee's membership covers a wide spectrum of port users and shipping interests. Pilotage services are provided round-the-clock throughout the year by a commercial company.

Local Vessels

In 2010, about 14 500 local vessels — including passenger, cargo, fishing and pleasure vessels — were licensed in Hong Kong to provide a variety of efficient services for the port and the community. To improve the licensing and management of these vessels, the new Merchant Shipping (Local Vessels) Ordinance was enacted and came into force in January 2007.

Hydrographic Service

The Hydrographic Office carries out hydrographic surveys and produces nautical charts and publications in Chinese and English. It also produces Electronic Navigational Charts. It issues Notices to Mariners for updating the charts once every two weeks, and also provides real-time information about tides, tidal stream and Ma Wan transit tidal window predictions through the Internet (www.hydro.gov.hk).

Planning, Development and Port Security

The Marine Department provides professional advice on the planning of projects that affect the port and marine traffic, and promulgates in Marine Department Notices the details of marine works. The department's statistical unit compiles and analyses maritime and port statistics on vessel movements and container throughput, and publishes them periodically on the department's website (www.mardep.gov.hk/en/publication/portstat.html).

All designated port facilities in Hong Kong comply fully with the International Ship and Port Facility Security Code of the International Maritime Organisation. The department administers the implementation of the code, including monitoring the training and qualifications of the port facilities' security personnel, security exercises and drills conducted at the port facilities and carrying out annual audits of port facility security arrangements.

Marine Industrial Safety

The Marine Department enforces safety requirements on works carried out on board vessels including cargo handling, ship repair and marine construction under the Shipping and Port Control (Works) Regulation and Merchant Shipping (Local Vessels)(Works) Regulation. Its Marine Industrial Safety Section conducts safety checks on works carried out on board vessels and promotes safe working practices and regulations for frontline workers.

Port Services and Facilities

Mainland and Macao Ferry Services

The Marine Department operates two cross-boundary ferry terminals: the Hong Kong–Macao Ferry Terminal with 12 berths and the China Ferry Terminal with 13 berths. The Hong Kong–Macao Ferry Terminal operates round-the-clock. The China Ferry Terminal is open daily from 7 am to midnight. The Tuen Mun Ferry Terminal is operated by a tenant under a tenancy agreement. It has three berths and operates daily from 7 am to 10 pm. The department controls and regulates the use of these three cross-boundary ferry terminals under the Shipping and Port Control (Ferry Terminals) Regulations.

Immigration and Quarantine Services

Immigration and quarantine services for ships are available at the Western and Eastern Quarantine and Immigration Anchorages. Shipping agents may apply for immigration and quarantine services, including advance clearance, for ships.

The Tuen Mun Immigration Anchorage operates round-the-clock for river-trade vessels plying between Hong Kong and Pearl River Delta ports. Pre-arrival clearance has been extended to all Mainland river- and coastal-trade vessels. Operators of such vessels may submit pre-arrival clearance applications to the Immigration Department's Harbour Control Section.

Mooring Buoys

The Marine Department provides a total of 17 mooring buoys for ship operation, including 13 Class 'A' buoys for vessels of up to 183 metres long and four class 'B' buoys for vessels of up to 137 metres long. Buoy bookings may be made through the Vessel Traffic Centre.

Bunkering and Potable Water Supply

Bunkering is readily available at commercial wharves and oil terminals or from a large fleet of private bunkering barges. Bunker supplies meet the latest requirements under Annex VI of the International Convention for the Prevention of Pollution from Ships (also known as the MARPOL Convention). Fresh water can also be supplied alongside berths or from a fleet of private water boats.

Local Vessels Safety Certification Service

The Local Vessels Safety Section provides survey and certification services for local vessels to make sure they comply with safety and pollution prevention requirements. Under the Merchant Shipping (Local Vessels) Ordinance implemented in 2007, the plan approval and ship survey work for certain types of local vessels may be carried out by recognised authorities, organisations or professionals authorised by the Marine Department.

