

Chapter 14

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.

Rail Transport

MTR

Railways are safe, reliable, efficient, 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 carries a daily average of some 5.4 million passengers, accounting for about 42 per cent of public transport passenger travel and about 55 per cent of land-based passenger trips to the Mainland.

The railway system is operated and managed 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 Tseung Kwan O Line (Po Lam/Lohas Park-North Point)
- the South Island Line (South Horizons-Admiralty)
- the Tung Chung Line (Hong Kong-Tung Chung)
- the Disneyland Resort Line (Sunny Bay-Disneyland Resort)
- the Airport Express Line (Hong Kong-AsiaWorld-Expo)
- 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 Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL)
- the Light Rail

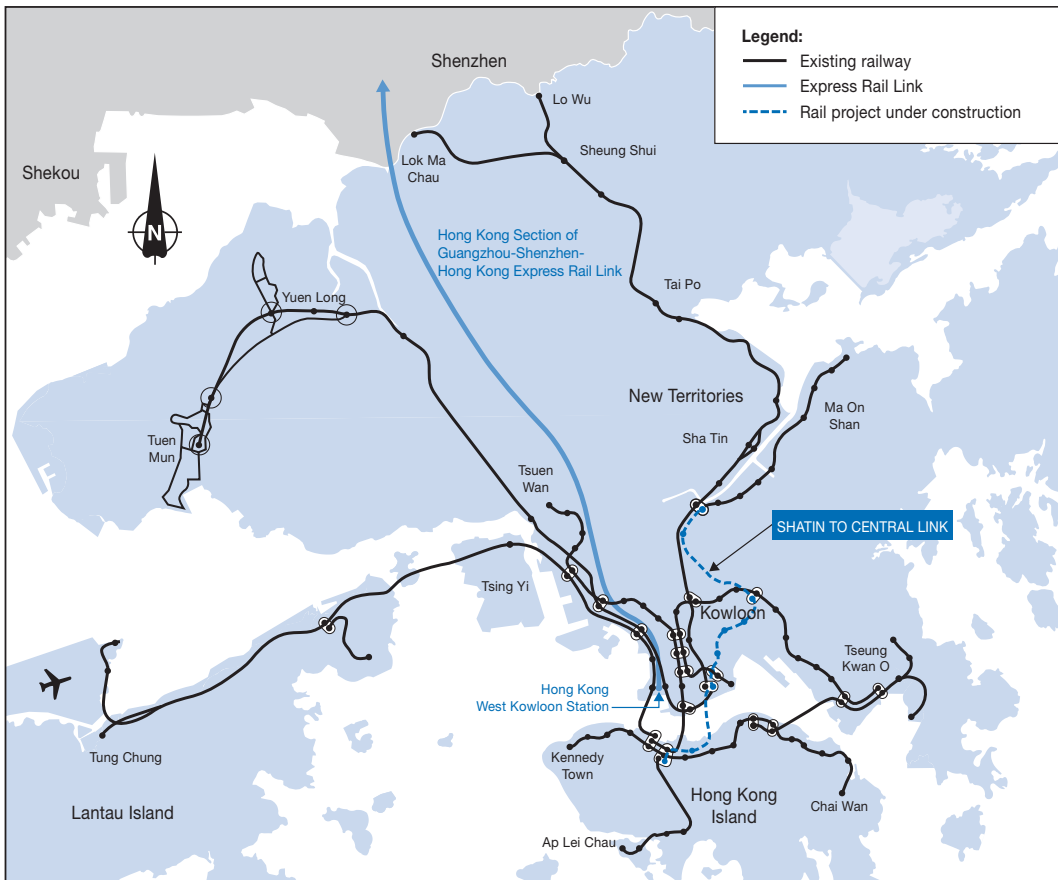
The 256.9km system is made up of 94 heavy rail stations, including a 35.2km Airport Express connecting the urban areas to Hong Kong International Airport and AsiaWorld-Expo, and 68 Light Rail stops spread across a 36.2km network in the north-western New Territories. The entire system is complemented by Light Rail feeder buses.

