

# 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, Highways Department, Marine Department and Transport Department.

## Transport Strategy and Policy Objectives

The government aims to 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 coordination and, together with the operators, the quality of public transport services; and
- managing road use to reduce congestion and to promote safety.

The government also ensures these objectives are environmentally sustainable by supporting environmental improvement measures in transport-related areas. 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 deployment of more environment-friendly buses.

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

In 2016, the government continued to carry out the Public Transport Strategy Study to review the role and positioning of non-railway public transport services and the way they complement one another, with the aim of ensuring a balanced, efficient and sustainable public transport network.

## Rail Transport

### **MTR**

Railways are safe, efficient, reliable, comfortable and environment-friendly mass carriers. They are the backbone of the public transport system, and are essential to Hong Kong's continued economic, social and land development. They account for about 41 per cent of daily public transport passenger travel and about 54 per cent of land-based cross-boundary passenger trips to the Mainland.

The railways are run by the MTR Corporation Limited (MTRCL), a publicly listed company of which the government is the majority shareholder.

The MTR system comprises:

- the Kwun Tong Line (Tiu Keng Leng-Whampoa),
- the Tsuen Wan Line (Tsuen Wan-Central),
- the Island Line (Chai Wan-Kennedy Town),
- 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),
- the Disneyland Resort Line (Sunny Bay-Disneyland Resort), and
- the South Island Line (South Horizons-Admiralty).

The 230km network comprises 93 heavy rail stations, including a 35.2km Airport Express connecting the urban areas to Hong Kong International Airport and AsiaWorld-Expo. There is also a 36.2km 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 about 5.2 million passengers each day.

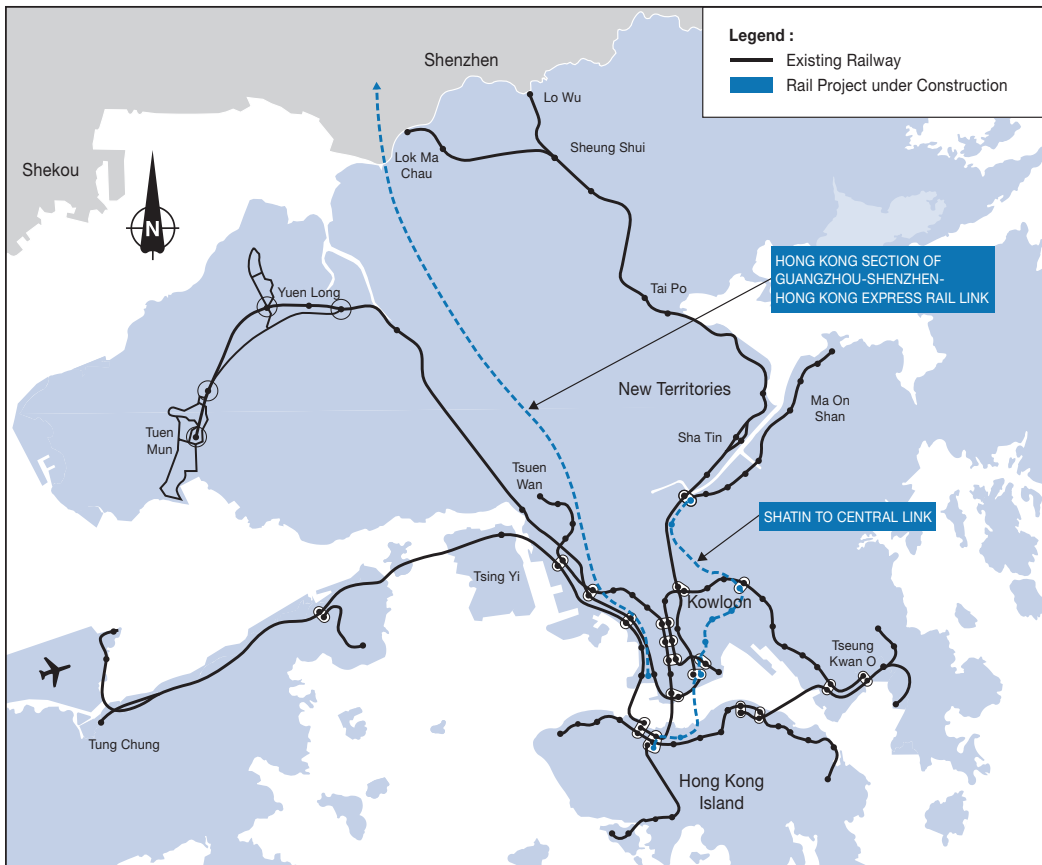
In addition, the MTRCL provides intercity through-train services from Hong Kong to Beijing, Shanghai and cities in Guangdong. It carried a daily average of 10,200 travellers in 2016.

There are two rail-based crossing points, at the Hong Kong-Mainland boundary at Lo Wu and Lok Ma Chau Spur Line control points, which are connected by the East Rail Line.

The Kwun Tong Line Extension was commissioned on 23 October, extending the service of the Kwun Tong Line to Ho Man Tin and Whampoa. Passengers will be able to use Ho Man Tin Station as an interchange for the future Shatin to Central Link.

The South Island Line is a 7km railway line running between Admiralty and South Horizons, with three intermediate stations at Ocean Park, Wong Chuk Hang and Lei Tung Estate. With its commissioning on 28 December, journeys between Admiralty and South Horizons now take about 11 minutes, compared with the 25 to 45 minutes by road during rush hour.

### Map of Railway Network and Two Railway Projects under Construction



### Projects under Construction

The 17km Shatin to Central Link is a strategic project providing territory-wide connections. It will have 10 stations, namely 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 in 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 started in 2012. Upon commissioning, the Shatin to Central Link will handle about 1.1 million passenger trips per day and save about an average of 75 million hours in travelling time per year. It will provide a railway service for districts including Hin Keng, Kai Tak, To Kwa Wan and Ma Tau Wai, which are currently not served by the railway network, and increase the capacity of the railway section from Sha Tin to Hung Hom and across the harbour, helping to relieve the burden on the rail lines in urban Kowloon and on Hong Kong Island.

The Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link is a 26km underground railway with its terminus at West Kowloon. Construction started in 2010. Trains will be able to run through the tunnel at up to 200kmh, reducing the train journey between Hong Kong and Guangzhou from 100 minutes to 48 minutes. The journey time to other major Mainland cities will also be greatly shortened.

### **Future Railway Development**

The government's Railway Development Strategy 2014 provides a framework for planning the expansion of the railway network up to 2031. It recommends that seven railway projects be completed up to 2031, having regard to transport demand, cost-effectiveness and the development needs of New Development Areas. These seven projects are the Northern Link and Kwu Tung Station, Tuen Mun South Extension, East Kowloon Line, Tung Chung West Extension, Hung Shui Kiu Station, South Island Line (West) and North Island Line. They are being taken forward in stages.

### **Tramway**

Electric trams have been running on Hong Kong Island since 1904. Hong Kong Tramways runs seven routes on 13km of double tracks along the northern shore of Hong Kong Island between Kennedy Town and Shau Kei Wan, and about 3km of single track around Happy Valley.

The company's 167 trams, including one sightseeing tram, one air-conditioned tram, two open-balcony trams for tourists and private hire and three special maintenance trams, make up the world's largest fleet of double-deck trams in operation. The tramway recorded a daily average of about 176,900 passenger trips in 2016.

## **Road Transport**

### **Road Network**

The territory has 2,107km of roads, 1,351 road structures, 16 road tunnels including three immersed-tube cross-harbour tunnels, and five major cable-supported bridges.

### **Tunnels**

The 'Build-Operate-Transfer' (BOT) franchise of the Eastern Harbour Crossing expired in August. The government now owns 12 road tunnels, all managed and operated by private companies under management contracts: the Cross-Harbour Tunnel, Eastern Harbour Crossing, Lion Rock, Aberdeen, Kai Tak, Shing Mun, Tseung Kwan O, Cheung Tsing, Tai Wai, Sha Tin Heights, 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 Cheung Tsing, Kai Tak

and Nam Wan tunnels is free of charge. Tolls for the rest are provided for in their governing legislation.

Three other tunnels are operated by private companies under BOT arrangements: the Tate's Cairn Tunnel, Western Harbour Crossing and Tai Lam Tunnel. The BOT franchise of the Tate's Cairn Tunnel will expire in 2018, whereupon the tunnel will come under the government's ownership. The government has started preparations for the takeover of the tunnel. The BOT franchises of the Western Harbour Crossing and Tai Lam Tunnel will expire in 2023 and 2025 respectively.

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

### *Bridges*

The five major cable-supported bridges are Tsing Ma, Kap Shui Mun, Ting Kau, Stonecutters and a section of Shenzhen Bay Bridge. Only the first two levy toll charges. Tsing Ma Bridge is one of the world's longest span suspension bridges. Tsing Ma Bridge and Kap Shui Mun Bridge carry both road and rail traffic.

### *Tsing Ma Control Area*

The Tsing Ma Control Area, managed by a private contractor, is a 21km expressway network comprising mainly Tsing Kwai Highway, Cheung Tsing Tunnel, Ting Kau Bridge, Tsing Ma Bridge and Kap Shui Mun Bridge. An average of 87,800 vehicles per day used Tsing Ma Bridge and Kap Shui Mun Bridge in 2016.

### *Tsing Sha Control Area*

The Tsing Sha Control Area, managed by a private contractor, is a 13km expressway network consisting of mainly Stonecutters Bridge, Nam Wan Tunnel, Eagle's Nest Tunnel, Sha Tin Heights Tunnel and Tai Wai Tunnel. In 2016, an average of 54,300 vehicles per day used this expressway.

### *Road Boundary Crossings*

There are 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, which 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 7am to 10pm, while the one at Shenzhen Bay Port is open from 6.30am to midnight.

In 2016, the daily average numbers of vehicle trips recorded at the control points of Lok Ma Chau, Man Kam To, Sha Tau Kok and Shenzhen Bay Port were 23,700, 4,900, 2,200 and 11,500 respectively, and the daily average numbers of travellers using these control points were 74,400, 10,900, 8,200 and 105,200 respectively. The total cross-boundary vehicular traffic increased about 2 per cent compared with the previous year, averaging 42,300 vehicles a day, while the total cross-boundary passenger traffic by rail, road and ferry decreased about 1.2 per cent, reaching 678,000 passengers a day. Most travellers using these control points take cross-

boundary coaches or local public transport services where available. About 130 companies operate cross-boundary coach services, carrying an average of about 66,400 passengers a day. 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, carrying a daily average of 23,700 passengers. Travellers at Shenzhen Bay Port may use the local public transport services there, and these carry an average of 78,300 passengers a day.

### *Projects under Construction*

The Central-Wan Chai Bypass and Island Eastern Corridor Link (CWB), forming part of the east-west strategic route along the northern shore of Hong Kong Island, are being constructed to alleviate traffic congestion at Connaught Road Central/Harcourt Road/Gloucester Road and to cater for anticipated growth in road traffic. The CWB is a 4.5km dual three-lane trunk road with a 3.7km tunnel. When completed, it will take about five minutes to travel from Central to the Island Eastern Corridor in North Point.

The Liantang/Heung Yuen Wai Boundary Control Point is being constructed to connect with the Shenzhen Eastern Corridor and provide efficient access to eastern Guangdong, Fujian and Jiangxi provinces via the Huiyan and Shenshan Expressways. Upon commissioning of the new control point around end-2018, it will significantly shorten the travelling time between Hong Kong and Shenzhen and the nearby provinces and greatly facilitate future regional cooperation and development. Besides, residents in Sha Tau Kok, Ta Kwu Ling and Ping Che would save travelling time by using the new road connecting the new Boundary Control Point to the Fanling Highway.

The Tseung Kwan O-Lam Tin Tunnel is being constructed to cope with traffic demand arising from further developments in Tseung Kwan O and Kwun Tong district and to ease the traffic load on the existing Tseung Kwan O Tunnel. It is a 4.2km dual two-lane highway with a 2.2km main tunnel connecting Tseung Kwan O with the Eastern Harbour Crossing and Cha Kwo Ling Road in Kwun Tong. It will provide an additional main connection between Tseung Kwan O and East Kowloon, and will link up with the proposed Trunk Road T2 in Kai Tak and the proposed Central Kowloon Route to form Route 6 in the strategic road network and to provide an express road link between Kowloon West and Tseung Kwan O. Construction works began in July. Upon completion, the travelling distance between Tiu Keng Leng and the Eastern Harbour Crossing will shorten to about 4.2km.

