

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.

The 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 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 promote safety.

The government ensures these objectives are environmentally sustainable by supporting environmental improvement measures, and bases its public infrastructure plans on sustainable development principles. The environmental impact of new transport projects, during both construction and operation, is monitored closely and environmental mitigation measures are implemented where necessary. Together with transport operators, the government also acts to reduce the adverse impact of road-based transport on the environment, including rationalising bus routes and deploying more environment-friendly buses.

In 2017, the government completed the Public Transport Strategy Study, which examined the roles and positioning of public transport services other than heavy rail. Over 60 measures were

recommended to enhance the public transport system. The government is implementing these recommendations so the public can enjoy highly efficient, convenient and diversified public transport services.

Rail Transport

MTR

Railways are safe, efficient, reliable, comfortable and environment-friendly mass carriers. Hong Kong's railway system forms the backbone of the public transport system and is essential to the city's continued economic, social and land development. It accounts for about 42 per cent of daily public transport passenger travel and about 55 per cent of land-based passenger trips to the Mainland.

The railway system is run by the MTR Corporation Limited (MTRCL), a publicly listed company of which the government is the majority shareholder. It comprises:

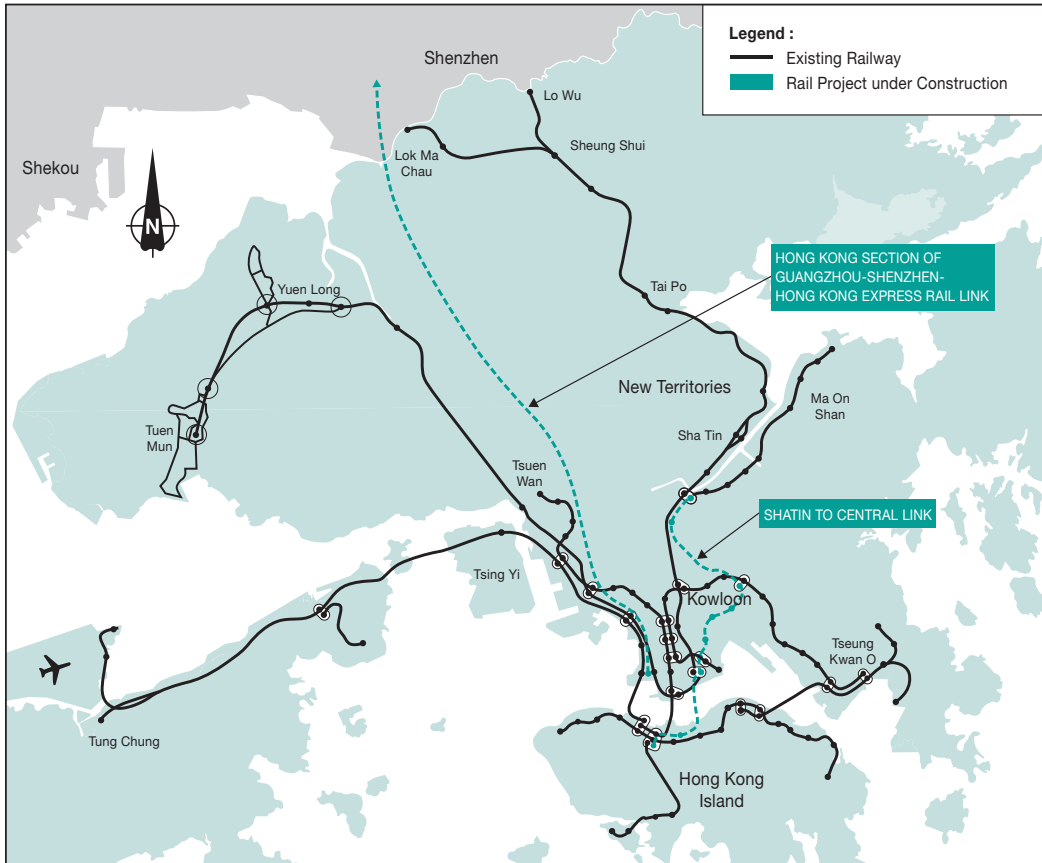
- the Kwun Tong Line (Tiu Keng Leng-Whampoa)
- the Tsuen Wan Line (Tsuen Wan-Central)
- the Island Line (Chai Wan-Kennedy Town)
- the Tung Chung Line (Hong Kong-Tung Chung)
- the Tseung Kwan O Line (Po Lam/Lohas Park-North Point)
- the East Rail Line (Hung Hom-Lo Wu/Lok Ma Chau)
- the West Rail Line (Tuen Mun-Hung Hom)
- the Ma On Shan Line (Wu Kai Sha-Tai Wai)
- the Disneyland Resort Line (Sunny Bay-Disneyland Resort)
- the South Island Line (South Horizons-Admiralty)
- the Airport Express Line (Hong Kong-AsiaWorld-Expo)