The MTRCL also provides three types of cross-boundary train services. Intercity through-train services operate from Hong Kong's Hung Hom Station to Beijing, Shanghai and cities in Guangdong, and carried a daily average of 9,900 cross-boundary travellers in 2018. The Lo Wu and Lok Ma Chau stations, which are connected by the East Rail Line, allow travellers to reach the Shenzhen control points and together handled a daily average of 321,800 cross-boundary

travellers in 2018. The XRL's Hong Kong West Kowloon Station started service on 23 September and, up to end-December, had carried a daily average of nearly 53,000 travellers.

The Hong Kong Section of the XRL is a 26km long underground rail corridor running from West Kowloon to Shenzhen, where it connects to the Mainland section of the XRL. It provides direct high-speed rail travel between West Kowloon Station and 44 Mainland destinations, including the six short-haul destinations of Futian, Shenzhen North, Guangmingcheng, Humen, Qingsheng and Guangzhou South, and 38 long-haul destinations including Beijing, Shanghai, Hangzhou, Xiamen, Fuzhou, Shantou, Wuhan, Changsha, Nanchang, Zhengzhou, Kunming, Guilin, Guiyang and Shijiazhuang.

Map of Railway Network and Railway Project under Construction



Project under Construction

The 17km Shatin to Central Link is a strategic project. 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 south-eastern 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 train service for districts not currently served by the railway network, such as Hin Keng, Kai Tak and To Kwa Wan, and increase the railway capacity between Sha Tin and Hung Hom and across the harbour, relieving the burden on existing rail lines in urban Kowloon and on Hong Kong Island.

Future Railway Development

The government's Railway Development Strategy 2014 provides a framework for planning the expansion of the railway network up to 2031. The strategy recommends undertaking seven railway projects in view of the transport demand, cost-effectiveness and 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.

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 round Happy Valley.

The company's 167 trams, including one sightseeing tram, one air-conditioned tram, three trams for tourists and private hire and three special maintenance trams, make up the world's largest fleet of double-decker trams in operation. The tramway recorded a daily average of about 164,700 passenger trips in 2018.

Road Transport

Road Network

The territory has 2,123km of roads, 1,357 road structures, 18 road tunnels including three immersed-tube cross-harbour tunnels, and five major cable-supported bridges.

Tunnels

The government owns 15 road tunnels, all managed and operated by private companies under management contracts: the Cross-Harbour Tunnel, the Eastern Harbour Crossing, and the Lion Rock, Aberdeen, Kai Tak, Shing Mun, Tate's Cairn, 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 the 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 forms part of the Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Link Road, are toll-free.

Two other tunnels are operated by private companies under build-operate-transfer arrangements: the Western Harbour Crossing and Tai Lam Tunnel. The franchises of these tunnels 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.

The HZMB, including the Main Bridge, Hong Kong Port and Hong Kong Link Road, was commissioned on 24 October.

The Tuen Mun-Chek Lap Kok Link is a dual two-lane carriageway of about 9km long connecting Tuen Mun with the HZMB Hong Kong Port and North Lantau. It consists of the Southern Connection and the Northern Connection. The Southern Connection was commissioned in stages on 24 October and 30 November to dovetail with the commissioning of HZMB. The Northern Connection is anticipated to be completed in 2020 at the earliest.

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, and the Ting Kau, Tsing Ma and Kap Shui Mun bridges. An average of 96,800 vehicles per day used Tsing Ma Bridge and Kap Shui Mun Bridge in 2018.

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 2018, an average of 60,100 vehicles per day used this expressway.

Road Boundary Crossings

There are five road-based boundary crossings between Hong Kong and the Mainland, at Lok Ma Chau, Man Kam To, Sha Tau Kok, Shenzhen Bay Port and the HZMB Hong Kong Port. Commissioned on 24 October, Hong Kong Port is the first road-based crossing that links Hong Kong, Zhuhai and Macao. All five crossings open daily for goods and passenger vehicles. The Lok Ma Chau Control Point, which connects to Huanggang Port in Shenzhen, and Hong Kong Port, which connects to Zhuhai and Macao, operate round the clock. The Sha Tau Kok and Man Kam To control points open from 7am to 10pm. The Shenzhen Bay Port opens from 6.30am to midnight.