The dual three-lane Fanling Highway between Tai Hang and Wo Hop Shek Interchange is being widened to a dual four-lane carriageway. Construction works began in 2013.

Works continued 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). Reclamation works for the HZMB Hong Kong Boundary Crossing Facilities (HKBCF) and the Tuen Mun-Chek Lap Kok Link southern landfall, located in the northeast waters of the airport, started in 2011. Construction works for superstructures of the HKBCF started in 2014.

The Hong Kong Link Road, a 12km dual three-lane carriageway comprising sections of sea viaduct, tunnel and at-grade road, will connect the HZMB Main Bridge to the HKBCF. Detailed design and construction works began in 2012.

The Tuen Mun-Chek Lap Kok Link is a dual two-lane carriageway of about 9km long connecting Tuen Mun with the HKBCF and North Lantau. Construction works began in 2013.

Works for the Hiram's Highway improvement stage 1 project, covering the widening of the single carriageway to a dual two-lane carriageway at the section between Hiram's Villa and Marina Cove, commenced in March 2016.

### *Planned Projects*

A number of road construction and improvement projects are being planned to enhance the road network:

- **Tuen Mun Western Bypass:** The government will carry out a further investigation study to ascertain the feasibility of a recently developed scheme, which comprises tunnels connecting the Tuen Mun-Chek Lap Kok Link and Kong Sham Western Highway, with slip tunnels connecting to Tsing Tin Road.
- **Central Kowloon Route:** The proposed 4.7km dual three-lane route includes 3.9km of tunnels connecting West Kowloon to the proposed Kai Tak Development and the Kowloon Bay road network. Detailed design is ongoing.
- **Trunk Road T2:** This proposed dual two-lane carriageway within the Kai Tak Development is about 3km long, including 2.7km of tunnels running through Kwun Tong Typhoon Shelter and adjoining areas. Forming the middle section of the strategic Route 6, Trunk Road T2 will connect the proposed Central Kowloon Route to the Tseung Kwan O-Lam Tin Tunnel now under construction. Detailed design is ongoing.
- **Cross Bay Link:** The proposed 1.8km dual two-lane carriageway, with a 1.1km viaduct, will connect the Tseung Kwan O-Lam Tin Tunnel and Wan Po Road near Tseung Kwan O Area 86. Detailed design is ongoing.
- **Tai Po Road (Sha Tin Section):** The dual two-lane Tai Po Road between Sha Tin Rural Committee Road and Fo Tan Road will be widened to a dual three-lane route. Detailed design is under way.
- **Hiram's Highway:** The Hiram's Highway improvement stage 2 project will cover the section between Marina Cove and Sai Kung Town Centre. Planning is under way.
- **Trunk Road T4:** The proposed dual two-lane carriageway will connect Sha Tin Road to Tsing Sha Highway and Shing Mun Tunnel Road, and will be used as a bypass to Tai Po Road (Sha Tin Section) to cater for long-term traffic flow in Sha Tin. The planning for the project is under review.

- **Lin Ma Hang Road:** The proposed road widening works comprise the widening of the single-lane Lin Ma Hang Road between Ping Yuen River and Ping Che Road (Western Section), and between Tsung Yuen Ha and Lin Ma Hang (Eastern Section), to a single two-lane carriageway. Both detailed design for the Western Section and an environmental impact assessment for the Eastern Section are in progress.

## **Buses**

### *Franchised Buses*

Franchised buses are the largest road-based carriers, accounting for 31 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) (KMB). At the year end, KMB was operating 323 bus routes in Kowloon and the New Territories and 61 cross-harbour routes, 51 of which were run jointly with another operator. KMB had a licensed fleet of 3,916 buses, of which 3,866 were wheelchair-accessible low-floor vehicles. It recorded 990 million passenger trips in 2016, or an average of 2.71 million per day, covering 282.5 million km of roads.

Bus services on Hong Kong Island are provided mainly by New World First Bus Services (NWFB) and Citybus (CTB). At the year end, NWFB was operating 46 bus routes on Hong Kong Island, eight in Kowloon and Tseung Kwan O and 34 cross-harbour routes, 29 of which were run jointly with KMB. NWFB had a licensed fleet of 691 buses, all of which were wheelchair-accessible low-floor vehicles. It recorded 168 million passenger trips in 2016, or an average of 458,500 per day, covering 42.95 million km of roads.

CTB operates two bus networks under two franchises. One covers 52 bus routes on Hong Kong Island, one bus route in the New Territories and 29 cross-harbour routes, 22 of which are operated jointly with KMB. The other franchise covers a network of 22 routes plying between the urban areas and North Lantau and the airport. At the year end, CTB had a licensed fleet of 946 buses, of which 911 were wheelchair-accessible low-floor vehicles. CTB recorded 227 million passenger trips in 2016, or an average of 619,900 per day, covering 79.42 million km of roads.

The Long Win Bus Company was operating 28 routes between the New Territories and North Lantau and the airport as at the year end with a licensed fleet of 242 buses, all wheelchair-accessible low-floor vehicles. The company recorded 37.28 million passenger trips in 2016, or an average of 101,900 per day, covering 32.01 million km of roads.

The New Lantao Bus Company (1973) (NLB) was operating 23 routes on Lantau Island and Shenzhen Bay Port as at the year end with a licensed fleet of 121 vehicles, of which 57 were wheelchair-accessible low-floor vehicles. The company recorded 26.33 million passenger trips in 2016, or an average of 71,900 per day, covering 8.58 million km of roads.

In 2016, the government continued to work with bus operators to actively rationalise their services, so as to enhance network efficiency, improve service quality, alleviate traffic congestion and improve roadside air quality.



### ***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 gaps which cannot be met by regular public transport services, and provide tailor-made services to specific groups of passengers. They serve mainly tourists, estate residents, employees and students. At the year end, there were 7,043 registered non-franchised public buses.

