

Chapter 17

Transport and Logistics

Hong Kong is a preferred transport and logistics hub in Asia, aided by its efficient, reliable and well-connected airport and seaport. In particular, its 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 Logistics Bureau 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 green 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 basing its public infrastructure plans on sustainable development principles. The environmental impact of new transport projects, during both construction and operation, is monitored closely and 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 encouraging the deployment of more environment-friendly buses.

Major Transport Infrastructure Development Blueprint

The *Hong Kong Major Transport Infrastructure Development Blueprint*, promulgated in 2023, outlines the future development of the city's railway and major road networks to meet the long-term transport and logistics demand up to 2046 and beyond. The blueprint's planning principles are 'infrastructure-led' and 'capacity-creating' and aim to foster integration with other Guangdong-Hong Kong-Macao Greater Bay Area (GBA) cities, improve efficiency and shorten journey times. In addition to large-scale transport infrastructure, the government is also taking forward smart and green mass transit systems in Kai Tak, East Kowloon and the Hung Shui Kiu/ Ha Tsuen New Development Area.

Rail Transport

MTR

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 carried a daily average of 5.2 million passengers in 2024, accounting for about 44 per cent of public transport passenger travel.

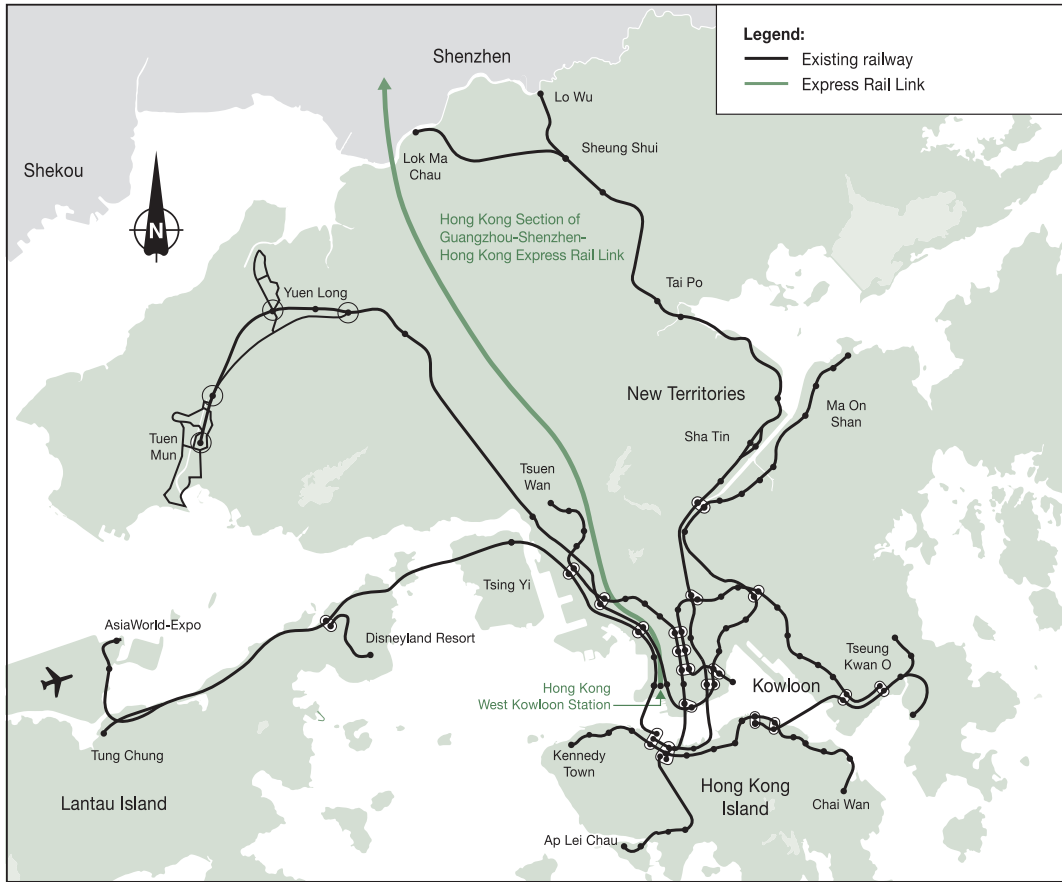
The railway system is operated and managed by MTR Corporation Limited (MTRCL), a publicly listed company of which the government is the majority shareholder. It comprises:

- the Airport Express (Hong Kong-AsiaWorld-Expo)
- the Disneyland Resort Line (Sunny Bay-Disneyland Resort)
- the East Rail Line (Admiralty-Lo Wu/Lok Ma Chau)
- the Island Line (Chai Wan-Kennedy Town)
- the Kwun Tong Line (Tiu Keng Leng-Whampoa)
- the South Island Line (South Horizons-Admiralty)
- the Tseung Kwan O Line (Po Lam/Lohas Park-North Point)
- the Tsuen Wan Line (Tsuen Wan-Central)
- the Tuen Ma Line (Tuen Mun-Wu Kai Sha)
- the Tung Chung Line (Hong Kong-Tung Chung)
- the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL)
- the Light Rail

The 271-kilometre system is made up of 99 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 across a 36.2km network in the northwestern New Territories.