The 230.9km system, with 675km of tracks, is made up of 93 heavy rail stations, including a 35.2km Airport Express (track length 70.4km) connecting the urban areas to Hong Kong International Airport and AsiaWorld-Expo, and 68 Light Rail stops spread across a 36.2km network (track length 73km) in the northwest New Territories. The entire system is made more comprehensive through the use of Light Rail feeder buses and carries some 5.5 million passengers on average 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 10,100 travellers in 2017. There

are two rail-based crossing points, at the Lo Wu and Lok Ma Chau Spur Line control points, which are connected by the East Rail Line. The cross-boundary services carried a daily average of 308,400 travellers in 2017.

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, Sung Wong Toi, To Kwa Wan, Ho Man Tin, Hung Hom, Exhibition Centre 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 and To Kwa Wan, 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 existing 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 over 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 172,100 passenger trips in 2017.

Road Transport

Road Network

The territory has 2,112km of roads, 1,351 road structures, 16 road tunnels including three immersed-tube cross-harbour tunnels, and five major cable-supported bridges.

Tunnels

The government owns 14 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, Scenic Hill, Airport, 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. The Cheung Tsing, Kai Tak, Nam Wan and Airport tunnels, as well as the Scenic Hill tunnel that will form part of the Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Link Road, are toll-free.

Three other tunnels are operated by private companies under build-operate-transfer (BOT) arrangements: the Tate's Cairn Tunnel, Western Harbour Crossing and Tai Lam Tunnel. The government will take over the ownership of the Tate's Cairn Tunnel on 11 July 2018 upon the expiry of its BOT franchise. 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 Co. Ltd. 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 and carry both road and rail traffic. Tsing Ma Bridge is one of the world's longest span suspension bridges.

Tsing Ma Control Area

The Tsing Ma Control Area is a 21km expressway network managed by a private contractor. It covers mainly Tsing Kwai Highway, Cheung Tsing Tunnel, Ting Kau Bridge, Tsing Ma Bridge and Kap Shui Mun Bridge. An average of 93,400 vehicles per day used Tsing Ma Bridge and Kap Shui Mun Bridge in 2017.

Tsing Sha Control Area

The Tsing Sha Control Area is a 13km expressway network managed by a private contractor. It consists of mainly Stonecutters Bridge, Nam Wan Tunnel, Eagle's Nest Tunnel, Sha Tin Heights Tunnel and Tai Wai Tunnel. In 2017, an average of 57,400 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 2017, 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, 5,100, 2,400 and 12,700 respectively, and the daily average numbers of travellers using these control points were 78,600, 11,600, 8,500 and 111,300 respectively. Total cross-boundary vehicular traffic increased 3.5 per cent compared with the previous year, while total cross-boundary passenger traffic by rail, road and ferry increased 0.2 per cent, reaching 680,800 passengers a day. Most travellers using these control points take cross-boundary coaches or local public transport where available. About 130 companies operate cross-boundary coaches, carrying an average of about 68,700 passengers a day. There are also shuttle buses 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 25,900 passengers. Travellers at Shenzhen Bay Port may use the local public transport there, and this carries an average of 83,700 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, 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 on 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 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 are in progress for completion in 2021.

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 HZMB, including the Main Bridge within Mainland waters and the Hong Kong section of the HZMB, namely the Hong Kong Boundary Crossing Facilities and Hong Kong Link Road. 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 land and marine viaduct, tunnel and at-grade road, will connect the HZMB Main Bridge to the HKBCF. 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 2016.