### ***Public Light Buses***

Public light buses (PLBs) are currently licensed to carry a maximum of 16 passengers each. The number of PLBs has been capped at 4,350 since 1976. They together provide about 1.83 million passenger trips per day.

There are two types of PLBs – green minibuses (GMBs) and red minibuses (RMBs). GMBs provide scheduled services with fixed routes, fares, vehicle allocation and timetables as stipulated by the Transport Department. At the year end, 3,254 GMBs were operating 354 routes, recording a daily average of 1,527,000 passenger trips. RMBs are not required to operate on fixed routes or timetables and may set their own fares but are subject to restrictions on their operating areas. There were 1,096 RMBs in operation at the year end, recording a daily average of 307,300 passenger trips.

### ***Taxis***

At the year end, there were 15,250 red urban taxis, 2,838 green New Territories taxis and 75 blue Lantau taxis, carrying about 930,000 passengers per day. There were about 760 taxi stands and designated taxi pick-up/drop-off points.

The Transport Department and the Quality Taxi Services Steering Committee jointly hold an annual Quality Taxi Drivers Commendation Scheme to give due recognition to good taxi drivers.

### ***Private cars***

At the year end, there were 536,025 licensed private cars, of which 41,182 were new vehicles registered during 2016.

### ***Road Transport Management***

Effective transport management is essential for the orderly and safe operation of the transport system. Modern technology is used in a variety of ways to enhance transport management.

### ***Licensing***

At the year end, there were 2,229,183 licensed drivers, 739,390 licensed private vehicles and 6,287 government vehicles. The licensed private vehicles comprised 50,227 motorcycles and motor tricycles, 536,025 private cars, 18,152 taxis, 12,925 public buses, 646 private buses, 4,347 PLBs, 3,102 private light buses, 70,336 light goods vehicles, 36,200 medium goods vehicles, 5,816 heavy goods vehicles and 1,614 special purpose vehicles. On average, 4,800 new learners' driving licences were issued per month.

### *Driving Improvement Scheme*

The Road Traffic Ordinance and the Road Traffic (Driving-offence Points) Ordinance require that offenders who have been convicted of serious traffic offences and traffic offenders who have accumulated 10 driving-offence points within two years shall attend a driving improvement course. In 2016, about 21,700 people attended the course, including about 20,500 who were required to take part on a mandatory basis. About 93 per cent of drivers who attended the course did not incur new driving-offence points within six months after the course.

### *Vehicle Examination*

Vehicles are examined routinely to ensure they are safe, roadworthy and properly maintained. Commercial vehicles are checked annually at the four government vehicle examination centres. In 2016, these centres conducted 214,000 vehicle examinations. In addition, 3,500 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 45 designated car testing centres run by the private sector. These centres perform 323,000 vehicle examinations a year.

All imported vehicles must be examined to make sure they meet the statutory requirements before they can be registered and licensed. In 2016, 1,139 vehicle types were approved.

### *Intelligent Transport Systems*

Smart mobility is an integral part of the government's transport policy. The government has been developing the Intelligent Transport Systems (ITS) under a three-pronged approach: dissemination of traffic information to the public, traffic control and supporting traffic enforcement.

In disseminating traffic information to the public, real-time data is provided free of charge through the Road Traffic Information Service and the government's data.gov.hk portal. The data includes traffic snapshots captured by fixed closed-circuit television cameras at 183 strategic locations, estimated journey times of the various cross-harbour routes and major routes from the New Territories to Kowloon at critical diversion points to help motorists make informed route choices, traffic speed maps advising commuters on the traffic conditions of selected major routes, and special traffic news.

In addition, the Hong Kong eTransport and Hong Kong eRouting websites and mobile applications help users search for public transport information and driving routes, and obtain real-time traffic information anytime and anywhere. People who do not have mobile data services, such as tourists, may access the Hong Kong eTransport functions provided by the 18 Hong Kong eTransport Kiosks installed at 15 locations, such as the arrival hall of the airport's Terminal 1, the Hong Kong Convention and Exhibition Centre, Peak Galleria and public transport interchanges. In September, the government launched an eTraffic News mobile app to strengthen dissemination of information about traffic incidents and help the public plan their journeys.

On utilising the ITS in traffic control, a computerised Area Traffic Control system connected to traffic signal junctions in the urban areas and new towns in Tsuen Wan, Kwai Tsing, Sha Tin, Tai

Po, North District, Tuen Mun, Yuen Long and Tseung Kwan O enables better traffic control in response to changing road conditions. At the year end, 1,835 out of 1,893 road junctions operating with traffic signals were linked to the system, enabling a series of green signals to light up for vehicles passing through the signalised junctions, thus achieving smooth traffic flow by minimising stops and delays of vehicles. The remaining junctions will be linked to the system progressively. To save costs and conserve the environment, light-emitting diode traffic signals are adopted.

Traffic control and surveillance facilities enhance traffic condition monitoring and traffic incident management capabilities on trunk highways. These facilities include CCTVs, variable message signs, variable speed limit signs and lane control signals, are provided in all tunnels, the Tsing Ma Control Area, Tsing Sha Control Area, Airport Road, Shenzhen Bay Bridge and Tolo Highway, and are being installed on major highways under construction or reconstruction. CCTVs and variable message signs are also found on Kong Sham Western Highway, San Tin Highway, San Sham Road, Tsing Long Highway, Tuen Mun Road, West Kowloon Highway and Yuen Long Highway.

A Traffic and Incident Management System is also being developed to improve efficiency and effectiveness in managing traffic and transport incidents and in disseminating information to the public. The system is scheduled to be launched in 2017.

On traffic enforcement, digital red-light cameras are in operation at 195 signalised junctions throughout the territory to combat red-light jumping. In addition, digital speed enforcement cameras are deployed to combat speeding. On a rotational basis, 20 such cameras operate in 125 camera housings, six operate in 33 camera housings in the Tsing Ma and Tsing Sha control areas, and two portable units capable of being flexibly deployed cover eight locations in the Tsing Sha Control Area.

### *Automatic Toll Collection*

Except for 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 47.7 per cent of motorists used autotoll when driving through the tolled tunnels and tolled roads in 2016.