The Hong Kong section of the XRL is a 26km underground rail corridor running from West Kowloon to Shenzhen, where it connects to the Mainland section. It provides direct high-speed rail travel between Hong Kong West Kowloon Station and 93 Mainland destinations (11 short-haul and 82 long-haul).

Existing Railway Network



Future Railway and Smart and Green Mass Transit System Development

Construction works of the Tung Chung Line Extension, Tuen Mun South Extension, Kwu Tung Station and Oyster Bay Station commenced in 2023, and those of Hung Shui Kiu Station commenced in 2024. These projects will be completed progressively from 2027. Advance works for the Northern Link Main Line have also commenced for target completion in 2034.

The governments of Hong Kong and Shenzhen jointly pursue cross-boundary railway projects through the Task Force for Hong Kong-Shenzhen Cooperation on Cross-boundary Railway Infrastructure and its Technical Group. Projects currently being taken forward include the Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu-Qianhai), which connects the northwestern part of Hong Kong and Qianhai in Shenzhen, and the Northern Link Spur Line which provides a direct link to the new Huanggang Port in Shenzhen via the Hong Kong-Shenzhen Innovation and Technology Park in Lok Ma Chau Loop.

The government continues to take forward smart and green mass transit systems in East Kowloon, Kai Tak and the Hung Shui Kiu/Ha Tsuen and Yuen Long South new development areas, and has also confirmed it will use the system for the South Island Line (West).

Tramway

Electric trams have been running on Hong Kong Island since 1904. Hong Kong Tramways runs six 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 165 passenger trams, including two antique trams and one sightseeing tram, make up the world's largest fleet of double-decker trams in operation. The tramway recorded a daily average of about 138,000 passenger trips in 2024.

Road Transport

Road Network

The territory has 2,241km of roads, 1,478 road structures, 23 road tunnels (including three immersed-tube harbour crossings and a subsea tunnel constructed by tunnel boring) and five major cable-supported bridges.

Tunnels

The government owns 21 road tunnels, all managed and operated by private companies under management contracts: the Eastern Harbour Crossing, Western Harbour Crossing, and the Cross-Harbour, Lion Rock, Aberdeen, Kai Tak, Shing Mun, Tate's Cairn, Tseung Kwan O, Scenic Hill, Airport, Lung Shan, Cheung Shan, Central-Wan Chai Bypass, Tuen Mun-Chek Lap Kok (TM-CLK), Cheung Tsing, Tai Wai, Sha Tin Heights, Eagle's Nest, Nam Wan and Tseung Kwan O-Lam Tin (TKO-LT) tunnels. Of these, the Cheung Tsing, Central-Wan Chai Bypass, Lung Shan, Cheung Shan, Kai Tak, Nam Wan, Airport, TM-CLK, Tseung Kwan O and TKO-LT 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.

The Tai Lam Tunnel is operated by a private company under a build-operate-transfer franchise which will expire in May 2025.

There is also a private tunnel which 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. The first two carry both road and rail traffic. Tsing Ma Bridge, with a main span of 1,377 metres, is one of the world's longest span suspension bridges.

The HZMB includes the Main Bridge, Hong Kong Port and Hong Kong Link Road.

The 9km TM-CLK Link connects Tuen Mun with the HZMB Hong Kong Port and North Lantau via a bridge and a subsea tunnel.

The 1.8km Cross Bay Link in Tseung Kwan O is the first marine viaduct in Hong Kong comprising carriageways, a cycle track and a footway.

Tsing Ma Control Area

The Tsing Ma Control Area, a 21km expressway network, covers the Cheung Tsing Tunnel, the Ting Kau, Tsing Ma and Kap Shui Mun bridges, and parts of the Tsing Kwai Highway.

Tsing Sha Control Area

The Tsing Sha Control Area, a 13km expressway network, consists of Stonecutters Bridge, and the Nam Wan, Eagle's Nest, Sha Tin Heights and Tai Wai tunnels.