The Central Kowloon Route, a 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 in East Kowloon. Construction began in December 2017. Upon commissioning of the Central Kowloon Route, peak-hour journeys between Yau Ma Tei and Kowloon Bay will take around five minutes, saving about 25 minutes compared with the current journey time.

Planned Projects

The road construction and improvement projects being planned include:

- **Tuen Mun Western Bypass** – The government is carrying 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.
- **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 Central Kowloon Route to the Tseung Kwan O-Lam Tin Tunnel. 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 ongoing.
- **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.
- **Route 11** – The government plans to carry out a feasibility study to establish the technical feasibility and the scope of Route 11, which will link up Yuen Long and North Lantau, to meet traffic demand arising from developments in the northwest New Territories and North Lantau.

Buses

Franchised Buses

Franchised buses are the largest road-based carriers, accounting for 31.2 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 334 bus routes in Kowloon and the New Territories and 65 cross-harbour routes, 53 of which were run jointly with another operator. KMB had a licensed fleet of 3,967 buses, all of which were wheelchair-accessible low-floor vehicles. It recorded an average of 2.75 million passenger trips per day in 2017.

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 45 bus routes on Hong Kong Island, 13 in Kowloon and Tseung Kwan O and 35 cross-harbour routes, 30 of which were run jointly with KMB. NWFB had a licensed fleet of 702 buses, all of which were wheelchair-accessible low-floor vehicles. It recorded a daily average of 447,400 passenger trips in 2017.

CTB operates two bus networks under two franchises. One covers 52 bus routes on Hong Kong Island, one route in the New Territories and 31 cross-harbour routes, 23 of which are operated jointly with KMB. The other franchise covers a network of 24 routes linking the urban areas with North Lantau and the airport. At the year end, CTB had a licensed fleet of 944 buses, all of which were wheelchair-accessible low-floor vehicles. It recorded 579,400 passenger trips on average per day in 2017.

Bus routes connecting the New Territories with North Lantau and the airport are run mainly by Long Win Bus Company. It was operating 30 routes at the year end with a licensed fleet of 245, all of which were wheelchair-accessible low-floor buses. The company recorded an average of 107,100 passenger trips a day in 2017.

The New Lantao Bus Company (1973) was operating 22 routes on Lantau Island and one route for Shenzhen Bay Port. At the year end, the company had a licensed fleet of 124 buses, of which 57 were wheelchair-accessible low-floor vehicles. It recorded a daily average of 77,700 passenger trips in 2017.

The government works with these bus operators to 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 7,038 registered non-franchised public buses.

Public Light Buses

The number of public light buses (PLBs) has been capped at 4,350 since 1976. The legislative amendment to increase maximum passenger seating capacity took effect on 7 July 2017 to allow PLBs to carry up to 19 passengers. PLBs provide about 1.82 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, 3,281 GMBs were operating 351 routes, recording a daily average of 1,525,200 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 1,069 RMBs in operation at the year end, recording a daily average of 295,300 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 897,200 passengers per day. There were about 760 taxi stands and designated taxi pick-up/drop-off points.

Private cars

At the year end, there were 552,710 licensed private cars, of which 43,642 were new vehicles registered during 2017.

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 2,264,019 licensed drivers, 759,889 licensed private vehicles and 6,311 government vehicles. The licensed private vehicles comprised 53,317 motorcycles and motor tricycles, 552,710 private cars, 18,148 taxis, 12,967 public buses, 676 private buses, 4,338 PLBs, 3,070 private light buses, 70,782 light goods vehicles, 36,156 medium goods vehicles, 6,042 heavy goods vehicles and 1,683 special purpose vehicles. On average, 4,730 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 2017, about 25,600 people attended the course, about 24,300 of whom were on a mandatory basis. About 93 per cent of participants who attended the course did not incur new driving-offence points within six months after completing 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 2017, 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 331,000 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 2017, 1,267 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, 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 (CCTV) 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 provide real-time traffic information any time and anywhere. People who do not have mobile data services, such as tourists, may access Hong Kong eTransport functions provided by 18 Hong Kong eTransport Kiosks installed at 15 locations, including the arrival hall of the airport's Terminal 1, the Hong Kong Convention and Exhibition Centre, Peak Galleria and public transport interchanges. The eTraffic News mobile application strengthens the dissemination of information about traffic incidents and helps the public plan their journeys.

