

Transport

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

Administrative Framework

The Government's Transport and Housing Bureau, headed by the Secretary for Transport and Housing, formulates policies on 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 environment-friendly transport system that meets the community's economic, social and recreational needs, and that 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 to promote safety.

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

Transport Infrastructure

Road Network

Hong Kong has 2,090 kilometres of roads and 1,320 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, all managed and operated by private companies under management contracts: 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. 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: 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 and is operated and maintained by Discovery Bay Road Tunnel Company Limited. This is open only to vehicles taking goods to Discovery Bay, or providing services to residents there.

Railway Network

Railways are safe, efficient, reliable, comfortable and environment-friendly mass carriers. They are the backbone of Hong Kong's public transportation system, and are essential to its continued economic, social and land development. They account for nearly 40 per cent of daily public transport passenger travel and about 60 per cent of land-based cross-boundary passenger trips to the Mainland.

The map below shows the existing railway network and five railway projects under construction. Over \$160 billion has been invested in these five railway projects.

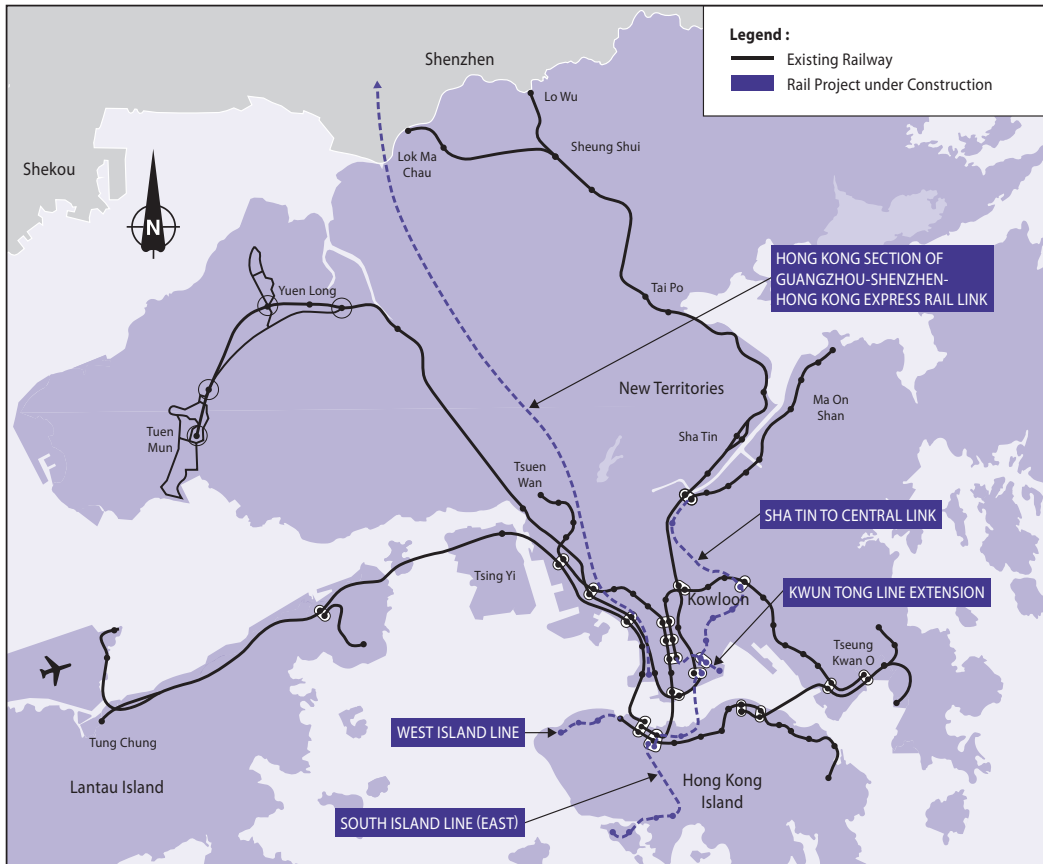
Railway Projects under Construction

The West Island Line extends 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, compared with the 15- to 25-minute current vehicular journey time during rush hours.

The Hong Kong section of the Guangzhou–Shenzhen–Hong Kong Express Rail Link is a 26-kilometre underground railway with its terminus at West Kowloon. Construction started in January 2010 and on completion in 2015, trains will be able to run through the tunnel at a maximum speed of 200 kilometres per hour, reducing the journey time between Guangzhou and Hong Kong by train from 100 minutes to 48 minutes. The journey times to other major cities in the Mainland will also be greatly shortened.

The Kwun Tong Line Extension will extend the existing Kwun Tong Line from Yau Ma Tei to Whampoa, with two new stations at Ho Man Tin and Whampoa, including an interchange at Ho Man Tin for the future Sha Tin to Central Link. Construction started in May 2011 and is expected to be completed in 2015. Upon commissioning, 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) is a seven-kilometre railway line running between Admiralty and South Horizons with three intermediate stations at Ocean Park, Wong Chuk Hang and Lei Tung Estate. Construction commenced in 2011 and on completion in 2015, 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.



The 17-kilometre long Sha Tin to Central Link is a strategic project providing territory-wide connections. It will have 10 stations (Tai Wai, Hin Keng, Diamond Hill, Kai Tak, To Kwa Wan, Ma Tau Wai, Ho Man Tin, Hung Hom, Exhibition and Admiralty) and will link up 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. Construction commenced in mid-2012 for completion in 2018 for the section between Tai Wai and Hung Hom, and 2020 for the section between Hung Hom and Admiralty.

Railway Development Strategy

A consultancy study to review and update the Railway Development Strategy 2000 (RDS 2000) commenced in March 2011 for completion in 2013. It is comprehensively reviewing railway projects recommended in the RDS 2000 that have not yet been implemented, and studying other proposals considered or raised by the Government or the public. The study findings will help formulate Hong Kong's long term railway development blueprint.