Road Boundary Crossings

There are six road-based boundary crossings between Hong Kong and the Mainland, opening daily for goods and passenger vehicles, at Lok Ma Chau, Man Kam To, Sha Tau Kok¹, Shenzhen Bay Port, HZMB and Heung Yuen Wai. Cross-boundary travellers can also use the HZMB to travel to and from Macao. The Lok Ma Chau Control Point, HZMB Hong Kong Port and the cargo clearance service of Shenzhen Bay Port operate 24 hours, while the Man Kam To and Heung Yuen Wai control points operate from 7am to 10pm and the passenger clearance service of Shenzhen Bay Port from 6.30am to midnight.

In 2024, the control points of Lok Ma Chau, Man Kam To, Shenzhen Bay Port, HZMB Hong Kong Port and Heung Yuen Wai recorded on average 11,500, 2,400, 13,500, 11,900 and 3,100 daily vehicle trips respectively, and 32,900, 4,000, 94,200, 77,800 and 69,700 daily passenger trips respectively. The total number of cross-boundary passengers travelling by land and sea recorded an average of 815,600 a day. Most travellers using the road-based control points take local public transport or cross-boundary shuttle buses, which carried an average of 91,200 and 62,400 passengers a day respectively.

The Northbound Travel for Hong Kong Vehicles scheme allows eligible Hong Kong private cars to travel between Hong Kong and Guangdong via the HZMB for business, visiting families or sightseeing on a short-term basis without the need to obtain regular quotas, thereby facilitating further connection among cities in the GBA.

Future Road Network Development

The proposed Fanling Bypass connecting the Fanling North New Development Area to Fanling Highway is divided into two sections: the eastern section will be a dual two-lane carriageway of about 4km and the western section will be a single two-lane carriageway of about 2km, scheduled for completion in 2025 and 2031 respectively.

¹ The passenger and cargo clearance services of Sha Tau Kok Control Point have been suspended to facilitate the Sha Tau Kok Control Point redevelopment project.

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, diverting traffic along the major east-west corridors in Kowloon to relieve traffic congestion and cope with future demand. Construction is targeted for completion by end-2025.

Route 6 will provide an express link between Kowloon West and Tseung Kwan O. It comprises the Central Kowloon Route, Trunk Road T2 and Cha Kwo Ling Tunnel, and TKO-LT Tunnel. Upon full commissioning, targeted for 2026, it is expected to reduce the journey time in peak hours between Tseung Kwan O town centre and Yau Ma Tei Interchange from about 65 minutes to about 12 minutes.

Trunk Road T2 and Cha Kwo Ling Tunnel, scheduled for commissioning in 2026, is a 3.4km dual two-lane trunk road with a 2.1km subsea tunnel passing under the seabed of Kwun Tong Typhoon Shelter, linking the Central Kowloon Route on the west and TKO-LT Tunnel on the east.

The Trunk Road T4 is a dual two-lane carriageway that will connect Sha Tin Road to Shing Mun Tunnel Road and Tsing Sha Highway, allowing vehicles to travel directly between Sha Tin East/Ma On Shan and Tsuen Wan/West Kowloon, thus relieving the traffic conditions in Sha Tin district and Tai Po Road (Sha Tin section). The works commenced in August and are targeted for completion in 2030.

Design and construction works for the improvement of Hiram's Highway between Marina Cove and Sai Kung town commenced in end-2024. Related improvement works at Tai Mong Tsai Road are targeted for completion in 2030, with the remaining sections at Po Tung Road and Hiram's Highway to be completed a year or two later.

The government is carrying out investigation studies for the proposed Route 11 (section between Yuen Long and North Lantau), the proposed Tsing Yi-Lantau Link and the proposed widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen) to meet traffic demand to and from urban areas arising from developments in the northwestern New Territories.

The proposed Tuen Mun Bypass is a dual two-lane carriageway that will connect the TM-CLK Tunnel and Tuen Mun Area 40 with Yuen Long Highway and Kong Sham Western Highway. The government is carrying out the investigation study for the bypass.

The design and site investigation for proposed improvements to rehabilitate Lion Rock Tunnel by enhancing its capacity and improving its connecting roads to alleviate traffic congestion during peak hours and cope with future demand are ongoing.

The proposed Northern Metropolis Highway is a major east-west corridor linking the key development nodes in the Northern Metropolis. Its investigation study will commence in 2025.

Buses

Franchised Buses

Franchised buses are the largest road-based carriers with 3.8 million daily average passenger trips in 2024, accounting for 32 per cent of total daily public transport patronage. There are four franchised bus operators in Hong Kong: Kowloon Motor Bus Company (1933) Limited, mainly operating bus routes in Kowloon and the New Territories; Long Win Bus Company Limited, mainly operating bus routes connecting the New Territories with North Lantau and the airport; New Lantau Bus Company (1973) Limited, mainly operating bus routes on Lantau Island; and Citybus Limited operating under two franchises, with one covering bus routes in urban areas and the New Territories, and the other covering bus routes connecting urban areas with North Lantau and the airport. At end-2024, these four companies together operated a total of 704 bus routes using 5,870 licensed buses, out of which 5,825 are wheelchair-accessible low-floor buses.