On utilising the ITS in traffic control, a computerised Area Traffic Control system connected to almost all traffic signal junctions enables better traffic control in response to changing road conditions. At the year end, 1,857 out of 1,898 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 vehicle detectors, CCTVs, variable message signs, variable speed limit signs and lane control signals. They 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 newly developed Traffic and Incident Management System was launched at the end of 2017 to improve efficiency and effectiveness in managing traffic and transport incidents and in disseminating information to the public.

On traffic enforcement, digital red-light cameras are in operation at 195 signalised junctions to combat red-light jumping and digital speed enforcement cameras are deployed to combat speeding. On a rotational basis, 24 such cameras operate in 130 camera housings, six function in 33 camera housings in the Tsing Ma and Tsing Sha control areas, and two portable units capable of flexible deployment cover eight locations in the Tsing Sha Control Area.

Electronic 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 48.4 per cent of motorists used autotoll when driving through the tolled tunnels and tolled roads in 2017.

A 'stop-and-go' electronic payment service that lets motorists pay tolls with certain contactless credit cards has been rolled out progressively since July. As at end-2017, the service was provided at the Cross-Harbour Tunnel, Shing Mun Tunnels, Aberdeen Tunnel and Lantau Link.

Parking

On-street parking is provided where there is demand and when traffic conditions permit, to meet the short-term parking needs of motorists. At the year end, there were about 18,000 parking spaces with electronic parking meters installed and about 16,300 non-metered on-street parking spaces.

The government owns 11 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 5,600 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 195,800 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; 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.

To help motorists find parking spaces, real-time vacancy information of all government public car parks and 45 public car parks operated by private operators is available through the Transport Department's Hong Kong eRouting mobile application and website, and the government's information portal data.gov.hk. The government will continue to encourage more private operators to publicise parking vacancy information.

Road Safety

There were 15,725 road traffic accidents involving injuries in 2017, of which 2,070 were serious and 104 were fatal. This compares with 16,099 accidents in 2016, of which 2,379 were serious and 129 were fatal. The total number of fatal and serious road traffic accidents decreased 13.3 per cent compared with 2016.

Pedestrian Transport

Walk in Hong Kong

The government's 'Walk in HK' initiative encourages people to walk more under the four themes: 'Make it smart' by providing user-friendly information on walking routes, 'Make it connected' by enhancing pedestrian networks, 'Make it enjoyable' by making walking a pleasant experience, and 'Make it safe' by providing a safe and quality pedestrian environment. Measures taken by the Transport Department in 2017 included providing covers on certain walkways connecting to public transport, launching a new function in the Hong Kong eTransport application so residents can plan and search for the best walking routes in major shopping areas of Causeway Bay, completing the synchronisation of 18 staggered pedestrian crossings, and starting studies on enhancing pedestrian connectivity between Wan Chai and Sheung Wan and on enhancing walkability in Hong Kong.

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. A pedestrian link at Tsz Wan Shan was fully opened for public use in October, while three elevator systems, in Kowloon City, Tsing Yi and Kwai Chung, are under construction and slated for completion from 2019 onwards. A study began in end-2017 to review and improve the assessment mechanism for hillside escalator links and elevator systems, and on this basis to select suitable proposals for implementation.

Improving Pedestrian Environment

Detailed design work is being carried out for a proposed elevated pedestrian corridor along the Yuen Long Town Nullah. In Mong Kok, investigations for a proposed footbridge system are continuing.

Universal Accessibility Programme

Where technically feasible, barrier-free access facilities such as lifts and ramps are installed at footbridges, elevated walkways and subways maintained by the Highways Department. Lifts or standard ramps are added to public walkways that have neither standard barrier-free access

facilities nor alternative barrier-free pedestrian crossing facilities within about 100 metres. Out of 145 retrofitting items, 64 were completed by end-October.

