

Every day, about 12.6 million passenger journeys, are made on a public transport system which includes railways, trams, buses, minibuses, taxis and ferries by end December 2015.

There are about 347 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 March 2016, the Kowloon Motor Bus Company (1933) Limited (KMB) operates 316 bus routes in Kowloon and the New Territories and 61 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 3 868 buses, mostly double-deckers, KMB is one of the largest road passenger transport operators in the southeast Asia. The total licensed fleet carries about 2.66 million passengers a day.

The New World First Bus Services Limited operates 45 Hong Kong Island routes, 34 cross-harbour routes and 8 routes serving Kowloon and Tseung Kwan O, and carries 448 000 passengers daily by a fleet of 706 buses. Fares range from \$3.2 to \$11.7 for Hong Kong Island routes, \$3.4 to \$10 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 770 air-conditioned buses, this network carries about 526 000 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 providing services between urban areas and Airport/North Lantau. This network comprises 21 routes and 181 air-conditioned buses. Daily patronage is about 77 000 passengers and fares range from \$3 to \$52.

Long Win Bus Company Limited provides bus services between New Territories and Airport/North Lantau. It operates 23 routes with a fleet of 189 air-conditioned buses. Daily patronage is about 98 000 passengers and fares range from \$3.5 to \$40.

The New Lantau Bus Company (1973) Limited operates 22 Lantau routes and one New Territories route and carries an average of 69 000 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 16 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 2016, there are 1 138 red minibuses.

Green minibuses operate on fixed routes and frequency at fixed fares. By end March 2016, there were 69 main green minibus routes on Hong Kong Island, 82 in Kowloon and 201 in the New Territories, employing a total of 3 211 vehicles. Red minibuses carry about 337 500 passengers a day, while green minibuses carry about 1 526 900 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 50 Lantau taxis (blue) carry about one million 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 \$22 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 \$1.6 until the amount reaches \$78, and \$1 after the amount has reached \$78. New Territories taxis charge \$18.5 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 \$1.4 until the amount reaches \$60.5, and \$1 after the amount has reached \$60.5. Lantau taxis charge \$17 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 \$1.4 until the amount reaches \$143, and \$1.2 after the amount has reached \$143.

Rail Systems: MTR is a heavily patronised railway network. At present, the MTR system consists of Kwun Tong Line (Tiu Keng Leng – Yau Ma Tei), 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)

and Disneyland Resort Line (Sunny Bay – Disneyland Resort). The route length of the system is about 177 kilometres. By end June 2015, standard class adult single journey fare ranges from \$4 to \$58. The MTR also operates a 35.2 km Airport Express connecting the city centre with the Hong Kong International Airport and the AsiaWorld-Expo with adult single journey fares ranging from \$5 to \$100. The MTR and Airport Express networks comprise a total of 87 stations and carry an average of about 4.69 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 with 68 stops and 141 single-deck light rail vehicles. It is supported by feeder bus services. Adult single journey ticket fares range from \$5 to \$7. About 483 000 passengers travel daily on the system.

Besides, the MTR operates intercity through train services from Hung Hom to Guangzhou, Zhaoqing, 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 Zhaoqing via 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 180 000 passengers are carried daily by end December 2015. The company also has two open-balcony trams for tourists and private hire.

Ferries: The "Star" Ferry Company Limited, established in 1898, operates two cross-harbour services. Adult single journey fares range from \$2 to \$3.4.

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 \$6.5 to \$42.9.

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 2015, about 134 000 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 525 193 licensed private cars, accounting for 72 per cent of all vehicles as at end March 2016.

Parking: There are about 5 300 parking spaces in 12 government multi-storey car parks and one open-air car park managed by the Transport Department by end March 2016. These car parks are managed by two private operators. There are an estimated some 690 000 additional spaces, of which about 195 000 are for public use and about 495 000 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 eleven road tunnels and the other five are private tunnels.

The Lion Rock Tunnel, opened in November 1967, provides a link from north Kowloon to Sha Tin. It is used by 92 000 vehicles daily. The toll is \$8.

The Aberdeen Tunnel was opened in March 1982. It is used by 64 600 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 53 200 vehicles per day.

The Shing Mun Tunnels, opened in April 1990, link up Tsuen Wan to Sha Tin. They are used by 52 600 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, 89 600 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 115 700 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 75 500 vehicles daily. Upon the expiry of the Build-Own-Transfer franchise on August 7, 2016, the tunnel will be 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 59 500 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 65 300 vehicles daily. Tolls range from \$110 to \$590. The tunnel company offered concessionary tolls and the actual tolls range from \$25 to \$155.

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 61 700 vehicles daily. Tolls range from \$75 to \$255. The tunnel company offered concessionary tolls and the actual tolls range from \$20 to \$140.

The Discovery Bay Tunnel Link, opened in May 2000, is operated by the Discovery Bay Road Tunnel Company Limited. It is used by 2 000 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 50 000 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, 18 reversible one-way escalators and three reversible one-way travelators. It starts at Des Voeux 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 85 000 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 84 000 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. With a one-way toll collection arrangement, vehicles travelling on Lantau Link will be charged twice the single journey toll at Lantau Toll Plaza or Ma Wan Toll Plaza. The double tolls range from \$20 to \$80.

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 Mar 2016, the Lo Wu boundary crossing handles an average of about 225 000 travellers a day; whilst Lok Ma Chau Spur Line Crossing handles about 169 300 travellers a day (in which about 95 100 are railway passengers). There are also about 11 300 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 March 2016 are about 76 400, 10 600, 8 400 and 102 100 per day respectively.

By end March 2016, the total number of cross-boundary travellers using the above crossings reaches about 603 100 passengers a day among which 331 400 passengers by rail, 68 700 by cross-boundary coaches, 24 000 by shuttle buses at Lok Ma Chau, 29 400 by other cross-boundary vehicles and 149 700 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 23 900, 4 900, 2 300 and 10 400 respectively, giving a total of 41 400 vehicle trips a day