In 2018, the control points of Lok Ma Chau, Man Kam To, Sha Tau Kok, Shenzhen Bay Port and Hong Kong Port recorded on average 22,300, 4,600, 2,300, 13,200 and 3,500 daily vehicle trips respectively, and 78,400, 11,800, 8,500, 121,300 and 69,800 daily passenger trips respectively. Following the commissioning of the XRL and the HZMB, the total cross-boundary passenger traffic by rail, road and ferry increased 5.2 per cent, reaching 715,900 passengers a day. Most travellers using road-based control points take cross-boundary coaches, shuttle buses or local

public transport, which carried an average of 83,800, 80,400 and 95,200 passengers a day respectively. About 130 companies operate the cross-boundary coaches. Mainland-bound travellers can take local public transport to Hong Kong Port and Shenzhen Port; at Hong Kong Port, they have to switch to a shuttle bus to reach the Mainland control point, while at Shenzhen Port, they pass through the passenger clearance building on foot from Hong Kong to Shenzhen.

Projects under Construction

The Central-Wan Chai Bypass and Island Eastern Corridor Link, forming part of the east-west strategic route along the northern shore of Hong Kong Island, aims to alleviate traffic congestion at Connaught Road Central/Harcourt Road/Gloucester Road and to cater for anticipated growth in road traffic. It is a 4.5km dual three-lane trunk road with a 3.7km tunnel. The project will be commissioned on 20 January 2019, shortening the travel between Central and North Point to a five-minute ride.

The Liantang/Heung Yuen Wai Boundary Control Point will connect with the Shenzhen Eastern Corridor in order to provide efficient access to eastern Guangdong, Fujian and Jiangxi provinces via the Huiyan and Shenshan expressways. Upon its commissioning, travel between Hong Kong and eastern Shenzhen, eastern Guangdong and the nearby provinces will be shortened significantly, greatly facilitating regional cooperation and development. Residents in Sha Tau Kok, Ta Kwu Ling and Ping Che will also save on travelling time by using a new road connecting the new control point to Fanling Highway. In end-December, the Sha Tau Kok Road Interchange and Ping Yeung Interchange were open for public use.

The Central Kowloon Route is a 4.7km dual three-lane route with a 3.9km tunnel connecting West Kowloon to Kowloon Bay and the Kai Tak Development in East Kowloon. It is scheduled for completion in 2025. Upon commissioning of the Central Kowloon Route, peak-hour journeys between Yau Ma Tei and Kowloon Bay will take around five minutes, down from the current half an hour.

The Tseung Kwan O-Lam Tin Tunnel is to cope with traffic demand arising from further developments in Tseung Kwan O and Kwun Tong 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 and Cha Kwo Ling Tunnel and the Central Kowloon Route to form Route 6 in the strategic road network and to provide an express road link between Tseung Kwan O and Kowloon West. Construction is scheduled to end in 2021.

The Cross Bay Link, Tseung Kwan O, will connect the Tseung Kwan O-Lam Tin Tunnel, which is under construction, with Wan Po Road in Area 86 of Tseung Kwan O. It is a 1.8km dual two-lane carriageway with a 1km marine viaduct across Junk Bay, which provides alternative access to the south-eastern part of Tseung Kwan O. Construction is slated for completion in 2022.

The dual three-lane Fanling Highway between Tai Hang and Wo Hop Shek Interchange is being widened to a dual four-lane carriageway. Construction is to be completed in 2019.

The Hiram's Highway improvement stage 1 project, under which the single carriageway is widened to a dual two-lane carriageway at the section between Hiram's Villa and Marina Cove, is due to be completed in end-2020.

The dual two-lane Tai Po Road (Sha Tin Section) between Sha Tin Plaza near Sha Tin Rural Committee Road and Man Wo House of Wo Che Estate near Fo Tan Road is being widened to a dual three-lane carriageway. Construction began in 2018 for completion in the second half of 2023.

Planned Projects

The Trunk Road T2 and Cha Kwo Ling Tunnel project is a proposed dual two-lane carriageway of about 3.4km long, including 3.1km of tunnels running through Kwun Tong Typhoon Shelter and adjoining areas. It forms the middle section of the strategic Route 6, connecting the Central Kowloon Route to the Tseung Kwan O-Lam Tin Tunnel. Detailed design is at an advanced stage.

The government is carrying out a further investigation study to ascertain the feasibility of the Tuen Mun Western Bypass.

The Hiram's Highway improvement stage 2 project will cover the section between Marina Cove and Sai Kung Town Centre. Planning is under way.