Public Cargo Working Areas

The Marine Department manages eight public cargo working areas, which are open to cargo operators for loading and unloading cargo onto and from barges and

coasters. The combined length of berths in these working areas is about 6 670 metres.

Collection of Marine Refuse and Waste

The Marine Department's contractors collect domestic refuse from both ocean-going vessels and local vessels. Sewage and oily chemical waste are collected from ships by registered collectors. The collected sewage is taken to the sewage treatment facility in the harbour for disposal, and the oily chemical waste is shipped to the Chemical Waste Treatment Centre on Tsing Yi Island for treatment.

Combating Oil Pollution

The Marine Department maintains a maritime oil spill response plan to ensure a timely and effective response to oil spills in Hong Kong waters.

The department has a co-operation arrangement with the port administration of Guangdong, Shenzhen and Macao, under which they adopt the Regional Maritime Oil Spill from Ship Response Plan for the Pearl River Estuary as the action guide for regional co-operation on response to major maritime oil spills from ships.

In December 2010, the department's Pollution Control Unit organised a large-scale, oil spill clean-up drill with participants from the Guangdong, Shenzhen and Macao maritime administrations and other government departments to test the co-operative actions against oil pollution under the Regional Maritime Oil Spill from Ship Response Plan for the Pearl River Estuary, as well as to test the preparedness of the government departments concerned and local oil companies in handling major oil spills from ships.

Shipping

Hong Kong Shipping Register

The Hong Kong Shipping Register (HKSR), administered by the Marine Department, is regarded highly as a world-class register providing excellent services.

The HKSR continued to attract quality ships in 2010. The total gross tonnage of ships registered in Hong Kong was close to 56.5 million, making the HKSR one of the top five shipping registers in the world.

To maintain high standards, the department conducts a Pre-registration Quality Control (PRQC) assessment of ships intending to join the register and implements a Flag State Quality Control (FSQC) System to ensure ships on the register comply with international standards. During the year, the department's surveyors carried out a total of 13 PRQC inspections and made 58 FSQC visits to ships and related companies.

As a result of these quality control measures, the Port State Control detention rate of Hong Kong-registered ships remained well below the world average, which enabled the Hong Kong flag to maintain its position among the top performance flags in the white list established by both the Paris and Tokyo Memorandums of

Understanding (MoU) of Port State Control. In addition, ships flying the Hong Kong flag are also qualified as Low Risk Ships under the Paris MoU.

Marine Accident Investigations

The Marine Department's Marine Accident Investigation and Shipping Security Policy Branch (MAISSPB) investigates all marine accidents involving vessels in Hong Kong waters. The department also investigates all serious accidents outside Hong Kong involving Hong Kong-registered ships. The purpose of the investigation is to identify the root causes of the accidents to prevent them from happening again. Investigation reports of all serious accidents are posted on the department's website and copies are made available to the public on request to promote maritime safety.

Depending on the seriousness of the accident and public interest, a public inquiry by a Marine Court may be ordered by the Chief Executive. In the case of an accident involving a licensed pilot, a Board of Investigation may be ordered by the Director of Marine. In 2010, the MAISSPB investigated 16 serious accidents.

Seafarers

The Marine Department's Shipping Registry and Seafarers Branch supervises the registration, employment, competence, discipline, health, safety and welfare of Hong Kong seafarers, as well as seafarers working on board Hong Kong-registered ships. During the year, some 26 700 seafarers of different nationalities served on board Hong Kong-registered ocean-going ships. About 1 450 officers and ratings served on high-speed passenger vessels plying within the Pearl River Delta Region.

The Sea-going Training Incentive Scheme, launched in July 2004, has been very successful in attracting local graduates to join the maritime profession to meet the manpower demand of the maritime industry in Hong Kong. The scheme provides financial incentives to attract local graduates to take up sea-going cadetship training. By year-end, 158 cadets had joined the scheme. The increase in applicants for the related programmes in training institutes and universities in the past two years reflects the interest of local youth in the maritime profession.