Under a Universal Accessibility Programme announced in 2012, lift retrofitting works at 54 public walkways maintained by the Highways Department, involving 57 items, nominated by the 18 District Councils for priority implementation are ongoing. Three of these priority items were completed as at end-October.

The next phase of the programme will no longer be confined to public walkways maintained by the Highways Department provided certain criteria are met, as announced in 2016. In September, a consultation exercise with the 18 District Councils was substantially completed with another 45 walkways, involving 48 items, nominated for priority implementation, and the Highways Department started the investigation and design for these items.

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, outlying islands and other areas. These are supplemented by 66 'kaito' ferry services, which cover relatively remote areas. Ferries recorded a daily average of about 61,600 passenger trips within the harbour and about 66,500 passenger trips serving the outlying islands in 2017.

Cross-boundary Ferries

Cross-boundary ferry services to Macao and 11 Mainland ports operate from the Hong Kong-Macau Ferry Terminal in Sheung Wan, China Ferry Terminal in Tsim Sha Tsui and Tuen Mun Ferry Terminal in Tuen Mun. In 2017, cross-boundary ferries transported 20.78 million travellers to and from Macao, and 4.15 million to and from Mainland ports.

Local Vessels

In 2017, about 18,700 passenger, cargo, fishing and pleasure vessels were licensed in Hong Kong to provide services for the port and the community.

Public Transport Fare Concessions

The government encourages public transport operators to offer fare concessions, taking into account their operating and financial conditions, the market situation and passenger needs.

MTRCL concessions include monthly passes for the East Rail, West Rail and Tung Chung lines, a Student Travel Scheme, fare concessions for children, Fare Savers 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 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 grant concessionary fares.

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 \$2 per trip on designated public transport, covering the general MTR lines¹, franchised bus routes, ferry routes and GMB routes. As at end-December, the scheme recorded about 1,045,700 passenger trips on average daily.

Public Transport Fare Subsidy Scheme

In the October Policy Address, a non-means-tested Public Transport Fare Subsidy Scheme was proposed to relieve the fare burden of commuters who travelled daily on local public transport and incurred relatively high public transport expenses. The government will provide commuters with subsidies amounting to 25 per cent of their actual monthly public transport expenses in excess of \$400, subject to a cap of \$300 per month. The scheme will cover the MTR, franchised buses, PLBs, ferries, kaitos, trams, and non-franchised buses providing residents' services and employees' services. It is estimated to give out about \$2.3 billion annually to over 2.2 million commuters. The government will seek funding approval from the Legislative Council's Finance Committee in early 2018 with a view to implementing the scheme within a year upon approval.

The Port

Hong Kong is an international maritime centre and a regional hub port. During the year, 370,000 ocean-going vessels from all parts of the world and river-trade vessels from the Pearl River arrived in and departed from Hong Kong, involving around 280 million tonnes of cargo and 29 million cross-boundary ferry and cruise passenger journeys. Many high-speed ferries and local vessels operate in, or pass through, the harbour.

Hong Kong is also one of the busiest container ports in the world, handling around 21 million twenty-foot equivalent units of containers (TEUs) in 2017.

Port Administration

The Marine Department administers the port, with its principal task to ensure the 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.

¹ General MTR lines refer to domestic services including the Light Rail and MTR buses in the northwest New Territories, and excluding the Airport Express, East Rail Line services between Lo Wu, Lok Ma Chau and Racecourse stations, and the first-class service of the East Rail Line.

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 department's website provides information on the port, the shipping register and its services and facilities. Its Electronic Business System provides a one-stop solution online to simplify and speed up the processing of port formalities, offering services including the submission of and auto-approval for applications, self-printing of permits and certificates, payment via auto-pay and checking of application status.

Port Infrastructure, Facilities and Services

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 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 2017, it continued with the planning and design of a new public landing facility at Lei Yue Mun, began the reconstruction of Sharp Island Pier, and completed improvement works at Tap Mun Pier. Planning started for pier improvement works at remote public piers in the New Territories and outlying islands.

