

Every day, about 12.9 million passenger journeys are made on a public transport system which includes railways, trams, buses, minibuses, taxis and ferries by end December 2018.

There are about 369 licensed vehicles for every kilometre of road, and the topography makes it increasingly difficult to provide additional road capacity in the heavily built-up areas.

Buses and Minibuses: By end December 2018, the Kowloon Motor Bus Company (1933) Limited (KMB) operates 346 bus routes in Kowloon and the New Territories and 64 cross-harbour routes. Fares range from \$3.2 to \$13.4 for urban routes, from \$2 to \$46.5 for the New Territories routes and from \$8.4 to \$39.9 for the cross-harbour routes.

With a fleet of 4 094 air-conditioned buses, mostly double-deckers, KMB is one of the largest road passenger transport operators in the southeast Asia. The total licensed fleet carries about 2.80 million passengers a day.

The New World First Bus Services Limited operates 46 Hong Kong Island routes, 33 cross-harbour routes and 13 routes serving Kowloon and Tseung Kwan O, and carries 456 000 passengers daily by a fleet of 663 air-conditioned buses. Fares range from \$3.2 to \$11.7 for Hong Kong Island routes, \$3.4 to \$14.8 for Kowloon and Tseung Kwan O routes and from \$8.4 to \$33 for the cross-harbour routes.

Citybus Limited operates two bus networks under two franchises. One of the networks comprises 52 Hong Kong Island routes, two Kowloon routes, one New Territories route and 32 cross-harbour routes. With a fleet of 745 air-conditioned buses, this network carries about 507 000 passengers a day. Fares range from \$2.5 to \$10.6 for Hong Kong Island routes, and from \$9.3 to \$32.2 for the cross-harbour routes.

Citybus Limited has another bus network mainly providing services between urban areas and Airport/North Lantau. This network comprises 29 routes and 233 air-conditioned buses. Daily patronage is about 93 000 passengers and fares range from \$3 to \$58.

Long Win Bus Company Limited mainly provides bus services between New Territories and Airport/North Lantau. It operates 34 routes with a fleet of 261 air-conditioned buses. Daily patronage is about 114 000 passengers and fares range from \$3.5 to \$45.

The New Lantau Bus Company (1973) Limited operates 26 Lantau routes and one New Territories route and carries an average of 84 000 passengers daily. Fares range from \$3.1 to \$43. The fleet comprises of 102 single-deckers and 53 double-deckers.

These bus companies are continuously encouraged to fit their fleet with environmental-friendly engines.

Public Light Buses (PLBs) are minibuses with not more than 19 seats. Their number is fixed at a maximum of 4 350 vehicles. Some PLBs are used for scheduled services (green minibuses) and others for non-scheduled services (red minibuses).

Red minibuses are free to operate anywhere, except where special prohibitions apply, without fixed routes or fares. By end March 2019, there are 1 042 red minibuses.

Green minibuses operate on fixed routes and frequency at fixed fares. By end March 2019, there were 66 main green minibus routes on Hong Kong Island, 83 in Kowloon and 204 in the New Territories, employing a total of 3 307 vehicles. Red minibuses carry about 286 500 passengers a day, while green minibuses carry about 1 513 700 passengers daily.

Augmenting franchised buses and PLBs, there are 7 140 non-franchised public buses registered at end April 2019 to provide services mainly for tourists, students, employees and residents.

Taxis: The 15 250 urban taxis (red), 2 838 New Territories taxis (green) and 75 Lantau taxis (blue) carry about 890 000 passengers daily. Urban taxis operate throughout Hong Kong except Tung Chung Road and roads in south Lantau. New Territories taxis mainly operate in the north-eastern (i.e. north of Sha Tin) and north-western (i.e. north of Tsuen Wan) part of the New Territories. Lantau taxis operate only on Lantau Island and Chek Lap Kok. All taxis are allowed to provide services at the passenger terminals of Hong Kong International Airport, the Public Transport Interchange at the (Hong Kong Port) of the Hong Kong-Zhuhai-Macao Bridge and Hong Kong Disneyland.

