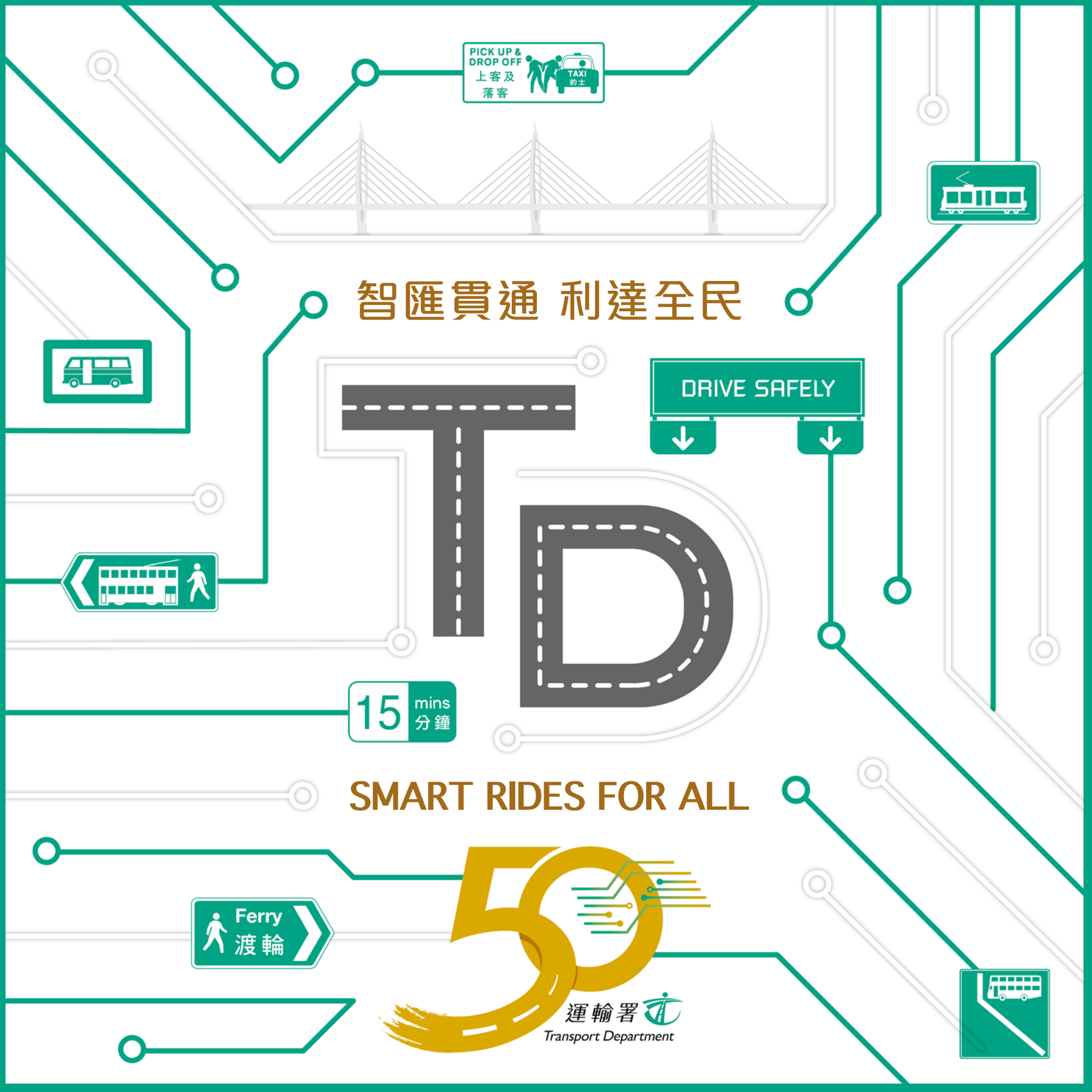

PICK UP & DROP OFF
上客及落客
TAXI
的士
智匯貫通 利達全民
DRIVE SAFELY
TD
15 mins 分鐘
SMART RIDES FOR ALL
Ferry
渡輪
50
運輸署
Transport Department

50 YEARS ANNIVERSARY 周年

目錄 CONTENTS

獻辭 - 香港特別行政區行政長官
MESSAGE FROM THE CHIEF EXECUTIVE

今年是運輸署成立五十周年，謹此衷心致賀。

過去五十年，香港發展成為享譽全球的國際大都會，優勢之一是擁有完善的道路網絡及高效率的公共交通系統。我們不斷投資興建運輸基礎設施，連繫香港、連接全球，不僅提升市民的生活質素，亦是推動本港城市發展，維持香港經濟繁榮的重要元素。

運輸署於一九六八年成立，致力改善本港的運輸設施，完善道路規則和管理措施，並提升公共交通服務質素，以滿足市民的需要，同時推動香港的經濟和社會發展，成績卓越。

今年是香港交通運輸發展的重要一年，兩大跨境運輸基建「廣深港高速鐵路香港段」及「港珠澳大橋」相繼落成啟用，進一步加強香港與澳門和內地的交通聯繫，鞏固香港連接內地與世界的橋樑角色。

展望未來，要保持香港的競爭優勢，鞏固香港主要金融貿易中心的地位，我們必須不斷提升本地的交通運輸系統，並加強與全球的交通聯繫。我深信在未來的日子，運輸署會秉承過往佳績，繼續努力不懈，為我們提供安全、可靠、高效和環保的交通運輸系統，配合香港的未來發展。

香港特別行政區行政長官
林鄭月娥

I am pleased to congratulate the Transport Department (TD) on its 50th anniversary.

Over the past 50 years, Hong Kong has developed into a world-renowned international metropolis, boasting a well-established road network and a highly efficient public transport system. Conducive to growth and connectivity, worthwhile investment in our transport infrastructure has not only improved our quality of life, but also laid an important foundation for Hong Kong's urban development and economic prosperity.

Established in 1968, the TD is committed to upgrading Hong Kong's transport facilities, improving road use regulations and management, as well as enhancing public transport services, so as to meet the community's needs and promote the city's economic and social development.

2018 is a milestone year for Hong Kong's transport development. It witnesses the commissioning of two major cross-boundary transport infrastructure projects – the Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link and the Hong Kong-Zhuhai-Macao Bridge – that further strengthens Hong Kong's traffic links with Macao and the Mainland and reinforces Hong Kong's role as a bridge connecting the Mainland with the rest of the world.

To ensure that Hong Kong stays competitive and remains successful as a major financial and trading centre, we must continue our efforts in expanding our local transport infrastructure as well as our global traffic connections. I have no doubt that the TD will, as ever, make every possible effort for a safe, reliable, efficient and green transport system that meets the development needs of Hong Kong.

Carrie Lam

Mrs Carrie Lam
Chief Executive
Hong Kong Special Administrative Region

獻辭 - 運輸及房屋局局長

MESSAGE FROM THE SECRETARY FOR TRANSPORT AND HOUSING

安全、有效率和可靠的交通運輸系統屬現代社會不可或缺的一環。同樣地，運輸署確保香港交通時刻暢順，肩負無法取代的角色。自 1968 年成立以來，運輸署一直專責策劃和管理香港的交通運輸網 、設施及服務，與香港一起成長。

香港的地形複雜，人口持續增長，城市發展節奏急促，均為交通運輸建設及管理帶來不少挑戰。運輸署多年來秉承「發揮潛能、各盡所長、承擔責任、積極進取和力求至善」的信念，在發展交通運輸網絡、加強道路和運輸行政管理及提高使用道路安全意識的工作上貢獻良多，為香港社會及經濟發展注入動力。

展望將來，我堅信運輸署將繼續以熱誠和專業精神，塑造未來的交通運輸系統。運輸署將致力提升香港的交通網絡，擁抱「智慧出行」的全球趨勢，並銳意滿足香港市民對交通服務與時並進的熱切期望。

我為香港擁有世界知名的交通運輸系統感到自豪。欣逢運輸署成立 50 周年誌慶，我謹恭賀運輸署多年來取得卓越成就，並向運輸署全體人員一直努力不懈發展和提升香港交通運輸系統和管理措施，致以感謝。

運輸及房屋局局長

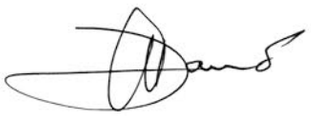
陳帆

A safe, efficient and reliable transport system is indispensable to any modern society. Likewise, the Transport Department (TD) plays a fundamental role in keeping Hong Kong moving round-the-clock. Since its establishment in 1968, the TD has spared no efforts in the planning and management of Hong Kong's traffic and transport networks, facilities and services. In effect, the TD has been growing together with Hong Kong.

The complex terrain, continuous population growth and vibrant development of our city have brought considerable challenges to the construction and management of its transport infrastructures. Over the years, colleagues of the TD have upheld the spirit of "bringing out the best in people, taking responsibility, being proactive and striving for excellence". The Department has contributed to developing our traffic and transport networks, enhancing road and traffic management, as well as raising road safety awareness in the community. All these efforts have been instrumental to the social and economic development of Hong Kong.

Looking ahead, I am confident that the TD will continue to shape the future of our transport system with zeal and professionalism. The Department will continue to enhance Hong Kong's transport network, embrace the global trend of smart mobility, and strive to fulfil the community's aspiration for transport services that evolve with the times.

I take pride in Hong Kong's world-renowned transport system. On this special occasion of its 50th anniversary, I wish to congratulate the TD for its exceptional achievements over the past years. My heartfelt thanks also go to all colleagues of the TD for their steadfast dedication in developing and enhancing the traffic and transport systems and management in Hong Kong.



CHAN Fan, Frank
Secretary for Transport and Housing

前言
FOREWORD

運輸署自 1968 年成立至今，已經歷五十個寒暑。半個世紀以來，運輸署致力推動發展香港的交通運輸系統，滿足社會各界的需求，成為香港發展的重要基石。憑藉同事們多年來默默耕耘，運輸署為香港建立了四通八達的道路網絡和優質高效的交通運輸系統，供七百多萬市民和每年五千多萬旅客使用，成績令人鼓舞。

今年，運輸署踏入金禧之年，是承先啟後、繼往開來的重要里程碑。面對香港社會不斷進步求變，市民和旅客對交通運輸服務的需求和期望與日俱增，我們會繼續努力不懈，在已建成的成功基石上，應用嶄新思維，採納智慧城市發展概念，規劃香港未來的交通基建和公共運輸系統，促進香港持續發展，迎接新的挑戰和機遇。

運輸署的工作任重而道遠，過去的成就都是同事們和各持份者辛勤付出的結果。我謹藉此機會向他們表達深摯的謝意，並呼籲大家一如既往，繼續支持運輸署的工作，為締造安全可靠、高端高效、環保及暢達的交通運輸系統共同努力。

這本紀念特刊不單回顧了香港過去五十年的交通運輸管理、策劃和服務的變遷，還闡述未來的發展方向。我希望大家享受閱讀這本紀念特刊，同時可以更全面了解運輸署的工作和使命。

運輸署署長
陳美寶

It has been 50 fulfilling years since the establishment of the Transport Department ("TD") in 1968. For half a century, the TD has been committed to promoting the development of Hong Kong's traffic and transport system to meet the needs of various sectors of society, laying the cornerstone for the city's continuous development. Thanks to the untiring efforts of our colleagues over the years, our city, with a population of over seven million and visited by over 50 million travellers per year, is now served by a well-developed road network and a world-class, highly efficient traffic and transport system. These accomplishments are encouraging indeed.

This year marks the golden jubilee of the department, a milestone for us to build on our achievements and start a new chapter of development. Faced with continuous progress and aspirations for change in the community, as well as the ever-increasing demand for, and rising expectations of, transport services from residents and visitors, we are committed to sustaining past successes, while also doing our utmost to plan future transport infrastructure and public transport system with an innovative mindset that adopts the concept of smart city development. Our aim is to promote the city's sustainable development to enable it to rise to new challenges and embrace new opportunities.

Tasked with an important mission, the TD owes much of its achievements to the hard work of our colleagues and various stakeholders. I would like to take this opportunity to extend my sincere gratitude to them all. May I also call on all of you to continue to support the TD's work and join hands with us to build a safe, reliable, efficient, environmentally-friendly and well-connected traffic and transport system.

This commemorative booklet not only offers a review of Hong Kong's evolving traffic management and transport planning and services over the past 50 years, but also presents directions for future development. I hope you will gain more understanding of the TD's work and mission while enjoying this fascinating booklet.

Mable CHAN
Commissioner for Transport

歷任運輸署署長
FORMER COMMISSIONERS FOR TRANSPORT

薛樸
Mr. A. J. Shephard
1.12.68 – 25.11.71

惠柳新
Mr. B. D. Wilson
26.11.71 – 30.11.74

麥法誠
Mr. I. F. C. Macpherson
1.12.74 – 19.10.78

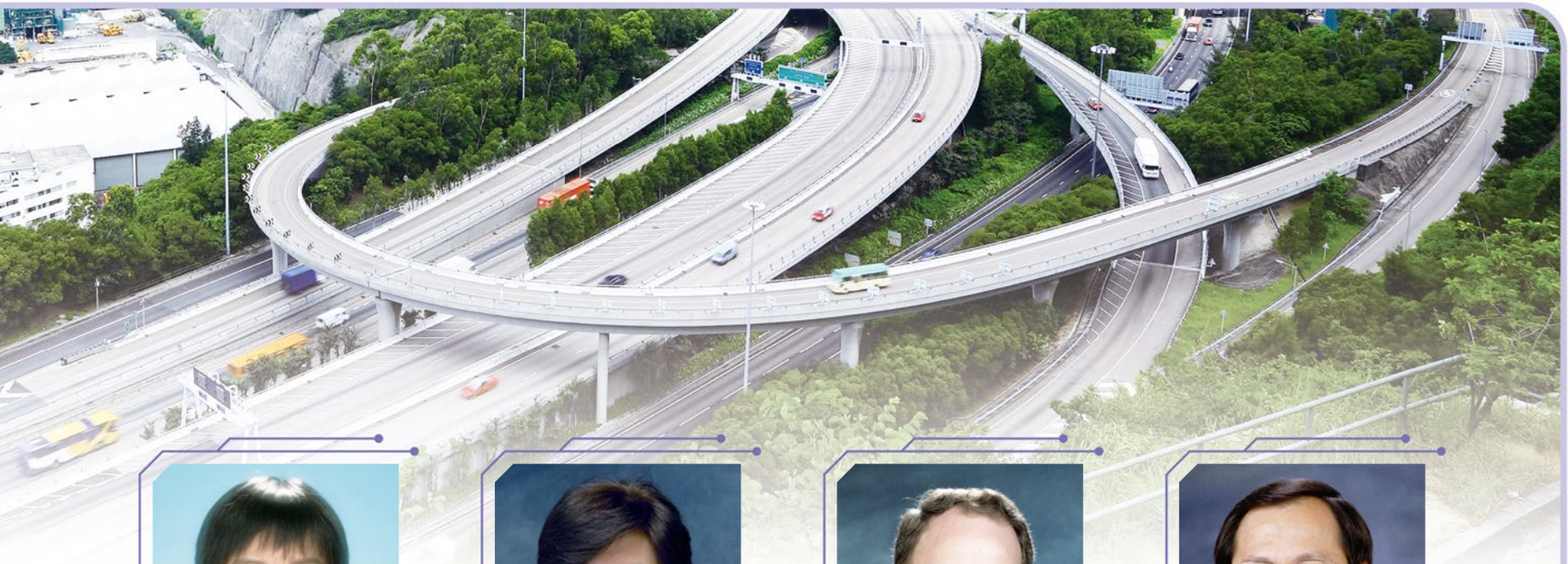
顏敦禮
Mr. A. T. Armstrong-Wright
20.10.78 – 6.6.82

李舒
Mr. P. F. Leeds
7.6.82 – 17.5.87

蘇燿祖
Mr. James So Yiu-cho
18.5.87 – 2.7.89

蕭炯柱
Mr. Gordon Siu Kwing-chue
4.9.89 – 11.10.92

許仕仁
Mr. Rafael Hui Si-yan
27.11.92 – 2.7.95



任關佩英
Mrs Lily Yam Kwan Pui-ying
3.7.95 – 9.3.97

羅范椒芬
Mrs Fanny Law Fan Chiu-fun
4.8.97 – 3.11.98

霍文
Mr. R. C. L. Footman
16.11.98 – 17.6.05

黃志光
Mr. Alan Wong Chi-kong
18.6.05 – 16.8.09

黎以德
Mr. Joseph Lai Yee-tak
17.8.09 – 27.5.12

何淑兒
Miss Susie Ho Shuk-yee
16.7.12 – 7.10.12

楊何蓓茵
Mrs Ingrid Yeung Ho Poi-yan
8.10.12 – 25.7.17

抱負、使命及信念
VISION, MISSION AND VALUES

抱負

我們會提供世界上最優良的運輸系統，以安全、可靠、高效率、環保及令使用者與營辦商同感滿意為尚。

VISION

We will provide the world's best transport system, which is safe, reliable, efficient, environmentally friendly and satisfying to both users and operators.

使命

我們會在 ——

- 規劃、監管、服務及管理各方面追求卓越成就。
- 與政府有關部門、運輸服務營辦商及市民的工作往還中，採取積極主動的態度。

MISSION

We will ——

- excel in our key roles of planner, regulator, service provider and manager.
- take the initiative with our partners – in Government, among transport operators and the public.

信念

我們會 ——

- 發揮潛能、各盡所長
- 公平、開放、誠實、關懷
- 承擔責任
- 積極進取
- 力求至善

VALUES

We will ——

- bring out the best in people
- be fair, open, honest and caring
- take responsibility
- be proactive
- strive for excellence

運輸署首長級人員、分部主管和部門協商委員會職方代表於 2018 年 6 月 20 日合照（由左至右）：

後排　：郭觀好，李鎮國，潘景佳，唐濟華，劉永健，何均衡，林冠聲，周木盛，陳啓標，譚詠堅，林偉業

中後排：張婉儀，劉桂蘭，余泰海，尹柏恩，湯偉程，岑毅安，佘天翔，李士明，藍玉平，孫劉美瑜，黃婉雯，鄺家彥

中前排：梁雅文，謝善怡，李民浩，阮康誠，趙克培，郭惠英，潘志文，何廣鏗，李志成，邱國鼎，蕭健民，劉漢偉，羅慶新

前排　：陳英傑，黃志光，李艷芳，何慧賢，李萃珍，陳美寶，鄧偉亮，黃伯周，林秀生，彭偉成，唐芷茵

Photograph of directorate grade officers, division heads and departmental consultative committee staff side representatives taken on 20 June 2018 (from left to right):

Back row　：Sally Kwok, Lee Chun-kwok, Poon King-kai, Tong Chai-wah, Henry Lau, Albert Ho, Lam Koon-sing, Keith Chow, Chan Kai-piu, Tam Wing-kin, Lam Wai-yip

Middle back row：Wendy Cheung, Rita Lau, Haiko Yu, Eric Wan, Michael Tong, William Shum, Shea Tin-cheung, Catar Li, Joey Lam, Polly Shuen, Josephine Wong, Kwong Ka-yin

Middle front row：Luisa Leung Woo, Amy Tse, Lee Man-ho, Honson Yuen, Christopher Chiu, Candy Kwok, Edmond Poon, Patrick Ho, Lee Chi-shing, Tony Yau, Kelvin Siu, Simon Lau, Michael Law

Front row　：Reginald Chan, Patrick Wong, Stella Lee, Irene Ho, Macella Lee, Mable Chan, Tang Wai-leung, Peter Wong, Samson Lam, Wilson Pang, Felicia Tong

組織架構

副署長 / 公共運輸事務及管理

行政及牌照科
助理署長 / 行政及牌照

駕駛事務組
提供駕駛考試服務；監管各指定學校的表現；聯繫駕駛教師業界；與各國商討互認駕駛執照；提供駕駛能力評估

電子策略部
管理香港特區政府一站通內主題為運輸及駕駛事務的網站；支援及維持第五代車輛牌照及駕駛執照綜合資料電腦系統；開發及維持與牌照相關的電腦系統

公共車輛及檢控組
負責公共服務車輛的牌照事務；就政府隧道及管制區內交通違例、駕駛改進課程及違例駕駛記分制的違例事項作檢控；以及就持有客運營業證車輛的違規服務執法

牌照電腦計劃及牌照事務部
處理車輛及司機的牌照事務及記錄；違例駕駛記分制；車輛登記號碼拍賣及發展和維護牌照電腦系統 (VALID V) 的有效運作

車輛安全及標準部
管理車輛檢驗中心；提供車輛檢驗服務；車輛類型批核；修訂車輛規例；監管專營巴士公司保養質素以保障車輛安全

巴士及鐵路科
助理署長 / 巴士及鐵路

巴士發展部
制訂專營巴士服務的發展計劃及在規劃、規管和安全方面的政策；審批巴士提高票價 / 票價優惠申請，並為新鐵路制訂公共交通計劃

鐵路部
促進新鐵路的規劃及開通；監察鐵路服務；改善公共交通交匯處 / 巴士站的乘客候車環境；制訂規管非專營巴士的政策及審批電車調整票價申請

管理及輔助客運科
助理署長 / 管理及輔助客運

渡輪及輔助客運部
策劃和發展渡輪、公共小型巴士、的士與殘疾人士交通服務；執行「公共交通票價優惠計劃」及「公共交通費用補貼計劃」

管理事務部
管理政府行車隧道、青馬 / 青沙管制區、路旁停車收費錶、政府停車場、中環至半山自動扶手電梯系統及柯士甸道過境巴士總站；負責策劃中主要公路、橋樑和隧道的管理規劃；就政府運輸基建 / 設施，處理管理合約的招標；處理全港的交通及運輸事故

傳訊組
以「發言人」角色迅速發放交通及運輸資訊；統籌內地及海外城市考察的相關事宜

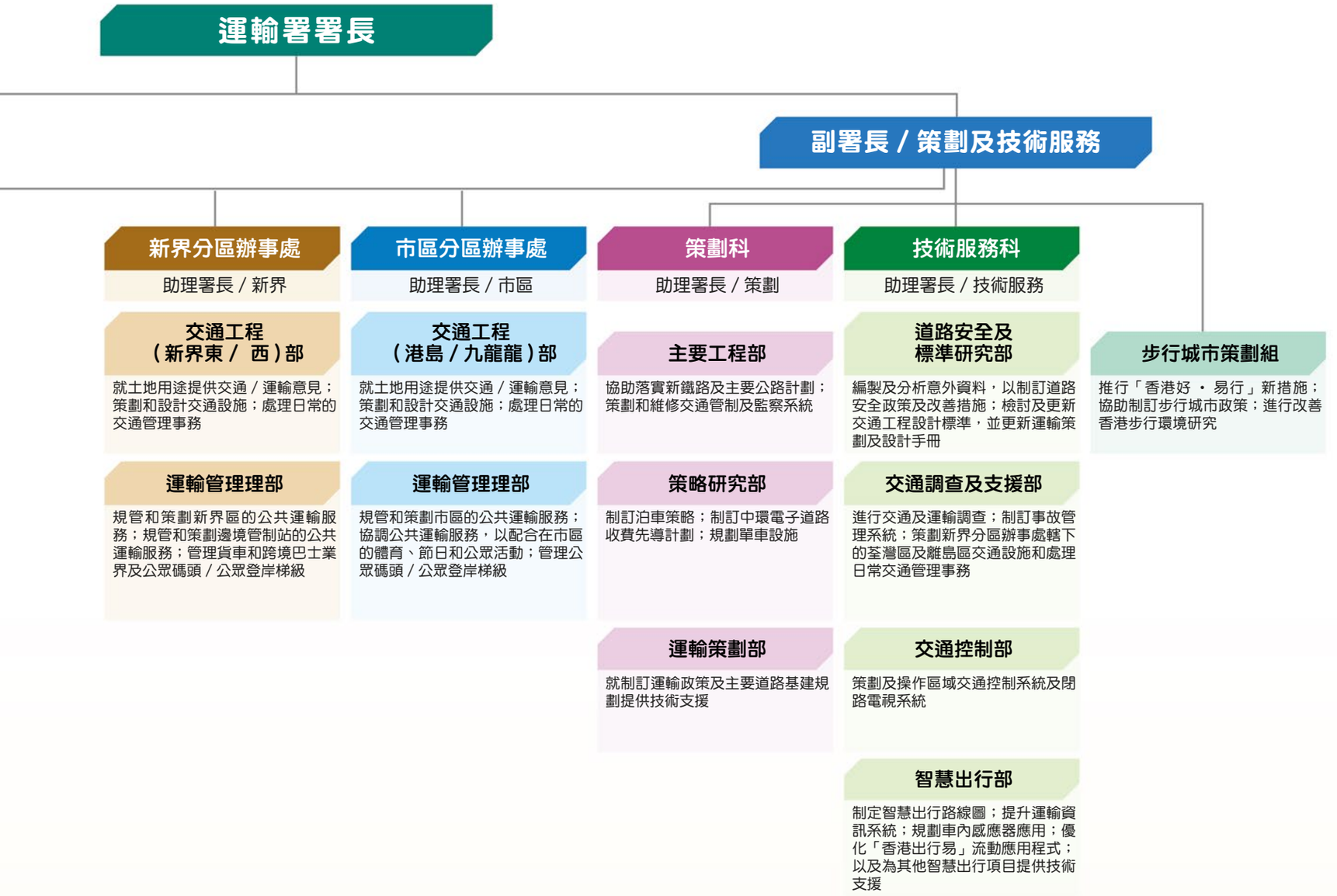
部門主任秘書處
處理一般行政工作，包括人事、編制、員工關係及管理，並為部門統計投訴個案數字