The proposed Trunk Road T4 is a dual two-lane carriageway that will connect Sha Tin Road to Tsing Sha Highway and Shing Mun Tunnel Road, and will become a bypass to Tai Po Road (Sha Tin Section) to cater for long-term traffic flow in Sha Tin. An investigation study is ongoing.

The single-lane Lin Ma Hang Road is proposed to be widened to a single two-lane carriageway between Ping Yuen River and Ping Che Road (Western Section), and between Tsung Yuen Ha and Lin Ma Hang (Eastern Section). Detailed design for the Western Section was substantially completed in 2018 and an environmental impact assessment for the Eastern Section is in progress.

The government began a feasibility study in 2018 to establish the technical feasibility and scope of Route 11, which will link up Yuen Long and North Lantau, to meet traffic demand arising from developments in the north-western New Territories.

Buses

Franchised Buses

Franchised buses are the largest road-based carriers, accounting for 31.5 per cent of 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 346 bus routes in Kowloon and the New Territories and 64 cross-harbour routes, 51 of which were run jointly with another operator. KMB had a licensed fleet of 4,094 buses, all of which were wheelchair-accessible low-floor vehicles. It recorded an average of 2.8 million passenger trips per day in 2018.

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, 13 in Kowloon and Tseung Kwan O and 33 cross-harbour routes, 28 of which were run jointly with KMB. NWFB had a licensed fleet of 663 buses, all of which were wheelchair-accessible low-floor vehicles. It recorded a daily average of 456,000 passenger trips in 2018.

CTB operates two bus networks under two franchises. One covers 52 bus routes on Hong Kong Island, two in Kowloon, one in the New Territories and 32 cross-harbour routes, 23 of which are operated jointly with KMB. The other franchise covers a network of 28 routes linking the urban areas with North Lantau and the airport, and one route for West Kowloon Station. At the year end, CTB had a licensed fleet of 978 buses, all of which were wheelchair-accessible low-floor vehicles. It recorded 600,100 passenger trips on average per day in 2018.

Bus routes connecting the New Territories with North Lantau and the airport are run mainly by Long Win Bus Company. It was operating 34 routes at the year end with a licensed fleet of 261, all of which were wheelchair-accessible low-floor buses. The company recorded an average of 113,700 passenger trips a day in 2018.

The New Lantao Bus Company (1973) was operating 26 routes on Lantau Island and one route for Shenzhen Bay Port at the year end. It had a licensed fleet of 155 buses, of which 93 were wheelchair-accessible low-floor vehicles. There were 83,600 passenger trips on average daily in 2018.

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 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 7,130 registered non-franchised public buses.

Public Light Buses

The number of public light buses (PLBs) has been capped at 4,350 since 1976. These vehicles handle about 1.81 million passenger trips per day. A legislative amendment to increase the maximum passenger seating capacity to 19 seats took effect in 2017.

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, 3,295 GMBs were operating 349 routes, recording a daily average of 1,522,700 passenger trips. RMBs are not required to operate on fixed routes or timetables and may set their own fares but have limited operating areas. There were 1,028 RMBs in operation at the year end, recording a daily average of 288,100 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. These carried about 889,200 passengers per day in 2018. There were about 760 taxi stands and designated taxi pick-up/drop-off points.

Private cars

At the year end, there were 565,213 licensed private cars, of which 42,287 were new vehicles registered during 2018.

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 2,290,097 licensed drivers, 778,060 licensed private vehicles and 6,374 government vehicles. The licensed private vehicles comprised 55,545 motorcycles and motor tricycles, 565,213 private cars, 18,143 taxis, 13,229 public buses, 694 private buses, 4,323 PLBs, 3,346 private light buses, 72,704 light goods vehicles, 36,702 medium goods vehicles, 6,398 heavy goods vehicles and 1,763 special purpose vehicles. On average, 4,542 new learners' driving licences were issued per month.

Driver 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 2018, about 26,600 people attended the course, about 25,100 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 of 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 2018, these centres conducted 214,000 vehicle examinations. In addition, 3,600 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 41 designated car testing centres run by the private sector. These centres perform 345,000 vehicle examinations a year.

All imported vehicles must be examined to ensure the statutory requirements are met before they can be registered and licensed. In 2018, 1,224 vehicle types were approved.