Taxi fare scales are stipulated in the law. Urban taxis charge \$24 for the first two kilometres or any part thereof. The incremental charge for every subsequent 200 metres or part thereof and for every waiting period of 1 minute or part thereof is \$1.7 until the amount reaches \$83.5, and \$1.2 after the amount has reached \$83.5. New Territories taxis charge \$20.5 for the first two kilometres or any part thereof. The incremental charge for every subsequent 200 metres or part thereof and for every waiting period of 1 minute or part thereof is \$1.5 until the amount reaches \$65.5, and \$1.2 after the amount has reached \$65.5. Lantau taxis charge \$19 for the first two kilometres or any part thereof. The incremental charge for every subsequent 200 metres or part thereof and for every waiting period of 1 minute or part thereof is \$1.5 until the amount reaches \$154, and \$1.4 after the amount has reached \$154.

Rail Systems: MTR is a heavily patronised railway network, having total length of 256.9 km. At present, the MTR system consists of Kwun Tong Line (Tiu Keng Leng – Whampoa),

Tsuen Wan Line (Tsuen Wan – Central), Island Line (Chai Wan – Kennedy Town), Tung Chung Line (Hong Kong – Tung Chung), Tseung Kwan O Line (Po Lam/LOHAS Park – North Point), East Rail Line (Hung Hom – Lo Wu/ Lok Ma Chau), West Rail Line (Tuen Mun – Hung Hom), Ma On Shan Line (Wu Kai Sha – Tai Wai), Disneyland Resort Line (Sunny Bay – Disneyland Resort) and South Island Line (Admiralty – South Horizons). By end 2018, standard class adult single ticket journey fare ranges from \$4 to \$61.5. The MTR also operates a 35.2 km (track length of 70.4 km) Airport Express connecting the city centre with the Hong Kong International Airport and the AsiaWorld-Expo with adult single ticket journey fares ranging from \$6 to \$115. The MTR and Airport Express networks comprise a total of 93 stations and carry an average of about 4.97 million passengers per day.

The MTR System also covers a Light Rail network in north-west New Territories. In September 1988, phase one of the system came into operation to serve Tuen Mun and Yuen Long new towns. Two Tuen Mun Extensions began operation in 1991 and 1992 respectively. In 1995, the network was further extended to Tin Shui Wai. The system comprises 36.2 kilometres of double track (track length of 73 km) with 68 stops and 140 single-deck light rail vehicles. It is supported by feeder bus services. Adult single journey ticket fares range from \$5.5 to \$7.5. About 491 500 passengers travel daily on the system.

Besides, the MTR operates intercity through train services from Hung Hom to Guangzhou, Shanghai and Beijing. Nine pairs of through trains are available daily between Hung Hom and Guangzhou for which eight northbound trains and eight southbound trains call at Changping. Trains to Shanghai and Beijing operate on alternate days.

The Guangzhou-Shenzhen-Hong Kong Express Rail Link (Hong Kong Section) (XRL) commenced operation in September 2018. It connects Hong Kong to the national high speed rail network and reduces the rail journey time between Hong Kong and various major Mainland cities. As at December 2018, the XRL trains run between Hong Kong West Kowloon Station and 44 Mainland destinations, including six short-haul destinations and 38 long-haul destinations. From commencement to end December 2018, about 53 000 passengers are carried by the XRL daily.

Trams have been running in Hong Kong since 1904. Hong Kong Tramways Limited operates seven main routes along the north shore of Hong Kong Island on a 16-kilometre track. A total of 160 double-deck trams are used for the services between Shau Kei Wan and Kennedy Town and around Happy Valley. The adult fare is \$2.6 and some 164 700 passengers are carried daily by end December 2018. The company also has two open-balcony trams and one special tram for private hire and one sightseeing tram.

Ferries: The "Star" Ferry Company Limited, established in 1898, operates two cross-harbour services. Adult single journey fares range from \$2.2 to \$3.7.

New World First Ferry Services Limited took over the operation of the passenger ferry services previously operated by Hong Kong and Yaumati Ferry Company Limited as licensed ferry services on January 15, 2000. Currently, it is

operating six inner harbour and outlying island ferry services with adult single journey fares ranging from \$7.5 to \$44.9.

The Hong Kong and Kowloon Ferry Limited, Discovery Bay Transportation Services Limited, Park Island Transport Company Limited and some other operators operate other cross-harbour and outlying island passenger ferry services. In 2018, about 127 300 passengers took local ferry services daily.

In addition to passenger ferry services, there are two vehicular ferry routes used by dangerous goods vehicles.