財務及物料供應組
負責會計、財政預算、財務管理及控制，監察部門的收支，以及管理物料供應和貯存

人力資源發展組
負責制訂部門的訓練和發展政策與策略；鑑定訓練及發展的需要；設計及推行員工發展活動；安排本地及海外培訓課程

新聞及公共關係組
就資料發布、公共關係及宣傳工作提供意見

內部核數組
檢討和建議處理收支帳項的管制措施；定期及按特定需要，稽核及審查部門的財政及營運事務


運輸署署長
副署長 / 策劃及技術服務
新界分區辦事處
助理署長 / 新界
交通工程（新界東 / 西）部
就土地用途提供交通 / 運輸意見；策劃和設計交通設施；處理日常的交通管理事務
運輸管理理部
規管和策劃新界區的公共運輸服務；規管和策劃邊境管制站的公共運輸服務；管理貨車和跨境巴士業界及公眾碼頭 / 公眾登岸梯級
市區分區辦事處
助理署長 / 市區
交通工程（港島 / 九龍龍）部
就土地用途提供交通 / 運輸意見；策劃和設計交通設施；處理日常的交通管理事務
運輸管理理部
規管和策劃市區的公共運輸服務；協調公共運輸服務，以配合在市區的體育、節日和公眾活動；管理公眾碼頭 / 公眾登岸梯級
策劃科
助理署長 / 策劃
主要工程部
協助落實新鐵路及主要公路計劃；策劃和維修交通管制及監察系統
策略研究部
制訂泊車策略；制訂中環電子道路收費先導計劃；規劃單車設施
運輸策劃部
就制訂運輸政策及主要道路基建規劃提供技術支援
技術服務科
助理署長 / 技術服務
道路安全及標準研究部
編製及分析意外資料，以制訂道路安全政策及改善措施；檢討及更新交通工程設計標準，並更新運輸策劃及設計手冊
交通調查及支援部
進行交通及運輸調查；制訂事故管理系統；策劃新界分區辦事處轄下的荃灣區及離島區交通設施和處理日常交通管理事務
交通控制部
策劃及操作區域交通控制系統及閉路電視系統
智慧出行部
制定智慧出行路線圖；提升運輸資訊系統；規劃車內感應器應用；優化「香港出行易」流動應用程式；以及為其他智慧出行項目提供技術支援
步行城市策劃組
推行「香港好 • 易行」新措施；協助制訂步行城市政策；進行改善香港步行環境研究

ORGANISATIONAL STRUCTURE

Deputy Commissioner/ Transport Services and Management

ADMINISTRATION AND LICENSING BRANCH

Assistant Commissioner/
Administration and Licensing

DRIVING SERVICES SECTION

Providing driving test services; monitoring performance of designated schools; liaising with the driving instructors trade; discussing reciprocal arrangements for direct issue of driving licences with other countries; conducting driving ability assessments

E-STRATEGY DIVISION

Managing the Transport and Motoring cluster in the GovHK portal; providing technical support and maintenance of the VALID V System; developing and maintaining other licensing related computer systems

PUBLIC VEHICLES & PROSECUTION SECTION

Licensing of public services vehicles; prosecution of traffic offences in government tunnels and control areas and offences related to the Driving Improvement Course and Driving-offence Points System; and enforcement against vehicles with a Passenger Service Licence operating unauthorised services

VALID & LICENSING DIVISION

Handling the licensing matters and records of vehicles and drivers; driving-offence points system; auction of vehicle registration marks; developing and maintaining the effective operation of a web-based computerised licensing system (VALID V)

VEHICLE SAFETY AND STANDARDS DIVISION

Managing Vehicle Examination Centres; providing vehicle examination services; performing type approval of motor vehicles; updating vehicle regulations; and monitoring the maintenance quality of franchised bus companies to ensure vehicle safety

BUS AND RAILWAY BRANCH

Assistant Commissioner/
Bus and Railway

BUS DEVELOPMENT DIVISION

Formulating development plans and policies on planning, regulation and safetyissues o f franchised bus services; processing applications of bus fare increase/ concession applications and formulating public transport plans for new railways

RAILWAY DIVISION

Facilitating planning and commissioning of new railways; monitoring rail services; improving the passenger waiting environment at public transport interchanges/bus stops; formulating policy on regulation of non-franchised buses, and processing applications of tram fare increases

MANAGEMENT AND PARATRANSIT BRANCH

Assistant Commissioner/
Management and Paratransit

FERRY AND PARATRANSIT DIVISION

Planning and development of ferry, public light bus, taxi and other transport services for people with disabilities; administering the Public Transport Fare Concession Scheme and Public Transport Fare Subsidy Scheme

MANAGEMENT SERVICES DIVISION

Managing government tunnels, Tsing Ma/Tsing Sha Control Areas, parking meters, government car parks, Central to Mid-Levels Escalator System, and Austin Road Cross Boundary Coach Terminus; management planning for new st rategic highways, bridges and tunnels; handling the tendering of management contracts for government transport infrastructures and facilities; and handling traffic and transport incidents in the territory

CORPORATE COMMUNICATION UNI

Acting as the "spokesperson" for timely dissemination of information on traffic and transport incidents to the public; coordinating visits to the TD by Mainland and overseas government departments and other organisations

DEPARTMENTAL SECRETARIAT

Handling general administration covering personnel, establishment, staff relations and management; and compiling complaints statistics for the department

FINANCE AND SUPPLIES UNIT

Performing accounting, budgeting, financial management and control; monitoring the department's revenue and expenditure; and managing supply and inventory

HUMAN RESOURCE DEVELOPMENT

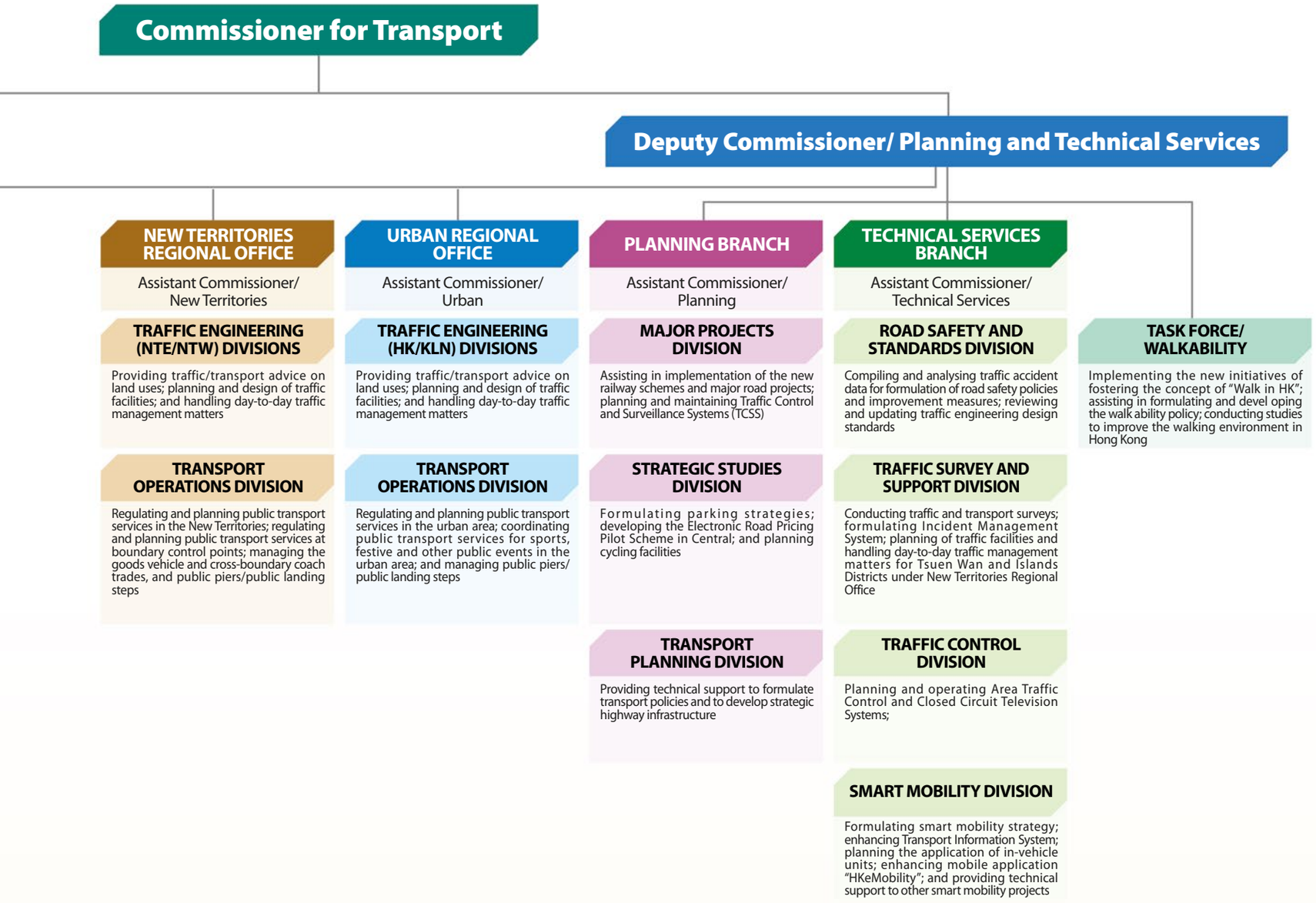
Formulating departmental human resource development policies and strategies; identifying training and development needs; implementing and organising staff development interventions; administration of local and overseas training and development programmes

INFORMATION AND PUBLIC RELATIONS UNIT

Advising on matters relating to information dissemination, public relations and publicity

INTERNAL AUDIT UNIT

Reviewing and advising on control measures in the process of revenue and payment transactions; performing regular and ad-hoc audits and inspections of the departmental financial and operational activities


Commissioner for Transport
Deputy Commissioner/ Planning and Technical Services
NEW TERRITORIES REGIONAL OFFICE
Assistant Commissioner/ New Territories
TRAFFIC ENGINEERING (NTE/NTW) DIVISIONS
Providing traffic/transport advice on land uses; planning and design of traffic facilities; and handling day-to-day traffic management matters
TRANSPORT OPERATIONS DIVISION
Regulating and planning public transport services in the New Territories; regulating and planning public transport services at boundary control points; managing the goods vehicle and cross-boundary coach trades, and public piers/public landing steps
URBAN REGIONAL OFFICE
Assistant Commissioner/ Urban
TRAFFIC ENGINEERING (HK/KLN) DIVISIONS
Providing traffic/transport advice on land uses; planning and design of traffic facilities; and handling day-to-day traffic management matters
TRANSPORT OPERATIONS DIVISION
Regulating and planning public transport services in the urban area; coordinating public transport services for sports, festive and other public events in the urban area; and managing public piers/ public landing steps
PLANNING BRANCH
Assistant Commissioner/ Planning
MAJOR PROJECTS DIVISION
Assisting in implementation of the new railway schemes and major road projects; planning and maintaining Traffic Control and Surveillance Systems (TCSS)
STRATEGIC STUDIES DIVISION
Formulating parking strategies; developing the Electronic Road Pricing Pilot Scheme in Central; and planning cycling facilities
TRANSPORT PLANNING DIVISION
Providing technical support to formulate transport policies and to develop strategic highway infrastructure
TECHNICAL SERVICES BRANCH
Assistant Commissioner/ Technical Services
ROAD SAFETY AND STANDARDS DIVISION
Compiling and analysing traffic accident data for formulation of road safety policies and improvement measures; reviewing and updating traffic engineering design standards
TRAFFIC SURVEY AND SUPPORT DIVISION
Conducting traffic and transport surveys; formulating Incident Management System; planning of traffic facilities and handling day-to-day traffic management matters for Tsuen Wan and Islands Districts under New Territories Regional Office
TRAFFIC CONTROL DIVISION
Planning and operating Area Traffic Control and Closed Circuit Television Systems;
SMART MOBILITY DIVISION
Formulating smart mobility strategy; enhancing Transport Information System; planning the application of in-vehicle units; enhancing mobile application "HKeMobility"; and providing technical support to other smart mobility projects
TASK FORCE/ WALKABILITY
Implementing the new initiatives of fostering the concept of "Walk in HK"; assisting in formulating and devel oping the walk ability policy; conducting studies to improve the walking environment in Hong Kong

回顧過去五十年的運輸發展
REVIEW OF 50 YEARS OF TRANSPORT DEVELOPMENT

運輸基建策劃

香港是世界上最人煙稠密的城市之一。社會和經濟發展、人口增長、城市擴展，以及日益頻繁的跨界活動，都對香港的運輸系統構成嚴峻考驗。為確保交通暢順，便利市民往來各地，推動貨物迅速運輸快捷，運輸署必須審慎規劃、協調和管理交通運輸。本章節會穿越時空，回到 1960 年代，看看過去 50 年的運輸策劃，如何促成香港目前便捷的運輸系統。

早期的運輸策劃工作

政府早於 1968 年完成了長期道路研究，探討直至 1986 年的道路網發展需要，並就建議的道路基礎建設，擬備分期建造計劃。該項研究根據過往經驗和預計土地用途的發展模式，擬訂了未來的道路網。到 1970 年代初期，香港的經濟發展、房屋計劃及新界的人口增長，與較早時候預計的顯著不同，因此，政府確認必須推行整體運輸研究。

整體運輸研究

1973 年，運輸署委聘顧問進行第一次整體運輸研究，目的是為香港制訂協調得宜的運輸投資計劃及政策，研究範圍包括道路網及公共運輸網；並透過一系列調查，制訂整體運輸模型及其所需的數據。這個電腦模型能夠基於人口及就業分佈、土地用途、家庭收入、經濟增長、交通及運輸系統、出行習慣等數據，模擬香港非常複雜的交通需求，並運算在不同情景下交通及運輸系統的量化數據。第一次整體運輸研究於 1976 年完成，結果聚焦在策劃拓建道路及鐵路網絡，以配合未來土地發展，亦為 1979 年第一份運輸政策白皮書《保持水陸運輸暢通》奠定了基礎。

過往的整體運輸研究報告及相關運輸政策
Past CTS reports and related transport policies

TRANSPORT INFRASTRUCTURE PLANNING

Hong Kong is one of the most densely populated cities in the world. The city's socio-economic development, population growth, urban expansion and increasing cross-boundary activities have been making heavy demands on the transport system. Careful planning, coordination and management of traffic and transport by the Transport Department ("TD") are needed to ensure smooth traffic and facilitate the efficient movement of people and goods. This chapter will bring you through a time tunnel to the 1960s and take a look at how our transport planning in the past 50 years has contributed to the development of an efficient transport system in Hong Kong.

Early efforts on transport planning

Completed in 1968, the Long Term Road Study examined the need for road network development up to the design year 1986, and prepared a programme for the staged implementation of the proposed road infrastructure based on past experience and projected land use development patterns. In the early 1970s, Hong Kong's economic development, housing programme and population growth in the New Territories experienced significant unforeseen changes, making it necessary for the Government to initiate a comprehensive transport study.

Comprehensive Transport Study

In 1973, the TD engaged a consultant to conduct the first Comprehensive Transport Study ("CTS") with the objective of formulating a coherent set of transport investment programmes and policies for Hong Kong, covering both road and public transport networks. A series of surveys were undertaken to provide data for developing a comprehensive transport model capable of simulating Hong Kong's very complex travel demand relationships under different scenarios of population and employment distribution, land use, household income, economic growth, traffic and transport systems, travel characteristics and so forth. The first CTS was completed in 1976, focusing on the planning of a road and railway network that would complement future land development, and laying the groundwork for the preparation of the first White Paper on Transport Policy entitled "Keeping Hong Kong Moving" in 1979.

In the early 1980s, realising that traffic demand was a direct result of the interaction of both land use and transport developments, and that these resources imposed a severe limit on the development of Hong Kong's transport system, the TD launched the Second CTS ("CTS-2") in 1986 to review and appraise transport investment and policy options for the period up to 2001. Taking as input the land use development strategy recommended by the then Territorial Development Strategy, and integrating land use and transport planning, CTS-2 determined an implementation programme of transport infrastructure and policies to cope with the forecast travel demand, taking account of the likely financial constraints. The study was completed in 1989, putting forward recommendations on the development of an ancillary transport infrastructure network for the relocation of Kai Tak Airport to Chek Lap Kok. The study results also formed the basis of the second White Paper on Transport Policy entitled "Moving into the 21st Century" which was published in 1990.

1980 年代初期，政府了解到交通需求源於土地用途與運輸發展的相互作用，亦明白資源限制了香港運輸系統的發展。運輸署於是在 1986 年展開第二次整體運輸研究，以檢討和評估直至 2001 年可供選擇的運輸投資與政策方案。該項研究採納了當時《全港發展策略》報告書所建議的土地用途發展策略，將土地用途規劃及運輸策劃結合起來，並考慮到可能出現的財政限制，制訂出運輸基礎設施的實施計劃及政策，以應付預計的交通需求。研究於 1989 年完成，主要就遷移啓德機場至赤鱲角作出運輸基建網絡配套的建議。研究結果亦成為 1990 年第二份運輸政策白皮書《邁向二十一世紀》的依據。

第三次整體運輸研究於 1997 年展開，為香港制訂直至 2016 年的均衡長遠運輸策略。該項研究加插了兩個主要元素，即策略性環境評估和跨界交通的快速增長趨勢，務求配合環境以達致可持續發展，以及促進客貨運輸的流動。研究於 1999 年完成，為二十一世紀的運輸發展奠下基礎。此外，該研究為制訂同年政府發表的《邁步前進：香港長遠運輸策略》提供依據。當時的運輸策略的綱領包括：（一）更妥善融合運輸與城市規劃；（二）更充分運用鐵路，讓鐵路成為客運系統的骨幹；（三）更完善的公共交通服務和設施；（四）更廣泛運用新科技來管理交通；以及（五）更環保的運輸措施。這些大方向至今依然適用。

鐵路發展策略

鐵路能夠以極高效率運載大量的乘客往來固定的運輸交滙點；而且居民密集的市鎮也需要為負擔不起私家車或不願擁有私家車的居民提供類似鐵路的集體運輸工具。理想中的整體運輸系統，應該設有廣泛而運作妥善的鐵路網絡和足以應付需求的道路網絡，並配合適當的交通需求管理措施。

有見及此，政府在 1994 年制訂首份《鐵路發展策略》，為本地鐵路網絡的未來發展提供規劃框架，並按照不同地區的需要，提出多項策略性的鐵路構思，為香港日後的鐵路發展奠定基礎。於 2000 年發表的《鐵路發展策略 2000》，勾劃出香港鐵路網絡規劃直至 2016 年的擴展計劃，制訂全港性的鐵路發展藍圖，以期落實鐵路成為客運系統骨幹的政策。自此，本地鐵路網絡迅速擴展。

其後，政府於 2011 年至 2014 年期間進行《鐵路發展策略 2000》的檢討及修訂，審視如何最恰當地訂定香港鐵路直至 2031 年的發展藍圖，以便適時展開個別項目的相關詳細研究。

目前香港鐵路的總長度約為 230 公里，每日平均乘客量超過 550 萬人次，約佔公共交通乘客量的 43%。

全港性的交通調查

運輸署在過去 50 年不斷地進行全港性的交通調查，目的在於確保整體運輸研究模型中的數據是適時及準確的。2011 年，我們進行了名為《二零一一年交通習慣調查》及《二零一一年貨車行程特性調查》的兩項全港交通調查，旨在分別搜集有關駕駛者和乘客的出行特性資料及貨車行程特性資料，用作建立數據庫，並調校及提升整體運輸研究模型，使其更準確地估算香港人口及旅客的交通需求，並且讓政府可適時制訂運輸基建策略，以及規劃和推展道路基建項目。

The Third CTS ("CTS-3") was launched in 1997 to map out a long-term balanced transport strategy for Hong Kong until 2016. There were two new major elements included in the study, namely a strategic environmental assessment and an analysis of the rapid growth trend in cross-boundary traffic, in order to develop a transport framework that facilitated the mobility of people and goods in an environmentally sustainable manner. The study was completed in 1999, laying a foundation for transport development in the 21st Century. It also provided a basis for the policy paper on "Hong Kong Moving Ahead: A Transport Strategy for the Future" that was promulgated in the same year. The then guiding principles in formulating the transport strategy included: (1) better integration of transport and land use planning; (2) better use of railways as the backbone of our passenger transport system; (3) better public transport services and facilities; (4) better use of advanced technologies in traffic management; and (5) better environmental protection. These broad directions are still applicable today.

Railway Development Strategy

Railways can efficiently carry a large volume of passengers between various fixed transport interchanges. In densely-populated urban areas, railways also provide an essential mass transit service for residents who cannot afford or choose not to own private cars. The development of an extensive and well-developed railway network and a road network capable of coping with traffic demand will build up an ideal comprehensive transport network.

To this end, the Government formulated the first Railway Development Strategy in 1994, which provided a planning framework for the future development of the domestic railway network, putting forward a number of strategic railway proposals according to the needs of different districts and forming a basis for Hong Kong's future railway development. This was followed by the promulgation of the Railway Development Strategy 2000 in the year 2000, which mapped out a plan for the expansion of Hong Kong's railway network up to 2016 and set out a blueprint for territory-wide railway development with a view to furthering the policy of using railways as the backbone of our passenger transport system. The domestic railway network has been expanding rapidly since then.

From 2011 to 2014, the Government conducted a review and update of the Railway Development Strategy 2000 in an effort to examine how best to map out our future railway development blueprint up to 2031 to facilitate the commencement of relevant detailed studies of individual projects in a timely manner.

At present, the domestic railway network has a total length of about 230 kilometres, with average daily passenger trips of over 5.5 million, accounting for about 43% of all public transport passenger trips.

Territory-wide traffic surveys

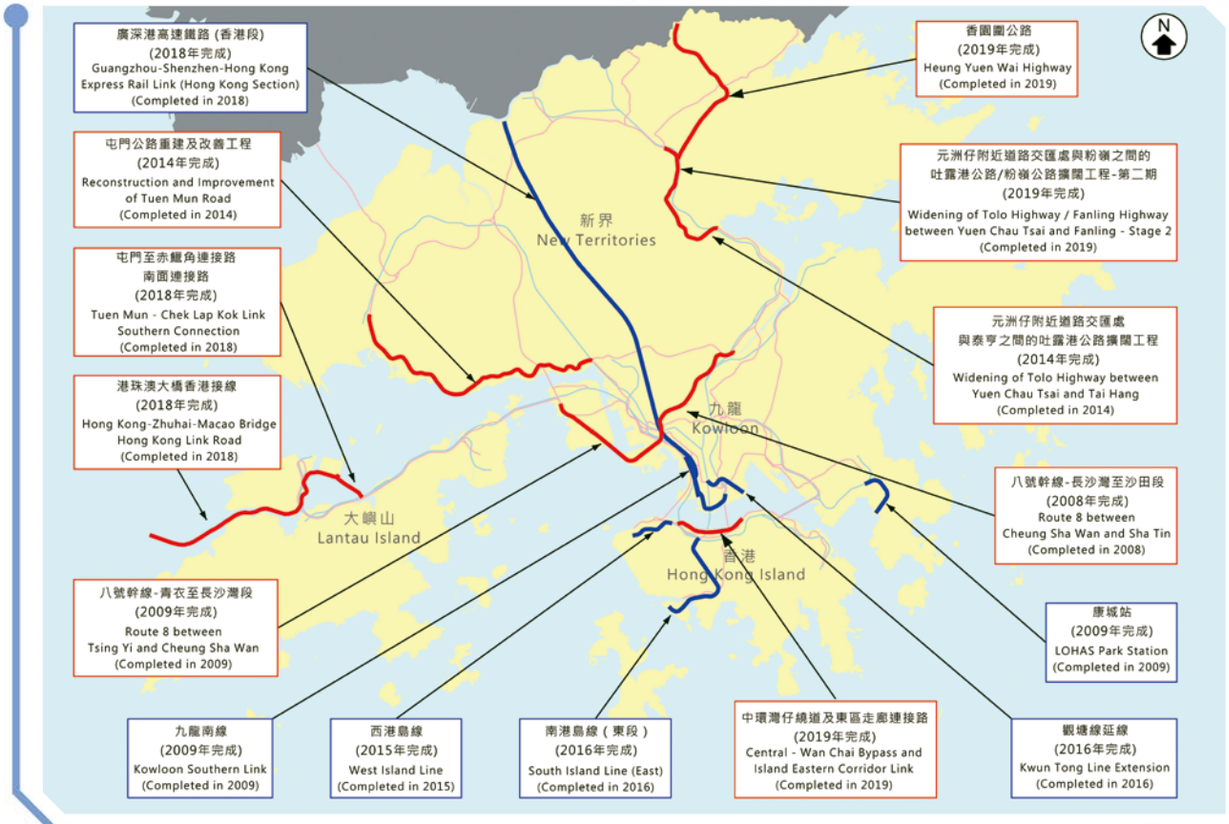
In the past 50 years, the TD has been continuously conducting territory-wide traffic surveys to ensure that the data used in the CTS model are up-to-date and accurate. In 2011, we carried out two territory-wide traffic surveys, namely the Travel Characteristics Survey 2011 and the Survey on Goods Vehicle Trip Characteristics 2011, to collect data on the trip-making characteristics of motorists and passengers, and the characteristics of goods vehicle trips respectively. These data were archived into a database for subsequent re-calibration and enhancement of the CTS model so that it could more accurately forecast the transport demand of residents and visitors. This has enabled the Government to formulate a transport infrastructure strategy and to plan and implement various road infrastructure projects in a timely manner.

運輸策劃方式

目前，運輸策劃方式分為三個層次。最高層次的策劃採用規劃署的跨界運輸數據及全港人口及就業數據矩陣，制訂全港的土地用途及交通運輸發展策略。第二層次的策劃則採用整體運輸研究模型，用以規劃全港的策略性運輸基礎設施和制訂有關政策。而第三層次的策劃會根據第二層次的結果，透過區域交通模型，探討次區域或地區性的交通狀況。

過去落成的運輸基建項目

在過去十年，多個鐵路項目相繼投入服務，包括康城站、九龍南線、西港島線、觀塘線延線、南港島線（東段）及廣深港高速鐵路（香港段）。至於其間落成的主要幹道，則包括八號幹線（長沙灣至沙田段）、八號幹線（青衣至長沙灣段）、吐露港公路 / 粉嶺公路擴闊工程、屯門公路重建及改善工程、港珠澳大橋香港接線、屯門至赤鱲角連接路（南面連接路）、香園圍公路，以及中環及灣仔繞道和東區走廊連接路。以上運輸基建項目得以按部就班推出及落成，充分體現我們的運輸策劃具前瞻性，並取得成效。



過去十年落成的鐵路及主要幹道
Railways and major roads commissioned in the past 10 years

過往的交通習慣調查研究報告
Past travel characteristics survey reports

Transport planning approach

Currently, a three-tier hierarchical approach is adopted in transport planning. The formulation of a territorial development strategy for land use and transport is at the highest level, which employs cross-boundary transport data and the Territorial Population and Employment Data Matrix compiled by the Planning Department. At the second level, the CTS model is used as a transport planning tool for the development of strategic, territory-wide transport infrastructure and policy formulation. Based on the results obtained from the CTS model, the third level planning with the aids of Base District Traffic Models then examines traffic conditions in sub-regional or local areas.