Road Projects under Construction

Major road projects under construction include:

- A Central-Wan Chai Bypass (CWB) and Island Eastern Corridor Link forming part of the east-west strategic route along the north shore of Hong Kong Island, to alleviate traffic congestion at Connaught Road Central/Harcourt Road/Gloucester Road and cater for the anticipated growth in road traffic. The CWB is a 4.5-kilometre-long dual three-lane trunk road with a 3.7-kilometre-long tunnel. Construction commenced in December 2009 and on completion of the CWB in 2017, it will take about five minutes to travel from Central to the Island Eastern Corridor at North Point.
- 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 possible. The project is scheduled for completion by 2014 while widening works of the Tuen Mun Road Town Centre section are scheduled for completion by the end of 2013.
- Widening of Tolo Highway between the 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 the 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 2010 for completion by early 2014.
- Bus-Bus Interchanges (BBIs) on Tuen Mun Road involving construction, begun in July 2010, of two BBIs, one for Tuen Mun bound buses (due for completion by mid-2013) and the other for Kowloon-bound buses plying Tuen Mun Road (opened in December 2012).
- Works in respect of the Hong Kong-Zhuhai-Macao Bridge (HZMB), including the Main Bridge within Mainland waters and local works in the Hong Kong Special Administrative Region (HKSAR), continued. The target is to commission the HZMB in 2016.
- Reclamation works for the HZMB Hong Kong Boundary Crossing Facilities (HKBCF) and the Tuen Mun–Chek Lap Kok Link (TM–CLKL) southern landfall, an artificial island of about 150 hectares in the northeast waters of the Hong Kong International Airport (HKIA), continued in 2012. The works are expected to be completed in 2016 to dovetail with the commissioning of the HZMB.
- The Hong Kong Link Road, a 12-kilometre-long dual three-lane highway comprising sections of sea viaduct, tunnel and at-grade road, will connect the HZMB Main Bridge to

the HZMB HKBCF. The detailed design and construction works commenced in May 2012 for completion in 2016 to dovetail with the commissioning of the HZMB.

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:

- **TM-CLKL and Tuen Mun Western Bypass (TMWB):** The two roads will together form an approximately 18-kilometre-long dual two-lane road to connect the northwest New Territories to the HZMB HKBCF, HKIA and North Lantau. The TM-CLKL will provide an alternative route to the airport. The detailed design of the TM-CLKL started in November 2011, and construction will start in mid-2013. The preliminary design of the TMWB is under way.
- **Central-Kowloon Route:** Detailed design for the proposed 4.7-kilometre-long dual three-lane route, with 3.9 kilometres of tunnel connecting West Kowloon to the proposed Kai Tak Development and the road network in Kowloon Bay, is ongoing.
- **Trunk Road T2:** Preliminary design for the proposed trunk road, a 3.6-kilometre-long dual two-lane carriageway, is ongoing. It will connect the Central-Kowloon Route from the Kai Tak Development to the proposed Tseung Kwan O-Lam Tin Tunnel.
- **Tseung Kwan O-Lam Tin Tunnel and the Cross Bay Link:** The Tseung Kwan O-Lam Tin Tunnel is a dual two-lane carriageway of 4.2 kilometres with a 2.6 kilometres tunnel, connecting Tseung Kwan O to Trunk Road T2 in Kai Tak Development. Preliminary design continues. The Cross Bay Link is a dual two-lane carriageway of 1.8 kilometres with a 1.1 kilometre viaduct, connecting Tseung Kwan O-Lam Tin Tunnel to Wan Po Road near Area 86, Tseung Kwan O.
- **Fanling Highway:** Detailed design has been completed for the widening of Fanling Highway between Tai Hang and the Wo Hop Shek Interchange, which will turn its dual three-lane carriageway into a dual four-lane carriageway with hard shoulders.
- **Trunk Road T4:** The proposed dual two-lane carriageway will connect Sha Tin Road to Trunk Road T3 and Shing Mun Tunnel Road, and will be used as a bypass to Tai Po Road (Sha Tin Section) to cater for the long-term traffic flow in Sha Tin District. A review of the plan for this proposed trunk road continued after Route 8 opened at the end of 2009.
- **Tai Po Road (Sha Tin Section):** An investigation study on widening the Tai Po Road between Sha Tin Rural Committee Road and Fo Tan Road from dual two-lane to dual three-lane is being planned.
- **Hiram's Highway:** Improvements to Hiram's Highway will be carried out in two stages: Stage 1 covers the section between Hiram's Villas and Marina Cove, and 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 tackling traffic congestion with as little adverse impact on the environment as possible.

Tsing Ma Control Area

The Tsing Ma Control Area, managed by a private contractor, 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 Lantau Link imposes a 'one-way' toll ranging from \$20 to \$80 for different types of vehicles. Vehicles travelling to Lantau on a return trip make only one payment for the journey to and from Lantau or Ma Wan. An average of 68,686 vehicles per day used the Lantau Link in 2012.

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. In 2012, an average of 39,569 vehicles used this road each day.

The control area is connected to Sha Tin by a series of three tolled tunnels: the Eagle's Nest Tunnel, Sha Tin Heights Tunnel and Tai Wai Tunnel. All classes of vehicles using these tunnels pay an \$8 toll. The area's other tunnel is the toll-free Nam Wan Tunnel located in Tsing Yi. The 1.6-kilometre toll-free Stonecutters Bridge, spanning the Rambler Channel, connects Stonecutters Island to Tsing Yi.

Universal Accessibility — Provision of Barrier-free Access Facilities

The Government's new policy on 'universal accessibility', announced in August 2012, aims at expanding the original scope of the programme to retrofit lifts to existing public walkways (ie footbridges, elevated walkways and subways) maintained by the Highways Department. The Government plans to seek funding approval from the Legislative Council to create a dedicated block vote to implement the new policy. Between August and October, members of the public were invited to suggest locations for retrofitting lifts and the District Councils will be consulted on the priority for implementation of the public's proposals.

Public Transport

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

Railways

Hong Kong's railways are run by the MTR Corporation Limited (MTRCL), a public listed company of which the Government is the majority shareholder.