Container handling facilities are a key part of the logistics infrastructure. The nine container terminals at the Kwai Chung-Tsing Yi area handle about 78 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, the Kwai Tsing Container Basin and its approach channel have been deepened to a navigation depth of 17 metres. 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. Cargo operators use these areas to handle cargo carried by barges and coasters.

Cross-boundary Ferry Terminals

The department operates two cross-boundary ferry terminals. The Hong Kong-Macau 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 the use of these cross-boundary ferry terminals under the Shipping and Port Control (Ferry Terminals) Regulations.

Vessel Traffic Services

The department's Vessel Traffic Centre facilitates the traffic of visiting vessels to ensure their safety and expeditious movement.

Harbour Patrol and Local Control Station

The department's Harbour Patrol Section operates 29 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 provides information and traffic management services to vessels in the vicinity of the Kwai Tsing container port area.

Pilotage

Pilotage is compulsory in Hong Kong waters for any vessel of 3,000 gross tonnage or above, oil tankers of 1,000 gross tonnage or above, and all gas carriers. The Director of Marine regulates and monitors pilotage services.

Hydrographic Services

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

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.

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 International Maritime Organisation's (IMO) International Ship and Port Facility Security Code. The department implements the code, including monitoring the training and qualifications of the port facilities' security personnel, overseeing security drills and exercises 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

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

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', with a view to improving port operational efficiency.

Maritime Industry

About 50 international shipping lines offer ocean liner services in Hong Kong, with about 320 sailings weekly to around 470 destinations worldwide. More than 800 maritime services-related companies operate in the territory, providing ship management, ship broking and chartering, marine insurance and maritime legal and arbitration services. Hong Kong is also a ship finance centre in the region. According to the Hong Kong Shipowners Association, Hong Kong's ship owners own or manage almost 10 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 45 tax administrations.

Hong Kong Maritime and Port Board

The Hong Kong Maritime and Port Board is a high-level advisory body chaired by the Secretary for Transport and Housing and comprises industry figures from various maritime and port sectors. It aims at creating a maritime business-friendly environment, nurturing local maritime talent and promoting Hong Kong's strengths in the maritime and port industry, so as to establish the territory's position as an international maritime centre.

In 2017, board delegations visited London, Hamburg, Tokyo, Shanghai and Beijing. Such visits help raise Hong Kong's profile as an international maritime centre and promote its quality and professional maritime services. A Memorandum of Understanding (MoU) was signed in September with Maritime London, a promotional body for companies based in the United Kingdom, to strengthen Hong Kong-UK collaboration in promoting high-value-added maritime services and the training of maritime practitioners.

The board also organised the 2nd Hong Kong Maritime 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. The 47 events drew an attendance of over 11,000 from the overseas and local maritime and port sector and the public.

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. This offers funding support to various scholarships, training and promotion initiatives to build up a diversified and competitive pool of professionals and technical personnel. In 2017, the fund's annual internship scheme provided about 490 maritime and aviation internship opportunities for young people. On the maritime front, the fund introduced three new initiatives in 2017, namely the University of Hong Kong-Shanghai Maritime University Academic Collaboration Scheme, the Maritime Law Scholarship Scheme and the Hong Kong Nautical and Maritime Scholarship Scheme, to nurture talent.

Hong Kong Shipping Register

The Hong Kong Shipping Register, administered by the Marine Department, ranked fourth in the world in 2017. As at end-December, the registered ships reached 113.8 million gross tonnage in total. To ensure the ships' compliance with international standards, the department conducts a pre-registration quality control assessment on 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 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 accidents on board Hong Kong-registered ships and ships 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. In 2017, the branch investigated 18 serious accidents. To raise 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, the Director of Marine may order a Board of Investigation.

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 seafarers working on board Hong Kong-registered ships. During the year, 51,864 seafarers of different nationalities served on board Hong Kong-registered seagoing ships and 1,288 officers and ratings served on high-speed ferries plying the Pearl River Delta (PRD) Region.

The Sea-going Training Incentive Scheme encourages youngsters to join the maritime profession in Hong Kong by providing financial incentives to take up seagoing cadetship training. In 2017, the scheme signed up 45 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 2017, HKSAR Government officials attended 19 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 for Technical Cooperation Programmes and as a member of four other working groups.