Completed transport infrastructure projects

A number of railway projects were successively commissioned in the past decade, including LOHAS Park Station, Kowloon Southern Link, West Island Line, Kwun Tong Line Extension, South Island Line (East) and Guangzhou-Shenzhen-Hong Kong Express Rail Link (Hong Kong Section). In the meantime, major road projects completed included Route 8 (between Cheung Sha Wan and Sha Tin), Route 8 (between Tsing Yi and Cheung Sha Wan), the Widening of Tolo Highway/Fanling Highway, the Reconstruction and Improvement of Tuen Mun Road, Hong Kong-Zhuhai-

八號幹線沙田嶺隧道（收費廣場）
Route 8 Sha Tin Heights Tunnel (Toll Plaza)

昂船洲大橋
Stonecutters Bridge

中環及灣仔繞道
Central-Wan Chai Bypass

總結

半世紀以來，香港的人口不斷快速增長，但可用的土地資源匱乏。由於社會持續發展、交通運輸需求殷切，土地用途和所需運輸基礎設施必須經周詳規劃，並且配合得宜，才能發揮最高的效用。一直以來，運輸署秉承專業的精神，進行了多個範疇的運輸研究，並根據最新的規劃資料及進行全港性的交通調查，預測全港的交通需求，從而提供制訂運輸策略的依據，以及規劃所需的運輸基礎設施項目。運輸署會繼續密切留意社會發展和變化，適時推展所規劃的項目，令香港的運輸基建更臻完善及更切合社會需要。

過去十年落成的港鐵站
MTR stations commissioned in the past 10 years

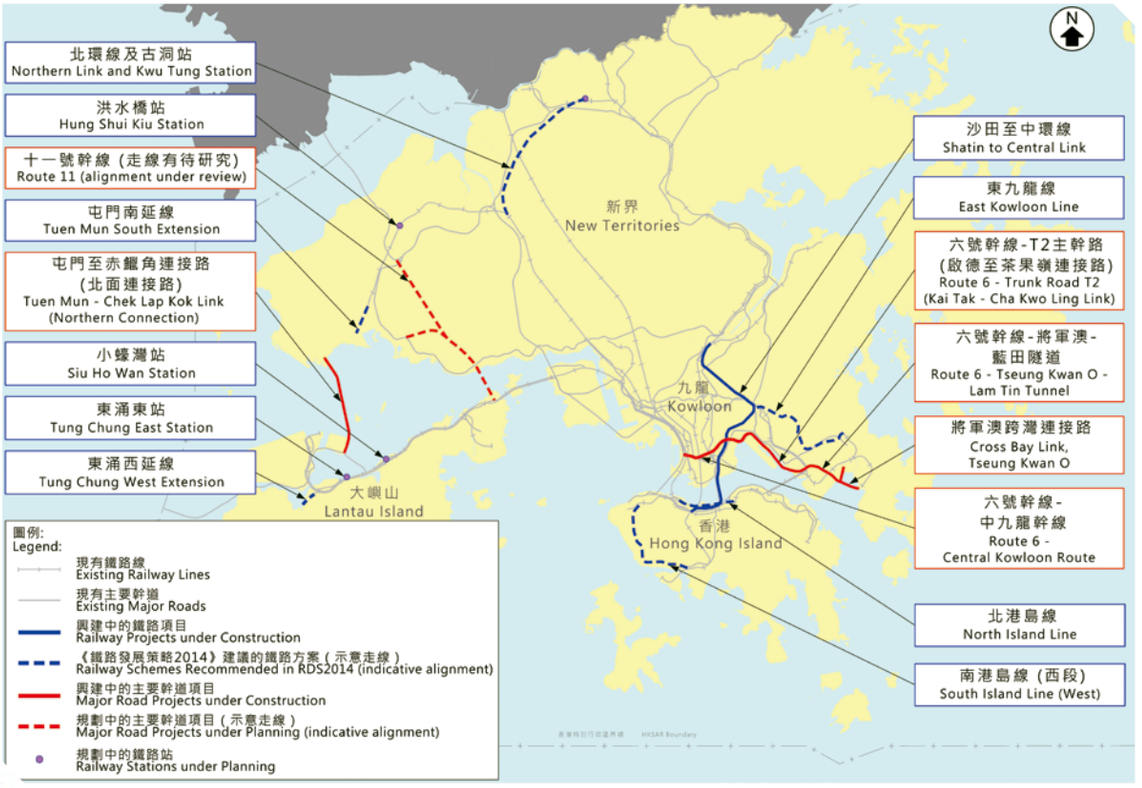
屯門公路重建及改善工程已於 2014 年完成
The Reconstruction and Improvement of Tuen Mun Road was completed in 2014

吐露港公路擴闊工程已於 2014 年 3 月完成
The Widening of Tolo Highway was completed in March 2014

Macao Bridge Hong Kong Link Road, Tuen Mun - Chek Lap Kok Link (Southern Connection), Heung Yuen Wai Highway, and Central-Wan Chai Bypass and Island Eastern Corridor Link. The successive implementation and commissioning of these transport infrastructure projects all testified to our forward-looking transport planning efforts.

Conclusion

The population in Hong Kong has been growing at an increasingly fast pace over the past 50 years, yet the land resources available have been limited. In the face of continuous social development and rising traffic and transport demand, it is important to carry out meticulous planning and foster effective coordination of land use and associated transport infrastructure in order to achieve optimum results. As part of its commitment to the highest standards of professionalism, the TD has been conducting different kinds of transport studies and territory-wide traffic surveys. The findings of these studies and surveys, together with the latest planning information, have helped us to make traffic demand forecasts for the territory, which in turn have provided a basis for formulating transport strategies and planning transport infrastructure projects. The TD will continue to keep track of social developments, and will implement planned projects in a timely manner so that Hong Kong's transport infrastructure will be continuously enhanced to better meet social needs.



現有、興建中及規劃中的
鐵路及主要幹道
Railways and major roads (existing, under construction, and under planning)

公共交通運輸服務

過去 50 年間，香港社會及經濟急速發展，人口由 1970 年約 400 萬增長至目前約 740 萬。在山多平地少的地理環境限制下，香港的可建道路空間十分有限，因此推動公共集體運輸成為城市可持續發展的關鍵。香港的公共集體運輸系統由多種公共運輸服務組成，讓市民在行車時間、收費、舒適度及服務可達性等多方面獲得廣泛選擇。香港的公共交通工具主要有鐵路、電車、巴士、公共小型巴士、的士和渡輪。自 1904 年起投入服務的電車可算是香港首項公共集體運輸工具。由第一代的單層電車發展至雙層電車，亦見證了香港公共運輸業的發展和變遷。

60 年代的專營巴士及的士
Franchised buses and taxis in the 1960s

1968-1977

香港經濟在製造業增長帶動下平穩發展，人口激增。為配合社會發展帶來的運輸需求，政府除了擴展當時主要的公共交通服務（即專營巴士和渡輪服務）外，政府自 1965 年起以招標方式簽發的士牌照（即目前的市區的士），增加的士數量；並於 1969 年決定將當時違法經營的 9 座位小型巴士合法化，以及將公共小型巴士的座位數目增加至 14 個，以輔助專營巴士服務。其後，政府在 1972 年推出專線小巴服務，鼓勵營辦商改變經營公共小型巴士的模式，行走由運輸署編定的路線及收取固定的車費。自 1976 年起，公共小型巴士的總數定為 4 350 部。

為應付來往港島及九龍的運輸需求日益增加，全港第一條過海隧道 —— 海底隧道於 1972 年正式落成，而過海專營巴士服務亦在同年開辦。自此，乘客的過海交通模式轉變，陸路交通工具逐漸取代渡海小輪，成為過海乘客的主要公共交通工具。目前渡輪主要為離島提供交通服務，其次是來往維港兩岸的服務，另外也有「街渡」服務來往乘客量稀少的偏遠島嶼。

因應新界多個大型新市鎮相繼發展，政府在 1976 年開始發出新界的士牌照，以應付偏遠地區交通需求的增長。

PUBLIC TRANSPORT SERVICES

Over the past 50 years, Hong Kong has undergone rapid social changes and economic development, with its population growing from about 4 million in 1970 to today's about 7.4 million. Given the mountainous topography and hence limited space for building roads in our city, promotion of mass public transport became the key to the city's sustainable development. The mass public transport system in Hong Kong is made up of multi-modal public transport services comprising railways, trams, buses, public light buses, taxis and ferries, providing diversified commuting choices in terms of journey times, fares, comfort and accessibility. The first mass public transport service can be traced back to 1904 when the tram service was introduced, and the conversion of its first generation single-decker fleet to double-decker fleet also exemplified the transformation of Hong Kong's public transport services.

70 年代的公共小型巴士
Public light buses in the 1970s

1968-1977

Driven by the growth of the manufacturing industry, Hong Kong's economy started to develop and its population began to grow rapidly. To meet the transport demand brought by social development, there was a need to expand the major public transport services, namely franchised bus and ferry services. To supplement franchised bus services, the Government issued taxi licences (now urban taxi licences) by public tender to increase the supply of taxis in 1965, and legalised the operation of the then-illegal 9-seat light buses with their maximum seating capacity increased to 14 in 1969. In 1972, a green minibus ("GMB") service was introduced to encourage public light bus ("PLB") operators to switch to a scheduled service mode with routes and fares regulated by the TD. The number of PLBs has been capped at 4 350 since 1976.

To meet the growing need for travel between Hong Kong Island and Kowloon, the first road harbour crossing, the Cross-Harbour Tunnel, was opened in 1972, and cross-harbour franchised bus services were introduced in the same year. This resulted in changes in the travelling patterns of passengers, with land transport gradually replacing cross-harbour ferry services as the main public transport mode for cross-harbour passengers. Today, ferries mainly provide transport services for outlying islands. There are also supplementary ferry services plying between either side of Victoria Harbour, and "kaito" services serving remote islands with fewer inhabitants.

To complement the successive large-scale new town developments in the New Territories, the Government started to issue New Territories taxi licences in 1976 to cater to the growing transport demands in remote areas.

60 年代的渡海小輪服務
Cross-harbour ferry services in the 1960s

為配合多條鐵路路線，巴士公司也開辦了多條連接鐵路站的巴士路線，擔當接駁鐵路的角色。另一方面，巴士公司在 1981 年首次使用空調雙層巴士，提升了專營巴士的服務質素。

隨著大量人口遷入新界新市鎮，繁忙時間的運輸需求激增。1982 年，新的《道路交通條例》引進了客運牌照制度，准許非專營巴士作為輔助的交通工具，提供多樣化的服務，例如服務酒店、學校、旅客、僱員及地區居民的巴士，以紓緩市民在繁忙時間對專營巴士及鐵路服務的需求。

1978-1987

隨著大量人口陸續遷入荃灣、沙田及屯門等多個新市鎮，加上多條隧道及高速公路相繼開通，包括獅子山隧道雙管道（1978 年）、屯門公路（1978 年）、香港仔隧道（1982 年）、啟德隧道（1982 年）、吐露港公路（1985 年）及粉嶺公路（1987 年）等。期間巴士公司迅速擴展專營巴士服務至新界多個地區，並開辦了多條長途專營巴士路線，連接新市鎮與市區。

儘管專營巴士服務快速增長，然而面對城市急速發展，興建載客量更高及服務更穩定可靠的鐵路系統，自然成為當時政府發展公共運輸服務的重點策略。地下鐵路觀塘線在 1979 年開始分階段投入服務，而荃灣線及港島線亦分別於 1983 及 1985 年啟用，連接當時全港所有重要工商業區。香港集體運輸系統的運載能力在此十年間以前所未有的速度提升。

獅子山隧道
Lion Rock Tunnel

1978-1987

This period saw a massive population intake in new towns such as Tsuen Wan, Sha Tin and Tuen Mun, along with successive commissioning of a number of tunnels and expressways, including the two-tube Lion Rock Tunnel (1978), Tuen Mun Road (1978), Aberdeen Tunnel (1982), Kai Tak Tunnel (1982), Tolo Highway (1985) and Fanling Highway (1987). In tandem with these developments, bus companies swiftly responded by extending their franchised bus services to numerous places in the New Territories, and introducing multiple long-haul franchised bus routes to link up new towns and urban areas.

香港仔隧道
Aberdeen Tunnel

地鐵第一班列車
First MTR passenger train

Despite rapid growth in franchised bus servies, the fast pace of urban development called for the construction of a high-capacity, more reliable and stable railway network as the focus of the Government in its effort to develop public transport services. The Mass Transit Railway ("MTR") Kwun Tong Line was commissioned in phases starting from 1979, while the MTR Tsuen Wan Line and Island Line came into service in 1983 and 1985 respectively. They provided an essential transport link among the then-industrial and commercial nodes in Hong Kong. Over a period of ten years, the carrying capacity of the mass transport system has been boosted at an unprecedented speed. To tie in with the commissioning of different rail lines, bus companies introduced numerous feeder bus routes connecting to the railway network. Air-conditioned double-decker buses were also introduced to enhance the franchised bus service in 1981.

To cope with an upsurge in the transport demand in the new towns of the New Territories during peak hours as a result of rapid population growth in these areas, the Road Traffic Ordinance was amended in 1982. It provided for a passenger service licence regime which allowed non-franchised buses to play the role of a supplementary transport mode offering an array of transport services for hotels, schools, tourists, and employee and resident services. This eased the passenger demand for franchised bus and railway services during peak hours.

1988-1997

因應新界新市鎮人口持續上升，政府繼續致力強化屯門、元朗、沙田等新市鎮的公共交通服務。1988 年，輕便鐵路在屯門區及元朗區啟用，並於 1993 年擴充服務範圍至天水圍，以配合天水圍的發展。至於新界東，配合城門隧道、將軍澳隧道及大老山隧道於 1990 至 1991 年開通，巴士公司開辦了更多長途直達的專營巴士路線，大大加強新界東新市鎮對外的交通連接。此外，因應香港社會發展，1988 年公共小型巴士的座位上限由 14 個增加至 16 個。

隨著 1989 年東區海底隧道啟用及 1997 年西區海底隧道開通，巴士公司開辦了更多過海隧道巴士路線，為不同地區（尤其是新市鎮）提供更快捷、直接的過海巴士服務。由於過海巴士服務的覆蓋範圍不斷擴闊，港內的過海渡輪服務逐漸式微。

東區海底隧道
Eastern Harbour Crossing

80 年代的輕鐵列車
A Light Rail Vehicle in the 1980s

1998-2007

為配合香港國際機場在 1998 年遷往赤鱲角，多項大型運輸基建項目相繼落成。青嶼幹線在 1997 年通車，而汀九橋及三號幹線（郊野公園段）亦於 1998 年開放使用。道路網絡開通後，多條服務北大嶼山及赤鱲角機場的專營巴士路線自 1997 年起投入服務。隨著地下鐵路機場快線及東涌線在 1998 年開始營運，連接新機場的運輸系統大致完成。

鐵路方面，地下鐵路將軍澳線於 2002 年啟用，加上九廣鐵路西鐵線及馬鞍山線分別於 2003 年和 2004 年啟用，以往新界東及新界西的偏遠區域已得到鐵路覆蓋，公共運輸服務的運載能力顯著提高。2007 年，地下鐵路與九廣鐵路合併為港鐵，加強了鐵路網絡的優勢。

1988-1997

In response to the continuous population growth in new towns in the New Territories, the Government made sustained efforts to strengthen the public transport services in new towns such as Tuen Mun, Yuen Long and Sha Tin. The Light Rail Transit ("LRT") system serving Tuen Mun and Yuen Long commenced operation in 1988, and its catchment area was extended to Tin Shui Wai in 1993 to support the development there. As for the New Territories East, to tie in with the opening of the Shing Mun Tunnels, Tseung Kwan O Tunnel and Tate's Cairn Tunnel in 1990-1991, bus companies introduced more direct long-haul franchised bus routes, which significantly enhanced the external connectivity of the new towns in New Territories East. In 1988, the maximum seating capacity of public light buses was increased from 14 to 16 to take account of social and trade developments.

西區海底隧道
Western Harbour Crossing

With the commissioning of the Eastern Harbour Crossing in 1989 and the Western Harbour Crossing in 1997, even more cross-harbour routes were introduced by bus companies to provide faster and direct cross-harbour bus services for various districts (in particular new towns). The continuous extension of the coverage of cross-harbour bus services corresponded with a gradual decline in inner-harbour ferry services.

1998-2007

To tie in with the relocation of Hong Kong International Airport to Chek Lap Kok in 1998, a number of major transport infrastructure projects were successively completed. Following the commissioning of the Lantau Link in 1997, the Ting Kau Bridge and Route 3 (Country Park Section) were opened for public use in 1998, enabling numerous franchised bus routes serving North Lantau and the airport in Chek Lap Kok came into service since 1997. The MTR Airport Express Line and MTR Tung Chung Line also commenced operation in 1998. These infrastructures substantially comprise the transport system connecting to the new airport.

On railway development, upon the commissioning of the MTR Tseung Kwan O Line in 2002, the Kowloon-Canton Railway ("KCR") West Rail Line in 2003, and the KCR Ma On Shan Line in 2004, formerly remote areas in the New Territories East and New Territories West became covered by the railway network, giving a further boost to the capacity of the public transport network. The merger of MTR and KCR in 2007 further consolidated the advantages of the railway network.

由於跨境運輸日益重要，為便利跨境車輛使用連接邊境管制站的封閉道路，自 2002 年起，運輸署發出跨境車輛的「封閉道路通行許可證」。2007 年，深圳灣口岸啟用，香港與內地的跨境交通服務漸趨頻繁。運輸署與內地有關部門會因應各口岸的交通流量及處理能力，不時檢討各種跨境車輛的安排，滿足跨境交通服務需求，以及完善口岸設施，令跨境旅客可享有便捷的跨境公共交通服務。

青馬控制中心
Control centre of the Tsing Ma Control Area

青馬大橋
Tsing Ma Bridge

青馬大橋、汲水門大橋
Tsing Ma Bridge and Kap Shui Mun Bridge

機場快線列車
Airport Express train

In view of the increasing significance of cross-boundary transport, the TD started to issue "closed road permits" for cross-boundary vehicles in 2002 to facilitate the use of closed roads by cross-boundary vehicles for access to boundary control points. Since the opening of Shenzhen Bay Port in 2007, cross-boundary transport services between Hong Kong and the Mainland have become increasingly frequent. Having regard to traffic flows and the handling capacity of various control points, the TD and relevant Mainland authorities have been reviewing the arrangements for various types of cross-boundary vehicles from time to time in order to cater for the demand for cross-boundary transport services and to improve port facilities, so that cross-boundary visitors can enjoy efficient cross-boundary public transport services.

青嶼幹線
The Lantau Link

2008-2017

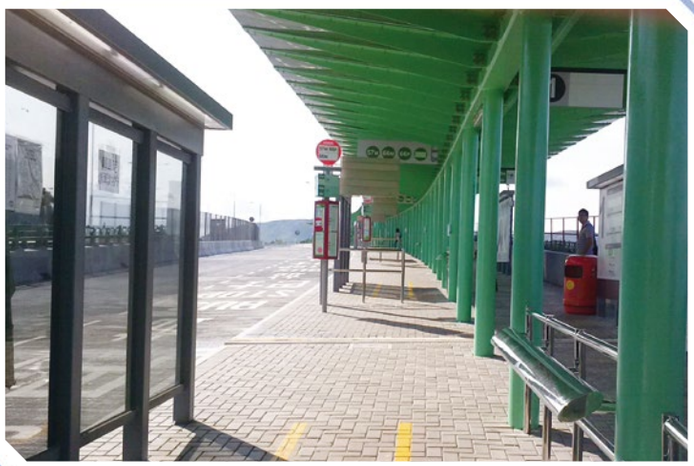
建基於以鐵路為骨幹的運輸政策，鐵路於 2008 年起取代專營巴士，成為全港載客人次最高的公共交通工具。過去十年，香港的鐵路覆蓋範圍持續擴展。2009 年，西鐵線由南昌延長至紅磡，自此東鐵線、西鐵線的乘客可於紅磡站同站轉乘。在西港島線 2014 年通車及觀塘延線和南港島線（東段）2016 年啓用後，鐵路服務已涵蓋全港 18 區。

鐵路網絡擴張為專營巴士的營運帶來挑戰提高營運效益成為整個巴士行業可持續發展的關鍵。當新鐵路開通後，運輸署會因應新鐵路對其他公共運輸服務的影響而調整相關公共運輸服務的安排。同時運輸署亦會每年透過《巴士路線計劃》優化巴士網絡及服務水平。除此以外，於 2013 至 2015 年間，運輸署先後於屯門、北區、大埔、沙田、元朗、青衣、九龍區以「區域性模式」推行大規模的巴士服務重組，以提升專營巴士的整體營運效率。

西鐵天水圍站
Tin Shui Wai Station on the West Rail Line

因應鐵路發展對其他公共交通工具的影響，運輸及房屋局於 2014 至 2017 年進行《公共交通策略研究》，檢視各種重鐵以外的公共交通服務的角色定位，為香港未來的公共運輸發展制訂方向。按照是次研究的結果，的士繼續為乘客提供個人化點對點交通服務。而 2017 年起，公共小型巴士的座位上限由 16 個進一步增加至 19 個，進一步滿足乘客的需求。

展望將來，公共運輸會繼續為香港的發展擔當舉足輕重的角色。運輸署會在過往 50 年成功的基礎上，把握機遇，繼續完善香港的公共運輸系統。



屯門公路巴士轉乘站
Bus-Bus Interchanges on Tuen Mun Road

2008-2017

Under the transport policy of making railway as the backbone of our public transport system, railway has taken the place of franchised buses as the public transport mode with the highest patronage since 2008. Over the past 10 years, railway coverage across the territory has been continuously expanding. The extension of the West Rail Line from Nam Cheong to Hung Hom in 2009 enabled passengers to interchange at Hung Hom Station between the East Rail Line and West Rail Line. Upon the commissioning of the West Island Line in 2014 and the Kwun Tong Line Extension and South Island Line (East) in 2016, all of Hong Kong's 18 districts have been brought into railway catchment areas.

The expansion of the railway network has inevitably posed a challenge to the operation of franchised buses. Enhancing the operational efficiency of franchised buses has become the key to the sustained development of the bus trade as a whole. As and when a new rail line comes into service, the TD will arrange for a reorganisation of the affected public transport services. The TD also seeks to enhance the bus network and its service level through the annual Route Planning Programmes. During the period from 2013 to 2015, the TD pursued large-scale bus route rationalisation based on an Area Approach for Tuen Mun, North District, Tai Po, Sha Tin, Yuen Long, Tsing Yi and Kowloon to enhance the overall operational efficiency of franchised bus services.

In view of the impact of railway development on other public transport modes, the Transport and Housing Bureau ("THB") conducted the Public Transport Strategy Study in 2014-2017 to review the respective roles and positioning of public transport services other than heavy rail, and map out the directions for the future development of public transport in Hong Kong. The study reaffirmed the role of taxis to provide personalised and point-to-point transport services. Starting from 2017, the maximum seating capacity of public light buses has been further increased from 16 to 19 to better cater for passenger demand.

Looking ahead, public transport will continue to play a vital role in the development of Hong Kong. Building on the solid foundation laid down in the past 50 years, the TD will seize every opportunity to develop a high-quality public transport system in Hong Kong.

19 座位公共小型巴士
A 19-seat public light bus

運輸行政管理

駕駛考試及駕駛改進課程

近年市民對駕駛考試服務的體需求持續上升，由 2010 年至 2017 年，每年平均增幅約為 8%。運輸署作出了多項安排，包括優化處理駕駛考試申請的系統及增加人手，以應付需求。目前運輸署設有 17 個駕駛考試中心，過去三年處理的駕駛考試個案每年平均約 17 萬宗。

培正道駕駛考試中心
Pui Ching Road Driving Test Centre

為加強駕駛者道路安全意識及培養其良好駕駛行為，運輸署於 2002 年 9 月開始推行駕駛改進計劃，並於 2009 年 2 月推行「強制修習駕駛改進課程計劃」。此後，因干犯《道路交通條例》規定的嚴重交通違例事項而被定罪的人士，或按《道路交通（違例駕駛記分）條例》，於兩年內因所犯的交通違例事項累積分數達 10 分，便必須強制修習駕駛改進課程。由 2002 年 9 月至 2019 年 12 月，已有約 243 000 人次修讀過駕駛改進課程，其中約 230 900 人次屬強制修習。過去五年，約有 87% 修習課程的駕駛者在修畢課程後六個月內沒有再因違例駕駛而被記分數。

牌照服務

運輸署牌照事務處會根據相關法例為各類車輛提供各項牌照服務，包括車輛首次登記及領牌、取消登記、車輛過戶、續領車輛牌照，以及十多項許可證申請等，2019 年處理的車輛牌照事項超過 180 萬宗。

截至 2019 年底，香港約有 233 萬名駕駛執照持有人，而領有牌照的各類車輛達 79 萬輛。目前市民可使用運輸署提供的網上服務，方便地辦理多種駕駛考試及牌照服務申請。此外，車主只要於「我的政府一站通」訂閱「續領車輛牌照提示服務」，便可在互聯網查詢自己名下車輛牌照的屆滿日期，以及接收續領車輛牌照的提示。

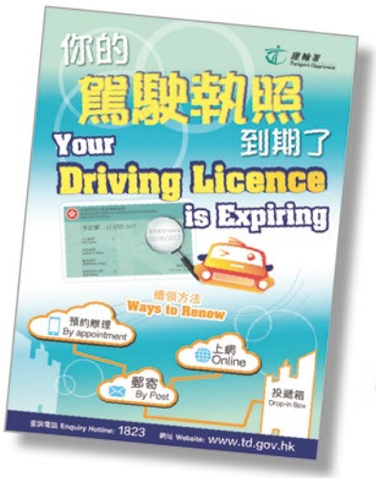
TRANSPORT ADMINISTRATION

Driving test and driving improvement course

In recent years, the public's demand for driving test services has been on the rise, with an average yearly increase of about 8% from 2010 to 2017. The TD has taken various measures to cope with the demand, including enhancing the system for processing driving test applications and increasing the manpower handling such work. At present, there are 17 driving test centres set up by the TD, handling a total of about 170 000 driving tests in each of the past three years.