The MTR system comprises:

- the Kwun Tong Line (Tiu Keng Leng — Yau Ma Tei);
- the Tsuen Wan Line (Tsuen Wan — Central);

- the Island Line (Chai Wan — Sheung Wan);
- the Tung Chung Line (Hong Kong — Tung Chung);
- the Tseung Kwan O Line (Po Lam/LOHAS Park — North Point);
- the East Rail Line (Hung Hom — Lo Wu/Lok Ma Chau);
- the West Rail Line (Tuen Mun — Hung Hom);
- the Ma On Shan Line (Wu Kai Sha — Tai Wai); and
- the Disneyland Resort Line (Sunny Bay — Disneyland Resort).

There are 82 stations in the 175-kilometre network. The MTRCL also operates the 35.2-kilometre Airport Express Line and a 36.2-kilometre Light Rail network which has 68 stops in the northwest New Territories. Light Rail feeder bus services provide rail passengers with a more comprehensive service network. The entire system carries an average of 4.8 million passengers each day.

In addition, the MTRCL provides cross-boundary through-train services from Hong Kong to Beijing, Shanghai and cities in Guangdong.

Tramway

Electric trams have been running on Hong Kong Island since 1904. Hong Kong 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 recorded a daily average of 202,300 passenger trips in 2012.

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 recorded an average of 16,100 passenger trips a day in 2012, 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 57 per cent of all public transport passenger journeys.

Franchised Buses

Franchised buses are the largest road-based carriers and account for 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 10 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, KMB had a licensed fleet of 3,818 buses, of which 2,450 were wheelchair-accessible. KMB recorded 943 million passenger trips (a daily average of 2.58 million passenger trips) covering 307.56 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 51 bus routes on Hong Kong Island, eight 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 buses, of which 626 were wheelchair-accessible. NWFB recorded 179 million passenger trips in 2012 (a daily average of 489,243 passenger trips) covering 47.88 million kilometres of roads.

CTB operates two bus networks under two franchises. One covers 61 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 19 routes plying between the urban areas and North Lantau or the airport. At year-end, CTB had a licensed fleet of 948 buses, of which 505 were wheelchair-accessible, and in 2012 recorded 227 million passenger trips (a daily average of 621,391 passenger trips) covering 81.7 million kilometres of road.

The Long Win Bus Company Limited provides services between the New Territories and Lantau Island and the airport with a licensed fleet of 165 buses, all wheelchair-accessible. The company made 31.26 million passenger trips (a daily average of 85,410 passenger trips) over its 19 routes, covering 25.36 million kilometres of roads in 2012.

The New Lantao Bus Company (1973) Limited provides bus services on Lantau Island with a licensed fleet of 108 vehicles. The company recorded 22.31 million passenger trips in 2012 (a daily average of 60,948 passenger trips) covering 7.39 million kilometres of road over its 23 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 7,055 registered non-franchised public buses.

Public Light Buses

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

There are two types of PLBs — green and red. Green PLBs provide scheduled services with fixed routes, fares, vehicle allocation and timetables as stipulated by the Transport Department. At year-end, there were 3,070 green PLBs operating 347 routes, which recorded a daily average of 1,526,000 passenger trips. Red PLBs are not required to operate on fixed routes or timetables and may set their own fares but are subject to certain restrictions on their operating areas. There were 1,280 red PLBs in operation at year-end, recording a daily average of 353,000 passenger trips.

To improve safety and the quality of PLB services, a package of statutory measures was implemented in April 2012, including imposing a maximum speed limit of 80km/h for PLBs, requiring installation of approved speed limiters on all PLBs, and requiring the display of PLB driver identity plates in PLBs. Other statutory measures, including a mandatory pre-service course by applicants for a PLB driving licence and the installation of approved electronic data recording devices on PLBs, are expected to be implemented in 2013.

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. There were about 280 designated taxi pick-up/drop-off points and taxi drop-off points.

The Transport Department and the Quality Taxi Services Steering Committee implement schemes to improve the quality of taxi service and an annual Quality Taxi Drivers Commendation Scheme is held to give due recognition to good taxi drivers.

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 21 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 were supplemented by 71 'kaito' ferry services, which provide services to relatively remote parts of Hong Kong. Ferries recorded a daily average of about 69,100 passenger trips within the harbour and about 65,800 passenger trips to and from the outlying islands.

Fare Concessions provided by Public Transport Operators

The Government encourages public transport operators to provide fare concession schemes, taking into account their respective operating and financial conditions, market situation and passenger needs.

The MTRCL offers various concessions to passengers, including Monthly Passes for East Rail, West Rail and Tung Chung Lines, a Student Travel Scheme, fare concessions for children, Fare Savers discounts and interchange discounts.

Franchised bus companies offer concessionary half fares for children. Section fares are available for about 90 per cent of mid-distance and long-distance routes (ie about 460 routes) in Hong Kong and the bus companies also provide about 250 Bus-Bus Interchange concession schemes, covering 400 bus routes or about 70 per cent of all routes. The tramway and ferries have discount fares for the elderly and children and some PLB routes run concessionary fare schemes.

Since June 2012, elderly passengers and eligible disabled persons can enjoy a concessionary fare of \$2 fare per trip on most MTR, franchised bus and ferry routes under the Government's Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities.

Transport Management

Effective transport management is essential for the orderly and safe operation of the transport system and modern technology is used in a variety of ways to improve the efficiency and effectiveness of transport management.

Licensing

At year-end, there were 1,935,083 licensed drivers, 646,770 licensed private vehicles and 6,240 government vehicles. Of the 454,697 licensed private cars, 44,983 were new vehicles registered during 2012. Of the 112,721 licensed goods vehicles, 71,699 were light goods vehicles, 36,788 medium goods vehicles and 4,234 heavy goods vehicles. On average, 4,425 new learners' driving licences were issued per month.

Driver Improvement Scheme

The Road Traffic Ordinance and the Road Traffic (Driving-offence Points) Ordinance require offenders who have been convicted of serious traffic offences and traffic offenders who have accumulated 10 Driving Offence Points within two years to attend a driving improvement course provided by a designated driving school. The courses are also open to the general public. From September 2002 to December 2012 about 75,300 drivers attended the course, including 45,700 drivers required to attend the course on a mandatory basis. About 80 per cent of 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. In 2012, 197,000 vehicles were examined at the government vehicle examination centres. In addition, 3,523 spot checks were carried out on franchised buses to determine 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 280,000 vehicle examinations.