Non-franchised Buses

Non-franchised bus services play a supplementary role in the public transport system and provide tailor-made services to specific groups of passengers such as tourists, estate residents, employees and students. At the year end, there were 6,836 registered non-franchised public buses.

Public Light Buses

The number of public light buses has been capped at 4,350. Green minibuses provide scheduled services with fixed routes, fares and timetables as stipulated by the Transport Department. At the year end, 3,419 green minibuses were operating 359 routes, recording a daily average of 1,326,100 passenger trips. Red minibuses are not required to operate on fixed routes or timetables and may set their own fares but have limited operating areas. There were 921 red minibuses in operation at the year end, recording a daily average of 146,200 passenger trips.

Taxis

At the year end, there were 15,250 urban taxis, 2,838 New Territories taxis and 75 Lantau taxis. These carried about 682,800 passengers per day in 2024. There were about 780 taxi stands and designated taxi pick-up/drop-off points.

Private Cars

At the year end, there were 578,001 licensed private cars, of which 43,123 were new vehicles first registered during 2024.

Road Transport Management

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

Licensing

At the year end, there were 2,664,117 licensed drivers, 801,765 licensed private vehicles and 7,006 government vehicles. The licensed private vehicles are comprised of 73,494 motorcycles and motor tricycles, 578,001 private cars, 17,773 taxis, 12,452 public buses, 837 private buses,

4,077 public light buses, 3,354 private light buses, 70,558 light goods vehicles, 31,821 medium goods vehicles, 7,506 heavy goods vehicles and 1,892 special purpose vehicles.

On average, 5,065 learners' driving licences were issued per month.

Driver Improvement Scheme

People who have been convicted of serious traffic offences or accumulated 10 driving-offence points within two years are required to attend a driving improvement course. In 2024, 22,219 people attended the course, 18,176 of whom on a mandatory basis. In the first six months of 2024, about 93 per cent of course participants did not incur new driving-offence points within six months of completing the course.

Pre-service Courses Requirements for Commercial Vehicles

In addition to the requirement to pass the driving test, applicants for full driving licences for a taxi, public light bus or public bus must complete the relevant pre-service course within a year prior to applying for the licence. In 2024, about 8,043, 2,543 and 2,507 people completed pre-service courses for taxi, public light bus and public bus drivers respectively.

Vehicle Examination

Vehicles are examined routinely to ensure they are safe, roadworthy and properly maintained. In 2024, government vehicle examination centres conducted about 200,000 examinations for commercial vehicles, and the Transport Department conducted about 3,600 spot checks on franchised buses.

Private cars over six years old and light goods vehicles not exceeding 1.9 tonnes are inspected annually at 39 designated car testing centres run by the private sector, which performed about 370,000 vehicle examinations in the year.

All imported vehicles must be examined to ensure the statutory requirements are met before they can be registered and licensed. About 1,100 vehicle types were approved in 2024.

Intelligent Transport Systems

The Intelligent Transport Systems help disseminate real-time and predicted traffic and transport information to the public, and assist in traffic management and incident handling.

To enhance traffic management and transport efficiency, the Traffic Data Analytics System provides real-time and estimated journey time for the next 15 to 90 minutes by analysing historical and real-time traffic and transport data, as well as weather data and forecast from the Hong Kong Observatory. The related information is disseminated through the HKeMobility mobile application and data.gov.hk.

The Transport Department publishes the Consolidated Annual Open Data Plans (Spatial Data Plans Included) on its website which lists the datasets available for download, including traffic snapshots, traffic volume, traffic speed, estimated journey times of cross-harbour routes and major routes.

The computerised Area Traffic Control system responds to changing road conditions and enables a series of green signals that allow vehicles to pass through successive road junctions with minimum stops and delays, thus achieving smooth traffic flow. By the year end, it was linked to 1,933 out of 2,016 road junctions operating with traffic signals, and will be connected to the remaining junctions progressively.

The department has been introducing real-time adaptive traffic signal systems at suitable junctions. Sensors installed at these junctions monitor the real-time traffic conditions and calculate the optimal green traffic signal times for vehicles and pedestrians. The department has completed a pilot project at five independent junctions and will progressively roll out the system to about 50 suitable independent junctions. The department has also completed a trial of linked signal road junctions at eight junctions in Tung Chung town centre and has commenced further trials in Wan Chai North and Causeway Bay.