### *Parking*

On-street parking is provided where there is demand and when traffic conditions permit. At the year end, Hong Kong had about 18,000 parking spaces with electronic parking meters and about 15,900 non-metered on-street parking spaces.

The government owns 12 multistorey public car parks across the city and a 'Park-and-Ride' public car park in Sheung Shui. These are run by two private operators under government contracts and provide about 6,100 public parking spaces.

In addition to government car parks, off-street public parking is provided by the Airport Authority Hong Kong at the airport, the Housing Department and The Link Reit in some public housing estates, and the private sector in multistorey commercial/residential buildings and

open-air public car parks. In all, there are about 196,200 off-street public parking spaces, excluding those in government car parks.

Park-and-ride facilities are operated by the MTRCL at Choi Hung Station on the Kwun Tong Line; Hong Kong, Kowloon and Tsing Yi stations on the Airport Express; Hung Hom Station on the East Rail Line; and Kam Sheung Road Station on the West Rail Line and Ocean Park Station on the South Island Line, and by private operators at some commercial car parks located near Olympic Station on the Tung Chung Line, Wu Kai Sha Station on the Ma On Shan Line, Tuen Mun Station on the West Rail Line and Hang Hau Station on the Tseung Kwan O Line.

### *Road Safety*

There were 16,099 road traffic accidents involving injuries in 2016, of which 2,379 were serious and 129 were fatal. This compares with 16,170 accidents in 2015, of which 2,510 were serious and 117 were fatal. The total number of fatal and serious road traffic accidents decreased 4.5 per cent compared with 2015.

## **Pedestrian Transport**

### *Hillside Escalator Links and Elevator Systems*

The Central Mid-levels Escalator Link, Fortress Hill Pedestrian Link, Centre Street Escalator Link and Yuet Wah Street Pedestrian Linkage help pedestrians access hilly terrain. Various new projects are under development to provide more escalator links and elevator systems to improve accessibility in hilly areas.

The pedestrian link at Tsz Wan Shan is partly completed and opened for public use. Three new elevator systems, in Kowloon City, Tsing Yi and Kwai Chung, started construction progressively from December 2016.

### *Improving Pedestrian Environment*

In Yuen Long, the government has completed nine small to medium-scale improvement measures, such as the widening of pedestrian crossings and footpaths at various locations, and a relatively larger improvement measure of streetscape enhancement along both sides of Fung Yau Street North. Detailed design work is being carried out for the proposed elevated pedestrian corridor along the Yuen Long Town Nullah. In Mong Kok, further investigations for a proposed footbridge system are continuing.

### *Universal Accessibility Programme*

Where technically feasible, the government has been installing barrier-free access facilities, such as lifts or ramps, at public footbridges, elevated walkways and subways maintained by the Highways Department for years. Lifts or standard ramps will be retrofitted for existing public walkways that are not equipped with standard barrier-free access facilities and have no alternative barrier-free pedestrian crossing facilities within about 100 metres. Out of the 148 retrofitting works items, 45 items were completed as at end-2016.

The government carries out a Universal Accessibility Programme to enhance barrier-free access facilities at public walkways maintained by the Highways Department. It is taking forward lift

retrofitting works at 54 public walkways nominated by the 18 District Councils for priority implementation. The retrofitting works have started for 56 priority items involving 53 walkways, and most of the works items are anticipated to be completed between 2017 and 2018.

In December, the government started to invite each District Council to nominate not more than three existing walkways for the next phase of the programme. The walkways eligible for the District Councils' selection will no longer be confined to public walkways maintained by the Highways Department, provided certain criteria are met.

## **Maritime Transport**

### ***Domestic Ferries***

Ferries provide essential transport links to outlying islands where no or limited land transport is available. Ferries also offer an alternative transport service between the inner harbour and other areas in Hong Kong.

Fourteen franchised and licensed ferry operators run 21 regular passenger ferry services, two services for dangerous goods vehicles, and two special services for the harbour and for trips to the new towns and outlying islands. These are supplemented by 69 'kaito' ferry services, which cover relatively remote areas. Ferries recorded a daily average of about 63,300 passenger trips within the harbour and about 67,500 passenger trips serving the outlying islands in 2016.

### ***Cross-Boundary Ferries***

Cross-boundary ferry services to Macao and 11 Mainland ports operate from the Hong Kong-Macao Ferry Terminal in Sheung Wan, China Ferry Terminal in Tsim Sha Tsui and Tuen Mun Ferry Terminal in Tuen Mun. In 2016, cross-boundary ferry services transported 20.66 million travellers to and from Macao, and 4.25 million to and from Mainland ports.

### ***Local Vessels***

Passenger, cargo, fishing and pleasure vessels are licensed to provide services for the port and the community. Hong Kong had about 18,500 licensed local vessels in 2016.

## **Public Transport Fare Concessions**

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

Concessions offered by the MTRCL include monthly passes for the 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 under 12. Section fares are available for about 80 per cent of mid-distance and long-distance routes, involving about 440 routes. The bus companies also provide about 305 bus-bus interchange concession schemes, covering about 400 bus routes, or about 72 per cent of all routes. The tramway and ferries have

discount fares for the elderly and children, and some GMB routes run concessionary fare schemes.

### **Government's Fare Concessions for Elderly and Persons with Disabilities**

The Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities encourages residents aged 65 or above and those with disabilities to participate more in community activities. Those eligible pay a fare of \$2 per trip on designated public transport, covering the general MTR lines, franchised bus routes, ferry routes and green minibus routes. As at the end of December, the average daily number of passenger trips under the scheme was about 997,900.

### **The Port**

Hong Kong's modern, well-equipped deep-water port serves two main types of maritime transport: ocean-going vessels from all parts of the world and river-trade vessels from the Pearl River. A daily average of about 75 ocean-going vessels and 430 river-trade vessels arrive at the port, and many high-speed ferries and local vessels work in, or pass through, the harbour.

Hong Kong was the fifth busiest port in the world in 2016, handling 19.8 million Twenty-foot Equivalent Units of containers (TEUs). It recorded 371,000 vessel arrivals and departures, involving 257 million tonnes of cargo and 29 million cross-boundary ferry and cruise passenger journeys.