All vehicles imported into Hong Kong must be examined to make sure they meet statutory requirements before they can be registered and licensed. In 2012, 873 vehicle types were approved.

Intelligent Transport Systems

Real-time traffic data including closed circuit television (CCTV) images, cross-harbour journey time, speed lines and special traffic news can be downloaded by the public for free through the government Data.One portal. The 'Hong Kong eTransport' website and mobile applications were enhanced in 2012 to provide better service for the public in search of public transport information. Mobile applications of 'Hong Kong eRouting' are scheduled for official launch in early 2013.

In 2012, there were 667 CCTV cameras installed at heavy traffic spots in the urban areas, the new towns and on major highways to monitor traffic conditions at these places so that drivers can be alerted to avoid them. Images from CCTV cameras at 180 strategic locations were made available to the public on the internet and through mobile phones in 2012.

A computerised 'Area Traffic Control (ATC)' system connected to the traffic signalling system 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, Yuen Long and Tseung Kwan O enables better traffic control in response to changing road conditions. At year-end, 1,835 traffic signals were in operation at road junctions, 1,736 of which were linked to ATC systems. All conventional traffic signals were replaced by light emitting diode traffic signals by October 2012 for environmental reasons and to save costs.

Traffic control and surveillance (TCS) facilities, such as CCTV, emergency telephones and lane signals, are provided in all tunnels and at the Tsing Ma Control Area, the Tsing Sha Control Area and the Kong Sham Western Highway. Additional TCS facilities such as variable message signs, variable speed limit signs and automatic incident detection systems were installed, or will be installed, in some tunnels.

Digital red light cameras are in operation at 155 signalised junctions throughout the territory to combat red light jumping, and new red light cameras will be installed at another 40 junctions by 2015. The 'Speed Enforcement Camera (SEC) System' was expanded in 2012. By early 2013, there will be 20 digital camera units operating in 120 camera housings on a rotational basis.

Five speed map panels are being installed in the New Territories to advise motorists on congestion levels along alternative routes and provide information on estimated journey time on a map-type display. All five speed map panels are expected to be operational in early 2013.

A 'Traffic and Incident Management System' is being 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

Except the Discovery Bay Tunnel Link, all tolled tunnels and the Lantau Link have automatic toll collection (autotoll) systems, allowing motorists with autotoll tags on their vehicles to drive through designated toll booths without having to stop to pay. About 48 per cent of motorists used autotoll when driving through the tolled tunnels and tolled roads in 2012.

Parking

On-street parking is provided where there is a demand and where traffic conditions permit. At year-end, Hong Kong had about 18,100 parking spaces with electronic parking meters in operation, managed and operated by a private operator under government contract.

The Government owns 14 multi-storey car parks plus a 'Park-and-Ride Public Car Park' in Sheung Shui, bringing the number of government car parking spaces to about 8,000, run by two private operators under government contract.

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 200,300 off-street public parking spaces (excluding those in government car parks).

Road Safety

There were 15,894 traffic accidents in 2012, of which 2,385 were serious and 116 were fatal. This compares with 15,541 accidents in 2011, of which 2,190 were serious and 128 were fatal. Traffic accidents involving death and injury increased by 2.3 per cent in 2012, compared with 2011.

The Road Traffic (Amendment) Ordinance 2011, enacted in March 2012, introduced stricter control on drug-driving. It is an offence for anyone to drive with any concentration of six specified illicit drugs (heroin, ketamine ('k'), methamphetamine ('ice'), cannabis ('grass'), cocaine and MDMA ('ecstasy')) present in their blood or urine, whether their driving ability is impaired or not. The ordinance also prohibits driving under the influence of any drug to such an extent that the driver is incapable of having proper control of the motor vehicle. The ordinance empowers the police to require drivers suspected of drug-driving to undergo preliminary drug tests. To educate the public on the new drug-driving legislation and the possible effects of drugs on driving ability, the Government published a 'Drug Driving—Never Risk It' leaflet containing information on drug driving offences, police enforcement, preliminary drug tests and the common medicinal drugs that may impair driving ability.

Public Transport and the Environment

The Government bases its plans for public infrastructure projects on sustainable development principles. Together with the operators, it also takes a range of measures to reduce the adverse impact on the environment of road-based transport, including the rationalisation of bus routes and the development of more environment-friendly buses.

All franchised buses are now equipped with engines that meet the European emission standards (known as Euro engines). New buses purchased by franchised bus companies must be of Euro V emission standard (currently the highest European emission standard) and old buses would be replaced before they reach 18 years old. All Euro II and III buses have been retrofitted with Diesel Particulate Filters where possible to reduce particulate emission. A trial to retrofit Selective Catalytic Reduction devices on these buses to cut nitrogen oxides emissions is under way and franchised bus companies are preparing to test the use of hybrid and electric buses in Hong Kong. The Government is working with the franchised bus companies to deploy cleaner buses along busy urban corridors in Central, Causeway Bay and Mong Kok. In 2012, about 700 daily bus trips were eliminated from the busy traffic corridors through service cancellation, frequency reduction, route truncation and route amalgamation. Bus stops have also been rationalised to reduce the number of stops along busy corridors.

Improvements by the franchised bus companies and the Government to public transport interchanges include electronic route information panels and customer service centres at some interchanges and refurbishing some of the interchanges and their ventilation systems.

All newly registered taxis equipped with internal combustion engine are required to run on Liquefied Petroleum Gas (LPG) or petrol to reduce air pollution. Incentive schemes to encourage the early replacement of diesel light buses with LPG ones were implemented between August 2002 and December 2005. Almost all taxis and 66 per cent of PLBs have switched to LPG.