Participation in International Shipping Activities

International Maritime Organisation

The Hong Kong Government, under the name 'Hong Kong, China', is an associate member of the International Maritime Organisation (IMO) and has a permanent representative in London. The Hong Kong maritime industry is consulted on, and kept well informed about, all issues discussed at IMO meetings that may affect Hong Kong. In 2010, Hong Kong Government officials attended a total of 22 IMO meetings. Topics discussed included enhancing maritime safety and security, measures to reduce marine pollution, matters related to maritime laws, seafarers' training and certification of standards, facilitation of international maritime traffic, and other maritime matters.

To promote maritime safety and protection of the maritime environment, in 2006 the IMO initiated the Voluntary IMO Member State Audit Scheme. This lets

third party auditors conduct comprehensive and objective assessments on how effectively member states discharge their responsibilities and obligations as flag, coastal and port states under various mandatory IMO instruments.

In March 2010, the audit for the Hong Kong Special Administration Region (HKSAR) was completed by three IMO appointed auditors from Australia, India and the Republic of Korea. The audit report revealed that the maritime administration of the HKSAR has been very effective in discharging its obligations under the relevant IMO instruments.

International Conference

A Hong Kong delegation comprising representatives from the Marine Department, the shipping industry, seafarers' organisations and training institutes attended the Diplomatic Conference held in Manila from June 21-25 to amend the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 and the Seafarers' Training, Certification and Watchkeeping (STCW) code.

Port State Control

Hong Kong is a member of the Memorandum of Understanding on Port State Control (PSC) in the Asia-Pacific Region. The Marine Department participated in its various activities including leading the Technical Co-operation Advisory Group and as a member of five other working groups.

The department's PSC officers are well known for their professionalism and impartiality in conducting ship inspections. In 2010, the department continued to conduct daily PSC inspections, even at weekends whenever practicable. The officers conducted 734 inspections on ocean-going vessels, or 15 per cent of all ocean-going vessels that visited Hong Kong. About 3 per cent of ships inspected were detained because of serious deficiencies that needed immediate attention.

Maritime Search and Rescue

The Marine Department's Maritime Rescue Co-ordination Centre (MRCC) co-ordinates search and rescue operations for serious incidents in Hong Kong waters and within a large part of the South China Sea, covering some 450 000 square nautical miles of sea.

The centre is manned round-the-clock by professional staff and equipped with modern communications equipment. It is also aided by a shore-based Global Maritime Distress and Safety System.

In 2010, the centre handled 235 marine-related emergencies, 59 of which involved search and rescue operations. A total of 136 people were rescued.

In recognition of its expertise, the Hong Kong MRCC was chosen as a member of the International Maritime Organisation/International Civil Aviation Organisation Joint Working Group for Harmonisation of Maritime and Aeronautical Search and Rescue.

Government Fleet and Dockyard

Government Fleet

The government fleet, with over 700 vessels of different types and sizes, including 111 major mechanised vessels and large-type high speed craft, serves 14 government departments including the Hong Kong Police Force, the Customs and Excise Department and the Fire Services Department. Some of the user departments manage their specially-built vessels. The Government Fleet Division of the Marine Department controls and manages 62 vessels, of which 43 are provided with manning by the department. These include patrol launches, conveyance launches, pontoons and some specialised vessels, such as hydrographic survey launches and explosives carriers. These vessels either support the department's own port operations or serve other departments that do not have their own fleets.

Since 1999, the department has awarded contracts to private operators to provide conveyance launches, tugboats and other marine transport services for the department. At present, it has 26 contracted vessels.

Government Dockyard

The Government Dockyard, managed by the Government Fleet Division, is responsible for the design, procurement and maintenance of all government vessels. It occupies a site of 9.8 hectares on Stonecutters Island and has a protected water basin of 8.3 hectares as one of the operational bases of the Marine Department. For repair and maintenance of vessels, the dockyard has four movable canopies, 12 covered docking and repair sheds and over 22 open-yard docking cradle spaces, supported by a ship-lift system and three ship-hoists capable of dry docking vessels of up to 750 tonnes.