### **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, and takes advice on port administration from users and operators of port facilities, through a number of advisory and consultative committees. 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. 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 and Hong Kong's participation in the International Maritime Organisation (IMO).

The department's website provides information on the port and the shipping register, such as notices and details of the department's services and facilities. Its Electronic 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 and certificates, online payment via auto-pay and online checking of application status.

### ***Port Infrastructure, Facilities and Services***

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, ferry piers and terminals, the Kai Tak Cruise Terminal, breakwaters and other public marine facilities; and regular maintenance dredging of the harbour, navigation channels and major river channels. The department maintains a gross area of 506 hectares of typhoon shelters, 5km of quays at public cargo working areas, 127km of seawalls and breakwaters, 317 piers and landing steps, 101 dolphin mooring structures, 14,100 hectares of fairways and 3,590 hectares of anchorage areas.

The department also plans, designs and constructs public marine facilities. In 2016, it continued with the planning and design of a new public landing facility at Lei Yue Mun and the reconstruction of Sharp Island Pier, began improvement works at Tap Mun Pier, and completed the construction of two additional berths at Sai Kung Public Pier.

Container handling facilities are a key part of the logistics sector's infrastructure. The nine container terminals at the Kwai Chung-Tsing Yi area handle about 77 per cent of Hong Kong's container throughput and have 24 berths with a total handling capacity of more than 20 million TEUs per year.

To strengthen Hong Kong's position as an Asia-Pacific regional hub port, dredging works to deepen the Kwai Tsing Container Basin and related fairways to a navigation depth of 17 metres were substantially completed in April. The increased depth will enable the new generation of ultra-large container ships to use the port at all tides.

### ***Public Cargo Working Areas***

The Marine Department manages six public cargo working areas with a total berth length of 4,852 metres. These are operated by cargo operators for handling cargo carried by barges and coasters.

### ***Cross-boundary Ferry Terminals***

The Marine Department operates two cross-boundary ferry terminals. The Hong Kong-Macao Ferry Terminal, with 10 berths, operates round the clock. The China Ferry Terminal, with 12 berths, operates daily from 7am to midnight. The Tuen Mun Ferry Terminal, with three berths, operates daily from 7am to 10pm under a tenancy agreement between the terminal operator and the government. The department controls and regulates the use of these cross-boundary ferry terminals under the Shipping and Port Control (Ferry Terminals) Regulations.

### ***Vessel Traffic Services***

The Marine Department's Vessel Traffic Centre provides vessel traffic services to vessels visiting Hong Kong to ensure their safety and to facilitate their arrival and departure as expeditiously as possible.

### *Harbour Patrol and Local Control Station*

The department's Harbour Patrol Section operates 28 patrol launches to enforce marine legislation, maintain safety of the port and shipping, and respond to marine emergencies. Its local traffic control station in Kwai Chung, equipped with a dedicated patrol launch, provides information and traffic organisation services to vessels in the vicinity of the Kwai Chung-Tsing Yi container port area.

### *Pilotage*

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, as the pilotage authority, regulates and monitors pilotage services in consultation with the Pilotage Advisory Committee.

### *Hydrographic Services*

The Hydrographic Office carries out hydrographic surveys and produces nautical charts, electronic navigational charts and other publications to facilitate the navigation of vessels in Hong Kong waters. It also provides Notices to Mariners for updating the charts once every two weeks, as well as real-time information about tides, forecasts about tidal streams and predictions about the Ma Wan transit tidal window through the internet.

### *Immigration and Quarantine*

Immigration and quarantine services for ships are available at the Western and Eastern quarantine and immigration anchorages. An 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.

### *Carriage of Dangerous Goods*

The Marine Department conducts random shipboard inspections of vessels in Hong Kong waters according to international and local standards.

### *Local Vessels Safety Certification*

The 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.

### *Port Security*

All designated port facilities in Hong Kong comply fully with the IMO'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, as well as security exercises and drills conducted at the port facilities, and carrying out annual audits of port facility security arrangements.

### *Marine Industrial Safety*

The department's Marine Industrial Safety Section 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 the Merchant Shipping (Local Vessels) (Works) Regulation. It conducts safety checks on such works and promotes safe working practices and regulations.

## **Port Development**

### *Planning and Development*

The department provides professional advice on the planning of projects that affect port and marine traffic, and issues Marine Department Notices on details of marine works. Maritime and port statistics on vessel movements and container throughput are published periodically on its website.

### *Strategic Planning*

The government is taking forward a series of enhancement measures recommended under the 'Study on the Strategic Development Plan for Hong Kong Port 2030' and the 'Proposals for Enhancing the Use of Port Back-up Land in Kwai Tsing' completed in 2014 and 2015 respectively, with a view to improving port operational efficiency.

## **Maritime Industry**

About 60 international shipping lines offer ocean liner services in Hong Kong, with about 330 sailings weekly connecting to around 470 destinations worldwide. More than 800 shipping-related companies operate in the territory, providing supplies and support services including ship maintenance and repair, bunkering, ship replenishment, waste disposal, information technology and communications, auditing and tax advisory, and training services, as well as a myriad of quality maritime services such as ship management, ship broking and chartering, maritime insurance, ship finance and legal and arbitration services. According to the Hong Kong Shipowners Association, Hong Kong's ship owners own or manage about 9 per cent of the world's merchant fleet in terms of deadweight tonnage.

Hong Kong has in place double taxation relief arrangements covering shipping income with 44 tax administrations.

### **Hong Kong Maritime and Port Board**

On 1 April, the government established the Hong Kong Maritime and Port Board. This is a high-level steering body chaired by the Secretary for Transport and Housing and comprises industry figures from various maritime and port sectors. The board aims to create a maritime business-friendly environment and foster the long-term development of Hong Kong's maritime industry and port. A delegation led by the Secretary for Transport and Housing and comprising members of the board took part in an international shipping exhibition in Greece in June to promote Hong Kong's maritime sector and encourage enterprises in Europe to invest in Hong Kong. The board also organised the inaugural Hong Kong Maritime Industry Week in November to unite and showcase the local maritime industry as a strong cluster, raise the community's awareness of the significant economic contributions of Hong Kong's port and maritime industries, and promote the city as a preferred base for operating maritime business. Some 4,600 local and overseas participants attended the 29 events during the week.