Intelligent Transport Systems

Smart mobility is an integral part of the government's transport policy. The government develops Intelligent Transport Systems under a three-pronged approach: dissemination of

traffic information to the public, traffic control and support for traffic enforcement. The systems help road users receive traffic data in real time, improve traffic monitoring and control, and strengthen the management of incidents.

Real-time information is available for free through the Road Traffic Information Service and data.gov.hk, the government's public-sector information portal. The Transport Department publishes an annual open data plan on its website which sets out the datasets uploaded to the portal and other datasets to be released in the next three years. The data includes traffic snapshots captured by fixed closed-circuit television (CCTV) cameras at 193 strategic locations, estimated journey times of the various cross-harbour routes and major routes from the New Territories to Kowloon at critical diversion points, traffic speed maps and special traffic news.

The department's all-in-one mobile application HKeMobility and website help users search for public transport information and walking and driving routes, and provide real-time traffic information. People without mobile data services, such as tourists, may make use of 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.

A computerised Area Traffic Control system, connected to almost all traffic signal junctions, is responsive to changing road conditions. The system enables 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. It was linked to 1,871 out of 1,911 road junctions operating with traffic signals at the year end, and will be connected to the remaining junctions progressively. To save costs and conserve the environment, light-emitting diode traffic signals are adopted.

Traffic control and surveillance facilities, such as vehicle detectors, CCTVs, variable message signs, variable speed limit signs and lane control signals, are in place on trunk highways. These facilities are provided in all tunnels and the respective approach roads, the HZMB Hong Kong Link Road, the Tsing Ma and Tsing Sha control areas, 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. About 1,200 more traffic detectors and 19 sets of a new Journey Time Indication System will be installed on strategic routes and major roads. A Traffic and Incident Management System, launched in end-2017, further supports the management of traffic and transport incidents and the public dissemination of information.

To enforce traffic rules, fixed digital red-light cameras are in operation at 196 signalised junctions to combat red-light jumping, while 36 digital speed enforcement cameras are deployed on a rotational basis in 176 fixed camera housings to combat speeding.

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. In 2018, 48.7 per cent of motorists used autotoll.

A 'stop-and-go' electronic payment service lets motorists pay tolls with Octopus cards and certain contactless credit cards. As at end-2018, the service was provided at the Cross-Harbour, Shing Mun, Aberdeen, Lion Rock and Tseung Kwan O tunnels, the Eastern Harbour Crossing, the Lantau Link and the Sha Tin Heights-Eagle's Nest-Tai Wai tunnels.

Parking

Where there is demand and traffic conditions permit, on-street parking is provided to meet the short-term parking needs of motorists. At the year end, there were about 17,900 parking spaces with electronic parking meters installed and about 16,700 non-metered on-street parking spaces.

The Transport Department owns 11 multistorey public car parks across the city. These are run by two private operators under government contracts and provide about 5,500 public parking spaces.

In addition to government car parks, about 198,100 off-street public parking spaces are 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.

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 Line; Hung Hom Station on the East Rail Line; Kam Sheung Road Station on the West Rail Line; Ocean Park Station on the South Island Line and West Kowloon Station on the XRL, and by private operators at 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. The government also provides a park-and-ride scheme at the public car park of Po Shek Wu Estate near Sheung Shui Station.

To help motorists find parking spaces, the real-time vacancy information of about 260 government and commercial public car parks is available on the Transport Department's mobile application HKeMobility and Hong Kong eRouting website. The parking vacancy data of some of these car parks is also available on the data.gov.hk portal. The government will continue to encourage car park operators to release real-time vacancy information and data.

Road Safety

There were 15,935 road traffic accidents involving injuries in 2018, of which 1,682 were serious and 107 were fatal. This compares with 15,725 accidents in 2017, of which 2,070 were serious and 104 were fatal. The total number of fatal and serious road traffic accidents decreased 17.7 per cent compared with 2017.

Pedestrian Transport

Walk in Hong Kong

The government promotes 'Walk in HK' to encourage people to walk more under 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. In 2018, the Transport Department studied and formulated measures to enhance pedestrian connectivity between Wan Chai and Sheung Wan; extended the walking route search function, including barrier-free routes, in the HKeMobility mobile application from major shopping areas in Causeway Bay to Yau Tsim Mong; conducted stage 1 of a public engagement exercise on enhancing walkability; selected Central and Sham Shui Po as the two pilot areas to test out innovative measures for a comfortable walking environment; installed smart devices at nine signalised junctions to allow more blinking of the 'green man' when the elderly and the disabled crossed the road; completed the synchronisation of traffic lights at 20 staggered pedestrian crossings; launched a pilot pedestrian wayfinding signage system in Tsim Sha Tsui and began constructing shelters above selected public walkways.