Another incentive scheme between April 2007 and March 2010 encouraged the replacement of Pre-Euro and Euro I diesel commercial vehicles with more environment-friendly ones and about 17,100 applications were approved. A similar scheme was extended from July 2010 to June 2013 to cover replacement of Euro II diesel commercial vehicles. By year-end, about 4,500 applications had been approved, with about 1,900 approved in 2012. In addition, a reduction in first registration tax has been offered to new buyers of environment-friendly commercial vehicles. As at year-end, about 13,600 applications had been processed, with about 7,700 applications approved in 2012.

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

Pedestrian schemes have been introduced to reduce pedestrian congestion in streets in Central, Wan Chai, Causeway Bay, Stanley, Tsim Sha Tsui, Jordan, Mong Kok, Sham Shui Po, Yuen Long and Sheung Shui. Preliminary studies to improve the environment for pedestrians in Causeway Bay and Mong Kok, and engineering studies for similar improvements in Yuen Long, have been completed.

Cross-boundary Traffic

Overall Cross-boundary Traffic

Cross-boundary vehicular traffic decreased by about 1 per cent in 2012 as compared with the previous year, averaging 42,400 vehicles a day, whereas the total cross-boundary passenger traffic by rail, road and ferry increased by about 5 per cent, reaching 597,000 passengers a day.

Rail Boundary Crossings

At present, there are two rail-based boundary crossings in Hong Kong at Lo Wu and the Lok Ma Chau Spur Line. The Lo Wu Control Point operates daily between 6.30 am and midnight, handling an average of 261,000 passengers a day in 2012, and more than 352,000 on a holiday. The Lok Ma Chau Spur Line Control Point, which connects to Futian Port in Shenzhen, operates between 6.30 am and 10.30 pm daily for travellers by rail or designated road-based public transport. In 2012, the East Rail (Lok Ma Chau Spur Line) handled an average of about 61,000 passengers daily, and more than 95,600 travellers on a holiday.

In addition, in 2012 a daily average of 11,000 travellers took the MTR Intercity through-trains to the Mainland from Hung Hom.

Road Boundary Crossings

The four road-based boundary crossings between Hong Kong and the Mainland at Lok Ma Chau, Man Kam To, Sha Tau Kok and Shenzhen Bay Port are open daily for goods and passenger vehicles. The Lok Ma Chau Control Point, which connects to Huanggang Port in Shenzhen, operates round-the-clock. The Sha Tau Kok and Man Kam To control points are open from 7 am to 10 pm, while the Shenzhen Bay Port is open from 6.30 am to midnight.

The passenger clearance area at Wenjindu Port in Shenzhen is closed for reconstruction but the clearance services for goods and cross-boundary students are maintained. There is also a limited coach service running between Sheung Shui and Wenjindu Port in Shenzhen during the morning and evening peak hours.

The daily average number of vehicle trips recorded at the control points of Lok Ma Chau, Man Kam To, Sha Tau Kok and Shenzhen Bay Port during 2012 was 25,900, 4,200, 2,500 and 9,900 respectively, and the daily average number of travellers using these control points was 80,800, 600, 8,800 and 77,200 respectively. Most travellers using these control points take cross-boundary coaches. There is also a shuttle bus service plying between the public transport interchange at San Tin and Huanggang Port in Shenzhen via the Lok Ma Chau Control Point. Travellers who use the Shenzhen Bay Port may use the designated local public transport services there.

In 2012, about 120 companies operated cross-boundary coach services, carrying an average of about 64,100 passengers a day. The shuttle bus service at the Lok Ma Chau Control Point carried a daily average of about 25,800 passengers and the designated local public transport services at Shenzhen Bay Port carried an average of 51,000 passengers a day.

New Boundary Crossings under Construction or Planning

In 2010, the Ministry of Transport of the Central People's Government approved the preliminary design of the Hong Kong-Zhuhai-Macao Bridge (HZMB), which will connect Hong Kong to the western part of Pearl River Delta. The governments of Guangdong, the HKSAR and the Macao Special Administrative Region established a 'Joint Works Committee of the Three Governments' to oversee the implementation of the HZMB project.

The HZMB Authority was set up in 2010 to co-ordinate the construction, operation, maintenance and management of the HZMB Main Bridge, and to implement various policies of the 'Joint Works Committee of the Three Governments'. Local works within HKSAR waters continued in 2012 and will dovetail with those in the Mainland for the commissioning of the HZMB in 2016.

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

The proposed Liantang/Heung Yuen Wai Boundary Control Point (BCP) will provide efficient access to the eastern part of Guangdong, Fujian and Jiangxi Provinces via the Shenzhen-Huizhou and Shenzhen-Shantou expressways. When the new BCP is commissioned in 2018, it will significantly shorten the travelling 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 Man Kam To and Sha Tau Kok boundary crossings in the eastern part of the New Territories.

Cross Boundary Ferries

Cross-boundary ferry services to Macao and some 11 Mainland ports are provided by seven operators at the Hong Kong-Macao Ferry Terminal in Sheung Wan and the China Ferry Terminal in Tsim Sha Tsui. The Tuen Mun Ferry Terminal ceased operation after the ferry operator terminated the tenancy agreement and returned the terminal to the Government in September 2012.

In 2012, 20.94 million travellers used cross-boundary ferry services to travel to and from Macao, while the number travelling to and from Mainland ports was 4.74 million.

The Port

In 2012, Hong Kong handled a total of 23.12 million Twenty-foot Equivalent Units of containers (TEUs), maintaining its status as the largest container port serving southern China and the third busiest port in the world. Some 383,350 vessels arrived in and departed from Hong Kong during the year, carrying 269 million tonnes of cargo and about 28.52 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: ocean-going vessels from all parts of the world and coastal and river-trade vessels from the Pearl River. A daily average of around 84 ocean-going vessels and nearly 440 river-trade vessels arrive at the port; and many high-speed ferries and local craft work in, or pass through, the harbour. Hong Kong's ship turnaround performance is among the best in the world: the average turnaround time for container vessels at the container terminals is estimated to be about 10 hours.

Port Development

Container handling facilities are a key part of the infrastructure of the logistics sector. The nine container terminals at the Kwai Chung–Tsing Yi area, which handle 76 per cent of Hong Kong Port throughput, have 24 berths with a total handling capacity of about 20 million TEUs per year.