To instil in drivers a stronger sense of road safety and good driving behaviour, the TD introduced the Driver Improvement Scheme in September 2002, and implemented the Mandatory Attendance of the Driving Improvement Course in February 2009. Since then, any person who is convicted of a serious traffic offence under the Road Traffic Ordinance or has accumulated 10 or more Driving-offence Points (DOPs) in respect of offences committed during a period of two years under the Road Traffic (Driving-offence Points) Ordinance is required to attend the Driving Improvement Course on a mandatory basis. From September 2002 to December 2019, a total of about 243 000 persons attended the Driving Improvement Course, of whom about 230 900 persons attended on a mandatory basis. In the past five years, about 87% of the participants did not incur new DOPs within six months of completing the course.

「強制修習駕駛改進課程」的宣傳單張
A leaflet on Mandatory Attendance of the Driving Improvement Course



提醒市民續領十年期正式駕駛的宣傳海報
A poster reminding the public to renew their ten-year full driving licences

Licensing services

The Licensing Offices of the TD provide a range of licensing services for different types of vehicles pursuant to relevant legislation. These services include the first registration and licensing of vehicles, cancellation of vehicle registration, transfer of vehicle ownership, renewal of vehicle licences, and dozens of permit applications. In 2019, the number of vehicle licence transactions handled by the TD exceeded 1.8 million.

車輛登記號碼

車輛登記號碼有悠久歷史，現行順序系列中以「AA」為字首的登記號碼，於 1956 年開始使用。自 1973 年起，傳統車輛登記號碼分為特殊登記號碼和普通登記號碼；車主可以透過運輸署舉辦的拍賣會，競投特殊登記號碼。自 1978 年起，車主更可向運輸署申請，安排心儀的普通登記號碼，透過拍賣方式分配。拍賣傳統車輛登記號碼的收益，在扣除營運開支後，會撥入香港政府獎券基金，作慈善用途。

運輸署設有四個牌照事務處，圖為位於金鐘統一中心的分處
There are four Licensing Offices under the TD, including the Licensing Office at United Centre, Admiralty, as shown below.

車輛檢驗工作
Vehicle examination in progress

車輛檢驗及類型評定服務

車輛檢驗工作旨在確保車輛適宜於道路上行走。政府規定所有公共服務車輛、商用車輛和車齡超過六年的私家車必須每年接受檢驗。檢驗主要在運輸署的四個政府驗車中心及 41 間私營指定車輛測試中心內進行。當中新九龍灣驗車中心自 1992 年起外判予私營公司營運，負責指定類型貨車及拖架的年檢工作；而指定車輛測試中心則主要負責檢驗車齡超過六年的私家車。2019 年，四個政府驗車中心及全港 41 間私營指定車輛測試中心分別檢驗了 208 000 部及 356 600 部車輛。

新車輛型號須經過運輸署的類型評定，以確保車輛符合道路交通法例及適宜於道路上行駛，完成登記及領牌工作後，有關車輛才可在香港道路上使用。2019 年，運輸署共處理了 1 100 宗類型評定。

As at end-2019, there were about 2.33 million driving licence holders and 790 000 registered vehicles in Hong Kong. At present, applications for different kinds of driving tests and licences can be made conveniently through the TD's online services. Moreover, vehicle owners may check the expiry dates of their vehicle licences and receive reminder messages for the renewal of their vehicle licences simply by subscribing to the "Reminder for Vehicle Licence Renewal" service under their "MyGovHK" accounts.

Vehicle registration marks

Vehicle registration marks have a long history, with those bearing the prefix "AA" in the current issuance system of alphabetical order dating back to 1956. Since 1973, traditional vehicle registration marks were categorised into ordinary registration marks and special registration marks, where vehicle owners may bid for special registration marks in auctions held by the TD. From 1978 onwards, vehicle owners can apply to the TD for allocation of their preferred ordinary registration marks through auctions. Proceeds raised from auctions of traditional vehicle registration marks, after deduction of operational expenses, go to the Hong Kong Government Lotteries Fund for charity.

車輛登記號碼拍賣現場
At an auction of vehicle registration marks

Vehicle examination and type approval services

Our vehicle examination service aims to ensure vehicles' roadworthiness. The Government requires all public service vehicles, commercial vehicles and private cars aged over six years old to undergo annual examinations. Vehicle examinations are mainly conducted in the four Government-owned Vehicle Examination Centres ("VECs") managed by TD and 41 privately-owned designated car testing centres ("DCTCs"). The operation of the New Kowloon Bay VEC has been outsourced to a contracted private operator since 1992 to provide annual vehicle examination services for certain types of goods vehicles and trailers, while DCTCs mainly handle vehicle examinations of private cars aged over six years old. In 2019, the four Government-owned VECs and 41 privately-owned DCTCs inspected 208 000 and 356 600 vehicles respectively.

Every new vehicle model has to undergo a type approval process by TD to ensure that the vehicle complies with road traffic laws and is roadworthy, and must subsequently be registered and licensed, before it is allowed to be used on the roads. In 2019, the TD processed a total of 1 100 applications for type approval.

為了向市民提供更佳的驗車服務，運輸署現有的九龍灣驗車中心、新九龍灣驗車中心及土瓜灣驗車中心，預算於 2021 年遷往現正興建位於青衣的運輸署車輛檢驗綜合大樓。新檢驗綜合大樓佔地約 34 050 平方米，驗車中心樓高四層，大大提升驗車的能力至每年 250 000 輛，同時亦是香港首個多層的大型驗車中心，內置全電腦化的驗車線及各種先進的驗車設備，以提高驗車的運作效率及靈活性。

運輸署車輛檢驗綜合大樓
Transport Department Vehicle Examination Complex

港珠澳巴士接受「傾斜」測試
A Hong Kong-Zuhai-Macao shuttle bus undergoing a tilt-test

東區海底隧道
Eastern Harbour Crossing

To provide better vehicle examination services for the public, the Kowloon Bay VEC, New Kowloon Bay VEC and To Kwa Wan VEC managed by the Transport Department will be relocated to the new Transport Department Vehicle Examination Complex in Tsing Yi, which will be commissioned in 2021. The new complex covers an area of about 34 050 square metres (m2) with an expanded handling capacity of 250 000 vehicles per year. It is the first large-scale multi-storey VEC building in Hong Kong, with computerised inspection lanes and advanced vehicle examination equipment, which will help enhance operational efficiency and flexibility.

龍山隧道
Lung Shan Tunnel

觀景山隧道
Scenic Hill Tunnel

Planning and management of transport facilities: Road tunnels and control areas

The management, operation and maintenance of Government-owned road tunnels and control areas are the responsibilities of private operators engaged by the Government through open

運輸設施：行車隧道及管制區

運輸署透過公開招標聘請私人服務營辦商管理、營運及維修政府擁有的行車隧道及管制區。運輸署會進行實地視察、舉行定期工作會議、季度審核營辦商提交的報告，並連同相關部門嚴格監察營辦商的表現，以確保隧道及管制區能夠安全、暢順及有效率地運作。

為配合電子交易的發展及市民廣泛應用電子收費，運輸署於 2017 年 7 月起已於各政府隧道及管制區陸續提供「停車拍卡」式電子繳費系統及設施，收取使用費；並積極研究無需停車繳費的自動收費系統模式，務求進一步改善有關範圍的交通情況。

隧道的營辦商日常工作包括：

指揮交通
Traffic control

處理緊急事故
Emergency handling

清潔隧道範圍
Tunnel cleansing

tender. The TD, in conjunction with relevant departments, strictly monitors the performance of operators through site inspections, regular working meetings and scrutiny of quarterly performance reports submitted by them to ensure that their delivery of service meets the required standard. This is essential to ensure the safe, smooth and efficient operation of the tunnels and control areas.

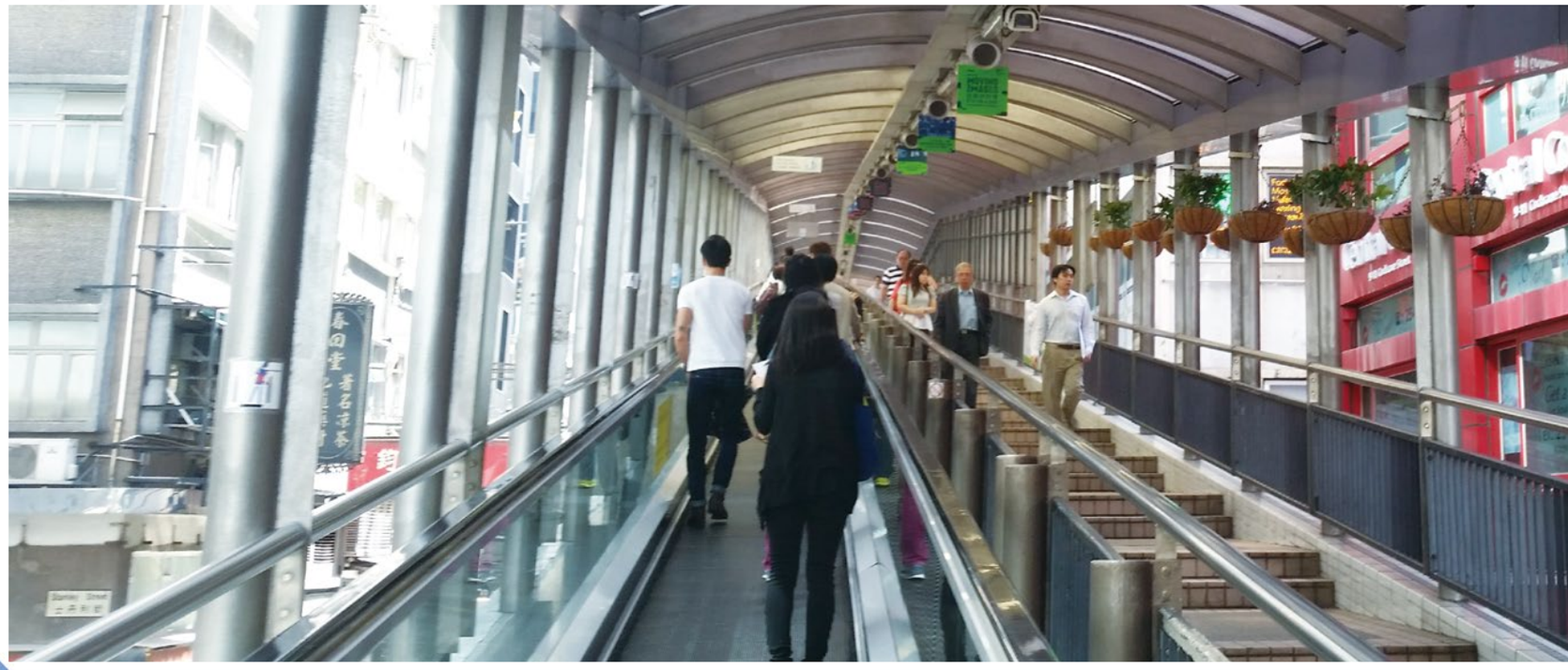
The daily work of a tunnel operator includes:

收取隧道費
Tunnel toll collection

發放實時交通訊息
Dissemination of real-time traffic information

偵測超速車輛
Detection of speeding vehicles

With the advent of electronic transactions and the growing popularity of electronic payment, the TD has successively introduced "stop-and-go" e-payment facilities at various government tunnels and control areas for toll collection since July 2017. It is actively studying the feasibility of adopting a free-flow non-stop automatic toll collection system to further improve the traffic conditions in the areas concerned.



運作中的中環至半山自動扶梯系統
The Central-Mid-Levels Escalator and Walkway System in operation

運輸設施：停車收費錶、停車場及其他運輸設施

運輸署目前轄下有 11 座多層停車場和一個露天旅遊巴士停車場，並管理 9 800 個收費錶，提供約 4 800 個私家車泊車位、700 個電單車泊車位及 18 000 個路旁泊車位。運輸署分別自 1984 年及 1994 年起將轄下停車場及停車收費錶交由私營公司負責管理、營運及維修，以確保效率。政府陸續更換政府停車場的入閘機系統。新系統會透過運輸署的流動應用程式，向駕駛者提供每個停車場的實時尚餘車位數目，方便駕駛者規劃行程。

機電工程署經運輸署委託，負責中環至半山自動扶梯系統的日常管理、營運及維修工作。自動扶梯系統自 1993 年投入運作，由 16 條可轉換行走方向的自動扶手電梯和 3 條自動行人道組成。自動扶梯系統全長約 800 米，由中環皇后大道中延伸至半山干德道。自動扶梯系統已於 2018 年開展為期四年的全面更新工程，務求提升服務水平。

本署職員會定期巡查各區的路旁停車收費錶及政府轄下停車場
TD staff regularly inspect on-street parking meters and government car parks

Planning and management of transport facilities: Parking meters, car parks and other transport facilities

There are 11 multi-storey car parks , 1 open-air coach car park and 9 800 parking meters under the management of TD, providing about 4 800 parking spaces for private cars, 700 parking spaces for motorcycles and 18 000 metered parking spaces. The TD has entrusted the management, operation and maintenance of these car parks and parking meters to private companies to enhance operational efficiency since 1984 and 1994 respectively. The Government will progressively replace the entry/exit gate systems at government car parks. These new systems will provide motorists with real-time information on the parking vacancy of each car park through TD's mobile application to help them plan their journey in advance.

The daily management, operation and maintenance of the Central-Mid-Levels Escalator and Walkway System under the TD are entrusted to the Electrical and Mechanical Services Department ("EMSD"). Opened to the public in 1993, the Central-Mid-Levels Escalator and Walkway System comprises covered walkways, 16 reversible one-way escalators and three reversible one-way travelators. The 800-metre-long Escalator System connects Queen's Road Central in Central with Conduit Road in the Mid-levels. The Escalator System has been undergoing a large-scale renovation project since 2018 for service enhancement, which shall be completed in four years' time.

交通管理

運輸署目前應用多個智能運輸系統，包括運輸資訊系統、區域交通控制系統、主要道路的交通管制及監察系統、交通及事故管理系統、行車時間顯示系統、行車速度屏、衝紅燈攝影機系統和偵察車速攝影機系統。我們未來會繼續發展新的智能運輸系統，藉此持續加強香港交通運輸系統的管理和運作，以及改善工作及規劃效率。

運輸資訊系統

「運輸資訊系統」是一個中央數據庫，用作收集、處理和發放全面的交通資料。運輸署透過「資料一線通」網站發放機器可讀格式資料，包括「智能道路網套裝」（含道路網絡、輔助交通設備圖和交通流量統計數據庫）、由安裝在香港主要道路的交通監察系統攝取的交通圖像、停車收費錶位置、「行車時間顯示系統」，以及「行車速度屏」上顯示的信息，讓市民發揮創意，自行應用各項資料。

TRAFFIC MANAGEMENT

We employ various Intelligent Transport Systems ("ITSs") in our daily operation. These include the Transport Information System, the Area Traffic Control System, the Traffic Control and Surveillance Systems installed on major roads, the Traffic and Incident Management System, the Journey Time Indication System, Speed Map Panels, the Red Light Camera System, and the Speed Enforcement Camera System. We will continue to develop new ITSs to enhance the management and operation of the transport system and to improve work and planning efficiency.

Transport Information System

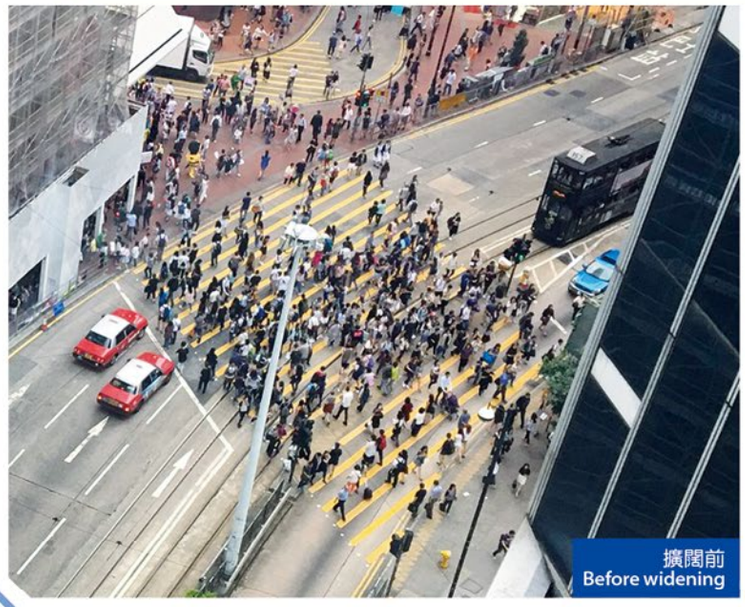
The Transport Information System (TIS) is a centralised data warehouse for the collection, processing and dissemination of comprehensive transport information. The TD disseminates transport information in machine-readable formats through the Government information portal "data.gov.hk". Such information includes the Intelligent Road Network Packages (viz. Road Network, Traffic Aids Drawings and Traffic Flow Census datasets), traffic images captured by traffic surveillance systems installed on strategic roads across the territory, locations of metered parking spaces, as well as messages displayed on the Journey Time Indication System and Speed Map Panels. The opening up of data will facilitate innovative use of the information at the community level.

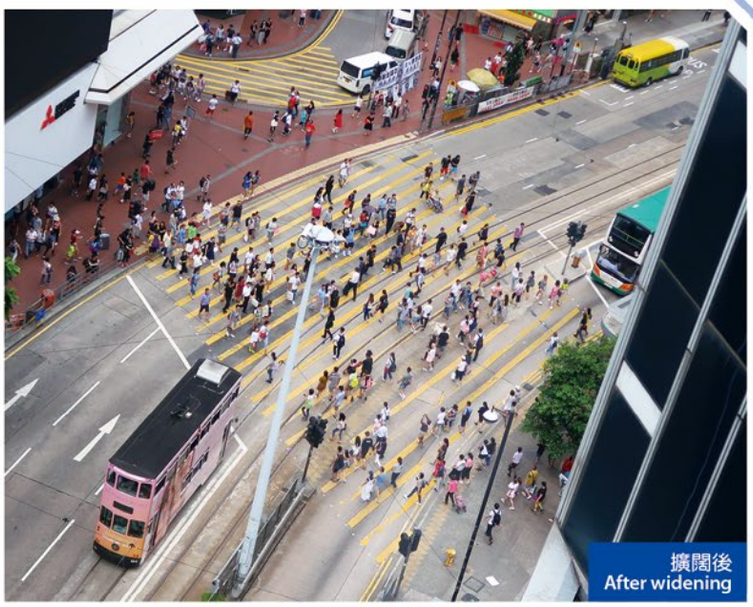
「區域交通控制系統」控制中心
Area Traffic Control Centre

Area Traffic Control System

The Area Traffic Control ("ATC") System, to which 98% of traffic signals are connected, serves to coordinate traffic signals to achieve smooth traffic by minimising stops of vehicles at traffic signals. It also allows the TD to manually adjust the traffic signals to cope with sudden changes in traffic conditions and facilitate swift passage of emergency vehicles through signalised junctions.

The first ATC System was introduced in 1977. As at end-2019 among the total of 1 916 signalised junctions, 1 880 are controlled by the computer-based ATC system and supported by some 800 closed circuit television ("CCTV") cameras. In the past decade, the provision of ATC-controlled traffic signals and CCTV cameras have increased by about 15% and 274% respectively. The upgrading of the control and surveillance systems in tandem with the growth in traffic flow has been conducive to maintaining the transport efficiency in the territory in the past decade.





怡和街交通燈控制行人過路處的交通優化措施
Traffic improvement measures at the signalised pedestrian crossing on Yee Wo Street

區域交通控制系統

「區域交通控制系統」已連接全港 98% 的交通燈，協調交通燈號的運作，以減少車輛在燈號前停下的次數，保持交通暢順。運輸署亦可即時調節交通燈號，以應付驟變的交通情況，以及讓緊急車輛更快通過燈號控制路口。

運輸署在 1977 年安裝第一個「區域交通控制系統」。截至 2019 年年底，全港 1 916 個裝有燈號的路口中，已有 1 880 個由電腦化的「區域交通控制系統」控制，並設約有 800 部閉路電視攝影機輔助操作。過去十年間，系統控制燈號及閉路電視攝影機的增長率分別為約 15% 和 274%。過去十年交通流量大增，有關控制及監察系統的提升有助維持區內的交通運輸效率。

交通管制及監察系統

自 1980 年代起，香港所有行車隧道及青馬管制區均設有全面的交通管制及監察設施，包括閉路電視、自動事故探測器、行車線管制燈號、可變速度限制顯示牌及可變訊息顯示牌等。此外，目前全港約有 800 部閉路電視攝影機安裝在主要路口和重要路段，攝取實時交通影像來監察交通情況，以便迅速處理交通事故。

閉路電視攝影機
CCTV camera

Traffic Control and Surveillance Systems

Since the 1980s, all road tunnels and the Tsing Ma Control Area have been equipped with comprehensive Traffic Control and Surveillance facilities, including CCTV cameras, automatic incident detectors, lane control signals, variable speed limit signs and variable message signs. There are also currently some 800 CCTV cameras installed at major road junctions and strategic road sections to capture real-time traffic images to facilitate monitoring of traffic conditions and ensure a speedy response to traffic incident.

可變訊息顯示牌及行車線管制燈號
Variable message signs and lane control signals

彌敦道交通燈控制行人過路處的交通優化措施
Traffic improvement measures at the signalised pedestrian crossing on Nathan Road

地區交通管理措施

在地區交通管理方面，運輸署持續實施交通優化措施，包括道路或路口改善工程、停車限制、輔助行人設施、檢討車速限制等，以減少交通擠塞和改善行人安全及暢達性。

每當舉行大型活動，例如香港馬拉松、電動方程式賽車及香港單車節等，運輸署會審批活動舉辦機構提交的臨時交通改道措施和交通評估報告，以確保活動順利進行，並減少對市民的影響。

交通及事故管理系統

運輸署的緊急事故交通協調中心（「協調中心」）於2000 年 5 月成立，每天 24 小時監察和處理全港交通及公共運輸事故，工作包括監察道路的交通情況、與相關部門（如警務處、消防處及路政署）及持份者（如港鐵、巴士公司及隧道營辦商）安排交通改道和應變措施，以及適時透過傳媒及其他渠道，包括手機應用程式，向公眾發放最新交通消息。

協調中心每年處理約 5 300 多宗事故。遇上突發事故（如嚴重交通運輸事故、暴雨或熱帶氣旋）及預早已安排的大型活動（如公眾遊行、新運輸基建項目落成啓用禮、大型體育或節慶活動）時，協調中心會作出跨部門高層次的督導和協調，並聯絡相關部門和持份者，以協調實施相應的緊急應變計劃，提高聯繫、溝通和決策效率。2016 年 9 月，運輸署推出一個發放特別交通消息的手機應用程式，讓市民接收最新交通情況。

為了進一步提升管理交通運輸事故及向市民發放相關資訊的效率和成效，運輸署研發的交通及事故管理系統已於 2017 年底正式投入服務。該系統具備多項功能，包括自動偵測交通事故、利用地理資訊系統尋找交通替代路線、整合交通及運輸應急計劃、向持份者提供共用交通資訊、簡化向公眾發布交通及運輸資訊的程序，以及協調現有和日後的交通管制及監察系統。

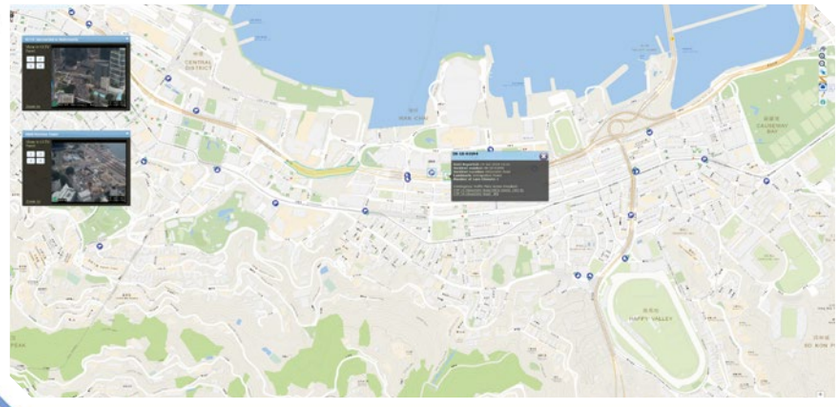
District traffic management measures

On district traffic management, the TD implements various traffic improvement measures including road or junction improvements, no-stopping restrictions, ancillary pedestrian facilities and speed limit reviews to address road congestion and improve pedestrian movements and safety.

When major events are held in Hong Kong, such as the Hong Kong Marathon, Formula E motor racing and Hong Kong Cyclothon, the TD will examine the temporary traffic diversion schemes and traffic impact assessment reports submitted by event organisers to ensure the smooth running of the events and to minimise the impact on the public.

香港馬拉松的臨時交通改道措施
Temporary traffic diversion measures for the Hong Kong Marathon

緊急事故交通協調中心每日 24 小時運作，監察和處理交通及公共運輸事故
The ETCC, operating 24 hours daily, monitors and handles traffic and public transport incidents



交通及事故管理系統提升交通事故管理工作的效率，以及簡化向公眾發布交通及運輸資訊的程序
The enhancement of the TIMS improved the efficiency of our traffic incident management work and streamlined the dissemination of traffic and transport information to the public

Traffic and Incident Management System

Set up in May 2000, the TD's Emergency Transport Coordination Centre ("ETCC") monitors and handles traffic and public transport incidents 24 hours daily. Its work includes monitoring the traffic conditions of roads, arranging for traffic diversions and contingency measures in conjunction with relevant departments (e.g. Hong Kong Police Force, Fire Services Department and Highways Department) and stakeholders (e.g. the MTR Corporation Limited, bus companies and tunnel operators), and disseminating the latest traffic information to the public in good time through the media and other channels, including mobile applications.

The ETCC handles some 5 300 incidents every year. During both the unplanned events (such as serious traffic and transport disruptions, rainstorms or tropical cyclones) and the planned events (such as public processions, commissioning of new transport infrastructure and major sports/festive events), the ETCC will provide high-level steering and co-ordination among departments, and liaise with relevant departments and stakeholders in implementing contingency measures so that higher efficiency in communication and decision-making can be achieved. In September 2016, the TD also launched a mobile application for the dissemination of special traffic news so that the public can get hold of the latest traffic situation.

The Traffic and Incident Management System ("TIMS") developed by the TD was officially put into service at end-2017 to enhance its efficiency and effectiveness, both in managing traffic and transport incidents and in disseminating traffic and transport information to the public. The TIMS has several functions including automatic incident detection, identifying alternative traffic routes using the Geographic Information System, consolidation of traffic and transport contingency plans, provision of traffic information to stakeholders, streamlining the procedures for the dissemination of traffic and transport information to the public, and coordination of existing and future traffic control and surveillance systems.