Traffic control and surveillance facilities, such as vehicle detectors, closed-circuit television cameras, variable message signs, variable speed limit signs and lane control signals, are provided on trunk highways and 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. About 1,200 traffic detectors have been installed on strategic routes and major roads, while a Journey Time Indication System with 29 sets of indicators and a Speed Map Panel System with five sets of panels are in operation.

The Traffic and Incident Management System further supports the management of traffic and transport incidents and the dissemination of information.

To combat red-light jumping and speeding, fixed digital red-light cameras are in operation at 218 signalised junctions, and 72 digital speed enforcement cameras are deployed on a rotational basis in 236 fixed camera housings.

HKeToll

The HKeToll free-flow tolling service was launched progressively at all government-tolled tunnels and the Tsing Sha Control Area during 2023, and will be implemented at the Tai Lam Tunnel upon the expiry of its build-operate-transfer franchise in May 2025.

Using toll tags, motorists can drive through toll booths without having to stop to pay. As at end-2024, about 820,000 vehicle tags had been issued, accounting for more than 99 per cent of the city's licensed vehicles. About 94 per cent of vehicle owners had opened HKeToll accounts.

Parking

The government seeks to increase the supply of parking spaces where circumstances permit and, as at end-2024, was taking forward automated parking system projects in short-term tenancy car parks and public works projects. The system has begun operating in three such car parks with a fourth expected in 2025. Systems in four public works projects are under construction.

During the year, automated car parks constructed by the Airport Authority Hong Kong (AAHK) on the Hong Kong Port Island of the HZMB were completed in phases for transit passengers or inbound visitors from Guangdong and Macao to use.

The government is also constructing public works projects car parks which do not have automated parking systems under the 'single-site, multiple use' principle, with 326 spaces commissioned at Ka Fu Fong in Sheung Shui in 2024. Other measures to increase the supply of parking spaces include identifying potential sites, such as on-street night-time spaces and spaces underneath flyovers, while taking account of the district's situation and needs.

Parking vacancy information for around 670 government and non-government public car parks is available on the HKeMobility app and website.

As at end-2024, there were 37,600 on-street public parking spaces, both metered and non-metered, and 207,000 off-street public parking spaces provided in 11 public car parks managed by the Transport Department and other public car parks managed by private developers or other government departments, such as the Housing Department.

Road Safety

There were 18,354 road traffic accidents involving injuries in 2024, of which 751 were serious and 83 were fatal. The total number of fatal and serious road traffic accidents decreased by 23.9 per cent compared with 2023.

Pedestrian Transport

Improving the Pedestrian Environment

In 2024, the Transport Department continued to take forward the Walk in HK strategy and other initiatives to enhance walkability and connectivity. These include collaborating with relevant departments to apply the new pedestrian planning framework in new development areas and suitable redevelopments in built-up areas, implementing walkability enhancement measures and implementing covered walkway projects at selected locations including those connecting to public hospitals.

To enhance pedestrians' safety at road crossings, auxiliary devices that project red light onto the pedestrian waiting area have been installed at about 100 signalised crossings, including traffic black spots or crossings with a higher number of vehicle-to-pedestrian collisions in the past.

Hillside Escalator Links and Elevator Systems

A new lift and pedestrian walkway system between Castle Peak Road and Kung Yip Street in Kwai Chung was fully opened in January.

Lift and pedestrian walkway/escalator system projects are under construction between Fortress Hill MTR Station and the uphill area in the vicinity of Braemar Hill in North Point, between Saddle Ridge Garden and Sai Sha Road in Sha Tin, and between Hing Shing Road and Tai Wo Hau Road in Kwai Chung. They are scheduled for completion progressively from 2025.

Universal Accessibility

Where technically feasible, barrier-free access facilities such as lifts and ramps may be installed at footbridges, elevated walkways and subways that span public roads. The Highways Department installed 62 lifts for 37 walkways during the year, of which 16 lifts were built using the modular integrated construction method under the Universal Accessibility Programme.

Maritime Transport

Domestic Ferries

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

Eleven franchised and licensed ferry operators run 23 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 about 68 'kaito' ferry services, which cover relatively remote areas. Ferries recorded a daily average of about 50,600 passenger trips within the harbour and about 56,100 passenger trips serving the outlying islands in 2024.

Cross-boundary Ferries

Cross-boundary ferry services to Macao and eight Mainland ports operate from the Hong Kong-Macau Ferry Terminal in Sheung Wan and the China Ferry Terminal in Tsim Sha Tsui.

In 2024, 6.78 million passengers travelled to and from Macao and 1.49 million passengers travelled to and from Mainland ports.

