

Every day, about 12.7 million passenger journeys, are made on a public transport system which includes railways, trams, buses, minibuses, taxis and ferries by end December 2017.

There are about 363 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 2017, the Kowloon Motor Bus Company (1933) Limited (KMB) operates 334 bus routes in Kowloon and the New Territories and 65 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 \$35.6 for the cross-harbour routes.

With a fleet of 3 967 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 2.76 million passengers a day.

The New World First Bus Services Limited operates 45 Hong Kong Island routes, 35 cross-harbour routes and 13 routes serving Kowloon and Tseung Kwan O, and carries 454 000 passengers daily by a fleet of 702 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 \$35.6 for the cross-harbour routes.

Citybus Limited operates two bus networks under two franchises. One of the networks comprises 52 Hong Kong Island routes, one New Territories route and 29 cross-harbour routes. With a fleet of 753 air-conditioned buses, this network carries about 502 000 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 24 routes and 206 air-conditioned buses. Daily patronage is about 85 000 passengers and fares range from \$3 to \$52.

Long Win Bus Company Limited mainly provides bus services between New Territories and Airport/North Lantau. It operates 30 routes with a fleet of 245 air-conditioned buses. Daily patronage is about 107 000 passengers and fares range from \$3.5 to \$45.

The New Lantau Bus Company (1973) Limited operates 22 Lantau routes and one New Territories route and carries an average of 78 000 passengers daily. Fares range from \$3.1 to \$43. The fleet comprises of 114 single-deckers and 10 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 February 2018, there are 1 068 red minibuses.

Green minibuses operate on fixed routes and frequency at fixed fares. By end February 2018, there were 66 main green minibus routes on Hong Kong Island, 82 in Kowloon and 202 in the New Territories, employing a total of 3 281 vehicles. Red minibuses carry about 295 300 passengers a day, while green minibuses carry about 1 525 200 passengers daily.

Augmenting franchised buses and PLBs, there are 7 046 non-franchised buses registered at end March 2016 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 900 000 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 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 230.9 km with 675 km of tracks. 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 2017, standard class adult single journey fare ranges from \$4 to \$59.5. 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 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 4.84 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 to \$7. About 489 000 passengers travel daily on the system.

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

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 161 double-deck trams are used for the services between Shau Kei Wan and Kennedy Town and around Happy Valley. The adult fare is \$2.3 and some 172 100 passengers are carried daily by end December 2017. The company also has two open-balcony trams 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 2017, about 128 200 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 556 407 licensed private cars, accounting for 72 per cent of all vehicles as at end February 2018.

**Parking:** There are about 4 900 parking spaces in 11 government multi-storey car parks and one open-air car park managed by the Transport Department by end February 2018. These car parks are managed by two private operators. There are an estimated some 711 000 additional spaces, of which about 196 000 are for public use and about 515 000 are designated for private use in commercial, residential and industrial premises.

If traffic situation permits, 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 8 am to 12 midnight on weekdays and from 10 am to 10 pm on Sundays and public holidays.

**Road Tunnels:** There are 16 road tunnels, including three immersed-tube cross-harbour tunnels. The Government owns 12 road tunnels and the other four are private tunnels.

The Lion Rock Tunnel, opened in November 1967, provides a link from north Kowloon to Sha Tin. It is used by 92 300 vehicles daily. The toll is \$8.

The Aberdeen Tunnel was opened in March 1982. It is used by 60 100 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 53 100 vehicles per day.

The Shing Mun Tunnels, opened in April 1990, link up Tsuen Wan to Sha Tin. They are used by 54 200 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, 92 800 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 113 800 vehicles daily. Upon the expiry of the franchise on August 31, 1999, the tunnel is vested in the Government. Tolls range from \$8 to \$30.

The Eastern Harbour Crossing, opened in September 1989, is operated by the New Hong Kong Tunnel Company Limited. It is used by 77 200 vehicles daily. Upon the expiry of the Build-Own-Transfer franchise on August 7, 2016, the tunnel was vested in the Government. Tolls range from \$13 to \$75.

The Tate's Cairn Tunnel is run by the Tate's Cairn Tunnel Company Limited. Opened in June 1991, it is used by 60 800 vehicles daily. 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 67 600 vehicles daily. Tolls range from \$130 to \$680. The tunnel company offered concessionary tolls and the actual tolls range from \$25 to \$185.

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 60 700 vehicles daily. Tolls range from \$80 to \$270. The tunnel company offered concessionary tolls and the actual tolls range from \$20 to \$153.

The Discovery Bay Tunnel Link, opened in May 2000, is operated by the Discovery Bay Road Tunnel Company Limited. It is used by 2 300 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 57 400 vehicles daily. The toll is \$8. Nam Wan Tunnel, opened in December 2009, is 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 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 and the Hong Kong International Airport at Chek Lap Kok. 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 93 400 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 two rail boundary crossings, namely the Lo Wu and the Lok Ma Chau Spur Line Crossings, connecting Hong Kong and the Mainland. By end December 2017, the Lo Wu boundary crossing handles an average of about 223 900 travellers a day; whilst Lok Ma Chau Spur Line Crossing handles about 162 900 travellers a day (in which about 92 100 are railway passengers). There are also about 10 100 passengers a day taking the through train services travelling between Kowloon and the various cities on the Mainland.

Apart from rail boundary crossings, there are four road crossings connecting Hong Kong and the Mainland, namely Lok Ma Chau, Man Kam To, Sha Tau Kok and Shenzhen Bay road crossings. The Lok Ma Chau crossing is currently the only road crossing that operates 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 and Shenzhen Bay crossings by end December 2017 are about 78 600, 11 600, 8 500 and 111 300 per day respectively.

By end December 2017, the total number of cross-boundary travellers using the above crossings reaches about 607 300 passengers a day among which 326 600 passengers by rail, 68 700 by cross-boundary coaches, 25 900 by shuttle buses at Lok Ma Chau, 31 700 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 and Shenzhen Bay crossings are 23 700, 5 100, 2 400 and 12 700 respectively, giving a total of 43 900 vehicle trips a day.