運輸署利用手機應用程式，
向公眾發放最新交通消息
The latest traffic information is disseminated to the public through a mobile application

行車時間顯示系統及行車速度屏

運輸署一直應用資訊及通訊科技，向公眾發放交通和運輸資訊，讓他們選定合適出行路線及交通模式，同時減輕交通擠塞。「行車時間顯示系統」及「行車速度屏」向駕駛者提供前方主要道路的估計行車時間和交通狀況，協助他們選定合適路線。運輸署目前有 10 組行車時間顯示系統及 5 組行車速度屏，同時計劃加設 19 組行車時間顯示系統，並改善新田公路近錦綉花園的行車速度屏，以顯示前往香港國際機場的交通狀況。上述資料亦會透過運輸署的網頁、流動應用程式和政府「資料一線通」網站發放。

行車時間顯示系統
The Journey Time Indication System

行車速度屏
A Speed Map Panel

道路安全

運輸署一直密切監察交通意外數字的趨勢，適時制訂或更新法例，並透過警方採取相關執法行動，提高道路安全水平；並且致力改善道路網絡及運輸基建設施，亦會隨著社會及技術的發展，適時檢討和更新道路規劃及設計的標準，以切合社會需要。

運輸署出版的守則
The code published by the TD

Journey Time Indication System and Speed Map Panels

We apply information and communication technology to disseminate traffic and transport information to the public to enable them to choose suitable travelling routes and modes of transport and thereby alleviate traffic congestion. The Journey Time Indication System ("JTIS") and Speed Map Panels ("SMP") provide motorists with information on the estimated journey times and traffic conditions of major roads ahead to assist them to make an informed route choice. There are currently 10 sets of journey time indicators and five sets of SMP. We plan to provide 19 new sets of journey time indicators, and to enhance an existing SMP on San Tin Highway near Fairview Park so that traffic conditions of the roads leading to the Airport can be shown. Information displayed on these JTIS and SMP will also be disseminated through the TD's website, mobile applications as well as the Government information portal "data.gov.hk".

衝紅燈攝影機
A red light camera

偵察車速攝影機
A speed enforcement camera

Road safety

The TD keeps closely monitoring accident trends, and formulates and updates legislation in a timely manner, in parallel with relevant enforcement action taken by the Police, to enhance road safety in Hong Kong. The TD has likewise spared no efforts in improving the road network and transport infrastructure. In keeping with social changes and technical developments, it continuously reviews and updates the planning and design standard of roads to meet the needs of the community.

道路安全宣傳活動
A road safety publicity event

運輸署每年會在 100 個意外較多或較嚴重的地點，進行交通意外黑點調查，歸納意外成因的共通之處，以推出相應道路改善措施；同時也會在較多交通意外事故發生的地區，進行區域安全研究，從而作出整體改善或制訂全面的交通管理計劃。

運輸署積極推行宣傳及教育，向道路使用者灌輸有關道路安全的知識及正確使用道路的態度，並向市民推廣「路上零意外 香港人人愛」這個道路安全願景及標誌。在運輸署及各方共同努力下，過去 50 年，交通意外的死亡及重傷人數已分別大幅減少七成及五成。

類比式衝紅燈攝影機及偵速攝影機分別於 1993 年及 1999 年開始在香港試用。檢討顯示，裝有攝影機地點的衝紅燈個案數目大幅減少約 43% 至 55%。至於偵速攝影機也令車速超出限制達每小時 15 公里或以上的個案數目減少 50%，導致有人受傷的交通意外數目亦減少 40%。衝紅燈攝影機和偵速攝影機的使用範圍一直逐步擴展，現在並已升級為數碼相機。截至 2019 年底，總共有 203 個衝紅燈攝影機正在運行，並且共安裝了 135 個偵速攝影機機箱。為進一步加強道路安全，運輸署正計劃擴大衝紅燈攝影機及偵速攝影機的覆蓋範圍，並已與警方開始籌備安裝新一批固定偵察車速攝影機及衝紅燈攝影機。

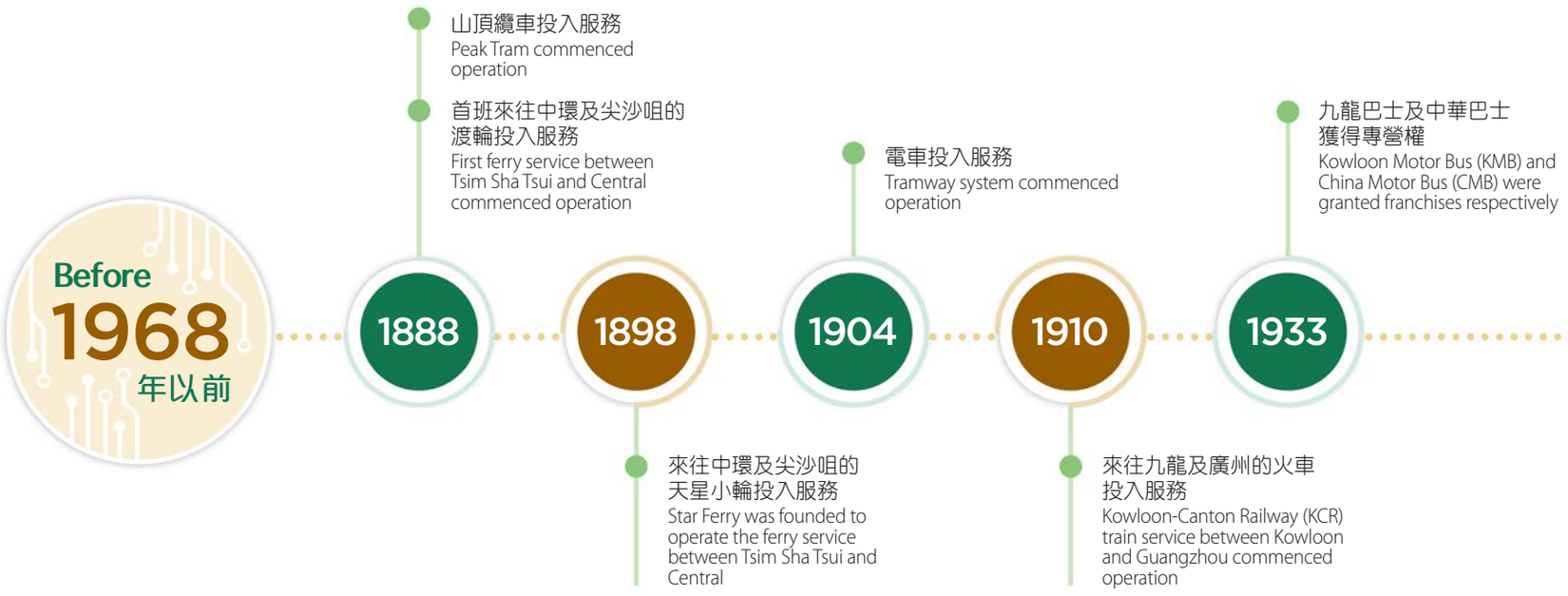
Every year, the TD selects 100 locations where the frequency or severity of traffic accidents is relatively high for detailed investigation. Depending on the pattern or common causes of accidents, corresponding road safety enhancement measures are implemented. At the same time, the TD conducts investigations in areas with more traffic accidents to formulate comprehensive improvement measures or a comprehensive traffic management scheme.

The TD actively conducts publicity and education activities to promote road safety knowledge and a proper attitude among all road users, and to promote the Road Safety Vision of "Zero Accidents on the Road, Hong Kong's Goal". Through the concerted efforts of the TD and various parties, the numbers of deaths and serious injuries in traffic accidents have been significantly reduced by 70% and 50% respectively over the past 50 years.

Analogue red light cameras ("RLCs") and speed enforcement cameras ("SEC") were introduced in Hong Kong in 1993 and 1999 respectively as trials. Review findings found that the number of red light jumping cases at locations installed with RLCs was substantially reduced by about 43% to 55%. For the SEC system, it was also shown that there was a 50% reduction in the number of vehicles in excess of the speed limit by 15 kilometres per hour, and a 40% reduction in the number of traffic accidents involving injuries. RLC and SEC systems have been expanded and upgraded in stages since then, with cameras upgraded to digital type. As at end-2019, there were a total of 203 RLCs in operation and 135 SEC housings installed. The TD plans to expand the coverage of RLC and SEC cameras to further improve road safety, and is working in collaboration with the Police to prepare for the installation of a new batch of fixed SECs and RLCs.

道路安全宣傳單張
Leaflets on road safety

運輸發展大事概覽
MAJOR EVENTS IN TRANSPORT DEVELOPMENT



● 運輸基礎建設 Transport Infrastructure
● 公共運輸 Public Transport
● 交通運輸管理 Traffic and Transport Management

1949

來往九龍及廣州的火車暫停服務
KCR train service between Kowloon and Guangzhou was suspended

九巴引進雙層巴士
Introduction of first double-deck bus by KMB

1965

交通諮詢委員會成立
The Transport Advisory Committee (TAC) was established

After 1968 年以後

1968

交通事務處（運輸署前身）成為獨立部門
The Transport Office became an independent department and renamed as the Transport Department (TD)

進行香港長期道路研究及香港集體運輸研究，勾劃出香港主要道路及集體運輸系統的發展藍圖
Hong Kong Long Term Road Study and Hong Kong Mass Transport Study were conducted, outlining the first blueprint for the development of major road and mass transport systems in Hong Kong

1969

引進公共小巴
Introduction of public light bus (PLB) services

1970s

1970

- 引進三層渡輪
  Introduction of large triple-deck ferries

1971

- 中巴實施「一人控制管理巴士」運作
  man-operated franchised bus service by CMB

1972

- 海底隧道開放通車
  Cross-Harbour Tunnel was opened
- 首條綠色專線小巴線（往山頂）開辦
  Introduction of the first green minibus (GMB) route (to the Peak)
- 過海專營巴士投入服務
  Introduction of cross-harbour franchised bus services

1973

- 新大嶼山巴士成立及獲得專營權
  New Lantao Bus Company was founded and granted a franchise
- 第一次車輛登記號碼拍賣
  First auction of vehicle registration marks

1974

- 第一代車輛牌照及駕駛執照綜合資料電腦系統啟用
  Implementation of the first generation of the Vehicles and Drivers Licensing Integrated Data (VALID) System
- 在堅道設立香港首條巴士專用線
  Introduction of the first bus-only lane on Caine Road

運輸基礎建設 Transport Infrastructure
公共運輸 Public Transport
交通運輸管理 Traffic and Transport Management

1975

- 巴士地區專營權改為路線專營權
  Bus franchise was changed from a regional basis to a route basis
- 交通事務處改名為運輸署
  The TD was renamed " 運輸署 " in Chinese

1976

- 公共小巴總數的上限固定在 4,350 部
  Total number of PLBs was capped at 4,350
- 引進新界的士
  Introduction of New Territories Taxis
- 政府第一個驗車中心在土瓜灣啟用
  Opening of the first government vehicle examination centre in To Kwa Wan
- 第二代車輛牌照及駕駛執照綜合資料電腦系統啟用
  Implementation of VALID II System
- 完成首份香港整體運輸研究
  Completion of the first Comprehensive Transport Study in Hong Kong

1977

- 首個設於九龍區的區域交通控制系統啟用
  The first Area Traffic Control System in Kowloon commenced operation

1978

- 獅子山隧道雙管通車
  Lion Rock Tunnel (second tube) was opened
- 屯門公路－香港首條高速公路分階段開放通車
  Tuen Mun Road, the first highway, was opened in phases
- 復康巴士投入服務
  Rehabus commenced operation

1979

- 地下鐵路（觀塘線）投入服務
  MTR Kwun Tong Line commenced operation
- 來往九龍及廣州的火車服務恢復
  KCR train service between Kowloon and Guangzhou resumed
- 發表首份運輸政策白皮書
  First White Paper on Transport Policy was published
- 九龍灣驗車中心啟用
  Opening of Kowloon Bay Vehicle Examination Centre

1980s

1980

- 引進空調巴士
  Introduction of air-conditioned buses
- 交通諮詢委員會轄下的交通投訴組成立
  Transport Complaints Unit (TCU) was set up under the TAC

1982

- 香港仔隧道開放通車
  Aberdeen Tunnel was opened
- 啟德隧道開放通車
  Kai Tak Tunnel was opened
- 地下鐵路（荃灣線）投入服務
  MTR Tsuen Wan Line commenced operation
- 居民巴士投入服務
  Residents' Services were introduced
- 首個九龍區閉路電視攝影機系統啟用
  First Closed Circuit Television System in Kowloon commenced operation
- 區域交通控制系統擴展到香港島
  Extension of Area Traffic Control System to Hong Kong Island

1983

- 引進大嶼山的士
  Introduction of Lantau taxis
- 九廣鐵路全面電氣化
  Full electrification of KCR train service
- 上葵涌驗車中心啟用
  Opening of Sheung Kwai Chung Vehicle Examination Centre

1984

- 交通諮詢委員會檢討的士政策
  Taxi Policy Review was conducted by the TAC
- 引進客運營業證
  Introduction of the Passenger Service Licence
- 委託私營承辦商經營及管理政府停車場
  Contracting out of the management and operation of government car parks to private operators

● 運輸基礎建設 Transport Infrastructure
● 公共運輸 Public Transport
● 交通運輸管理 Traffic and Transport Management

1985

- 沙頭角邊境通道啟用
  Sha Tau Kok Border Crossing was opened
- 吐露港公路啟用
  Tolo Highway was opened
- 地下鐵路（港島線）投入服務
  MTR Island Line commenced operation

1987

- 粉嶺公路啟用
  Fanling Highway was opened
- 九廣鐵路接駁巴士投入服務
  KCR feeder bus services commenced operation

1988

- 輕便鐵路投入服務
  Light Rail Transit commenced operation
- 公共小巴由 14 座位增至 16 座位
  Seating capacity of PLBs increased from 14 to 16

1989

- 東區海底隧道開放通車
  Eastern Harbour Crossing was opened
- 通往深圳皇崗的落馬洲邊境通道落成
  Lok Ma Chau Border Crossing to Shenzhen (Huanggang) was completed
- 山頂纜車實施現代化
  Overhauling and modernisation of the Peak Tram
- 完成第二次香港整體運輸研究
  Completion of the second Comprehensive Transport Study in Hong Kong

1990s

1990

- 城門隧道開放通車
  Shing Mun Tunnels were opened
- 將軍澳隧道開放通車
  Tseung Kwan O Tunnel was opened
- 在城門隧道設立巴士轉車站
  Shing Mun Tunnels Bus Interchange was set up
- 發表第二份運輸政策白皮書「邁向廿一世紀」
  Second White Paper on Transport Policy entitled "Moving into the 21st Century" was published

1991

- 大老山隧道開放通車
  Tate's Cairn Tunnel was opened
- 首次委託私營承辦商負責管理、營運及維修政府隧道，對象為香港仔隧道
  Contracting out of the management, operation and maintenance of Aberdeen Tunnel (the first such contract for a government tunnel)
- 第三代車輛牌照及駕駛執照綜合資料電腦系統啟用
  Implementation of VALID III System

1992

- 城巴首次獲得巴士專營權
  Citybus was granted its first franchise
- 委託私營承辦商負責管理及營運新九龍灣驗車中心及拖架檢驗中心
  Contracting out of the management and operation of the New Kowloon Bay Vehicle Examination Centre to a private operator

1993

- 中環至半山自動扶梯系統落成啟用
  The Central-Mid-Levels Escalator and Walkway System commenced operation
- 首個自動繳費系統獲准在香港仔隧道使用
  First automatic toll collection system was introduced at Aberdeen Tunnel

1994

- 交通諮詢委員會檢討的士政策
  Taxi Policy Review was conducted by the TAC
- 委託私營承辦商管理及營運停車收費錶
  Contracting out of the management and operation of parking meters to private operators

1995

- 城巴接辦中巴在港島的 14 條巴士線
  Citybus took over from CMB 14 bus routes on Hong Kong Island
- 在屯門公路裝設的首個公路閉路電視監察系統啟用
  First highway closed circuit television (CCTV) system on Tuen Mun Road commenced operation
- 在屯門公路設立巴士專用線
  Introduction of the bus-only lane on Tuen Mun Road
- 區域交通控制系統擴展到東九龍
  Extension of the Area Traffic Control System to East Kowloon

1996

- 引進首部輪椅人士適用的單層巴士
  Introduction of the first wheelchair-accessible single-deck bus
- 城巴及龍運巴士獲得專營權，營運大嶼山北部及赤鱲角機場對外巴士服務
  Citybus and Long Win Bus (LW) were granted franchises respectively to operate external bus services for North Lantau and Chek Lap Kok Airport

1997

- 西區海底隧道開放通車
  Western Harbour Crossing was opened
- 首條通往大嶼山的連接道路「青嶼幹線」開放通車
  Lantau Link, the first external road link to Lantau, was opened
- 青葵公路及北大嶼山公路開放通車
  Tsing Kwai Highway and North Lantau Highway were opened
- 行走落馬洲與皇崗之間的過境穿梭巴士投入服務
  Introduction of a cross-boundary shuttle bus service between Lok Ma Chau and Huanggang
- 推行石油氣的士試驗計劃
  Implementation of the LPG Taxi Trial Scheme
- 引進首部輪椅人士適用的雙層巴士
  Introduction of the first wheelchair-accessible double-deck bus
- 「八達通」繳費系統投入服務
  Introduction of the "Octopus" fare collection system
- 首個「泊車轉乘」試驗計劃在上水推行
  First Park and Ride Scheme was put on trial in Sheung Shui
- 開始簽發 10 年有效期的駕駛執照
  Introduction of 10-year driving licences

1998

- 汀九橋及三號幹線（郊野公園段）開放通車
  Ting Kau Bridge and Route 3 (Country Park Section) were opened
- 地下鐵路機場快線投入服務
  MTR Airport Express commenced operation
- 中巴的專營權終止，新世界第一巴士有限公司獲專營權經營巴士服務
  CMB's franchise expired and New World First Bus was granted a franchise to operate bus services
- 香港油蘇地小輪停辦所有汽車渡輪服務
  Hongkong and Yaumati Ferry Company (HYF) withdrew all cross-harbour vehicular ferry services
- 交通諮詢委員會檢討的士發牌制度
  Review on the Taxi Licensing System was conducted by the TAC
- 引進電子停車收費錶，並推行以「易泊卡」繳付泊車
  Introduction of electronic parking meters and e-Park card for parking fee payment
- 區域交通控制系統擴展到荃灣及沙田
  Extension of the Area Traffic Control System to Tsuen Wan and Sha Tin

1999

- 紅磡繞道及公主道連接道路開放通車
  Hung Hom Bypass and Princess Margaret Road Link were opened
- 發表「邁步前進：香港長遠運輸策略」
  Publication of "Hong Kong Moving Ahead: A Transport Strategy for the Future"
- 香港油蘇地小輪專營權終止，所有服務轉為持牌渡輪服務
  HYF's franchise expired and all its ferry services were changed to licensed services
- 完成第三次香港整體運輸研究
  Completion of the third Comprehensive Transport Study in Hong Kong
- 海底隧道的 30 年「建造、營運及移交」專營權終止，由政府收回，接手經營
  The 30-year "Build-Operate-Transfer" franchise of the Cross-Harbour Tunnel expired and the Tunnel was taken over by the Government

2000s

2000

- 愉景灣隧道開放通車
  Discovery Bay Tunnel Link was opened
- 新世界第一渡輪服務有限公司接辦香港油蔴地小輪的港內及港外渡輪服務
  New World First Ferry Services Ltd took over the outlying island and inner harbour ferry services from HYF
- 發表「鐵路發展政策 2000」
  Publication of Railway Development Strategy 2000
- 地鐵公司註冊為有限公司，政府出售地鐵 23% 的股份，地鐵有限公司在香港上市
  MTR Corporation was registered as a limited company and the Government sold 23% of the shares of the company, which became a listed company in Hong Kong
- 推行另類燃料小巴試驗計劃
  Trial Scheme on Alternative Fuel Light Buses was launched

2001

- 規定新登記專營巴士的廢氣排放標準須符合歐盟水平
  Newly registered franchised buses were required to comply with the latest Euro emission standards

2002

- 青衣北岸公路開放通車
  Tsing Yi North Costal Road was opened
- 地下鐵路（將軍澳線）投入服務
  MTR Tseung Kwan O Line commenced operation
- 推行更換柴油小巴資助計劃
  The Grant Scheme for Early Replacement of Diesel Light Buses was launched
- 實施駕駛改進課程
  Implementation of the Driving Improvement Course

2003

- 東區走廊改善工程完成
  Improvements to Island Eastern Corridor were completed
- 吐露港公路擴闊工程完成
  Widening of Tolo Highway was completed
- 九廣鐵路西鐵線投入服務
  KCR West Rail Line commenced operation
- 在港島設立行車時間顯示系統
  The Journey Time Indication System on Hong Kong Island was introduced
- 在全港交通燈控制過路處裝設電子行人過路發聲裝置
  Installation of electronic audible traffic signals at signal-controlled crossings throughout the territory
- 推廣「路上零意外 香港人人愛」道路安全願景
  Promotion of the Road Safety Vision – "Zero Accidents on the Road, Hong Kong's Goal"
- 推出新一代以八達通作為繳費媒介的電子停車收費錶
  Introduction of a new generation of electronic parking meters accepting Octopus cards as a payment means

2004

- 馬鞍山繞道開放通車
  Ma On Shan Bypass was opened
- 交通諮詢委員會檢討非專營巴士營運
  Review of the Regulation of Non-franchised Bus Operation was conducted by the TAC
- 立法規定小巴乘客須佩戴安全帶
  Legislation requiring PLB passengers to wear seat belts came into effect
- 九廣鐵路東鐵線伸延至尖沙咀東
  KCR East Rail Line was extended to Tsim Sha Tsui East
- 九廣鐵路馬鞍山線投入服務
  KCR Ma On Shan Line commenced operation

● 運輸基礎建設 Transport Infrastructure
● 公共運輸 Public Transport
● 交通運輸管理 Traffic and Transport Management

2005

- 地下鐵路迪士尼線投入服務
  MTR Disneyland Resort Line commenced operation
- 地下鐵路機場快線伸延至亞洲博覽館
  MTR Airport Express was extended to AsiaWorld Expo

2006

- 第一次自訂車輛登記號碼拍賣
  First auction of personalised vehicle registration marks
- 區域交通控制系統擴展至大埔及北區
  Extension of the Area Traffic Control System to Tai Po and North District

2007

- 深圳灣口岸啟用
  Shenzhen Bay Port Control Point commenced operation
- 交通諮詢委員會檢討的士政策
  Taxi Policy Review was conducted by the TAC
- 落馬洲支線及口岸投入服務
  Lok Ma Chau Spur Line and Control Point commenced operation
- 九廣鐵路公司經營的服務合併由地鐵有限公司營運，地鐵有限公司改名為香港鐵路有限公司
  MTRCL operated the KCR system upon the merger of KCR and MTR systems, with MRTCL renamed as " 香港鐵路有限公司 " in Chinese
- 第四代車輛牌照及駕駛執照綜合資料電腦系統啟用
  Implementation of VALID IV System
- 推行「更換歐盟前期及歐盟一期柴油商業車輛為新商業車輛資助計劃」
  Launch of the "To Replace Pre-Euro and Euro I Diesel Commercial Vehicles by New Commercial Vehicles Incentive Scheme"

2008

- 青沙管制區第一期（連接沙田及長沙灣）開放通車
  Stage I of the Tsing Sha Control Area (section between Sha Tin and Cheung Sha Wan) was opened
- 區域交通控制系統擴展至元朗及屯門
  Extension of the Area Traffic Control System to Yuen Long and Tuen Mun
- 規定公共小巴必須安裝速度顯示器
  Requirement for PLBs to be fitted with speed display devices was implemented

2009

- 青沙管制區第二期（連接青衣及長沙灣）開放通車
  Stage II of the Tsing Sha Control Area (section between Tsing Yi and Cheung Sha Wan) was opened
- 東涌道改善工程完成
  Improvements to Tung Chung Road were completed
- 港鐵將軍澳線康城站啟用
  LOHAS Park Station of MTR Tseung Kwan O Line was opened
- 港鐵西鐵線由南昌延伸至紅磡
  Extension of MTR West Rail Line from Nam Cheong to Hung Hom
- 推出「公共交通查詢服務」
  Public Transport Enquiry Service was launched
- 規定新登記的學生服務車輛均須安裝「保護式的座椅」
  Requirement for newly registered student service vehicles to be fitted with "safer seats" was implemented
- 實施強制修習駕駛改進課程
  Mandatory Attendance of the Driving Improvement Course was implemented

2010s

2010

- 推出「駕駛路線搜尋服務」
  Launch of the "Driving Route Search Service"
- 實施酒後駕駛三級遞進刑罰制度
  Introduction of 3-tier penalty system with a sliding scale for drink driving
- 推行「更換歐盟二期柴油商業車輛為新商業車輛資助計劃」
  Incentive Scheme for Replacing Euro II Diesel Commercial Vehicles by New Commercial Vehicles was launched

2011

- 政府開始為六條主要離島渡輪航線提供特別協助措施
  The Government started to provide Special Helping Measures for six major outlying island ferry routes
- 推出「香港乘車易」手機應用程式
  Launch of the "Hong Kong eTransport" mobile application
- 推出「單車資訊中心」網頁
  Launch of the "Cycling Information Centre" webpage
- 修訂法例打擊毒駕和藥駕
  Legislative amendment to combat drug driving

2012

- 推出「長者及合資格殘疾人士公共交通票價優惠計劃」（涵蓋港鐵、港鐵巴士及專營巴士服務（嶼巴除外））
  Introduction of the "Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities" (covering MTR, MTR bus and franchised bus services (except New Lantao Bus))
- 屯門公路巴士轉乘站（往九龍方向）啟用
  Tuen Mun Road Bus-Bus Interchange (Kowloon bound) was set up
- 規定新登記的專營巴士須符合歐盟五期的排放標準
  Requirement for all newly registered franchised buses to meet the Euro V emission standards was implemented
- 規定公共小巴司機須展示公共小巴司機證
  Requirement for every PLB driver to display a driver ID plate in the PLB was implemented
- 規定公共小巴必須安裝車速限制器，並訂立在道路上行駛的公共小巴最高車速 80 公里的限制
  Requirements for every PLB to be fitted with a speed limiter and the maximum speed at which a PLB may travel on road to be set at 80 kilometres/hour were implemented