In 2017, the department conducted 664 initial Port State Control inspections on 13 per cent of all foreign ocean-going ships that visited Hong Kong. It detained 4.07 per cent of the ships inspected because of serious deficiencies that needed immediate attention.

Maritime Search and Rescue

The 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. Professional staff equipped with modern communications equipment act on 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. The vessels it manages include patrol launches, purpose-built conveyance launches, pontoons, hydrographic survey launches and explosives carriers. In 2017, the department also contracted 27 vessels, including conveyance launches and tugboats.

Government Dockyard

The Government Dockyard, managed by the department's Government Fleet Division, designs, procures, repairs and maintains all government vessels. It occupies a 9.8-hectare site on Stonecutters Island and has an 8.3-hectare sheltered water basin to moor vessels. It has 10 covered docking sheds, four movable canopies, 30 open-yard docking cradle spaces, a shiplift system and three ship-hoists capable of dry-docking vessels of up to 750 tonnes.

In 2017, 15 new craft costing \$47 million were built for the government. Eleven new craft building contracts, worth \$257 million, were awarded to shipbuilders. The expenditure in maintaining the Government Dockyard facilities and government fleet was close to \$580 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 220 destinations worldwide.

Hong Kong International Airport

In 2017, the airport handled 72.9 million passengers, a rise of 3.3 per cent over 2016; 4.94 million tonnes of cargo, up 9.2 per cent; and 420,659 incoming and outgoing flights, up 2.2 per cent. Together with 112,000 tonnes of airmail handled during the year, the total cargo and airmail throughput of the airport exceeded five million tonnes for the first time.

The airport provides extensive intermodal connections to the PRD region by land and sea. During the year, its SkyPier recorded 90 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 coach trips took passengers between the airport and about 110 PRD cities and towns, while cross-boundary limousines operated around 580 trips every day.

Airport Services

The Airport Authority carries out facility improvement and expansion projects to cope with air traffic demand in the medium term under the two-runway system. The new Midfield Concourse completed its first full year of operation and now serves over one million passengers each month. The development of the remaining Midfield will be completed in phases by 2020, while Terminal 1 is being expanded.

Apart from infrastructure, the Airport Authority is deploying automation and mobile technologies, such as upgrading the HKG My Flight mobile application, introducing a radio-frequency identification luggage tag and rolling out bag drop self-services to enhance service standards.

Future Development

To maintain Hong Kong's competitiveness as a global and regional aviation hub, the Airport Authority is undertaking a Three-runway System (3RS) project. This comprises formation of some 650 hectares of land north of the existing airport island by reclamation, construction of the third runway and the third runway passenger building, a new automated people mover system, a new high-speed baggage handling system, expansion of Terminal 2 and construction of support infrastructure.

After statutory procedures were completed, the Airport Authority launched 3RS construction works on 1 August 2016, with land formation by reclamation being the first step. The

construction will take about eight years to complete, according to the Airport Authority, which will self-finance the project at an estimated \$141.5 billion in money-of-the-day prices.

The Airport Authority implements environmental measures as committed in the environmental impact assessment report and in compliance with the Environmental Permit conditions to achieve 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 almost 50 per cent 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 nine million tonnes of cargo annually by 2030.

Grooming Talent

The Airport Authority established the Hong Kong International Aviation Academy in 2016 to train local and regional air transport management talent. The academy provides training ranging from youth programmes to on-the-job training for airport employees to master's degree programmes. It also works with the École Nationale de l'Aviation Civile of France, the largest aeronautics and civil aviation college in Europe, to deliver a set of joint programmes for aviation talent. In June, the government signed a Protocol of Cooperation with the Direction Générale de l'Aviation Civile of France to further joint efforts in training officials of the civil aviation authorities of Southeast Asian countries, in tandem with the International Civil Aviation Organisation's 'No Country Left Behind' campaign to help developing countries enhance their civil aviation development process.