Private Transport: There are 570 142 licensed private cars, accounting for 72 per cent of all vehicles as at end May 2019.

Parking: There are about 4 800 parking spaces in 11 government multi-storey car parks managed by the Transport Department by end March 2019. These car parks are managed by two private operators. There are an estimated some 718 000 additional spaces, of which about 198 000 are for public use and about 520 000 are designated for private use in commercial, residential and industrial premises.

If traffic situation permits, the Transport Department would provide on-street parking spaces at appropriate locations to address the demand. To deter prolonged parking, on-street parking spaces are metered in areas where spaces are limited but demands are high. Currently, about 18 000 on-street parking spaces are metered, most of them operate from 8am to midnight on weekdays and from 10am to 10pm on Sundays and public holidays.

Road Tunnels: There are 21 road tunnels, including three immersed-tube cross-harbour tunnels. The Government owns 18 road tunnels and the other three are private tunnels.

The Lion Rock Tunnel, opened in November 1967, provides a link from north Kowloon to Sha Tin. It is used by around 91 000 vehicles daily. The toll is \$8.

The Aberdeen Tunnel was opened in March 1982. It is used by around 60 200 vehicles daily. The toll is \$5.

The toll-free Kai Tak Tunnel, opened in June 1982, runs beneath the runway of the former Kai Tak Airport linking the central area of Kowloon with Kwun Tong and is used by around 53 700 vehicles per day.

The Shing Mun Tunnels, opened in April 1990, link up Tsuen Wan to Sha Tin. They are used by around 54 100 vehicles each day. The toll is \$5.

The Tseung Kwan O Tunnel, opened in November 1990, provides a road link between Kwun Tong and Tseung Kwan O New Town. On average, around 93 500 vehicles per day use the tunnel. The toll is \$3.

The dual three-lane 1.6-kilometre long Cheung Tsing Tunnel, which is within the Tsing Ma Control Area, forms part of Route 3 and links West Kowloon with Lantau and northwest New Territories. It is toll-free.

The Cross-Harbour Tunnel, opened in August 1972, is used by around 112 400 vehicles daily. Upon the expiry of the franchise on August 31, 1999, the tunnel was vested in the Government. Tolls range from \$8 to \$30.

The Eastern Harbour Crossing, opened in September 1989, is used by around 78 000 vehicles daily. Upon the expiry

of the Build-Operate-Transfer franchise on August 7, 2016, the tunnel was vested in the Government. Tolls range from \$13 to \$75.

The Tate's Cairn Tunnel, opened in June 1991, is used by around 61 600 vehicles daily. Upon the expiry of the Build-Operate-Transfer franchise on July 11, 2018, the tunnel was vested in the Government. Tolls range from \$15 to \$35.

The Western Harbour Crossing, opened in April 1997, is operated by the Western Harbour Tunnel Company Limited. It is used by around 69 100 vehicles daily. Tolls range from \$140 to \$725. The tunnel company offers concessionary tolls and the actual tolls range from \$25 to \$200.

The Tai Lam Tunnel and Yuen Long Approach Road is operated by the Route 3 (CPS) Company Limited. Opened in May 1998, it is used by around 61 500 vehicles daily. Tolls range from \$90 to \$300. The tunnel company offers concessionary tolls and the actual tolls range from \$22 to \$168.

The Discovery Bay Tunnel Link, opened in May 2000, is operated by the Discovery Bay Road Tunnel Company Limited. It is used by around 2 400 vehicles daily with tolls ranging from \$50 to \$250.

Tai Wai Tunnel, Sha Tin Heights Tunnel, Eagle's Nest Tunnel and Nam Wan Tunnel which are within the Tsing Sha Control Area, form part of Route 8 and link Sha Tin with Tsing Yi. Opened in March 2008, Tai Wai Tunnel, Sha Tin Heights Tunnel and Eagle's Nest Tunnel are used by around 60 200 vehicles daily. The toll is \$8. Nam Wan Tunnel, opened in December 2009, is toll-free.

The Scenic Hill Tunnel forms part of the Hong Kong-Zhuhai-Macao Bridge Hong Kong Link Road and the Airport Tunnel forms part of the road connecting the Hong Kong-Zhuhai-Macao Bridge (Hong Kong Port) with the Hong Kong International Airport. These two tunnels were both opened in October 2018 and are toll-free.