2013

- 屯門公路轉車站（往屯門方向）啟用
  Tuen Mun Road Bus-Bus Interchange (Tuen Mun bound) was set up
- 「長者及合資格殘疾人士公共交通票價優惠計劃」擴展至嶼巴及多條渡輪航線
  Extension of the "Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities" to cover New Lantao Bus and a number of ferry routes
- 以「區域性模式」推行巴士路線重組，第一個試點為北區
  Bus route rationalisation using the Area Approach was pursued with North District as the first pilot district
- 推出「香港行車易」手機應用程式
  Launch of the "Hong Kong eRouting" mobile application
- 在新界設立行車速度屏
  Speed Map Panels in the New Territories were introduced

● 運輸基礎建設 Transport Infrastructure
● 公共運輸 Public Transport
● 交通運輸管理 Traffic and Transport Management

2014

- 屯門公路重建及改善工程完成
  Reconstruction and improvement of Tuen Mun Road was completed
- 政府公布「鐵路發展策略 2014」，勾劃出直至 2031 年重鐵網絡的發展及規劃藍圖
  The Government announced the Railway Development Strategy 2014 mapping out the development and planning blueprint of our heavy rail network up to 2031
- 港鐵西港島線通車
  MTR West Island Line commenced operation
- 展開混合動力專營巴士試驗計劃
  Trial of Hybrid Franchised Buses was launched
- 規定新登記的公共小巴必須安裝電子數據記錄儀（俗稱黑盒）
  Requirement for every newly registered PLB to be fitted with an Electronic Data Recording Device (commonly known as a blackbox) was implemented
- 推出「香港乘車易資訊站」
  Introduction of the "Hong Kong eTransport" kiosk
- 推行「強制淘汰歐盟四期以前柴油商業車輛特惠資助計劃」
  Ex-gratia Payment Scheme for Phasing Out Pre-Euro IV Diesel Commercial Vehicles was launched
- 交通諮詢委員會公布「香港道路交通擠塞研究報告」
  The TAC released the Report on Study of Road Traffic Congestion in Hong Kong

2015

- 港鐵西港島線西營盤站啟用
  Sai Ying Pun Station of MTR West Island Line commenced operation
- 「長者及合資格殘疾人士公共交通票價優惠計劃」推廣至專線小巴
  Extension of the "Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities" to cover GMBs
- 展開電動專營巴士試驗計劃
  Trial of Electric Franchised Buses was launched
- 設立專營巴士低排放區
  Franchised bus low emission zones were introduced
- 實施公共小巴司機職前課程，規定申請公共小巴駕駛執照的人士須修習並完成職前課程，才可獲發駕駛執照
  Pre-service Course for PLB Drivers was implemented, mandating applicants for a PLB driving licence to attend and complete the course before being issued a PLB driving licence

2016

- 九巴、龍運推出手機應用程式，為乘客提供實時預計巴士到站時間
  KMB and LW introduced mobile applications to provide passengers with real-time estimated arrival times of their buses
- 港鐵觀塘延線通車
  MTR Kwun Tong Line Extension commenced operation
- 港鐵南港島線（東段）通車
  MTR South Island Line (East) commenced operation
- 政府宣布資助專營巴士公司於巴士站安裝座椅及實時到站資訊顯示屏
  The Government announced providing subsidies to franchised bus companies to install seats and real-time bus arrival information display panels
- 推出「交通快訊」流動應用程式
  Launch of the "eTraffic News" mobile application
- 東區海底隧道的 30 年「建造、營運及移交」專營權終止，由政府收回，接手經營
  The 30-year "Build-Operate-Transfer" franchise of Eastern Harbour Crossing expired and the Tunnel was taken over by the Government
- 車輛登記號碼「28」以拍賣價 1,810 萬元成交，成為有史以來拍賣成交價最高的號碼
  The vehicle registration mark "28" was sold at the auction price of $18.1 million (the highest auction transaction price of a vehicle registration mark)
- 推出「大嶼山自駕遊」計劃
  Introduction of the Driving on Lantau Island Scheme

2017

- 公共小巴座位數目上限由 16 個增加至 19 個
  The maximum seating capacity of PLBs was increased from 16 to 19
- 運輸及房屋局就「公共交通策略研究」發表研究報告
  The Transport and Housing Bureau published the Report on the Public Transport Strategy Study
- 推動「香港好．易行」
  Promotion of "Walk in HK"
- 在政府收費隧道及道路設立「停車拍卡」式電子繳費設施
  Introduction of "stop-and-go" electronic payment facilities at government tolled tunnels and roads in Hong Kong
- 無人駕駛車輛首次在香港測試
  First trial of autonomous vehicles was launched in Hong Kong
- 第五代車輛牌照及駕駛執照綜合資料電腦系統啟用
  Implementation of VALID V System

2018

- 港珠澳大橋、香港接線及香港口岸啟用
  The Hong Kong-Zhuhai-Macao Bridge, Hong Kong Link Road and Hong Kong Port were opened
- 廣深港高鐵在第三季啟用
  The Guangzhou-Shenzhen-Hong Kong Express Rail Link commenced operation in the third quarter
- 推出綜合流動應用程式「香港出行易」
  Launch all-in-one mobile app "HKeMobility"
- 首部可供輪椅上落的低地台公共小巴投入服務
  The first wheelchair-accessible low-floor PLB was put into service
- 「的士服務質素委員會」成立
  Establishment of the Committee on Taxi Service Quality
- 展開為長者及殘疾人士延長行人閃動綠燈智能裝置的實地測試
  Site trials of smart devices for extending the pedestrian flashing green time for the elderly and persons with disabilities were launched
- 大老山隧道的 30 年「建造、營運及移交」專營權終止，由政府收回，接手經營
  The 30-year "Build-Operate-Transfer" franchise of Tate's Cairn Tunnel expired and the Tunnel was taken over by the Government

前瞻
LOOKING AHEAD

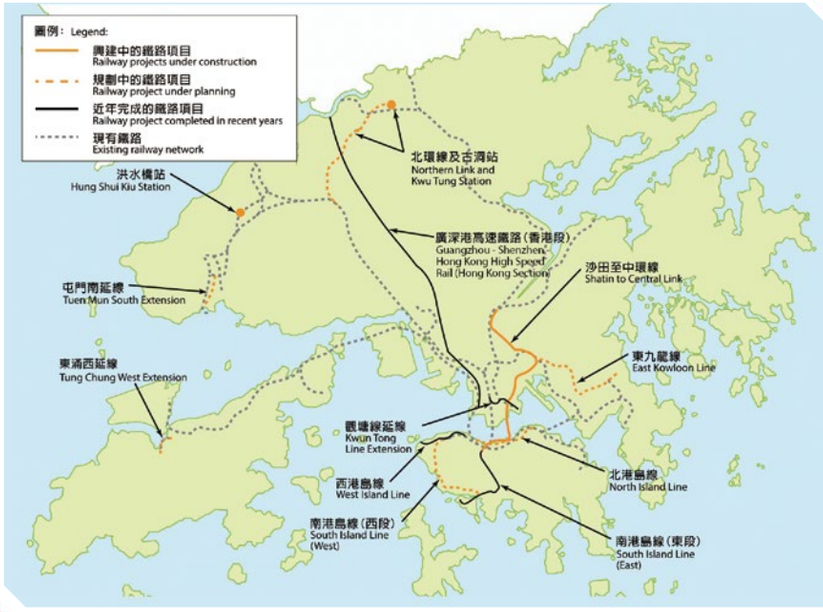
運輸道路網絡新領域

香港得以可持續發展，有賴安全、高效率、可靠和環境友善的運輸系統。交通運輸與市民生活息息相關，運輸署除了時刻全方位監察和管理交通運輸網絡，確保運作正常外，亦不斷為這網絡增值。運輸署根據最新的規劃資料和全港性交通調查結果，運用專業知識預測整體交通需求，並以前瞻視野制訂適切的運輸策略和規劃未來運輸基礎設施，以配合香港整體發展。我們在此就鐵路網絡、主要道路網絡和單車網絡三方面，重點介紹正在進行或在規劃階段的主要交通基建項目。

鐵路網絡

鐵路是公共交通系統的骨幹，每日平均載客量超過 520 萬人次，對香港經濟和社會持續發展起著關鍵作用。為了讓鐵路網絡更直接連繫全港各地，發揮更大效能，政府正全力推展沙田至中環線（沙中線），與此同時亦不遺餘力地推動香港下一階段的鐵路網絡發展。

沙中線屬策略性鐵路項目，全線長 17 公里，將連接多條現有鐵路，形成兩條策略性鐵路走廊——「東西走廊」及「南北走廊」。「東西走廊」（現名為屯馬線）經鑽石山和東南九龍，連接馬鞍山線的大圍站與西鐵線的紅磡站，讓乘客不用轉車便可到達馬鞍山至屯門各站。「南北走廊」把現有東鐵線由紅磡站延伸過海至港島的金鐘站，乘客日後可從新界東直達中區。



興建及規劃中的鐵路項目
Railway projects under construction and planning

TRANSPORT AND ROAD NETWORKS: NEW HORIZONS

A safe, efficient, reliable and environmentally-friendly transport system is instrumental in fostering the sustainable development of Hong Kong. Bearing in mind that traffic and transport are closely related to people's lives, the TD is committed to monitoring and managing the traffic and transport networks on all fronts and at all times to ensure their proper functioning while continuously adding value to the network. To this end, the TD, on the basis of the latest planning information and the findings of territory-wide traffic surveys, forecasts the overall traffic demand with its professional knowledge, and formulates the most desirable transport strategy and plans for future transport infrastructures with a forward-looking approach, in order to keep pace with the overall development of Hong Kong. In this chapter, we will outline the major traffic infrastructure projects under construction or under planning in terms of railway network, strategic road network and cycle track network.

Railway network

Railway is the backbone of the public transportation system with a daily patronage of over 5.2 million passenger trips. It plays a critical role in the sustained economic and social developments of Hong Kong. With a view to providing direct rail access across the territory, which will lead to more effective use of the railway network, the Government is pressing ahead with the construction of the Sha Tin to Central Link ("SCL"), and in parallel sparing no effort in pursuing the next stage of Hong Kong's railway network development.

The 17-kilometre SCL is a strategic railway project. It links up with a number of existing railways to form two strategic railway corridors – the "East West Corridor" and the "North South Corridor". The "East West Corridor" (currently known as the Tuen Ma Line) will connect Tai Wai Station on the Ma On Shan Rail Line with Hung Hom Station on the West Rail Line via Diamond Hill and Southeast Kowloon, allowing passengers to get to various stations between Ma On Shan and Tuen Mun without the need to interchange. The "North South Corridor" will extend the existing East Rail Line from Hung Hom Station across the harbour to Admiralty Station on Hong Kong Island, and upon completion, passengers will be able to travel directly from New Territories East to the Central District.

The SCL will provide a railway service for districts including Hin Keng, Kai Tak, To Kwa Wan and Ma Tau Wai, which are currently not covered by the railway network. It will also increase the capacity of the railway section between Sha Tin, Hung Hom and across the harbour, helping to relieve the burden on the rail lines in urban Kowloon and on Hong Kong Island.

Upon full commissioning of the SCL, it will handle 1.1 million passenger trips per day and save an average of about 75 million hours in travelling time per year.

沙田至中環線—顯徑站
The Sha Tin to Central Link – Hin Keng Station

沙中線將為多個現在並沒有鐵路網絡覆蓋的地區提供服務，包括顯徑、啟德、土瓜灣及馬頭圍。此外，沙中線將增加沙田至紅磡鐵路段及過海鐵路段的載客量，有助減輕九龍市區與港島區現有鐵路線的負荷。

當沙中線全線完成後，每日載客量將達 110 萬人次，每年平均節省交通時間約 7 500 萬小時。

展望未來，運輸署會繼續發展以公共運輸為本，並以鐵路為骨幹的客運系統。由於香港土地資源珍貴，運輸署採用綜合規劃的原則，在考慮土地用途及環境等因素後，盡量減低交通需求，把人口及就業中心在切實可行的情況下盡量拉近，並設於鐵路站附近，並且配設綜合行人設施及其他運輸接駁服務，以發揮鐵路最大的運輸效用。

發展鐵路運輸，可以疏導大量人流，有效處理香港持續發展帶來的交通需求，並可減少對路面交通的依賴，以及減低車輛造成的空氣污染。此外，發展鐵路網絡亦有助釋放鐵路沿線地區的發展潛力，帶動附近的房屋及經濟發展。為推動下一階段的鐵路發展，政府正有序地推展《鐵路發展策略 2014》建議的新鐵路項目，包括北環線及古洞站、屯門南延線、東九龍線、東涌西延線、洪水橋站、南港島線（西段）及北港島線。這些鐵路項目旨在提升現有鐵路網絡的效能、優化覆蓋範圍、紓緩潛在的鐵路樽頸，同時應付新界新發展區對鐵路服務的需要。

施工中的金鐘站擴展部分及重置後的夏慤花園
The expansion works at Admiralty Station and reprovisioning of Harcourt Garden

The TD will continue to develop a passenger transportation system centred on public transport with railway as the backbone. Given the scarce land resources in Hong Kong, the TD adopts an integrated planning approach which takes into account land-use and environmental factors to minimise the need for travel, i.e. that population and employment centres are placed as close as practicable and in the vicinity of railway stations served by integrated pedestrian systems and other transport feeder services to maximise the use of railway.

The development of railway transport will not only significantly speed up passenger flow and effectively cater to the traffic demand brought about by the continuous development of Hong Kong, but will also reduce the reliance on road-based transport and lessen vehicle-induced air pollution. Moreover, the development potential of areas along the railway lines will also be unleashed to facilitate housing and economic developments. For the next stage of railway development, the Government is currently taking forward the new railway projects under the Railway Development Strategy 2014 in an orderly manner. They include Northern Link and Kwu Tung Station, Tuen Mun South Extension, East Kowloon Line, Tung Chung West Extension, Hung Shui Kiu Station, South Island Line (West) and North Island Line. These railway projects serve to enhance the existing railway network and optimise the coverage of railway lines, provide relief to potential bottlenecks, as well as cater for the need for railway services in the new development areas in the New Territories.

主要道路網絡

因應香港的社會和經濟發展，以及交通需求變化，政府正全速推進多項大型道路基建工程，以完善本地的交通網絡，包括屯門至赤鱲角連接路、六號幹線、將軍澳跨灣連接路及十一號幹線等。

興建及規劃中的主要道路項目
Strategic road projects under construction and planning

在 2019 年初通車的中環及灣仔繞道和東區走廊連接路是港島北岸東西行策略性幹道的一部分，紓緩干諾道中、夏慤道、告士打道的交通擠塞情況，並應付預計的道路交通流量增長。

Strategic road network

In view of the social and economic development of Hong Kong as well as changes in transport demand, the Government is pressing ahead with a number of major road infrastructure projects, including the Tuen Mun-Chek Lap Kok Link, Route 6, Tseung Kwan O Cross Bay Link and Route 11, to enhance the local transport network.

《鐵路發展策略 2014》
Railway Development Strategy 2014

中環及灣仔繞道接連東區走廊鳥瞰圖
The Central-Wan Chai Bypass links up with the Island Eastern Corridor – an aerial view

中環及灣仔繞道
The Central-Wan Chai Bypass

Commissioned in early 2019, the Central-Wan Chai Bypass ("CWB") and Island Eastern Corridor Link ("IECL"), forming part of the east-west strategic route along the northern shore of Hong Kong Island to alleviate traffic congestion at Connaught Road Central, Harcourt Road and Gloucester Road, and to cater for anticipated growth in road traffic.

現正興建的屯門至赤鱲角連接路將提供一條新的策略性道路連接新界西北、港珠澳大橋香港口岸、北大嶼山和香港國際機場。新道路除起到交通分流作用，減輕北大嶼山公路、青嶼幹線及屯門公路的交通負荷外，亦提供一條連接香港國際機場的替代通道，可確保相關道路網絡暢達，鞏固香港國際機場作為國際及區域航空樞紐的地位。新道路全長約 9 公里，分為南面連接路和北面連接路兩段；南面連接路已經於 2018 年 10 月起分階段通車，北面連接路則預計於 2020 年啟用。

屯門至赤鱲角連接路—南面連接路高架路段（鳥瞰圖）
Tuen Mun-Chek Lap Kok Link – Southern Connection Viaduct Section (aerial view)

屯門至赤鱲角連接路—北面連接路（鳥瞰圖）
Tuen Mun-Chek Lap Kok Link – Northern Connection (aerial view)

六號幹線全長約 12 公里，由中九龍幹線連同啟德發展區 T2 主幹路和將軍澳—藍田隧道組成，是必要的公路基建，發揮策略性運輸功能，以支援多個新發展項目，包括：位於西九龍的西九龍文化區和廣深港高速鐵路香港段西九龍站；郵輪碼頭、啟德發展區和九龍東核心商業區，以及將軍澳的住宅 / 工業發展項目。

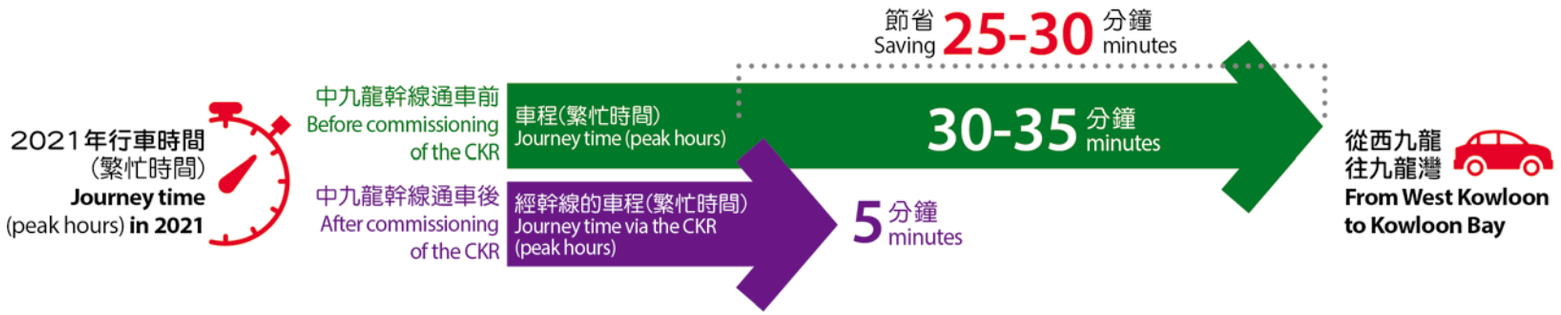
中九龍幹線連接西九龍的油麻地交匯處、九龍灣道路網，以及東九龍的啟德發展區，為九龍東、西主要幹道的交通分流，有效紓緩目前的交通擠塞問題及應付未來交通需求。通車後，預計在繁忙時間取道幹線來往西九龍與九龍灣的車程約為 5 分鐘，比沒有幹線時的車程節省約 25 分鐘。

屯門至赤鱲角連接路—北面連接路海底隧道段（鳥瞰圖）
Tuen Mun-Chek Lap Kok Link – Northern Connection Sub-sea Tunnel (aerial view)

The Tuen Mun-Chek Lap Kok Link (TM-CLKL), currently under construction, will provide a strategic link connecting the Northwest New Territories with the Hong Kong Port of the Hong Kong-Zhuhai-Macao Bridge, North Lantau and Hong Kong International Airport (HKIA). This new road link will not only help divert traffic flows to relieve the existing traffic conditions on the North Lantau Highway, Lantau Link and Tuen Mun Road, but also provide an alternative route to HKIA to ensure the accessibility of the relevant road network, thus reinforcing HKIA as an international and regional aviation hub. This new route, with a total length of about nine kilometres, consists of two sections, namely the Northern Connection and Southern Connection. The Southern Connection has been commissioned in phases starting from October 2018 and the Northern Connection is scheduled for commissioning in 2020.

Route 6 is about 12 kilometres long and comprises the Central Kowloon Route ("CKR"), the Trunk Road T2 in the Kai Tak Development ("KTD") and the Tseung Kwan O-Lam Tin Tunnel (TKO-LTT). It plays a strategic transport role by providing the essential highway infrastructure to support a number of new development projects: the West Kowloon Cultural District and the West Kowloon Station of the Hong Kong Section of the Guangzhou – Shenzhen – Hong Kong Express Rail Link, both of which are situated in West Kowloon; the Cruise Terminal; the Kai Tak Development; the Kowloon East Central Business District; and new residential and industrial developments in TKO.

The CKR will connect the Yau Ma Tei Interchange in West Kowloon with the road network at Kowloon Bay and KTD in East Kowloon, diverting traffic along the major east-west corridors in Kowloon to relieve the existing traffic congestion and cope with future traffic demand. Upon commissioning, it is estimated that the journey time between West Kowloon and Kowloon Bay via the CKR during peak hours would take around five minutes, saving about 25 minutes in comparison with the current journey time.



將軍澳跨灣連接路長約 1.8 公里，由將軍澳日出康城作起點，經一條跨過將軍澳灣的大橋，連接將軍澳 — 藍田隧道，並且接通六號幹線，使將軍澳東南部的交通無需經過環保大道及將軍澳市中心，這些道路於繁忙時間的交通負荷因而得以紓緩。

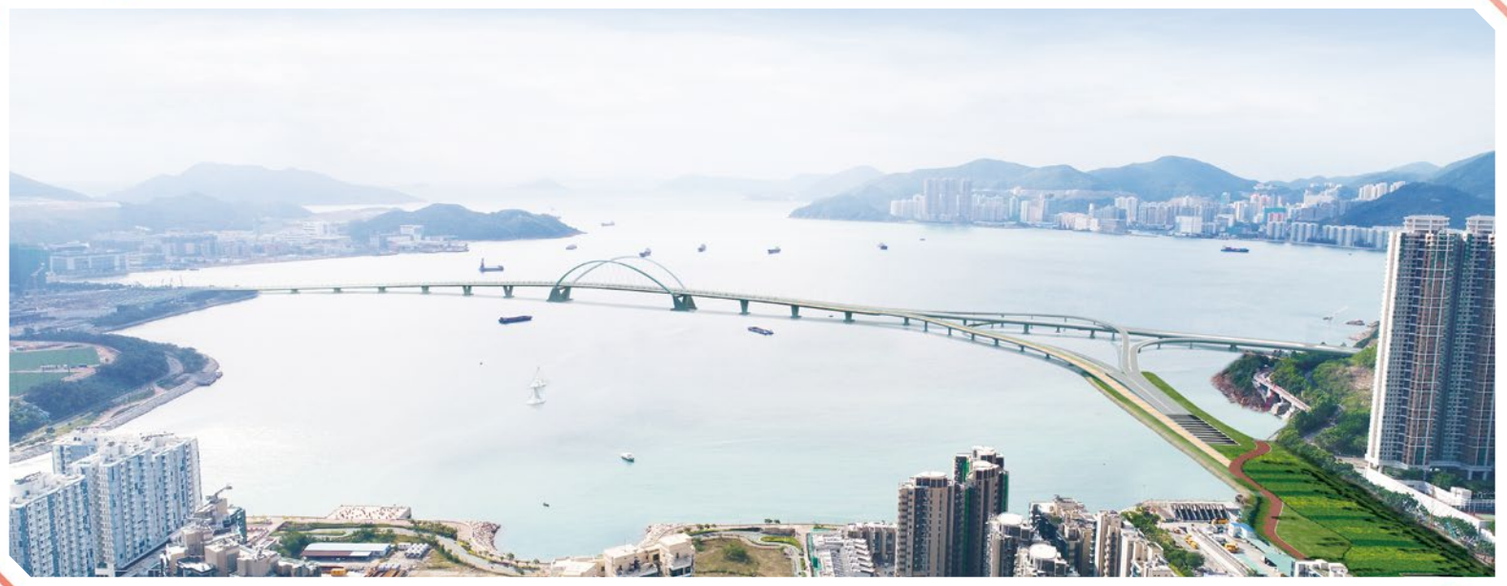
將軍澳 — 藍田隧道、將軍澳跨灣連接路、中九龍幹線和 T2 主幹路建造工程已經展開，預計分別於 2021 年、2022 年、2025 年和 2026 年完成通車。

十一號幹線將規劃成為連接新界西北至市區新幹線的主要部分，以應付新界西北因長遠發展（包括洪水橋和元朗南新發展區）而新增的交通需求，並令新界連接大嶼山及機場道路網絡更為穩健。

隨著香港人口持續增加和經濟發展，政府須要適時提供足夠的運輸基礎配套設施，以配合發展。由於規劃及興建運輸基建需時，我們必須及早進行前瞻性的運輸基建策略研究，以規劃出合適的基建項目及按部就班推展及落成。展望未來，為配合正進行的《香港 2030+：跨越 2030 年的規劃遠景與策略》研究，運輸署正聯同路政署為香港在 2030 年後所需的運輸基建籌備新的策略性研究，即《跨越 2030 年的主要幹道策略性研究》。

為有效進行研究，運輸署會與規劃署和路政署配合，並會考慮不同的香港長遠發展方案，包括社會各界提出的土地發展建議。然後，研究過程中會運用相關的規劃數據預測長遠交通需求，以建議相應的主要幹道項目或道路改善措施，以及評估建議項目的緩急先後次序。我們會就建議的項目進行初步技術可行性研究，包括走線設計、工程規劃、土質評估、策略性環境評估、經濟和財務評估等方面，以便進一步推展項目。這些研究將有助提供全港主要幹道項目的發展藍圖，以維持香港道路網絡的暢達性及應付未來的交通需求。

六號幹線和將軍澳跨灣連接路
Route 6 and Cross Bay Link



將軍澳跨灣連接路（模擬圖）
Cross Bay Link, Tseung Kwan O (computer generated image)

The Cross Bay Link ("CBL") in TKO is about 1.8 kilometres long. It starts from LOHAS Park in TKO and runs on a viaduct across Junk Bay to connect to TKO-LTT and further to Route 6. It provides an alternative access route to the south-eastern part of TKO without the need to travel through Wan Po Road and TKO town centre, hence relieving the traffic load in these areas during peak hours.

The construction works of the TKO-LTT, the CBL, the CKR and Trunk Road T2 have commenced for targeted completion in 2021, 2022, 2025 and 2026 respectively. The construction works of the Trunk Road T2 will also be taken forward as soon as possible after obtaining the funding approval.