Hillside Escalator Links and Elevator Systems

To help pedestrians access hilly terrain, one project each in Kowloon City and Tsing Yi and two in Kwai Chung are under construction and scheduled for completion from 2019. The construction of another project in Kwai Chung will start in the first quarter of 2019 for completion in 2023. An assessment mechanism established in 2009 for hillside escalator link and elevator system proposals is being reviewed. Upon completion of the review, the Transport Department will apply the revised mechanism to screen, shortlist and prioritise the 114 proposals received in the past few years.

Improving Pedestrian Environment

In 2018, detailed design for a proposed elevated pedestrian corridor in Yuen Long Town connecting with Long Ping Station was substantially completed. A review of the preliminary design for a proposed footbridge system in Mong Kok started. A proposed pedestrian environment improvement scheme in Causeway Bay was also being reviewed, taking into account the latest developments in the area.

Universal Accessibility

Where technically feasible, barrier-free access facilities such as lifts and ramps may be installed at public walkways, namely footbridges, elevated walkways and subways, which are maintained by the Highways Department. Out of 145 retrofitting items, 91 were completed as at end-December.

Under the Universal Accessibility Programme, the 18 district councils nominated for priority implementation 54 public walkways involving 57 retrofitting items, of which 20 items were completed as at end-December. The second phase of the programme is no longer confined to public walkways maintained by the department, provided certain criteria are met. Investigation or design work for a fresh batch of 45 retrofitting items at walkways nominated by the district councils is ongoing. The third phase is to be taken forward as announced in the 2018 Policy

Address, with the department planning to begin investigation work for yet another 132 retrofitting items in the first half of 2019.

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 68 'kaito' ferry services, which cover relatively remote areas. Ferries recorded a daily average of about 62,500 passenger trips within the harbour and about 64,800 passenger trips serving the outlying islands in 2018.

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 2018, cross-boundary ferries transported 19.46 million travellers to and from Macao, and 4.26 million to and from Mainland ports.

Local Vessels

In 2018, about 18,950 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 and Subsidies

The Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities encourages the elderly aged 65 or above and the disabled to participate in community activities. Beneficiaries 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 was recording about 1,092,600 passenger trips on average daily.

The non-means-tested Public Transport Fare Subsidy Scheme will be launched on 1 January 2019 to relieve the fare burden of commuters who travel daily on local public transport and incur relatively high public transport expenses. It provides a government subsidy amounting to 25 per cent of the actual monthly public transport expenses in excess of \$400, subject to a cap of \$300 per month. The monthly public transport expenses include those on the MTR, franchised buses, GMBs, ferries and trams; designated routes of RMBs, kaitos, non-franchised buses providing residents' and employees' services approved by the Transport Department and paid via Octopus; and designated transport tickets purchased by any payment means. The government estimates the annual subsidy will amount to around \$2.3 billion and will benefit over 2.2 million commuters.

The Port

Hong Kong is an international maritime centre and a regional hub port. During the year, 350,000 ocean-going vessels from all parts of the world and river-trade vessels from the Pearl River visited and left Hong Kong, involving around 260 million tonnes of cargo and 28 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 world's busiest container ports, handling around 20 million twenty-foot equivalent units (TEUs) of containers in 2018.

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 aids to navigation and mooring buoys, and strict enforcement of the rules and standards of 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 department's website provides information on the port, the shipping register and its services and facilities. Its Electronic Business System simplifies and speeds up the processing of port formalities, including the submission and auto-approval of 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

¹ General MTR lines refer to domestic services including the Light Rail and MTR buses in the north-western 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.

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. It maintains 506 hectares of typhoon shelters, 5km of quays at public cargo working areas, 127km of seawalls and breakwaters, 318 piers and landing steps, 101 dolphin mooring structures, 109 beacons, 14,100 hectares of fairways and 3,590 hectares of anchorage areas.

The department also plans, designs and builds public marine facilities. Ongoing projects in 2018 included the planning and design of a new public landing facility at Lei Yue Mun and the reconstruction of Sharp Island Pier. Site investigation works and technical studies for pier improvement works at remote public piers in the New Territories and outlying islands were under way.