During the year, 40 new vessels, costing $79 million, were built for the Government and 12 new shipbuilding contracts, worth $4 million, were awarded to shipbuilders in Hong Kong and overseas. The total expenditure in maintaining the Government Dockyard systems and Government fleet is close to $409 million.

Marine Facilities

Hong Kong is one of the world's busiest ports, and marine civil works are essential to keep the port running smoothly. The Civil Engineering and Development Department carries out maintenance work on public landing steps and ferry piers and other public and government marine facilities, as well as ensuring regular maintenance dredging of the harbour, navigation channels and major river channels. The department currently maintains 506 hectares of typhoon shelters, seven kilometres of quays at public cargo working areas, 123 kilometres of seawalls and breakwaters, 314 piers and landing steps, 101 dolphins (mooring structures), 14 100 hectares of fairways and 3 590 hectares of anchorage areas.

The department is also responsible for the planning, design and construction of public marine facilities. In 2010, the department completed construction of a new slipway at Tai O and continued the planning of a new public landing facility at Lei Yue Mun.

International Transport and Logistics Hub

Logistics is an important sector of the economy, accounting for 4 per cent of Hong Kong's Gross Domestic Product. Given its strategic location, world class infrastructure and business-friendly environment, Hong Kong has long established itself as a preferred transport and logistics hub in Asia. It is also the world's busiest international air cargo centre and one of the world's busiest container ports. These achievements are attributed to the operators of the services and facilities — the investors and the efficient workforce, as well as the constructive partnership and co-operation between the private and public sectors. Efficient, reliable and well connected, Hong Kong's airport and seaport are vital to the territory's logistics industry.

Hong Kong is also home to the most productive and efficient container terminals and to the biggest private terminal operators in the world. A comprehensive network of container line services connects the port of Hong Kong with about 480 destinations across the globe. Coupled with its round-the-clock operation, the nine container terminals at Kwai Chung-Tsing Yi provide a total handling capacity of more than 19 million TEUs per year.

Development of Hong Kong Logistics Industry

The Government is committed to maintaining and strengthening Hong Kong as Asia's preferred international transport and logistics hub. It provides the necessary infrastructure and environment for Hong Kong's logistics sector to grow. It also promotes closer co-operation with the Mainland, in particular, the Pearl River Delta region to achieve synergies in logistics development.

The Hong Kong Logistics Development Council, chaired by the Secretary for Transport and Housing, provides a forum for the private and public sectors to foster logistics development to strengthen Hong Kong's position as the leading logistics hub in Asia. Five project groups have been set up under the council to develop and implement work programmes for physical infrastructure, information connectivity, human resource development, support for small and medium enterprises, and marketing and promotion.

To enhance the competitiveness of Hong Kong's trucking sector and the logistics industry in general, the Government sponsored a pilot project on the development of an On-Board Trucker Information System (OBTIS). OBTIS is an information and communications technology platform, which helps enhance efficiency in fleet management and connectivity between truckers and stakeholders along the supply chain. The first phase involving testing the system's basic features in 50 trucks was completed in 2008. A full exercise to test the integrated functions of the system and its connection with external parties for some 500 trucks is now in progress. Since July 2010, OBTIS has been connected to the Road Cargo System (ROCARS) of the Customs and Excise Department to provide for advance electronic submission of road cargo information to facilitate seamless customs clearance.

To ensure that employees of the logistics sector are kept abreast of new technology, the council jointly organised training programmes, workshops and

forums with industry associations for logistics practitioners. It also sponsored small and medium logistics service providers in developing information technology applications to enhance the efficiency of their work.

With the support of the council, the Government continued to provide sites for port back-up and logistics uses, particularly in the vicinity of container terminals. In his 2010-11 Policy Address, the Chief Executive reiterated the Government's plan to facilitate the development of a logistics cluster in the Kwai Tsing area. Several permanent sites have been identified for the purpose and will be released by phases to promote the anchoring of professional third party logistics players and regional distribution services providers through appropriate lease terms. The first site of about 2.4 hectares in Tsing Yi was awarded through open tender in mid-December 2010.