### **Maritime and Aviation Training Fund**

The maritime and aviation sectors receive government support in manpower development via a \$100 million Maritime and Aviation Training Fund. The fund aims at building up a diversified and competitive pool of professionals and technical personnel by supporting scholarships, training and promotion initiatives. Since its launch in 2014, the fund's annual internship scheme has opened up more than 910 maritime and aviation internship opportunities for young people. An overseas exchange sponsorship scheme, launched in 2015 in partnership with four local universities, provides selected students with overseas exposure and maritime knowledge by supporting one semester of their maritime-related courses at overseas universities. About 30 undergraduates were taking part in the scheme as at end-2016.

### **Hong Kong Shipping Register**

The Hong Kong Shipping Register, administered by the Marine Department, ranked fourth in the world in 2016, registering ships of more than 107.7 million gross tonnage in total. To ensure the registered ships' compliance with international standards, the department conducts a pre-registration quality control assessment on the ships before they join the register and implements a Flag State Quality Control System. The Port State Control detention rate of Hong Kong-registered ships is well below the world average, putting the Hong Kong flag among the top performance flags in the white list under the Tokyo Memorandum of Understanding (MoU) and Paris MoU of Port State Control. 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 investigates all serious ship accidents in Hong Kong waters. The purpose of an investigation is to determine the circumstances and possible causes of an accident and to recommend preventive measures against recurrences. In 2016, the branch investigated 22 serious accidents. To enhance 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 and of seafarers working on board Hong Kong-registered ships. In 2016, 51,073 seafarers of different nationalities served on board Hong Kong-registered seagoing ships and 1,275 officers and ratings served on high-speed ferries plying the Pearl River Delta (PRD) Region.

The Sea-going Training Incentive Scheme aims at attracting local youngsters to join the maritime profession in Hong Kong by providing financial incentives to take up seagoing cadetship training. In 2016, the scheme signed up 59 cadets.

## **Participation in International Maritime Activities**

### *International Maritime Organisation*

The HKSAR Government, under the name 'Hong Kong, China', is an associate member of the 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 2016, HKSAR Government officials attended 20 IMO meetings. Topics discussed included enhancement of maritime safety and security, measures to reduce marine pollution, matters related to maritime laws, seafarers' training and certification of standards, and facilitation of international maritime traffic.

### *Port State Control*

Hong Kong is a member of the MoU on Port State Control in the Asia-Pacific region. The Marine Department takes part in its activities, including leading an Advisory Group on Technical Cooperation Programmes and as a member of three other working groups.

In 2016, the department conducted 630 initial Port State Control inspections on foreign ocean-going ships, or 13 per cent of all foreign ocean-going ships that visited Hong Kong. It detained 3.81 per cent of the ships inspected because of serious deficiencies that needed immediate attention.

### *Maritime Search and Rescue*

The department's Maritime Rescue Coordination Centre coordinates search and rescue operations within Hong Kong waters and for about 450,000 square nautical miles of international waters of the South China Sea. The centre is manned by professional staff and equipped with modern communications equipment to receive distress alerts and coordinate search and rescue operations.

## **Government Fleet and Dockyard**

### **Government Fleet**

The fleet of more than 800 government vessels serves 14 government departments. Of these, the Marine Department manages 75 vessels to serve its port operations and the needs of other government departments which do not have their own vessels. The vessels it manages include patrol launches, purpose-built conveyance launches, pontoons, hydrographic survey launches and explosives carriers. In 2016, the department also contracted 27 vessels provided by private operators, including conveyance launches and tugboats.

### **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. To repair and maintain vessels, the dockyard has four movable canopies, 10 covered docking and repair sheds and 30 open-yard docking cradle spaces; and is supported by a ship-lift system and three ship-hoists capable of dry-docking vessels of up to 750 tonnes.

In 2016, 18 new craft, costing \$35 million, were built for the government. Twelve new craft building contracts, worth \$73 million, were awarded to shipbuilders. The total expenditure in maintaining the Government Dockyard systems and government fleet was close to \$560 million.

## **Air Transport**

Hong Kong is a major international and regional aviation centre. At the year end, there were more than 100 airlines providing over 1,100 flights daily between Hong Kong and about 190 destinations worldwide.

### ***Hong Kong International Airport***

In 2016, the airport handled 70.5 million passengers, a rise of 2.9 per cent over 2015; 4.52 million tonnes of cargo, up 3.2 per cent; and 411,530 incoming and outgoing flights, up 1.4 per cent.

The airport provides extensive land and sea connections to the PRD region. During the year, its SkyPier recorded 93 daily ferry trips with Guangzhou's Nansha and Lianhuashan, Shenzhen's Shekou and Fuyong, Dongguan's Humen, Zhongshan, Zhuhai's Jiuzhou and Macao's Maritime Ferry Terminal and Taipa. Apart from this, 550 daily scheduled coach trips took passengers between the airport and about 110 PRD cities and towns, and around 580 trips were operated by cross-boundary limousines every day.

### ***Airport Services***

The Airport Authority has carried out major facility improvement and expansion projects to cope with air traffic demand in the medium term under the two-runway system. It completed the construction of the Midfield Concourse and its ancillary facilities in late 2015. With the full operation of the Midfield Concourse in March 2016, the airport is able to handle an additional of at least 10 million passengers a year.

### ***Future Development***

To maintain Hong Kong's competitiveness as a global and regional aviation hub, the government affirmed the need for a Three-runway System (3RS) in March 2015. The Airport Authority completed the relevant statutory procedures for the project in April 2016 and launched 3RS construction works on 1 August 2016. The construction will take about eight years to complete, according to the Airport Authority, which will self-finance the project, with the cost estimated at around \$141.5 billion in money-of-the-day prices.

On the environmental front, the Airport Authority implements various environmental measures as committed in the approved environmental impact assessment report and in compliance with the Environmental Permit conditions, with a view to achieving conservation alongside development. A high-level advisory committee chaired by the Secretary for Transport and Housing provides views on major issues concerning the 3RS and helps the government monitor the Airport Authority's implementation of the project.