Container handling facilities are a key part of the logistics infrastructure. The nine container terminals at the Kwai Chung-Tsing Yi area, all privately run, handle about 79 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. In addition, the Marine Department manages six public cargo working areas with a total berth length of 4,852 metres, providing an alternative for operators handling cargo carried by barges and coasters.

The Kwai Tsing Container Basin and its approach channel have a navigation depth of 17 metres. This enables ultra-large container ships to use the port at all tides, strengthening Hong Kong's position as an Asia-Pacific regional port.

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 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 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 looks at ways of enhancing port performance and operational efficiency, such as facilitating the use of port back-up land.

Maritime Industry

About 50 international shipping lines offer ocean liner services in Hong Kong, with about 310 sailings weekly to around 450 destinations worldwide. More than 800 maritime-related companies operate in the territory, providing quality services such as 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 shipowners 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 47 tax jurisdictions.

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 maritime and port industry figures. It aims to create a maritime business-friendly environment, nurture local maritime talent and promote Hong Kong's strengths in the industry, so as to entrench the territory's position as an international maritime centre.

In November, the board organised the third Hong Kong Maritime Week to promote Hong Kong as a preferred base for operating maritime businesses, provide a networking platform and raise public awareness of the economic contributions made by the port and maritime sectors and the prospects of a maritime career. It attracted more than 14,700 participants.

The board also organises promotional visits to overseas and Mainland maritime cities to raise Hong Kong's profile as an international maritime centre and promote its quality and professional maritime services. It visited Athens in 2018.

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 fund supports various scholarships and training and promotion initiatives to build up a diversified and competitive pool of professionals and technical personnel. In 2018, the fund's annual internship scheme provided about 520 maritime and aviation internship opportunities for young people. Enhancements were made to the Ship Repair Training Incentive Scheme, to attract more students to join the ship repair industry; and the Sea-going Training Incentive Scheme, to alleviate the economic burden of the seagoing cadets as they prepare for professional examinations after returning from on-board training. The new Yu Kun Training Programme received the fund's sponsorship to train Hong Kong seafaring students on board Dalian Maritime University's training ship.

Hong Kong Shipping Register

The Hong Kong Shipping Register, administered by the Marine Department, ranked fourth in the world in 2018 in terms of gross tonnage. As at end-December, the registered ships recorded 125 million gross tonnage in total. To ensure the Hong Kong-registered ships' compliance with international standards, the department conducts a quality control assessment before allowing ships to 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 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 2018, the branch investigated 18 serious accidents. To raise awareness of maritime safety, the 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 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, 53,437 seafarers of different nationalities served on board Hong Kong-registered seagoing ships and 1,237 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 2018, the scheme signed up 41 cadets.

Participation in International Maritime Activities

International Maritime Organisation

The Hong Kong Special Administrative Region (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 informed of, all issues discussed at IMO meetings that may affect Hong Kong. These topics include maritime safety and security, marine pollution, maritime laws, seafarers' training and standards of certification. HKSAR Government officials attended 19 IMO meetings in 2018.

Port State Control

Hong Kong is a member of the MoU on Port State Control in the Asia-Pacific. The Marine Department leads an Advisory Group for Technical Cooperation Programmes and is also a member of other working groups. In 2018, the department conducted 716 initial Port State Control inspections on 14 per cent of all foreign ocean-going ships that visited Hong Kong. It detained 3.4 per cent of the ships inspected because of serious deficiencies that needed immediate attention.

Maritime Search and Rescue

The Maritime Rescue Coordination Centre acts on distress alerts and 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.

Government Fleet and Dockyard

A fleet of more than 900 government vessels serves 14 government departments. Seventy-five of these vessels are managed by the Marine Department 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 2018, the department also contracted 30 vessels, including conveyance launches and tugboats.

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. There are 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 2018, 185 new craft costing \$74 million were built for the government. Six new craft building contracts, worth \$138 million, were awarded to shipbuilders. The expenditure in maintaining the Government Dockyard facilities and government fleet was close to \$630 million.

Air Transport

Hong Kong is a major international and regional aviation centre. At the year end, more than 120 airlines were providing over 1,100 flights daily between Hong Kong and over 220 destinations worldwide.