Route 11 is being planned as a major part of the strategic route connecting the Northwest New Territories with the urban areas. It is intended to cope with the increase in traffic demand generated from the long-term development of the Northwest New Territories (including Hung Shui Kiu New Development Area and Yuen Long South New Development Area) and to enhance the robustness of the road network connecting the New Territories with Lantau and the airport.

To cope with the continual population increase and economic development of Hong Kong, the timely provision of sufficient transport infrastructure to match such development is extremely necessary. Given the long lead time for the planning and construction of transport infrastructure, we need to conduct forward-looking strategic studies on transport infrastructure well in advance in order to formulate plans for the progressive implementation of suitable infrastructure projects. Looking ahead, in tandem with the on-going study on "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030", the TD

單車網絡及設施

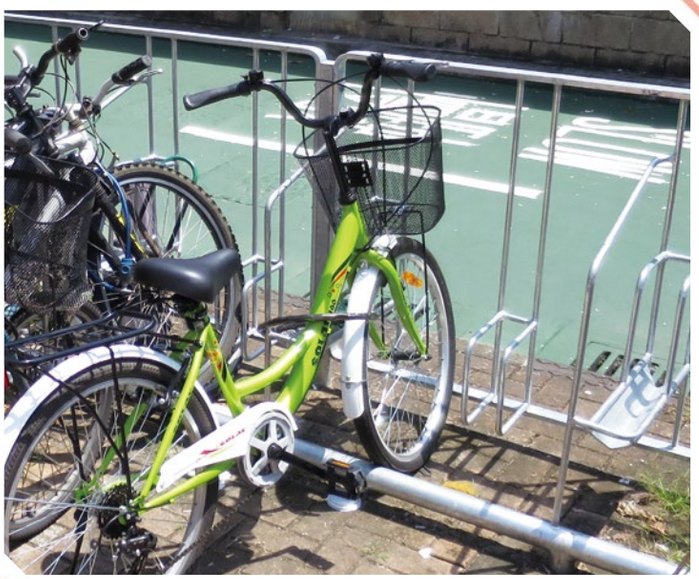
單車是理想的短途低碳輔助出行工具，然而在考慮使用時，必須顧及香港地小人多、人口已經非常稠密的現實。事實上，香港的市區一般路窄人多，交通已經非常繁忙，加上路旁上落客貨活動頻繁，都會增加單車使用者在道路上發生意外的風險。因此，基於道路安全的原則，政府並不鼓勵市民在市區以單車作為交通工具。

反觀新市鎮及新發展區，使用單車的條件則較為理想。因此，政府正致力在新市鎮及新發展區建設「單車友善」環境及推動「綠色出行」，包括促進單車作為綠色短途代步工具，或鼓勵市民以單車及步行作為由居所或辦公室往返公共交通車站的「首程」及「尾程」，藉此減少對機動交通工具的需求及整體交通的廢氣排放量，同時亦對市民身體健康帶來益處。

運輸署已在新界九個新市鎮內為單車徑及單車設施擬訂一系列改善措施，並會分階段實施。第一階段的改善工程涉及約 100 個地點，已於 2018 年完成。第二階段的改善工程涉及約 450 個地點，將於 2020 年動工，預計於 2021 年年底完成。運輸署會視乎地區諮詢及可行性評估推展餘下的改善工程。此外，運輸署引入了新一代的單車泊架作為標準設計，當中包括美觀和節省空間的「螺旋式泊架」、「一上一下式泊架」等。

與此同時，政府正將現有分散於新界新市鎮的單車徑串連起來，成為一條貫通新界東西的單車徑網絡。當中兩段分別連接馬鞍山至上水（約 30 公里）及連接屯門至元朗（約

螺旋式泊架
Spiral parking racks



一上一下式泊架
1-up-1-down parking racks

is working in conjunction with the Highways Department ("HyD") to plan for a new strategic study on transport infrastructure for Hong Kong beyond 2030, namely the "Strategic Study on Major Roads beyond 2030".

To facilitate the study work, the TD will coordinate its efforts with the Planning Department and HyD in examining different options for the long-term development of Hong Kong, including land development proposals raised by various sectors of the community. In the course of the study, we will, based on relevant planning data, forecast long-term traffic demand so as to recommend corresponding major road projects or road improvement measures, and to assess the priority of the proposals. To take these proposals forward, preliminary technical feasibility studies, including route alignment design, engineering planning, geotechnical assessment, strategic environmental assessment, and economic and financial analysis will all be carried out. These studies will help map out a development blueprint for major road projects in the territory, maintaining the accessibility of Hong Kong's road network and meeting future traffic demand.

Cycle networks and facilities

Cycling is ideal for short-distance and low-carbon commuting. However, the use of bicycles in Hong Kong is constrained by the fact that it is a small place with many people and a very high density of development. In fact, urban areas of Hong Kong are characterised by narrow and crowded roads with heavy traffic. This, coupled with the frequent on-street loading and unloading activities of goods and passengers, will put cyclists on roads at greater risk of accidents. Hence, the Government does not encourage the public to use bicycles as a transport mode in urban areas on road safety grounds.

As for new towns and new development areas, they have better conditions for using bicycles. Hence, the Government endeavours to foster a "bicycle-friendly" environment and promote "green commuting" in new towns and new development areas by promoting cycling as a green mode for short-distance commuting, or walking and cycling as "first mile" and "last mile" connections between living places or offices and public transport stations, thereby minimising the need for mechanised transport, reducing vehicle emissions, and promoting the physical well-being of the public.

The TD has identified groups of improvement sites at cycle tracks and cycling facilities in nine new towns for implementation in phases. In Phase 1, improvement works at about 100 sites were completed in 2018. Phase 2 improvement works are being implemented at about 450 sites. The works will commence for scheduled completion by end of 2021. The remaining improvement works will be implemented subject to local consultation and feasibility assessment. Moreover, new generation bicycle racks, such as "spiral parking racks" and "1-up-1-down parking racks", which are aesthetically attractive and space-saving, have been made the standard design of new bicycle racks.

Meanwhile, the Government is taking steps to link up the existing scattered sections of cycle tracks in new towns of the New Territories to provide a cycle track connecting New Territories East and New Territories West. Two sections of the cycle tracks from Ma On Shan to Sheung Shui (about 30 kilometres long) and from Tuen Mun to Yuen Long (about 18.5 kilometres long) have been opened for public use since 2014 and 2016 respectively. The construction of the cycle track section from Sheung Shui to Yuen Long (about 11.5 kilometres long) also commenced in 2016 for scheduled completion in 2020. By that time, the public can travel around the New Territories in a healthy and environmentally-friendly way.

18.5 公里）的單車徑已先後於 2014 年及 2016 年開放給市民使用。而連接上水至元朗段（約 11.5 公里）的工程亦已於 2016 年動工，預計可於 2020 年完成，屆時市民可以用既健康又環保的方式暢遊新界。

放眼未來，香港將有數個新發展區進行規劃、設計及興建，包括洪水橋新發展區和東涌新市鎮擴展等。運輸署會就各新發展區的單車設施和單車徑網絡提供專業意見。

港珠澳大橋

三個新跨境口岸（廣深港高速鐵路、港珠澳大橋及蓮塘／香園圍口岸）將陸續開通，運輸署會負責監管口岸的運輸設施及服務，工作極具挑戰性。我們已作好準備，確保為市民提供優質到位的本地及跨境交通服務。

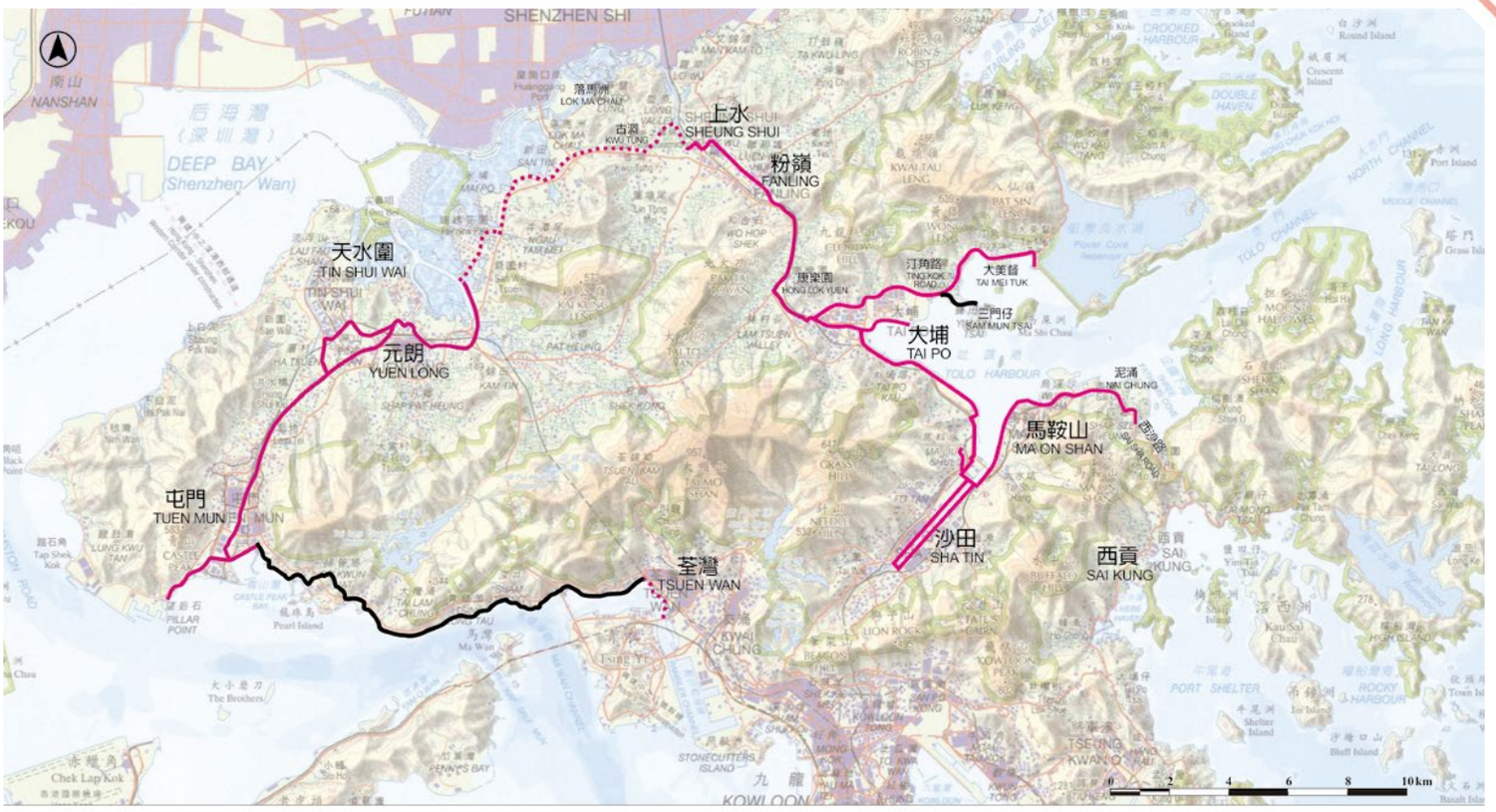
港珠澳大橋（大橋）已於 2018 年 10 月 24 日正式開通，是首條連接香港、珠海和澳門的跨境陸路通道。跨境車輛取道大橋往來香港與珠三角西部可大幅縮減行車時間，珠三角西部因而可以納入香港三小時車程可達的範圍內，陸路客運和貨運的成本和時間得以減省。大橋亦加速粵港澳大灣區內城市的經濟發展和連繫，方便市民往來，對香港以至粵港澳大灣區的整體發展具有策略意義。

為便利通行及增加大橋的使用率，讓大橋發揮最大的經濟和運輸效益，粵港澳三地政府已制訂切合三地居民、旅客和業界需要的跨境交通安排，便利有不同交通需要的旅客。

跨境公共交通方面，三地政府安排多種交通工具，包括口岸穿梭巴士、跨境巴士和跨境出租車，便利有不同交通需

港珠澳大橋香港口岸
The Hong Kong-Zhuhai-Macao Bridge Hong Kong Port

港珠澳大橋香港接線
The Hong Kong-Zhuhai-Macao Bridge Hong Kong Link Road



新界單車徑網絡
New Territories Cycle Track Network

Looking forward, a number of new development areas, including the development of Hung Shui Kiu New Development Area, and Tung Chung New Town Extension, are at different stages of planning, design and construction. The TD will provide professional advice on the provision of cycling facilities and cycle tracks in these new development areas.

要的旅客。口岸穿梭巴士為往來香港口岸及珠海口岸、香港口岸及澳門口岸之間的主要交通工具，提供頻密的接駁服務。跨境巴士提供往來三地口岸以外地區的定點、定班、定線交通服務。跨境出租車則提供三地市區之間的點對點及個人化的預約交通服務。此外，合資格的跨境貨車和跨境私家車亦可使用大橋穿梭三地。

在香港境內，旅客可在不同地區乘坐多種本地公共交通工具，包括專營巴士、專線小巴、的士及非專營巴士往來香港口岸。香港口岸亦設有可供預約的停車場予本地非跨境

口岸穿梭巴士
Cross-boundary shuttle buses

香港口岸公共運輸交匯處
Public Transport Interchange at Hong Kong Port

Hong Kong-Zhuhai-Macao Bridge

Upon the successive commissioning of three new boundary control points (including the boundary control points of Guangzhou-Shenzhen-Hong Kong Express Rail Link, the Hong Kong-Zhuhai-Macao Bridge and Liantang/Heung Yuen Wai), the TD will take on the challenging task of monitoring the transport facilities and services at the boundary control points. We are fully geared up and stand ready to provide quality cross-boundary transport services to the public.

The Hong Kong-Zhuhai-Macao Bridge (HZMB), commissioned on 24 October 2018, is the first cross-boundary land-based connection linking Hong Kong, Zhuhai and Macao. With the HZMB, the travelling time between Hong Kong and the Western Pearl River Delta Region will be reduced substantially, thereby bringing the Western Pearl River Delta Region into an area that is accessible from Hong Kong within three hours' drive. This will reduce the costs and time for the transportation of commuters and goods on roads. The HZMB will enhance the economic development and connections among the cities of the Guangdong-Hong Kong-Macao Bay Area (Bay Area), and facilitate the movements of people in the Bay Area, thus having strategic significance for the development of both Hong Kong and the Bay Area.

To ensure convenient access and to increase the utilisation rate of the HZMB so as to maximise its economic and transport benefits, the governments of Guangdong, Hong Kong and Macao have formulated cross-boundary transport arrangements which can meet the needs of local residents, travellers and trades in all three places to facilitate access by travellers with different transport needs.

專營巴士
Franchised buses

As regards cross-boundary public transport, the three governments have arranged various transport modes, including cross-boundary shuttle buses, cross-boundary coaches and cross-boundary hire cars to facilitate access by travellers with different transport needs. The cross-boundary shuttle bus is a frequent feeder service and is the major mode of transportation between the Hong Kong Port and Zhuhai Port, and between the Hong Kong Port and Macao Port. Cross-boundary coaches provide transport services travelling to the areas beyond the ports, with fixed stopping points, service schedules and routings. Cross-boundary hire cars provide a point-to-point, personalised and bookable cross-boundary transport service travelling among the three places. Moreover, eligible cross-boundary goods vehicles and cross-boundary private cars may also use the HZMB to access the three places.

私家車停泊。旅客在使用公共交通或私家車抵達香港口岸後，便可轉乘口岸穿梭巴士前往珠海或澳門口岸。

另外，澳門口岸設有一個入境車輛停車場，供香港私家車停泊。駕駛人士無須申請配額，但必須先預約泊車位。旅客泊車及辦理入境手續後，可在澳門口岸轉乘其他交通工具前往澳門市區。

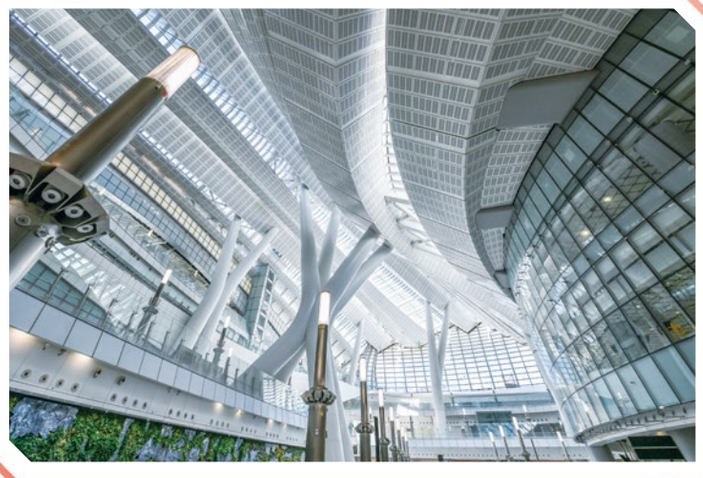
隨著往來三地的時間大幅縮短，珠三角城市居民的交通出行模式會有重大轉變，相信大橋的使用量將與日俱增。運輸署會與粵澳兩地政府繼續探討優化三地跨境車輛通行的各項措施，以提升服務質素，配合乘客需求，為三地居民及旅客提供優質到位的服務。

廣深港高速鐵路

廣深港高速鐵路（廣深港高鐵）香港段連接香港、深圳和廣州，為香港和廣州之間提供快速、便捷的高速鐵路通道。

廣深港高鐵香港段只設一個站於西九龍，經長約 26 公里的隧道，伸延至皇崗邊界，並在該處連接廣深港高速鐵路內地段。廣深港高鐵已於 2018 年 9 月 23 日通車，成功將香港連接至國家高鐵網絡，大大縮短由香港以鐵路往來內地各主要城市的時間。

廣深港高鐵對提升香港作為進出珠三角門戶的地位、進一步增強內地與香港特區經濟協作、促進經濟共同繁榮與發展，以及提高珠三角在國際上的競爭能力均具有十分重要的意義。高鐵運輸已是世界大趨勢，高鐵香港段標誌著香港與世界先進交通體系同步向前。



香港西九龍站大堂
The concourse of Hong Kong West Kowloon Station

香港西九龍站
Hong Kong West Kowloon Station

高鐵香港段列車
Trains of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong High Speed Rail

In Hong Kong, travellers may go to the Hong Kong Port by taking local public transportation (including franchised bus, green minibus, taxi and non-franchised bus) from different districts in Hong Kong. The Hong Kong Port also provides bookable parking spaces for local non-cross-boundary private cars. Visitors who arrive at the Hong Kong Port by public transportation or private car may then take a cross-boundary shuttle bus to the Zhuhai Port or Macao Port.

Moreover, there is an inbound car park at the Macao Port providing parking spaces for Hong Kong private cars. Motorists are not required to obtain quotas, but reservation of the parking spaces must be made in advance. After parking and completing immigration procedures at the Macao Port, visitors may take other transportation to other areas of Macao.

Significant reductions in the travelling time among the three places will definitely bring about profound changes to the travelling patterns of residents living in the Pearl River Delta Region. It is envisaged that the utilisation rate of the HZMB will continue to grow. The TD will continue to explore with the governments of Guangdong and Macao measures to further facilitate cross-boundary vehicle movements among the three places and to raise service quality to meet passengers' demands, with a view to providing quality services to residents and visitors of the three places.

Guangzhou-Shenzhen-Hong Kong High Speed Rail

The Hong Kong section ("HKS") of the Guangzhou-Shenzhen-Hong Kong High Speed Rail ("HSR") is a high-speed railway linking Hong Kong, Shenzhen and Guangzhou, and provides convenient and fast rail services between Hong Kong and Guangzhou.

為配合高鐵香港西九龍站及整個西九龍填海區的發展，當局於區內進行了一系列主要道路建造及改善工程，包括在柯士甸道西和連翔道建造一個地下道路系統等。現時有關主要道路建造及改善工程已大致完成，區內的交通情況已有所改善，並足以應付未來相關設施的交通需求。

公共交通服務方面，市民可使用港鐵各鐵路線直接或轉乘至接連西九龍站的柯士甸站或九龍站。另外，運輸署亦加強往來香港西九龍站的公共運輸服務，以配合市民的交通需求。

連接香園圍邊境管制站的道路
The road connecting with the Heung Yuen Wai Boundary Control Point

香園圍邊境管制站

粵港兩地位處毗鄰，兩地的交往非常頻繁。為滿足跨境人流及車流的長遠需求，兩地政府於 2008 年 9 月落實在文錦渡及沙頭角口岸之間興建連接香港與深圳的第七個陸路管制站，即香園圍邊境管制站。

香園圍邊境管制站會為粵港兩地的發展帶來策略性機遇。新管制站接駁深圳的「東部過境通道」，可連接深惠高速及深汕高速，使香港往來粵東及鄰近省份更為便捷，拉近港深及粵東、福建及江西省的距離及行車時間，令跨境人流和物流運作更暢順和有效，對未來區域合作和兩地的長遠經濟發展大有裨益。此外，新管制站亦會為現時的管制站起到分流作用，提升整體跨境交通的通行能力，令跨境交通及運輸服務更為妥善均衡。

此外，連接新管制站的新連接道路經粉嶺公路通往吐露港公路，將改善新界東部的整體交通網絡，同時為「坪輋 / 打鼓嶺新發展區」提供便捷的連繫。

跨境交通方面，兩地政府將安排多種跨境交通工具，包括跨境巴士、跨境出租車、跨境貨車和跨境私家車使用新管制站，方便人流、物流。

本地交通方面，香園圍邊境管制站是首個以「人車直達」概念設計的港深陸路管制站，設有公共運輸交匯處及公眾停車場，以及連接管制站與毗鄰蓮麻坑路的行人隧道。公共運輸交匯處提供專營巴士、專線小巴、的士及非專營巴士的上落客設施。跨境旅客可乘搭本地公共交通服務直達管制站，或利用連接管制站的行人隧道，直接抵達旅檢大樓過境。

運輸署現正籌備新管制站的各種交通服務，當中包括開辦專營巴士及專線小巴路線，以方便市民前往該管制站。此外，市區的士、新界的士及本地非專營巴士亦可在該管制站的公共運輸交匯處營運。

The HKS of the HSR runs from its sole station at West Kowloon to the Huanggang boundary via a 26-kilometre tunnel. The railway then connects to the Mainland section of the HSR at Huanggang. The HSR, which was commissioned on 23 September 2018, connects Hong Kong to the national high- speed rail network, substantially reducing the rail journey time between Hong Kong and various major Mainland cities.

The HSR bears vital significance in promoting Hong Kong as the gateway to the Pearl River Delta region, further strengthening the economic ties and cooperation between the Mainland and Hong Kong, promoting mutual economic prosperity and development, and raising the international competitiveness of the Pearl River Delta region as a whole. The development of high-speed rail is becoming an international trend. The HSR symbolises Hong Kong's transport infrastructure, like other advanced transport systems in the world, moving ahead with the times.

To tie in with the development of Hong Kong West Kowloon Station ("WKS") of the HSR and the entire West Kowloon Reclamation, various major road construction projects and improvement schemes, including the construction of a depressed road system at Austin Road West and Lin Cheung Road, have been undertaken. While these projects have been substantially completed, traffic conditions in the area has improved, and there will be adequate capacity to cope with the traffic demand generated from related facilities.

Regarding public transport services, the public can make use of various MTR railway lines to enjoy direct access to or to interchange to Austin Station or Kowloon Station, which is linked to WKS. Furthermore, the TD has also strengthened the public transport services to and from WKS to cater for the public's transport demand.

Heung Yuen Wai Boundary Control Point

As neighbours, residents of Guangdong and Hong Kong are engaged in frequent exchanges. To address the long-term needs of cross-boundary passenger and traffic flows, the two governments agreed in September 2008 to construct the Heung Yuen Wai Boundary Control Point ("HYWBCP"), which is the seventh land crossing linking Shenzhen and Hong Kong, located between the Man Kam To Boundary Control Point ("BCP") and Sha Tau Kok BCP.

The HYW BCP will bring about strategic opportunities for the development of Guangdong and Hong Kong. The new BCP will connect with the "Shenzhen Eastern Corridor" in Shenzhen,

香園圍邊境管制站模擬圖
The Heung Yuen Wai Boundary Control Point (computer generated image)

香園圍邊境管制站模擬圖
The Heung Yuen Wai Boundary Control Point (computer generated image)

總結

優質高效的交通運輸基建是香港成功發展的重要元素。鐵路、道路、單車網絡的發展，以及新邊境管制站開通帶來的效益，將促進香港社會的長遠經濟發展及與相鄰城市的進一步合作。運輸署會繼續致力完善香港的交通運輸網絡，並為新邊境管制站提供各種不同的公共交通服務，務求為境內及跨境旅客提供安全、可靠、高效率的公共運輸服務，以應付未來的需求及迎接新機遇。

which provides efficient access to eastern Guangdong and the adjacent provinces by connecting with the Shenzhen-Huizhou and Shenzhen-Shantou Expressways. This will significantly shorten the distances and travelling time between Hong Kong/Shenzhen, eastern Guangdong, and Fujian and Jiangxi Provinces, improving the cross-boundary flows of passengers and goods, and fostering future regional cooperation and long-term economic development of the two places. Moreover, the new BCP will help redistribute the traffic at the existing BCPs and improve the total capacity of cross-boundary traffic, thus optimising cross-boundary traffic and transport services.

In addition, the new connecting road leading to the new BCP will stretch to Tolo Highway via Fanling Highway. It will improve the overall transport network in New Territories East and provide a convenient access to the Ping Che/Ta Kwu Ling New Development Area.

As regards cross-boundary transport, the two governments will arrange various modes of cross-boundary transport, including cross-boundary coaches, cross-boundary hire cars, cross-boundary goods vehicles and cross-boundary private cars, to serve the new BCP to facilitate flows of passengers and goods.

On local transport, the HYW BCP will be the first Hong Kong/Shenzhen road-based BCP designed with a "direct access" concept, under which the new BCP will be provided with a public transport interchange and public car park, as well as a pedestrian subway linking the BCP and the adjacent Lin Ma Hang Road. The public transport interchange will provide pick-up/drop-off facilities for franchised buses, green minibuses, taxis and non-franchised buses. Cross-boundary visitors may use local public transport services and the pedestrian subway to have direct access to the BCP.

The TD is making preparations for the provision of various transport services for the new BCP, including introducing franchised bus and green minibus routes, to facilitate public access to the BCP. Furthermore, urban taxis, New Territories taxis and local non-franchised buses can also operate at the public transport interchange of the BCP.