Civil Aviation

Hong Kong is a major international and regional aviation centre. At year-end, there were more than 90 airlines providing about 6 000 weekly scheduled services between Hong Kong and more than 150 cities worldwide. In addition, there were, on average, about 178 charter flights each week.

Air Traffic in 2010

The total number of passengers passing through Hong Kong International Airport (HKIA) during the year was 49.77 million, a rise of 10.6 per cent over 2009. The airport handled 4.13 million tonnes of cargo, a rise of 23.3 per cent over 2009. The number of flights to and from Hong Kong was 306 533 , a rise of 9.7 per cent over 2009.

Hong Kong's total imports, exports and re-exports carried by air accounted for 39.3 per cent, 36.8 per cent and 31.9 per cent respectively in value terms in 2010.

Home Market Expansion

As a multi-modal transport centre, the airport continues to expand its extensive land and sea connections to the Pearl River Delta region. Cross-boundary ferries provide speedy sea transport to and from eight ports, while coach and limousine services provide comfortable transport for passengers travelling to and from the region.

2010 saw an increase in daily ferry trips at the airport's SkyPier. In December, there were over 110 (up from 80 in 2009) daily ferry trips between SkyPier and Nansha, Shenzhen's Shekou and Fuyong, Dongguan's Humen, Zhongshan, Zhuhai's Jiuzhou and Macao's Maritime Ferry Terminal and Taipa.

Ten new licensees providing cross-boundary coach and limousine services started operating at the airport in July, while new shuttle services to Huanggang and Shenzhen Bay Port were also introduced. With 460 daily scheduled coach trips provided at the airport, passengers enjoy convenient land transport services between the airport and 115 destinations not only in Guangdong, but also in Guangxi and Fujian provinces.

Airport Services

The $4.5-billion facility and capacity enhancement programme for the airfield and Terminal 1 launched in 2006 was completed in 2010. The Baggage Handling System enhancement project came to fruition, doubling the total baggage handling capacity from 8 000 pieces per hour to 16 000. The Immigration Hall was reconfigured and immigration counters added on the Arrivals level to help streamline the passenger flow.

The $5.5-billion new air cargo terminal is expected to be up and running in early 2013. The terminal will cover around 10 hectares of land and is designed to handle 2.6 million tonnes of cargo per year.

Preparation for Growth

To meet the increasing demand in the medium and long term, the airport continues to upgrade facilities and enhance capacity. Work began on the detailed design of the midfield expansion project.

In addition, work on the Hong Kong International Airport Master Plan 2030 continued. This comprises updated air traffic forecasts, capacity requirements, development plans and growth strategies.

Recognitions

Renowned for operational efficiency, service excellence and an extensive international aviation network, the airport strives to provide passengers and other airport users with a pleasant airport experience. Such continued efforts were recognised by several organisations in 2010.

Awards came from the Airports Council International, which honoured the airport as the world's best airport among facilities serving over 40 million passengers annually, as well as the most efficient Asia-Pacific airport award from the Air Transport Research Society for the fourth consecutive year.

The airport also won the Best Airport title for the eighth year at the TTG Travel Awards 2010, and was voted Best Airport in China by a leading travel publication *Business Traveller China*.

Air Services

Under the specific authorisation of the Central People's Government, the HKSAR Government continues to negotiate and conclude bilateral air services agreements with aviation partners to provide the legal framework for scheduled air services between Hong Kong and other places. At present, there are 61 such agreements.

The Government also reviews the traffic rights arrangements with its aviation partners to expand Hong Kong's aviation network and to allow more competition in the market. In 2010, the Government expanded traffic rights arrangements with 10 aviation partners.

During the year, the Air Transport Licensing Authority granted 15 new licences: two to Cathay Pacific Airways (CPA), one to Hong Kong Dragon Airlines (HDA), one

to AHK Air Hong Kong (AHK) and 11 to Hong Kong Airlines (CRK). The Procedural Guide on the Authority's procedures for processing licence applications is available at: www.thb.gov.hk/eng/boards/transport/air/atla_procedural_guide.pdf.