Local Vessels

In 2024, about 20,600 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.

MTR concessions include monthly passes covering stations on the East Rail, Tuen Ma and Tung Chung lines, the Student Travel Scheme, fare concessions for children, Fare Savers and interchange discounts.

Franchised bus operators offer various forms of fare concessions, including concessionary half-fares for children under 12, section fares for mid-distance and long-distance routes and bus-bus interchange concession schemes. The tramway and ferries have discount fares for the elderly and children, and some green minibus routes offer concessionary fares.

Government's Fare Concessions and Subsidies

Under the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities, eligible people who use designated Octopus cards pay only \$2 per trip on general MTR lines², franchised bus routes³, ferry routes⁴, green minibus routes, tramways and designated red minibus routes, 'kaito' routes and residents' service routes approved by the Transport Department to join the scheme. In 2024, an average of about 2.72 million passenger trips were made under the scheme each day.

Separately, under the Public Transport Fare Subsidy Scheme, the government has provided a subsidy amounting to one-third of the commuters' actual monthly public transport expenses in excess of \$400, subject to a maximum of \$400 per month for each Octopus card.

In 2024, the annual subsidy amount under the scheme was about \$2.5 billion, representing a monthly average subsidy amount of about \$211 million, with an average of about 2 million beneficiaries per month.

The Port

Hong Kong is an international maritime centre and a regional hub port. During the year, about 100,600 ocean-going vessels from all parts of the world and river-trade vessels from the Pearl River visited the city. The port cargo throughput was about 177 million tonnes and there were 9.47 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 about 13.7 million twenty-foot equivalent units (TEUs) of containers in 2024.

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 navigation aids and mooring buoys, and strict enforcement of local marine legislation, as well as the rules and standards of major international maritime conventions applicable to Hong Kong.

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.

² General MTR lines refer to domestic services including the Light Rail and MTR buses in the northwestern New Territories, and excluding the Airport Express, East Rail Line services to and from Lo Wu, Lok Ma Chau and Racecourse stations, and the first-class service of the East Rail Line.

³ Excluding 'A' and 'NA' routes to the airport, racecourse routes, new long-haul services and routes operating on a prebooking and group hire basis.

⁴ Excluding deluxe class services.

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, ship registration and relevant applications, including submission, payment, self-printing of permits 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 facilities, ferry piers and terminals, 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 about 500 hectares of typhoon shelters, 130km of seawalls and breakwaters, 320 piers and landing facilities, 100 dolphin mooring structures, 110 beacons, 5km of quays at public cargo working areas, 14,100 hectares of fairways and 3,590 hectares of anchorage areas.

The department also plans, designs and builds public marine facilities. In 2024, the construction works for a public landing facility at Lei Yue Mun were substantially completed, while Kau Sai Village Pier in Sai Kung, under the Pier Improvement Programme, was completed and commissioned. Construction works for another 11 piers under the same programme were also ongoing. Detailed design for pier improvement works at another four 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, which are all privately run and operate round the clock, handle about 76 per cent of Hong Kong's container throughput and have 24 berths with a total handling capacity of around 20 million TEUs per year. In addition, the Marine Department manages six public cargo working areas with a total berth length of 4,828m, providing an alternative for operators handling cargo carried by local vessels.

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

The Marine Department operates two cross-boundary ferry terminals, the Hong Kong-Macau Ferry Terminal, round the clock, and the China Ferry Terminal, daily from 7am to midnight. The department controls the use of these ferry terminals under the Shipping and Port Control (Ferry Terminals) Regulations.

The department operates 29 patrol launches to enforce marine legislation, maintain safety of the port and shipping, and respond to marine emergencies. It carries out hydrographic surveys and produces paper and electronic nautical charts. The Vessel Traffic Centre and its local traffic control stations provide information and traffic management services to visiting vessels in Hong Kong waters.

Pilotage is compulsory in Hong Kong waters for visiting vessels 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.

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

All designated port facilities in Hong Kong comply fully with the International Maritime Organization's International Ship and Port Facility Security Code. The Marine Department implements the code through monitoring training of port facilities' staff, overseeing security exercises and carrying out annual audits of port facility security arrangements.

The department also 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. It also provides survey and certification services for local vessels to ensure they comply with safety and pollution prevention requirements.

Port Development

The department provides professional advice on the planning of projects that affect port and marine traffic, and publishes port and maritime statistics periodically on its website. The government looks at ways to enhance port performance and operational efficiency, such as facilitating the use of port backup land.