Recognition

The airport has won about 70 awards as best airport since opening in 1998. It was again honoured by *TTG's* Travel Hall of Fame, an accolade it has held since winning the magazine's 'Best Airport' award 10 consecutive times. For the seventh time, it received the 'Top Asian Airport Efficiency Excellence Award' from the Air Transport Research Society. Commendations also came from the air freight industry, including the 'Best Global Airport' title from *Asia Cargo News* and 'Asia Pacific Airport of the Year – Industry Choice Award' from *Payload Asia*. The airport was also praised by voters in the annual Skytrax World Airport Awards for delivering the best airport dining experience and was named 'Best Airport in North and East Asia' at the Future Travel Experience Asia Awards.

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 67 such agreements. Hong Kong's government also reviews traffic rights and air services arrangements with its aviation partners to expand the territory's aviation network and allow more competition in the market. In 2017, the government reviewed or expanded air services arrangements with 13 aviation partners. It also signed new and amended air service

agreements with Spain and Israel respectively, and initialled an updated air services agreement with Brazil. Of the 70 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 approved variations to the licences of Cathay Pacific Airways and Hong Kong Express Airways to add new routes, granted a licence to Hong Kong Air Cargo Carrier and renewed the licences of Sky Shuttle Helicopters, Hong Kong Dragon Airlines and Hong Kong Express Airways.

In 2017, Cathay Pacific Airways operated direct services to 81 destinations worldwide, while Hong Kong Dragon Airlines operated direct services to 47 destinations in Asia, including 21 Mainland cities. Air Hong Kong operated direct all-cargo services to 12 destinations in Asia. Hong Kong Airlines operated direct services to 45 destinations worldwide. Hong Kong Express Airways, the only local low-cost carrier, operated direct services to 32 destinations in Asia and the US (Saipan). Hong Kong Air Cargo Carrier, a new local airline, started scheduled services in December and operated direct services to four destinations in Asia. All the local airlines combined had a fleet of 280 aircraft.

Six non-Hong Kong airlines launched new scheduled passenger services to Hong Kong: Air Japan launched services from Tokyo in June, Virgin Australia operated services from Melbourne from July, Air Seoul started services from Seoul while Cambodia Angkor Air and JC (Cambodia) International Airlines commenced services from Siem Reap and Phnom Penh in October, and Lanmei Airlines began services from Phnom Penh in November.

As regards all-cargo services launched by non-Hong Kong airlines, Air Cargo Global started services from Prague in July, CargoLogicAir commenced services from London in September, Western Global Airlines began services from the US in September and National Air Cargo started services from Chicago in November.

Air Traffic Management

The Civil Aviation Department deploys a new Air Traffic Control System which, equipped with an enhanced capacity and state-of-the-art system design, can handle the projected rapid air traffic growth, including that to be brought about by the 3RS development. After it was fully commissioned in November 2016, the new system handled about 750,000 flight movements in 2017, including flight movements at the airport and overflights, an increase of 7.6 per cent over 2016. The system was able to provide safe and efficient air navigation services even during bad weather, including the passage of five severe storms and severe/super typhoons in 2017. The department received the 2017 Global Safety Achievement Award by the Civil Air Navigation Services Organisation in November 2017 to recognise its contribution to the improved safety and efficiency of air navigation services in the Hong Kong Flight Information Region by implementing the new system.

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 stipulates the aviation security requirements for the various operators and service providers at the airport. The Civil Aviation Department monitors 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 3.2 per cent of Hong Kong's Gross Domestic Product. Given its strategic location, world-class infrastructure and business-friendly environment, the territory is a preferred transport and logistics hub in Asia, aided by its efficient, reliable and well-connected airport and seaport. 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, the efficient workforce, and cooperation between the private and public sectors.

Hong Kong is also home to the most productive and efficient container terminals, which are run by renowned international 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.

Websites

Airport Authority Hong Kong: www.hkairport.com

Civil Aviation Department: www.cad.gov.hk

Cross Boundary Ferry Services: crossboundaryferry.com

Highways Department: www.hyd.gov.hk

Hong Kong Logistics Development Council: www.logisticshk.gov.hk

Hong Kong Maritime and Port Board: www.hkmpb.gov.hk

Hydrographic Office: www.hydro.gov.hk

Marine Department: www.mardep.gov.hk

Transport and Housing Bureau: www.thb.gov.hk

Transport Department: www.td.gov.hk