The container port is vital to Hong Kong and also plays an important role in handling south China cargo. Almost 70 per cent of freight throughput handled by Hong Kong is related to southern China.

Strategic Planning

The Government is currently studying the technical feasibility of developing a new container terminal in the southwestern part of Tsing Yi Island. It has also commissioned a 'Study on the Strategic Development Plan for Hong Kong Port 2030' to update port cargo forecasts, to find ways of using existing port facilities more efficiently and to plan for the future development of the Hong Kong Port.

To strengthen Hong Kong's position as a regional hub port in the Asia-Pacific region, the Government is going to dredge the Kwai Tsing Container Port Basin and its approach channel to enable the new generation of ultra-large container ships to use the port at all tides.

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 and comprising industry representatives and senior government officials, advises the Government on port development strategies and facility planning to meet future demands. It also assists the Government in promoting Hong Kong as a regional hub port and a leading world container port.

Hong Kong Maritime Industry Council

The Hong Kong Maritime Industry Council (MIC), chaired by the Secretary for Transport and Housing and comprising industry leaders and senior government officials, advises the Government on 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. In 2012, the MIC continued to finance various incentive and scholarship schemes to assist manpower development for the industry at both technical and professional levels, including scholarships to students of selected post-graduate programmes in maritime services and maritime law.

Maritime Industry

Over 80 international shipping lines offer ocean liner services in Hong Kong, with around 410 sailings weekly to about 520 destinations worldwide. In addition, there are over 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's ship owners control about 10 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 made such arrangements with 34 tax administrations: Austria, Belgium, Brunei, Canada, Chile, the Czech Republic, Denmark, France, Germany, Hungary, Indonesia, Ireland, Japan, Jersey, Kuwait, Liechtenstein, Luxembourg, the mainland of China, Malaysia, Malta, Mexico, the Netherlands, New Zealand, Norway, Portugal, the Republic of Korea, Singapore, Spain, Sri Lanka, Switzerland, Thailand, the United Kingdom, the United States of America, and Vietnam.

Port Administration

The Marine Department administers the port, with its principal task 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 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; maritime security levels of the port and the Hong Kong-registered ships; 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; allocation of approved berthing slots at the Hong Kong-Macao Ferry Terminal and the China Ferry Terminal; and port and maritime statistics providing the latest monthly and quarterly statistics on vessel arrivals, cargo and container throughput.

The department's e-Business System provides a one-stop solution to simplify and speed up the submission and processing of port formalities, offering services such as online submission of applications, auto-approval for online applications, self printing of permits/certificates, online payment via auto-pay and online checking of application status.

Vessel Traffic Services

The department's Vessel Traffic Centre operates round-the-clock to monitor and regulate the movements of vessels by providing vessel traffic services (VTS) with a modern VTS surveillance system, Very High Frequency radios and a dedicated information system with full coverage of all navigable waters in Hong Kong.

Harbour Patrol and Local Control Station

The department's Harbour Patrol Section operates a fleet of 25 patrol launches and provides on-site support for the Vessel Traffic Centre. The patrol launches help enforce marine legislation, maintain the safety of the port and shipping, as well as respond to marine emergencies.

The 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 information and traffic organisation services 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. An effective notification system for monitoring dangerous goods carried by local vessels was implemented in July 2012.

Pilotage Service

Pilotage is compulsory in Hong Kong waters for any vessel 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. Pilotage services are provided round-the-clock throughout the year.

Local Vessels

In 2012, about 16,300 local vessels (including passenger, cargo, fishing and pleasure vessels) were licensed in Hong Kong to provide a variety of services for the port and the community.

Hydrographic Service

The Hydrographic Office carries out hydrographic surveys and produces nautical charts, Electronic Navigational Charts and publications in Chinese and English. It issues Notices to Mariners for updating the charts once every two weeks, and also provides real-time information about tides, 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 its website (www.mardep.gov.hk/en/publication/portstat.html).

All designated port facilities in Hong Kong comply fully with the International Maritime Organisation's International Ship and Port Facility Security Code. The Marine Department implements 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 10 berths and the China Ferry Terminal with 12 berths. The Hong Kong–Macao Ferry Terminal operates round-the-clock. The China Ferry Terminal is open daily from

7 am to midnight. The department controls and regulates the use of these 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. Immigration service is also available at the Tuen Mun Immigration Anchorage for river-trade vessels. Shipping agents may apply for immigration and quarantine services, including advance clearance, for ships.

Mooring Buoys

The Marine Department provides 17 mooring buoys, including 13 Class 'A' buoys and four Class 'B' buoys for vessels of up to 183 metres and 137 metres long respectively.

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 Marine Department's 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, 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 department.

Public Cargo Working Areas

The Marine Department manages six 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 5,000 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 guide for regional co-operation used by the department and the port administrations of Guangdong, Shenzhen and Macao in response to major maritime oil spills is the 'Regional Maritime Oil Spill from Ship Response Plan for the Pearl River Estuary'.

In October 2012, the department's Pollution Control Unit organised a large-scale, oil spill clean-up drill with participants from government departments and local oil companies to test the preparedness of the government and the private sector in handling major oil spills from ships.

Cleansing of Maritime Hazardous and Noxious Substances (HNS) Spillage

Maritime HNS spillage cleansing is carried out by a private contractor under an outsourcing arrangement with the Marine Department. The contractor is also required to clean up marine oil spills in Hong Kong waters.

In November 2012, a joint departmental HNS spill response exercise was co-organised by the Marine Department and the Environmental Protection Department to test the Government's Maritime HNS Spill Response Plan.

Shipping

Hong Kong Shipping Register

In 2012, the total gross tonnage of ships registered with the Hong Kong Shipping Register (HKSR), administered by the Marine Department, rose to over 78 million. In July 2012, the HKSR ranked third among the world's top shipping registers. To maintain high standards, the Marine 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. In 2012, the department's surveyors carried out seven PRQC inspections and made 86 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 the Tokyo Memorandum of Understanding (MoU) of Port State Control; and for its ships to be classified as low risk under the Paris MoU. In addition, Hong Kong also holds the United States Coast Guard's 'Qualship 21' status.