Central - Wan Chai Bypass Tunnel connects the Connaught Road Central Elevated Road in Central to the Island Eastern Corridor in North Point. It was fully opened in February 2019 and is toll-free.

Lung Shan Tunnel connects Fanling and Sha Tau Kok Road Interchange and Cheung Shan Tunnel connects Sha Tau Kok Road Interchange and Ta Kwu Ling. They both form part of the Heung Yuen Wai Highway. They were opened in May 2019 and are toll-free.

Central to Mid-Levels Escalator and Walkway System:

Opened in 1993, the system consists of covered walkways, 16 reversible one-way escalators and three reversible one-way travelators. It starts at Queen's Road Central, passes through narrow streets in Central and ends at Conduit Road. Managed by the Electrical and Mechanical Services Department, the system is used by about 78 000 people daily.

Tsing Ma Control Area (TMCA): Opened in May 1997, it covers a key section of the highway route to North-West Lantau, Ma Wan, the Hong Kong International Airport and the Hong Kong-Zhuhai-Macao Bridge (Hong Kong Port). It comprises a 21-kilometre expressway network including Tsing Kwai Highway, Cheung Tsing Tunnel, Cheung Tsing

Highway, Northwest Tsing Yi Interchange, Ting Kau Bridge, Tsing Yi North Coastal Road, Lantau Link, Ma Wan Road and North Lantau Highway (up to Sunny Bay Interchange). On average, Lantau Link is used by around 96 800 vehicles daily.

Equipped with the most extensive traffic control and surveillance system ever introduced in Hong Kong, TMCA is managed, operated and maintained by the TIML MOM Limited. Vehicles travelling on Lantau Link will be charged with tolls ranging from \$10 to \$40.

Cross-boundary Traffic: There are three rail boundary crossings, namely the Lo Wu, the Lok Ma Chau Spur Line and the Hong Kong West Kowloon Station Crossings connecting Hong Kong and the Mainland. By end March 2019, the Lo Wu boundary crossing handles an average of about 233 900 travellers a day; whilst Lok Ma Chau Spur Line Crossing handles about 153 100 travellers a day (in which about 94 600 are railway passengers). There are also about 9 500 passengers a day taking the through train services travelling between Kowloon and the various cities in the Mainland. By the commencement of the XRL on September 23, 2018, the Hong Kong West Kowloon station was commenced to service. There are about 53 900 passengers a day taking the high speed rail service to various cities in the Mainland.

Apart from rail boundary crossings, there are five road crossings connecting Hong Kong and the Mainland, namely Lok Ma Chau, Man Kam To, Sha Tau Kok, Shenzhen Bay and Hong Kong-Zhuhai-Macao Bridge (Hong Kong Port) road crossings. The Hong Kong-Zhuhai-Macao Bridge (Hong Kong Port) crossing is commenced to service on October 24, 2018. The Lok Ma Chau and Hong Kong-Zhuhai-Macao Bridge (Hong Kong Port) crossing are currently operated round-the-clock for goods and passenger vehicle traffic, while the Shenzhen Bay crossing is the only road crossing implementing the co-location arrangement where travellers can go through the necessary clearance procedures of the two sides under one roof. The daily average numbers of cross-boundary travellers who use the Lok Ma Chau, Man Kam To, Sha Tau Kok, Shenzhen Bay and Hong Kong-Zhuhai-Macao Bridge (Hong Kong Port) crossings by end March 2019 are about 77 200, 11 400, 8 300, 121 600 and 66 000 per day respectively.

By end March 2019, the total number of cross-boundary travellers using the above crossings reaches about 735 000 passengers a day among which 391 900 passengers by rail, 77 600 by cross-boundary coaches, 26 000 by shuttle buses at Lok Ma Chau, 50 200 by shuttle buses at Hong Kong-Zhuhai-Macao Bridge (Hong Kong Port), 34 800 by other cross-boundary vehicles and 154 500 by other local public transport services.

For cross-boundary vehicular traffic, the average daily number of vehicle trips recorded at Lok Ma Chau, Man Kam To, Sha Tau Kok, Shenzhen Bay and Hong Kong-Zhuhai-Macao Bridge (Hong Kong Port) crossings are 21 700, 4 500, 2 300, 13 200 and 3 700 respectively, giving a total of 45 400 vehicle trips a day.