Maritime Industry

The port of Hong Kong offers frequent and comprehensive ocean liner services. Over 1,200 port and maritime companies operate in the territory, providing quality services such as port services, ship agency and management, shipbroking, ship finance, 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 about 10 per cent of the world's merchant fleet in terms of deadweight tonnage. As at the year end, Hong Kong had in place double taxation relief arrangements covering shipping income with 57 tax jurisdictions. To foster the development of high value-added maritime services, tax concessions are offered to ship leasing, marine insurance, ship agency, ship management and shipbroking businesses.

To strengthen the local maritime ecosystem, the government will promote existing tax concessions for maritime services and enhance the preferential tax regime, including new deductions for ship lessors under international tax rules. The government will also explore introducing further tax concessions to attract enterprises in the Mainland and overseas to set up businesses in Hong Kong – particularly those trading in metals and minerals, which account for more than half of the global shipping trade volume.

Green Maritime Fuel Bunkering

In November, the government promulgated the Action Plan on Green Maritime Fuel Bunkering to set out strategies and actions to promote Hong Kong's development into a high-quality green maritime fuel bunkering centre.

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 Logistics 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 enhance the territory's position as an international maritime centre. The Chief Executive's 2024 Policy Address announced that the existing board will be reconstituted into the Hong Kong Maritime and Port Development Board, chaired by a non-official member and comprising members from the maritime sector to enhance research, promotion and talent nurturing capabilities.

The board held the eighth Hong Kong Maritime Week from 17 to 23 November to promote the city as a preferred base for maritime businesses and raise public awareness of the economic significance of the port and maritime sectors. A combined physical and online attendance of more than 6.5 million was recorded.

Maritime and Aviation Training Fund

The maritime, aviation and logistics sectors receive government support in manpower development from the Maritime and Aviation Training Fund. With an accumulative commitment of \$500 million, the fund supports scholarships, training and promotion initiatives to build up a diversified and competitive pool of professionals and technical personnel.

It has 21 schemes, including 12 maritime-related schemes, four aviation-related schemes, three logistics-related schemes, and two schemes covering the maritime and aviation sectors. Since its inception in 2014, the fund has benefited more than 20,000 students and people working in the three sectors as well as more than 116,000 people participating in promotional projects.

Hong Kong Shipping Register

The Hong Kong Shipping Register, administered by the Marine Department, ranked fourth in the world in 2024 in terms of gross tonnage. As at end-December, the registered ships recorded about 132 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 and Paris Memorandum of Understanding of Port State Control. Hong Kong also holds the United States Coast Guard's Qualship 21 status. Regional desk services are provided in Shanghai, London, Singapore, Sydney, San Francisco, Tokyo and Toronto to offer direct support for shipowners and promote the register.

Marine Accident Investigations

The department's Marine Accident Investigation 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 2024, the branch investigated 21 serious accidents. To raise awareness of maritime safety, the investigation reports of all serious accidents are published on the department's website.

Seafarers

The department's Seafarers and Examination Branch supervises the registration, employment, competency, discipline, health, safety and welfare of Hong Kong seafarers and seafarers working on board Hong Kong-registered ships. During the year, 55,596 seafarers of different nationalities served on board Hong Kong-registered seagoing ships and 422 officers and ratings served on high-speed ferries plying the Pearl River Delta region.

The Sea-going Training Incentive Scheme encourages young people to join the maritime profession in Hong Kong by providing financial incentives to take up seagoing cadetship training. In 2024, the scheme signed up 26 cadets.

Participation in International Maritime Activities

International Maritime Organization

The Hong Kong Special Administrative Region (HKSAR) Government, under the name 'Hong Kong, China', is an associate member of the International Maritime Organization and has a permanent representative in London. The Hong Kong maritime industry is consulted on, and informed of, all issues discussed at organisation 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 25 organisation meetings in 2024.

Port State Control

Hong Kong is a member of the Memorandum of Understanding on Port State Control in the Asia-Pacific. The Marine Department leads the Advisory Group for Technical Cooperation Programmes and is also a member of other working groups. In 2024, the department conducted initial Port State Control inspections for 602 foreign ocean-going ships visiting Hong Kong, of which 19 ships, or 3.15 per cent, were detained.

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 the South China Sea.

Government Fleet and Dockyard

A fleet of more than 1,000 government vessels serves 13 government departments. The Marine Department manages 87 of these vessels to serve its port operations and the needs of other

government departments. These vessels include patrol launches, purpose-built conveyance launches, pontoons, hydrographic survey launches and explosives carriers. In 2024, the department also contracted 33 vessels, including conveyance launches and tugboats.

The department's Government Fleet Division is responsible for the management of the Government Dockyard, as well as the design, repair and maintenance of all government vessels. The dockyard 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.