Marine Accident Investigations

The Marine Department's Marine Accident Investigation and Shipping Security Policy Branch (MAISSPB) investigates all serious ship related accidents occurring on Hong Kong-registered ships and in Hong Kong waters. The purpose of the investigation is to determine the circumstances and the possible causes of the accident and recommend preventive measures against recurrences. In 2012, the MAISSPB investigated 23 serious accidents. To improve the public awareness of maritime safety, investigation reports of all serious accidents are published on the department's website.

The Chief Executive may order a public inquiry by a Marine Court or a Commission of Inquiry into a serious accident. For accidents involving licensed pilots, a Board of Investigation may be ordered by the Director of Marine.

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. In 2012, 43,267 seafarers of different nationalities served on board Hong Kong-registered ocean-going ships and 1,332 officers and ratings served on high-speed ferries plying within the Pearl River Delta Region.

The Sea-going Training Incentive Scheme is designed to attract local graduates to join the maritime profession in Hong Kong by providing financial incentives for them to take up sea-going cadetship training. By December 2012, 231 cadets had joined the scheme since it started in July 2004.

Participation in International Shipping Activities

International Maritime Organisation

The HKSAR 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 closely informed of, all issues discussed at IMO meetings that may affect Hong Kong. In 2012, HKSAR Government officials attended 20 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.

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 participates in its various activities, including leading the Technical Co-operation Advisory Group and as a member of three other working groups.

In 2012, the Marine Department's officers conducted 717 PSC inspections on ocean-going vessels, or 15 per cent of all ocean-going vessels that visited Hong Kong. About 4.6 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 within Hong Kong waters and in international waters of the South China Sea. Its area of responsibility covers about 450,000 square nautical miles. The MRCC is manned by professional staff and equipped with modern communications equipment for receiving distress alerts and communicating with ships.

The Hong Kong MRCC is one of the eight maritime members nominated by the International Maritime Organisation (IMO) to participate in a 16-Member international joint working group, which was established by the International Civil Aviation Organisation and the IMO to discuss aeronautical and maritime search and rescue issues.

Government Fleet and Dockyard

Government Fleet

The government fleet, with over 800 vessels of different types and sizes, including 108 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. The Government Fleet Division of the Marine Department controls and manages 75 vessels, of which 43 are manned by the department. These include patrol launches, purposely built conveyance launches, pontoons, 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. In 2012, the Marine Department also had 26 vessels provided under contract by private operators, including conveyance launches, tugboats and various marine transport services for the department.

Government Dockyard

The Government Dockyard, managed by the Government Fleet Division, designs, procures and maintains all government vessels. It occupies a site of 9.8 hectares on Stonecutters Island and has a sheltered water basin of 8.3 hectares as one of the Marine Department's operational bases. For repair and maintenance of vessels, the dockyard has four movable canopies, 12 covered docking and repair sheds and 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.

In 2012, 32 new small craft, costing \$3.5 million, were built for the Government and 10 new small craft building contracts, worth \$2.5 million, were awarded to shipbuilders in Hong Kong and overseas. The total expenditure in maintaining the Government Dockyard systems and government fleet was close to \$410 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 (CEDD) 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 CEDD currently maintains 506 hectares of typhoon shelters, five kilometres of quays at public cargo working areas, 124 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 CEDD also plans, designs and constructs public marine facilities. In 2012, the CEDD continued the planning and design of Lung Mei Beach, Cycle Parking Area near Yung Shue Wan Ferry Pier, Yung Shue Wan Development Phase 2, a new public landing facility at Lei Yue Mun, improvement works to the public landing facility at Trio Beach, and commenced improvement works at Butterfly Beach and Cafeteria Old Beach.

International Transport and Logistics Hub

Logistics is an important sector of the economy, accounting for about 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 520 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 about 20 million TEUs per year.

Development of Hong Kong's Logistics Industry

The Government 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 in Hong Kong. The council is sponsoring a study of the feasibility and effectiveness of establishing an information platform to track real-time movement of goods across the border and to improve cargo information for those in the supply chain.

In 2012 the council also jointly organised with industry associations various training programmes, workshops and forums for logistics sector employees to keep them abreast of new technology and developments.

In November 2012, the Second Asian Logistics and Maritime Conference, co-organised by the Government and the Hong Kong Trade Development Council, attracted about 1,300 industry professionals from 21 countries and regions, including the Mainland, to discuss and exchange views on the eastward shift of global logistics, and its impact on logistics, supply chain management and shipping in the region.

Civil Aviation

Hong Kong is a major international and regional aviation centre. At year-end, there were about 110 airlines providing about 6,700 weekly scheduled services between Hong Kong and about 170 cities worldwide. Passenger and cargo throughput at Hong Kong International Airport (HKIA) were 55.66 million travellers (excluding transit passengers) and 4.03 million tonnes respectively, while air services arrangements with aviation partners were further liberalised during the year.

Air Traffic in 2012

In 2012, 55.66 million passengers (excluding transit passengers) passed through HKIA, a rise of 4.7 per cent over 2011, the airport handled 4.03 million tonnes of cargo, a rise of 2.2 per cent over 2011, and there were about 352,000 flights to and from Hong Kong, a rise of 5.3 per cent over 2011. Hong Kong's total imports, domestic exports and re-exports carried by air accounted for 38.6 per cent, 27.7 per cent and 33.7 per cent respectively in value terms in 2012.

Home Market Expansion

The airport continues to expand its extensive land and sea connections to the Pearl River Delta (PRD) region. In 2012 there were about 85 daily ferry trips between SkyPier and Guangzhou's Nansha, Shenzhen's Shekou and Fuyong, Dongguan's Humen, Zhongshan, Zhuhai's Jiuzhou and Macao's Maritime Ferry Terminal and Taipa. With 550 daily scheduled coach trips, passengers enjoy convenient services between the airport and over 110 destinations in Guangdong, Guangxi and Fujian provinces. The number of cross-boundary round trip limousines serving Mainland cities and towns daily reached 580 in 2012.