With its fleet of 124 aircraft, CPA operated scheduled services to 61 destinations worldwide, including the newly added Milan, Moscow and Haneda.

During the year, HDA launched scheduled passenger air services to Okinawa and Hongqiao and resumed services to Fukuoka and Sendai. By the end of the year, HDA was operating scheduled services to 29 destinations, including 15 cities in the Mainland with its fleet of 31 passenger aircraft.

AHK focused on its all-cargo services in Asia. The airline operated scheduled services to 11 destinations.

Hong Kong Express Airways (HKE) continued to develop regional scheduled air services. By the end of the year, HKE operated scheduled services to 10 destinations in the Mainland, Japan and Southeast Asia with its five aircraft.

CRK received five Airbus A330-200 passenger aircraft and three Boeing B737-300 and two Airbus A330-200 freighters during the year. By the end of the year, CRK operated scheduled services to 15 destinations including long-haul passenger services to Moscow and all cargo services to the region.

Ten non-Hong Kong airlines commenced or resumed scheduled services to Hong Kong in 2010, eight operating passenger services and two operating all-cargo services. For passenger services, Delta Air Lines took over the services from the USA and Tokyo to Hong Kong in January after it merged with Northwest Airlines. In February, Tiger Airways launched its services between Singapore and Hong Kong and Sichuan Airlines resumed its services between Chongqing, Chengdu and Hong Kong. Continental Micronesia Airlines resumed its services from Guam in April; and in July, Mandala Airlines and Transaero Airlines resumed their services from Jakarta and Moscow respectively. In September, Spring Airlines commenced services from Shanghai and in October, Jeju Air launched services from Seoul.

All-cargo services were introduced by Etihad Airways from Abu Dhabi in October while Aryan Cargo Express launched services from Mumbai via Bangkok in December.

For helicopter services, planning work commenced on a supporting facility for the proposed cross-boundary heliport at the Kai Tak Development Area was commenced. For domestic helicopter services, commercial helicopters share the use of the Wan Chai Temporary Helipad with the Government Flying Service. This temporary arrangement will continue until the commissioning of the permanent government helipad near the Hong Kong Convention and Exhibition Centre, which is expected to take place in 2012.

Air Traffic Management

The Air Traffic Management (ATM) system continued to operate efficiently during the year. It handled 308 004 movements at HKIA and 161 437 over-flights,

including traffic to and from Macao, representing an increase of 9.8 per cent and 14.2 per cent over 2009 respectively. Average daily flight movements at HKIA in the fourth quarter (October – December) were 892.

The Civil Aviation Department (CAD) increased the runway capacity from 58 to 60 flight movements per hour during the year through the enhancement of the airspace and flight procedures design. CAD will continue to monitor closely the air traffic demand and review the runway capacity regularly, ensuring that timely measures are in place to meet air traffic growth.

Aviation Security

CAD ensures that the aviation security measures adopted in Hong Kong meet international standards. With a view to enhancing the reconciliation of departing passengers and their checked-in hold baggage, with effect from January 2, 2010, all aircraft operators operating passenger services at the airport are required to verify the identities of passengers boarding the aircraft to ensure that they are the same persons who have checked-in the hold baggage.

CAD continued to provide support to the International Civil Aviation Organisation (ICAO) Universal Security Audit Programme. During the year, one officer from the department qualified as ICAO-certified aviation security auditor and served as a Short-Term Expert of the ICAO team in the security audit of the Kingdom of Tonga.

Enhancing Aviation Services

The CAD is pressing on with the replacement of its existing air traffic control (ATC) system and the development of a new headquarters on Airport Island to enhance operational efficiency and to support the aviation sector's long-term growth. The tendering arrangements for replacing the system are well under way.

Websites

Transport and Housing Bureau: www.thb.gov.hk
Transport Department: www.td.gov.hk
Highways Department: www.hyd.gov.hk
Marine Department: www.mardep.gov.hk
Civil Aviation Department: www.cad.gov.hk
Airport Authority Hong Kong: www.hkairport.com