During the year, 27 new craft costing \$630 million were built and delivered to the government. Six new craft building contracts, involving 19 new craft worth \$604 million, were awarded to shipbuilders. Currently, 55 new craft costing \$3.26 billion are under construction. The expenditure in maintaining the Government Dockyard facilities and government fleet was close to \$683 million.

Air Transport

Hong Kong is a major international and regional aviation centre. In 2024, 140 airlines operated direct services between Hong Kong and around 200 destinations worldwide.

Hong Kong International Airport

In November, the Three-runway System at Hong Kong International Airport (HKIA) commenced operation, marking a new milestone in the city's aviation development. The system provides expanded capacity to further strengthen the city's status as a global and regional aviation hub.

In 2024, air traffic at HKIA continued to recover steadily. During the year, HKIA handled 53 million passengers, a year-on-year increase of 34 per cent. Total cargo throughput and flight movements increased by 14 per cent and 32 per cent, to 4.9 million tonnes and 363,000 respectively. During the December holiday travel peak, daily passengers and flight movements mostly reached pre-pandemic levels.

In November, the AAHK signed an agreement with Zhuhai Transportation Holdings Group, under which AAHK will invest about RMB4.3 billion to acquire 35 per cent of Zhuhai Airport's shares, to promote further cooperation between the two airports, as well as develop a world-class airport cluster in the GBA and the region's aviation industry.

Future Development

With the commissioning of the Three-runway System, HKIA will be able to handle the targeted annual passenger and cargo volumes of around 120 million and 10 million tonnes respectively from 2035.

The AAHK will expand the Airport City development, with new projects to include an ecosystem for the arts industry, the AsiaWorld-Expo Phase 2, a yacht bay with ancillary facilities, a food market for imported fresh food and more public spaces.

The AAHK is also setting up the HKIA Dongguan Logistics Park in Dongguan, to develop the sea-air intermodal cargo transshipment mode which will allow more cargo to be transported to and from the GBA through Hong Kong. The first-phase construction of the park is expected to be completed by end-2025, with the cargo-handling capacity progressively reaching 1 million tonnes per annum.

Air Services

Under the Basic Law, 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. The 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.

The number of destinations served by local airlines increased in 2024 compared with 2023. As at the year end, Cathay Pacific Airways Limited, Hong Kong Airlines Limited, Hong Kong Express Airways Limited and Greater Bay Airlines Company Limited respectively operated direct services to 82, 35, 31 and 15 destinations worldwide. AHK Air Hong Kong Limited and Hong Kong Air Cargo Carrier Limited operated direct all-cargo services to 15 and 18 destinations respectively. By the year end, the local airlines maintained a total fleet of 284 aircraft.

In 2024, four non-Hong Kong airlines launched scheduled passenger services to Hong Kong: Ruili Airlines from Nanning in February; Starlux Airlines from Taipei in July; Thai Lion Air from Bangkok in October; and Tibet Airlines from Yuncheng in November.

In addition, seven non-Hong Kong airlines launched scheduled all-cargo services to Hong Kong: Challenge Air Cargo and World Cargo Airlines started services from Malta and Malaysia respectively in January; Tasman Cargo Airlines from Sydney in March; YTO Cargo Airlines from Lanzhou in April; Challenge Airlines (BE) SA from Liege in July; PT MY Indo Airlines from Jakarta in September; and MNG Airlines from Istanbul in October.

Air Traffic Management

The Civil Aviation Department's Air Traffic Management System provides safe and reliable air traffic control services to flights operating within the Hong Kong Flight Information Region. The number of aircraft movements handled in 2024 was 32 per cent higher than in 2023.

Aviation Security

Conventions and agreements on aviation security, promulgated by the International Civil Aviation Organization, are implemented by the government through the Aviation Security Ordinance. The Hong Kong Aviation Security Programme stipulates the aviation security requirements for 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. 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.

Logistics Industry

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

Apart from providing the necessary infrastructure for the logistics sector to grow, the government also provides subsidies to encourage the industry to enhance competitiveness. The Pilot Subsidy Scheme for Third-party Logistics Service Providers encourages the sector to adopt technology to enhance efficiency and productivity. It was enhanced in 2024, with the funding ceiling for each applicant enterprise doubled and the scope of funding extended.

Two other logistics-related funding schemes, the Professional Training on Smart and Green Logistics Scheme and the Logistics Promotion Funding Scheme, under the Maritime and Aviation Training Fund were also launched in 2024 to provide more dedicated funding support to strengthen manpower development and promotional efforts of the logistics industry.

Websites

Airport Authority Hong Kong: www.hongkongairport.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

Marine Department: www.mardep.gov.hk

Public sector information portal: data.gov.hk

Transport and Logistics Bureau: www.tlb.gov.hk

Transport Department: www.td.gov.hk