Airport Services

Scheduled to open in early 2013, the new air cargo terminal operated by Cathay Pacific will feature a \$1.4 billion cargo handling system. The new facility will increase the airport's total annual capacity by 50 per cent to 7.4 million tonnes. A third hangar for business aviation, occupying an area of approximately 4,000 square metres and with accommodation for six jets, commenced service in June 2012 to cater for the sector's robust growth.

Development of HKIA's midfield has begun. The project includes a new passenger concourse and 20 aircraft stands, a cross-field taxiway and an extension of the automated people mover that will link the Midfield Concourse to Terminal 1. When completed by the end of 2015, it could handle 10 million passengers annually. Furthermore, an additional 28 parking stands will be available by the end of 2014.

Preparation for Growth

The Government has given the Airport Authority Hong Kong (AAHK) approval in principle to adopt, for planning purposes, the three-runway system for the HKIA's long-term development. It has also approved the AAHK's recommendation to proceed with the planning work related to the development of the three-runway system, which includes the statutory Environmental Impact Assessment (EIA) and the associated design details, and the financial arrangements. In August 2012, the AAHK commenced the EIA study upon receipt of the Director of Environmental Protection's EIA Study Brief.

The HKIA's planned three-runway system is expected to be able to cope with air traffic demand up to at least 2030, by which time the annual passenger and cargo throughput is forecast to increase to 97 million and 8.9 million tonnes from 55.66 million (excluding transit passengers) and 4.03 million tonnes (in 2012) respectively. Annual air traffic movements are forecast to increase to 602,000 from about 352,000.

Recognition

The HKIA has been named as the 'world's best airport' over 50 times since it opened in 1998. In 2012, the HKIA was crowned the 'Best Airport' in the TTG Travel Awards for the tenth time and the 'Best Airport in China' by *Business Traveller China* for the sixth time. It was also named the 'Best Airport in Asia' by *FinanceAsia* and the 'Best Airport in Asia-Pacific' by *Frequent Business Traveller*.

Air Services

Under authorisation of the Central People's Government, the HKSAR Government negotiates and concludes 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 2012, the Government expanded traffic rights arrangements with nine aviation partners. In 2012, the Air Transport Licensing Authority granted 30 new licences: 15 to Hong Kong Express Airways, nine to Hong Kong Airlines, two to Cathay Pacific Airways, two to Hong Kong Dragon Airlines, one to AHK Air Hong Kong and one to Sky Shuttle Helicopters. The authority's procedural guide for processing licence applications is available at: www.thb.gov.hk/eng/boards/transport/air/atla_procedural_guide.pdf.

In 2012, Cathay Pacific Airways operated scheduled services to 69 destinations worldwide, while Hong Kong Dragon Airlines operated regional scheduled services to 37 destinations (including 19 cities in the Mainland). Air Hong Kong operated scheduled all-cargo services to 12 destinations in Asia. Hong Kong Express Airways operated scheduled services to 15 destinations including the Mainland, Japan, Republic of Korea and Southeast Asia. Hong Kong Airlines operated scheduled services to 35 destinations including the Mainland, Japan, United Kingdom, Russia and Southeast Asia. Their fleets totalled 214 aircraft during the year.

Nine non-Hong Kong airlines commenced or resumed scheduled services to Hong Kong in 2012, seven operating passenger services and two operating all-cargo services. For passenger services, Shenzhen Airlines resumed services from Jinjiang in January; Mongolian Airlines Group started services from Ulaanbaatar in June; AirAsia Inc started services from Clark International Airport and Peach Aviation started services from Osaka in July; Air Astana commenced services from Almaty in August, Globus LLC started services from Novosibirsk in October and TonleSap Airlines started services from Siem Reap in November. For all-cargo services, Silk Way West Airlines started services from Baku in September and SF Airlines started services from Xiamen and Ningbo to Hong Kong in October.

Since May 2012, the Government Flying Service has operated its helicopter services at the new permanent Government helipad near the Hong Kong Convention and Exhibition Centre. Arrangements have been made for commercial helicopters to share use of the helipad.

Air Traffic Management

In 2012, the Air Traffic Management (ATM) system handled about 352,000 movements at the HKIA and 204,000 over-flights, including traffic to and from Macao, representing an increase of 5.2 per cent and 10.5 per cent respectively over 2011. Average daily flight movements at the

HKIA in the fourth quarter (October – December) were 951. The Civil Aviation Department (CAD) increased the runway capacity from 62 to 63 flight movements per hour in 2012 by improving the airspace and flight procedures design. To maintain the provision of safe, reliable, efficient and effective air traffic control (ATC) service in line with air traffic growth, the CAD continued with the work to replace the existing ATC system in 2012. Major work continued and included detailed system design, factory acceptance tests and on-site equipment installation and testing. It is expected that integration testing of the new ATC systems will be substantially completed in 2013.

Aviation Security

Conventions and agreements on aviation security, promulgated by the International Civil Aviation Organisation (ICAO), are implemented through the Aviation Security Ordinance. The Hong Kong Aviation Security Programme (HKASP), which was developed by the Government in consultation with the aviation community and other concerned parties, stipulates the aviation security requirements for the various operators and service providers at the HKIA. The implementation of these requirements is closely monitored by the CAD to ensure that international standards are met. Upon meeting the aviation security requirements of the HKASP, the new Cathay Pacific Cargo Terminal will commence operations in early 2013.

To support the implementation of the ICAO Universal Security Audit Programme, a CAD officer completed, in the capacity as an ICAO auditor, an ICAO aviation security audit mission for Thailand in August 2012.

Enhancing Aviation Services

In December 2012, various CAD functional divisions previously scattered in different locations moved into and commenced operations at the newly completed CAD headquarters on Airport Island to provide efficient one-stop service to the industry and the public. The CAD headquarters' three main design themes are sustainability, aviation education and environmental friendliness, and it is one of Hong Kong's 'greenest' buildings. The new facilities include a centralised examination area, dedicated aircraft accident investigation facilities, multi-purpose conference facilities and an 'Education Path' that brings aviation knowledge to the younger generation and the public.

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