Hong Kong International Airport

In 2018, the airport handled 74.7 million passengers, a rise of 2.5 per cent over 2017; 5.1 million tonnes of cargo including airmail, up 1.5 per cent; and 427,725 incoming and outgoing flights, up 1.7 per cent.

The airport provides extensive intermodal connections to the PRD region by land and sea. During the year, the SkyPier recorded about 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. Another 550 daily coach trips took passengers between the airport and about 110 PRD cities and towns, while cross-boundary limousines operated around 500 trips every day.

Airport Services

The Airport Authority carries out facility enhancement and expansion projects to cope with air traffic demand in the medium term under the two-runway system. The Midfield Concourse, fully operational in 2016, 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 deploys automation and mobile technologies, such as e-Security Gates equipped with biometric technology at the security checkpoints of the airport's departure hall and smart check-in kiosks at off-site locations.

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.

When the 3RS is put into operation, the airport's yearly handling capacity will increase gradually to 620,000 air traffic movements, 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's Hong Kong International Aviation Academy trains local and regional air transport management talent. The training ranges from youth programmes to on-the-job training for airport employees to a master's degree programme delivered jointly with the École Nationale de l'Aviation Civile of France, the largest aeronautics and civil aviation college in Europe. The academy has also been an associate member of the International Civil Aviation Organisation's Trainair Plus Programme, which promotes global training collaboration, since June 2017, with a view to acquiring the programme's highest status as a Regional Training Centre of Excellence.

Recognition

The airport has won about 70 awards as best airport since opening in 1998. In 2018, 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. Other honours included the 'Top Asian Airport Efficiency Excellence Award' from the Air Transport Research Society, won for the eighth time; 'Best Global Airport' at the Asian Freight, Logistics and Supply Chain Awards by Asia Cargo News for the third consecutive year; 'Airport of the Year' at *Air Transport World's* Airline Industry Achievement Awards for the second time; and *International Airport Review's* International Airport Awards. Hong Kong's airport was also praised by voters in the annual Skytrax World Airport Awards as the best airport for dining and transit and named 'Best Airport – Asia' in *Monocle's* Travel Top 50 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 2018, the government initialled updated air services agreements with Hungary and Ireland, and reviewed or expanded air services arrangements with the Mainland, Singapore and the Philippines. Of the 140 or so countries along the Belt and Road corridors, Hong Kong has signed air services agreements or international air transit

arrangements with 51 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 renewed the licences of Cathay Pacific Airways Limited, Hong Kong Airlines Limited and AHK Air Hong Kong Limited.

In 2018, Cathay Pacific Airways operated direct services to 83 destinations worldwide, while Hong Kong Dragon Airlines operated direct services to 49 destinations in Asia. Air Hong Kong operated direct all-cargo services to 12 destinations in Asia. Hong Kong Airlines operated direct services to 43 destinations worldwide. Hong Kong Air Cargo Carrier operated direct all-cargo services to 12 destinations in Asia. Hong Kong Express Airways, the only local low-cost carrier, operated direct services to 28 destinations in Asia and the US (Saipan). All the local airlines combined had a fleet of 288 aircraft.

Six non-Hong Kong airlines launched new scheduled passenger services to Hong Kong: Shandong Airlines launched services from Jinan in January, Air Belgium rolled out services from Brussels in June, EgyptAir started services from Cairo in September, Thai Smile Airways began services from Bangkok and Phuket in October, SpiceJet commenced services from Delhi in November, and Interglobe Aviation Limited began services from Bengaluru in December.

As regards all-cargo services launched by non-Hong Kong airlines, SpiceJet started services from Kolkata in December.

Air Traffic Management

The Civil Aviation Department's Air Traffic Management System, equipped with enhanced capacity and state-of-the-art design, is capable of handling projected rapid growth in air traffic, including that to be brought about by the 3RS development. The system has been continuously providing safe and reliable air traffic control services to flights operating within the Hong Kong Flight Information Region since being fully commissioned in 2016. It recorded a 7.1 per cent rise in the number of aircraft movements handled in 2018 compared with 2017.

Aviation Security

Conventions and agreements on aviation security, promulgated 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 also has 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 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 about 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 synergy 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: crossboundaryferryservices.mardep.gov.hk

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

Public-sector information portal: data.gov.hk

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

Transport Department: www.td.gov.hk