When the 3RS is put into operation, the airport's yearly handling capacity will increase from 420,000 air traffic movements to 620,000, enabling it to cope with Hong Kong's long-term air

traffic demand. The Airport Authority estimates the airport will handle about 100 million passengers and 9 million tonnes of cargo annually by 2030.

### *Recognition*

The airport has won more than 60 awards as best airport since it opened in 1998. In 2016, the efforts of the airport community continued to be recognised with a range of commendations, including the 'Airport of the Year' from Air Transport World, 'Air Cargo Excellence Award' from Air Cargo World, 'Best Global Airport' from Asia Cargo News, 'Top Asian Efficiency Excellence Award' from Air Transport Research Society, and 'Asia Pacific Airport of the Year – Industry Choice Award' from Payload Asia. The airport was again named to the TTG Hall of Fame in the TTG Travel awards, and was also recognised as having the world's best airport immigration service in the annual Skytrax World Airport Survey.

### *Air Services*

Under the 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. There are 66 such agreements. Hong Kong's government also reviews traffic rights arrangements with its aviation partners to expand the territory's aviation network and allow more competition in the market. In 2016, the government reviewed and expanded air services arrangements with 11 and seven aviation partners respectively. It also signed new air service agreements with Serbia and Malta, and initialled new agreements with Angola, South Africa and Greece. Of the 60 or so countries along the Belt and Road corridors, Hong Kong has signed air services agreements or international air transit arrangements with 42 countries. The government will continue to discuss with other countries along the Belt and Road and other aviation partners with a view to initiating new air services agreements and expanding existing arrangements.

During the year, the Air Transport Licensing Authority granted variations to the licences of Hong Kong Dragon Airlines, Hong Kong Express Airways and Hong Kong Airlines for the addition of new routes.

Cathay Pacific Airways operated scheduled services to 77 destinations worldwide, while Hong Kong Dragon Airlines operated scheduled services to 44 destinations in Asia, including 21 Mainland cities. Air Hong Kong operated scheduled all-cargo services to 12 destinations in Asia. Hong Kong Airlines operated scheduled services to 47 destinations worldwide. Hong Kong Express Airways, the only local low-cost carrier, operated scheduled services to 25 destinations in Asia and the US (Guam and Saipan). All the local airlines combined had a fleet of 274 aircraft.

Five non-Hong Kong airlines launched new scheduled passenger services to Hong Kong: Malindo Airways launched services from Kuala Lumpur in February; PT. Citilink Indonesia operated services from Manado from July; Austrian Airlines started services from Vienna in September; and Vietjet Air and T'way Air began services from Ho Chi Minh City and Daegu respectively in December.

As regards all-cargo services, SW Italia operated services between Milan and Hong Kong from March to May, and Bismillah Airlines started services from Dhaka in November.

### **Air Traffic Management**

In 2016, the Air Traffic Management system handled 413,077 aircraft movements at the airport and 281,429 over-flights, including traffic to and from Macao, representing increases of 1.3 per cent and 12.5 per cent respectively compared with 2015.

To enhance the Civil Aviation Department's capability in handling the rapid air traffic growth, the department fully commissioned a new Air Traffic Control System in November. The new system is designed to meet the latest international safety standards and the most advanced international air traffic management technologies. With an enhanced capacity and state-of-the-art system design, the new system can handle the projected air traffic growth, including that to be brought about by the development of the 3RS at the airport.

### **Aviation Security**

Conventions and agreements on aviation security, issued by the International Civil Aviation Organisation, are implemented through the Aviation Security Ordinance. The Hong Kong Aviation Security Programme, which was drawn up under the ordinance in consultation with the aviation community and other concerned parties, stipulates the aviation security requirements for the various operators and service providers at the airport. The Civil Aviation Department monitors closely the implementation of these requirements to ensure international standards are met.

### **International Transport and Logistics**

Logistics is an important sector of the economy, accounting for 3.3 per cent of Hong Kong's Gross Domestic Product. Given its strategic location, world-class infrastructure and business-friendly environment, the territory has long established itself as a preferred transport and logistics hub in Asia. It is also one of the world's busiest international air cargo centres and 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 cooperation between the private and public sectors. Efficient, reliable and well connected, Hong Kong's airport and seaport are vital to its logistics industry.

Hong Kong is also home to the most productive and efficient container terminals, which are renowned international private terminal operators. A comprehensive network of container line services connects the port of Hong Kong with destinations across the globe. Operating round the clock, the nine container terminals at Kwai Chung-Tsing Yi provide a total handling capacity of more than 20 million TEUs per year.

### **Logistics Industry**

The government provides the necessary infrastructure and facilitation for Hong Kong's logistics sector to grow. It also promotes closer cooperation with the Mainland, in particular the PRD region, to achieve synergies in logistics development.

The Hong Kong Logistics Development Council is a high-level advisory body chaired by the Secretary for Transport and Housing, providing a forum for the government and industry stakeholders to formulate initiatives to spur the development of the local logistics sector. The

council visited Vietnam and Thailand in December to promote Hong Kong as a premier logistics and shipping hub in the region.

In November, the Sixth Asian Logistics and Maritime Conference, co-organised by the government and the Hong Kong Trade Development Council, attracted about 2,000 industry professionals from 34 countries and regions to discuss and exchange views on key policy factors and changes in production and consumption patterns which were transforming the logistics, supply-chain management and maritime industries.

### **Websites**

Airport Authority Hong Kong: [www.hkairport.com](http://www.hkairport.com)

Civil Aviation Department: [www.cad.gov.hk](http://www.cad.gov.hk)

Cross Boundary Ferry Services: [crossboundaryferryervices.mardep.gov.hk](http://crossboundaryferryervices.mardep.gov.hk)

Highways Department: [www.hyd.gov.hk](http://www.hyd.gov.hk)

Hong Kong Maritime and Port Board: [www.hkmpb.gov.hk](http://www.hkmpb.gov.hk)

Hydrographic Office: [www.hydro.gov.hk](http://www.hydro.gov.hk)

Marine Department: [www.mardep.gov.hk](http://www.mardep.gov.hk)

Transport and Housing Bureau: [www.thb.gov.hk](http://www.thb.gov.hk)

Transport Department: [www.td.gov.hk](http://www.td.gov.hk)