Conclusion

Quality and efficient traffic and transport infrastructure is crucial to the prosperous development of Hong Kong. The expansion of railway, road and cycle track networks, coupled with the benefits brought about by the commissioning of new boundary control points, will give impetus to the long-term economic development of Hong Kong and foster deepened collaboration with neighbouring cities. The TD will continue to make steadfast efforts to optimise the traffic and transport network of Hong Kong as well as provide multi-modal public transport services for the new boundary control points. We aim to provide local and cross-boundary travellers with safe, reliable and efficient public transport services in order to cope with future demands and embrace new opportunities.

公共交通運輸服務新展望

政府在 2017 年 6 月完成了為期兩年半的《公共交通策略研究》，檢視了重鐵以外各種公共交通服務的角色和定位，確立香港公共交通成功的要素，並提出多項具體改善措施優化公共交通布局，令市民可以享用更高效、便捷和多元的公共交通服務。展望未來，我們會促使各項公共交通運輸服務更為優勢互補，令市民可以享用高效率和覆蓋面廣的公共交通網絡，以及多元、更便捷、更環保及重視「無障礙運輸」的公共交通服務。

鐵路

重鐵專軌運行、載客量高、快捷方便，也不排放廢氣。面對香港地小人多，路面空間有限，市民亦關注路面交通對空氣質素的影響，因此香港一直奉行以鐵路作為公共交通骨幹的政策。目前全港共有 11 條重鐵線（包括機場快線），佔公共交通乘客人次總數約 39%。

發展鐵路運輸不單能減低對路面交通系統的倚賴，更可紓緩道路交通擠塞情況，以及減少車輛排放造成的空氣污染，同時也能釋放鐵路沿線地區的發展潛力，有利房屋及經濟發展。《鐵路發展策略 2014》建議於 2031 年前落實七個新鐵路項目，運輸署日後將繼續參與推展北環線（及古洞站）、屯門南延線、東九龍線、東涌西延線（及東涌東站）及北港島線的規劃工作。

至於輕鐵則是新界西北地區公共交通系統的重要一環，一方面為西鐵線乘客提供接駁服務，另一方面亦是新界西北區內（屯門及元朗）的重要路面軌道公共交通工具。港鐵公司已增加訂購了 40 部輕鐵車輛，在 2019 至 2023 年陸續投入服務，以提升輕鐵的可載客量。運輸署會繼續跟進提升輕鐵可載客量的短、中及長期措施，包括調整三個繁忙路口的交通燈安排，令輕鐵的優先過路權能充分發揮；研究改善較繁忙路口設計；以及籌備推展跨越 2030 年的鐵路及主要幹道基建策略性研究的前期工作。

專營巴士

專營巴士載客量高，會繼續作為路面的集體載客運輸工具，服務尚未有鐵路直達的地區，並提供接駁至鐵路網絡及作跨區服務。在不影響現有專營服務效率的前提下，運輸署建議專營巴士公司開拓新類型專營巴士服務，包括「長途巴士新型服務」及「中型單層巴士服務」，使服務更多元化，配合社區的不同需求。

「長途巴士新型服務」使用配有更完善設備（包括寬敞座位、無線網絡、充電裝置）而不設企位的車輛行走，取道快速公路，停站亦較少，為乘客提供舒適和快捷的選擇。

「中型單層巴士服務」使用車身較短而載客量較低，但仍配備無障礙設施的車輛行走，為人口密度較低而有增長潛力的地區，提供接駁交通樞紐的穿梭服務。

政府一向非常重視專營巴士安全。因應香港專營巴士服務獨立檢討委員會提出的建議，政府一直與各專營巴士營辦商及其他相關持份者合作並積極推展有關建議，以提升專營巴士營運安全，特別是以下方面：

PUBLIC TRANSPORT SERVICES: NEW PROSPECTS

In June 2017, the Government completed the Public Transport Strategy Study ("PTSS"), which lasted for two and a half years. The PTSS examined the roles and positioning of public transport services other than heavy rail, and reaffirmed the key factors underpinning the success of the public transport system. The study recommended numerous measures for enhancing the arrangement of the public transport system to ensure that the public can enjoy highly efficient, convenient and diversified public transport services. Looking ahead, we will continue to promote the complementarity of various public transport services, so that the public can enjoy a highly efficient public transport network with comprehensive coverage, as well as diversified, more convenient and environmentally-friendly public transport services that promote the concept of "Transport for All".

Railway

Heavy rail operates on dedicated rail corridors and provides high-capacity, efficient, convenient and emission-free services. Given that Hong Kong is a small and densely-populated city with limited road space, and the public is concerned about the impact of road traffic on air quality, Hong Kong has been adopting the policy of using railway as the backbone of our public transport system. There are currently 11 heavy rail lines (including the Airport Express) in Hong Kong. They account for around 39% of the total local public transport patronage.

Railway development can not only reduce reliance on the road-based transport system, but also alleviate road traffic congestion and reduce vehicle-induced air pollution. It also helps to unleash the development potential of areas along the railway lines to facilitate housing and economic development. The Railway Development Strategy 2014 recommended implementing seven railway projects by 2031. The TD will continue to participate in the planning work in relation to the Northern Link (and Kwu Tung Station), Tuen Mun South Extension, East Kowloon Line, Tung Chung West Extension (and Tung Chung East Station) and North Island Line.

Light Rail plays an important role in the public transport system in the Northwest New Territories. On the one hand, it provides feeder services for the West Rail Line. On the other hand, it serves as an important rail-based public transport mode within the Northwest New Territories (Tuen Mun and Yuen Long). MTR Corporation Limited ("MTRCL") has purchased 40 additional Light Rail Vehicles, which will be put into service in batches between 2019 and 2023 to enhance the carrying capacity of Light Rail. We will continue to take forward short-, medium- and long-term measures for enhancing the carrying capacity of Light Rail. These measures include adjusting traffic lights at three busy road junctions to maximise the priority enjoyed by Light Rail to pass through the road junctions, undertaking a study on design improvements for busy junctions, and undertaking preparatory work for taking forward the Strategic Studies on Railways and Major Roads beyond 2030.

Franchised bus

High-capacity franchised buses will continue to be the road-based mass passenger carrier serving areas without direct railway access, as well as providing feeder services connecting the railway network and inter-district services. On the premise that the efficiency of the existing franchised services will not be compromised, we have proposed opening up new franchised bus services, namely new long-haul bus services and mid-sized single-deck bus services, so as to provide diversified services to meet various needs in the community.

(a) 安裝及加強車內安全裝置／科技以協助安全駕駛（包括在現有專營巴士上安裝安全帶、電子穩定控制系統、車速限制減速器、駕駛輔助或監察裝置；以及善用黑盒數據以就超速駕駛向車長發出實時警報，並就超速和急劇減速情況編製特別報告等）；

(b) 提升巴士車長的訓練及工作環境（包括檢視專營巴士營辦商提供的培訓計劃；為車長工作、休息及用膳時間制定指引及加強監察其遵行情況；以及計劃就專營巴士行業有關識別和管理疲勞駕駛的課題進行研究等）；

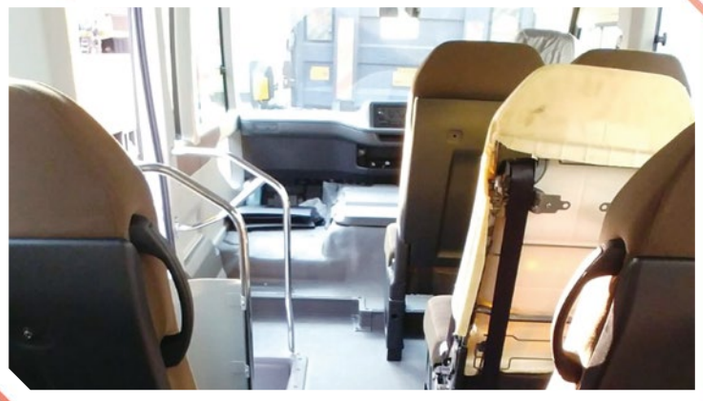
(c) 加強巴士意外事故分析及安全表現管理（包括訂立一套新的安全表現指標，以量度專營巴士營辦商的安全表現；以及統整和劃一編製及公開報告專營巴士意外數據的方式等）；以及

(d) 提升一般道路及基礎設施的安全，以及推出更多巴士友善措施（包括進行路線風險評估以向巴士車長提供的駕駛指示；研究及引進巴士友善措施，從而令專營巴士服務更順暢及安全；以及進行道路安全審核以提升道路安全表現等）。

公共小巴

公共小巴一直在香港公共運輸服務系統中擔當重要角色，為乘客較少或不宜使用高載客量交通工具的地區提供輔助接駁服務。公共小巴分為專線小巴（綠巴）及紅色小巴兩種，截至 2019 年底，全港 4 350 輛公共小巴中，專線小巴有 3 306 輛（76%），紅色小巴則有 1 044 輛（24%）。專線小巴行走指定的路線，服務水平受運輸署監管。為鼓勵更多紅色小巴轉為專線小巴經營，運輸署未來會繼續不時策劃和制訂新的專線小巴路線組合，邀請所有擬營辦專線小巴者（包括紅色小巴經營者）提交申請。

政府已於 2017 年 7 月將小巴座位數目上限由 16 個增加至 19 個，提升小巴的整體載客量，應付尤其是繁忙時段的乘客需求。截至 2019 年底，約有 1 368 輛 19 座位公共小巴已投入服務。



額外座椅扶手
Extra handrails

落車鐘
Call bell

New long-haul bus services will be run by vehicles offering all-seater services and more comprehensive passenger amenities (including more spacious seating, Wi-Fi services and charging dockets). By observing fewer stops or operating via expressways, their journeys will be more comfortable and speedier.

Mid-sized single-deck bus services will be operated by bus models equipped with barrier-free facilities, but with a shorter vehicle length and smaller carrying capacity. They will provide shuttle services to/from transport nodes with growth potential that currently have relatively lower population density.

The Government always attaches great importance to ensuring the safety of franchised bus services. Following the recommendations of the Independent Review Committee on Hong Kong's Franchised Bus Service ("IRC"), the TD has been actively pursuing the recommendations in collaboration with the franchised bus operators and relevant stakeholders to enhance the safe operation of FB services, in particular,

(a) installation and enhancement of in-vehicle devices/technologies to assist safe driving (e.g. installation of seat belts, electronic stability control, speed limiting retarder, driver assistance or monitoring devices on existing franchised buses; better use of black box data for sending real-time alerts on speeding to bus captains and generating exception reports on both speeding and harsh deceleration, etc.);

(b) enhancing the training and working environment of bus captains (e.g., review of the training program provided by the franchised bus operators; formulation of guidelines on bus captain working hours, rest times and meal breaks with close monitoring on the compliance; planning for the study on identification and management of fatigue driving in the franchised bus industry, etc.);

(c) strengthening bus accident analyses and safety performance management (e.g., setting up of a new set of safety performance indicators for measuring safety performance of franchised bus operators; standardisation and alignment of the compilation and presentation of bus accident data for making public, etc.); and

(d) enhancing general road and infrastructure safety as well as introducing more bus-friendly measures (e.g., conducting of route risk assessment for giving driving tips to bus captains; exploring and introducing bus-friendly measures for facilitating smooth and safe operation of franchised buses; conducting of Road Safety Audit in enhancing the safety performance of roads, etc.).

Public light bus

Public light buses ("PLBs") have been playing a vital role in the public transport system in Hong Kong, providing supplementary feeder services and serving areas with relatively lower passenger demand or where the use of high-capacity transport modes is not suitable. There are two types of PLB, namely green minibuses ("GMBs") and red minibuses ("RMBs"). As at end-2019, there were 4 350 PLBs, of which 3 306 (76%) were GMBs and 1 044 (24%) were RMBs. GMBs operate fixed route services with their service level regulated by the TD. To encourage the conversion of RMBs to GMBs, the TD will continue its efforts in planning and introducing new route packages suitable for GMB operation, and invite interested operators (including RMB operators) to apply for these GMB routes.

In July 2017, the Government took measures to enhance the overall carrying capacity of PLBs by increasing the maximum seating capacity of PLBs from 16 seats to 19 seats to meet passenger demand, particularly during peak periods. As at end 2019, about 1 368 19-seat PLBs had been put into service.

非專營巴士

非專營巴士繼續擔當輔助公共交通工具的角色，紓緩市民主要在繁忙時間對專營巴士和專線小巴服務的需求，以及在一般常規交通工具未能提供適當服務時，為特定乘客群組（例如學生、遊客、跨境旅客）提供服務。運輸署會繼續在現行的規管制度下，為非專營巴士業界提供便利營運的措施。

日產 NV200 石油氣及電油混能車
Nissan NV200 LPG and electric hybrid vehicle

的士

的士為市民提供個人化點對點的公共運輸服務。目前全港共有 18 163 輛的士，其中 15 250 輛為市區的士、2 838 輛為新界的士及 75 輛為大嶼山的士。為了提升的士的服務質素，政府在上述的《公共交通策略研究》中提出多項措施，改善營運環境，包括永久放寬的士在時速 70 公里以下路段內的「繁忙時間」及「上午七時至晚上七時或八時」限制區的停車限制；延長司機證有效期至十年；修訂的士等駕駛執照申請人須持有效私家車或輕型貨車駕駛執照最少三年的規定，改為最少一年。此外，運輸署於 2018 年 1 月改組了「優質的士服務督導委員會」，並改名為「的士服務質素委員會」，作為多方平台，加強業界與各相關持份者的互動合作，推動改革及商討可行措施，包括制訂全新之的士服務標準及指引。

豐田 Noah 汽油車
Toyota Noah petrol vehicle

電車

電車是橫跨港島北岸、沒有廢氣排放及收費較廉宜的公共交通服務，發揮輔助功能。全港共有 164 輛電車，平均每日為約 17 萬人次提供服務。運輸署鼓勵香港電車公司在保留原有過百年的外觀設計的同時，推出現代化設施，提升服務質素，改善電車營運。電車公司近年已為其路軌維修隊伍添置新裝備，並在主要彎位及路口以「路軌塗層」新技術更換路軌，令乘客更感舒適、營運更安全及減少交通噪音。電車公司也自 2016 年 6 月起開展「冷氣電車試驗計劃」。公司也在其網頁及手機應用程式提供實時電車到站資訊，並分享有關資料予政府及第三方手機應用程式開發者。

Non-franchised bus

Non-franchised buses ("NFBs") will continue to be positioned as a supplementary public transport mode by providing services primarily during the peak hours to help reduce the peak-hour demand on franchised buses and GMBs, and providing services to specific passenger groups (e.g. students, visitors and cross-boundary visitors) when regular transport modes cannot provide the needed services. NFBs will continue to give full play to this important role and function, and the TD will continue to take facilitation measures for the NFB trade under the existing regulatory regime.

Taxi

Taxis provide personalised and point-to-point public transport services for the public. At present, there are a total of 18 163 taxis in Hong Kong, of which 15 250 are urban taxis, 2 838 are New Territories taxis and 75 are Lantau taxis. To enhance the service quality of existing taxis, the Government in the PTSS proposed various measures to enhance the operating environment by, inter alia, relaxing permanently the no-stopping restrictions for taxis from peak hours and "7 a.m. to 7 or 8 p.m." on roads with a speed limit of less than 70 kilometres per hour; extending the validity period of taxi driver identity plates to 10 years; and amending the requirement for applicants for a taxi driving licence (and some other vehicles) to have held a valid driving licence for a private car or light goods vehicle for at least three years to at least one year. Moreover, we revamped the Quality Taxi Services Steering Committee and renamed it the Committee on Taxi Service Quality in January 2018. It will serve as a multi-party platform to strengthen the interaction and co-operation with the taxi trade and other stakeholders, to drive changes, and to discuss feasible measures, including promulgating a new set of taxi service standards and guidelines.

Tram

Trams serve their supplementary role by providing emission-free and affordable public transport services along the northern side of Hong Kong Island. There are 164 trams in Hong Kong, accounting for about 170,000 passenger trips per day. The TD encourages Hong Kong Tramways Limited ("HKT") to retain the over-100-year-old exterior design while modernising its facilities and enhancing service quality to improve tram operation. In recent years, HKT has purchased new equipment for its permanent way maintenance team and replaced tram tracks at the key bends and junctions with the use of new rail jacket technology for the sake of raising riding comfort, enhancing operational safety and reducing traffic noise. It has also launched the trial of an air-conditioned "cooler tram" to improve passenger riding comfort since June 2016. It has likewise been providing real-time tram arrival data on its website and mobile application, and sharing the data with the Government as well as third-party mobile application developers.

To further enhance safety, operational efficiency, service levels and passenger comfort with a view to maintaining the competitiveness of the tram service, HKT plans to implement a number of improvement projects in the next few years, including installing a newly designed bogie to its modified tramcars and developing a speed limit alert system so as to strengthen safety and improve passenger riding comfort. HKT will also upgrade the tram tracking system in its control room to better monitor the real-time locations of tramcars, as well as adopting new systems to capture more reliable real-time data information, so as to facilitate analysing and improving tram operation, and optimising the dispatching of its fleet and drivers with the aim of enhancing service quality.

為進一步提升安全、營運效率、服務水平及乘客的舒適程度，以保持電車服務的競爭力，電車公司將於未來數年推行多項改善項目，當中包括在已改裝的電車上安裝新設計的轉向架及開發限速提示系統，令行車更安全及乘客更感舒適。公司也會提升設於控制室內的電車追蹤系統，以更有效地監察電車的實時位置，並且採用新系統收集更可靠的實時數據資訊，用以分析及改善電車運作、優化車隊及車長的調配，以提升服務質素。

渡輪

運輸署已於 2018 年修訂《渡輪服務條例》，將渡輪服務牌照期的年期上限由原本的三年延長至五年，而總計的牌照期（即包括續牌）則不超過 10 年。另外，我們亦會落實離島渡輪服務的長遠營運模式，為離島渡輪航線提供特別協助措施及推出新的船隻資助計劃。有關措施將會改善渡輪服務的財務可行性，鼓勵和便利渡輪營辦商作出較長遠的規劃及投資，以及提升服務質素及推動使用更環保船隻。

此外，為了讓市民享用更舒適的候船環境，運輸署會進行提升渡輪碼頭的翻新工程，並已選定榕樹灣渡輪碼頭作為試點項目，工程已在 2019 年初展開，預計於 2021 年年底完成。待試點項目完成後，我們會視乎效果及乘客反應，考慮翻新更多渡輪碼頭，並研究在政府日後新建的渡輪碼頭採用該等新標準的可行性。

無障礙運輸服務

在「無障礙運輸」理念下，政府與各公共交通服務營辦商致力推動「更暢達的運輸服務」、「更優良的公共運輸基建及設施」及「更良好的夥伴關係」，務求各種公共交通工具能因應情況，在其車廂及車站／月台／碼頭設置無障礙設施。未來的主要新措施包括：

在興建新鐵路時，視乎客觀環境，設計會將連接車站月台、大堂及路面的升降機納入為常規設置。此外，港鐵公司會按實際情況，在目前未設有連接地面與車站大堂升降機的車站，分階段於 2021 年底前加設升降機，或在樓梯旁設

翻新中的榕樹灣渡輪碼頭
Yung Shue Wan Ferry Pier in renovation

輪椅斜板
Wheelchair accessible ramp

Ferry

The TD amended the Ferry Services Ordinance to relax the cap on the period of ferry service licences from the original three years to five years, while the aggregate licence period (i.e. including all extended period(s)) remains at not exceeding 10 years. Besides, we will implement the long term operation model of outlying island ferry services by providing Special Helping Measures to outlying island ferry routes and introducing the new Vessel Subsidy Scheme. All these measures will improve the financial viability of ferry services, encourage and facilitate ferry operators to make longer term planning and investment as well as enhance service quality and promote the use of greener ferries.

Moreover, we will carry out renovation projects to enhance ferry piers with a view to providing the public with a more comfortable waiting environment. Yung Shue Wan Ferry Pier has been selected as the pilot project, the renovation works commenced in early 2019 for completion at end-2021. Upon completion of the pilot project, we will consider renovating more ferry piers in light of the project outcome and passengers' feedback.

Transport for All

Under the concept of "Transport for All", the Government and various public transport service operators have been striving to promote "Better accessible transport services for all", "Better public transport infrastructure and facilities for all" and "Better partnership", so that barrier-free facilities will be provided on board and at stations/platforms/piers of various forms of public transport as dictated by the actual circumstances. The major new initiatives in the pipeline include:

Subject to actual circumstances, passenger lifts connecting station platforms, the concourse and street level will be regular items when constructing new railways. Moreover, the MTRCL will, subject to actual circumstances, install passenger lifts or vertical platform lifts near the staircase at the stations which are currently not provided with lift access between the station concourse and street level. This will be implemented in phases by end-2021. The MTRCL is also exploring how to make use of information technology to provide audio information to the visually impaired to facilitate them to proceed to their destinations.

輪椅泊位
Wheelchair parking space

雙輪椅泊位
Dual wheelchair parking spaces

自動輪椅升降台
Automatic wheelchair lift

中門自動梯級
Auto-step at middle door

置的垂直升降台，以作連接。港鐵公司亦正檢視如何使用資訊科技，協助視障人士聽取訊息，前往站內的目的地。

專營巴士方面，運輸署鼓勵專營巴士公司開辦新的社區醫院線，以及調派配備更多無障礙設施如雙輪椅泊位的低地台巴士，行走途經醫院的路線。首條全線配置雙輪椅泊位巴士行走的醫院巴士路線為途經東華東院的新巴 8H 號線，已於 2017 年 7 月投入服務。九巴途經聯合醫院的 14H 號線，以及途經仁濟醫院及瑪嘉烈醫院的 32H 號線已分別於 2018 年 3 月及 4 月開辦，行走該兩線的巴士亦同樣配置雙輪椅泊位。

為方便殘疾人士使用的士服務，政府一直支持及鼓勵的士業界引入相關的士車種。截至 2019 年年底，共有 879 輛可供輪椅上落之的士。

隨著小巴座位上限增至 19 個，政府已要求新登記的公共小巴，須配備額外座椅扶手及備有提示燈的落車鐘等設施，以方便有需要人士，例如長者等。

為進一步推動無障礙公共交通，運輸署已逐步開展可供輪椅上落的低地台小巴試驗計劃。首輛該款公共小巴已於 2018 年 1 月 26 日起在途經瑪麗醫院的港島專線小巴 54M 號線試行，第二輛亦由 2018 年 5 月 28 日開始在途經威爾斯親王醫院的新界專線小巴 808 號線試行。我們會檢討試驗計劃的成效，並與業界商討使用低地台小巴的未來路向。

運輸署於 2019 年 6 月引入新的復康巴士營辦商，營運穿梭服務，提供固定路線及班次，方便行動不便的殘疾人士往返醫院、診所及鐵路站。而現有營辦商則繼續提供於繁忙時間的定時定點服務，接載行動不便的殘疾人士往返工作地點、學校、訓練中心及醫療機構，以及預約電召服務，以滿足他們覆診或參與社交活動等交通需要。

輪椅乘客正在登上低地台小巴
A wheelchair user boarding a low-floor light bus

首輛低地台輪椅小巴
The first low-floor wheelchair-accessible light bus

低地台輪椅小巴設有一個輪椅泊位
A low-floor wheelchair-accessible light bus with one wheelchair parking space

We encourage franchised bus companies to introduce hospital routes ("H" routes) served by low-floor buses with extra barrier-free features, such as dual wheelchair parking spaces. The first New World First Bus Services Limited ("NWFB") hospital route, route no. 8H servicing Tung Wah Hospital, which is wholly served by buses with dual wheelchair parking spaces, came into service in July 2017. The Kowloon Motor Bus Company (1933) Limited ("KMB") route no.14H servicing United Christian Hospital and KMB route no. 32H travelling via Yan Chai Hospital and Princess Margaret Hospital were also put into service in March 2018 and April 2018 respectively. Buses operating on these two routes are also equipped with dual wheelchair parking spaces.

To facilitate people with disabilities to use taxi services, the Government has been supporting and encouraging the taxi trade to introduce suitable taxi models into Hong Kong. As at end-2019, there were 879 wheelchair-accessible taxis in Hong Kong.

To tie in with the increase of the maximum seating capacity of PLBs to 19 seats, the Government has made it mandatory for newly registered PLBs to be installed with amenities such as extra handrails and call bells with indication lights. This will help needy passengers, such as the elderly, to use PLB services.

To further promote "Transport for All", the Government has progressively launched the trial scheme for low-floor wheelchair-accessible light buses. The first low-floor wheelchair-accessible PLB has been deployed on the Hong Kong Island GMB route no 54M travelling via Queen Mary Hospital since 26 January 2018. The second vehicle under the scheme was also put on trial operation from 28 May 2018, serving New Territories GMB route No. 808 travelling via Prince of Wales Hospital. We will review the effectiveness of the trial scheme and discuss with the trade the way forward for the use of low-floor wheelchair-accessible light buses.

The TD introduced a new Rehabus operator to operate Feeder Service commencing from June 2019 to provide services on fixed routeings and schedules for taking people with mobility disabilities (PwMDs) to and from hospitals, clinics and MTR railway stations, while the existing Rehabus operator continues to operate peak-

公共交通電子繳費

隨著科技推陳出新，各式各樣電子繳費系統在香港日益普及和多元化。政府歡迎公共交通業界引進新科技，以方便收取車資。政府同時亦須確保業界引進的新電子繳費系統，除了符合香港法例規定外，也穩健可靠、易於使用和高效率，以及不會妨礙公共交通運輸運作、影響路面或交通情況，以保障乘客和道路使用者的利益。政府已就引進新電子繳費系統在 2017 年 6 月發出了《公共交通業界引進新電子繳費系統收取車資指引》。

截至 2019 年底，約有 500 輛的士已裝有電子繳費系統。部份的士營運商亦安裝智能手機應用程式接受乘客以八達通卡支付的士車費。公共小巴方面，據悉部分專線小巴營辦商已有計劃引入新電子繳費系統。我們會繼續鼓勵公共交通營辦商研究及使用新電子繳費系統。

展望未來，政府會繼續奉行公共交通為本、鐵路為骨幹的政策，並且銳意發展其他公共交通服務，補足鐵路服務之餘，亦讓市民有更多選擇、出入方便。運輸署會繼續積極推展各項優化公共交通服務措施，同時維持各公共交通服務的長遠健康發展。我們更會作好準備，迎接未來的挑戰，並與不同持份者保持溝通，同心協力為市民提供便捷的運輸系統。

支付寶
AlipayHK

微信支付
WeChat Pay

hour fixed-route fixed-timetable service taking PwMDs to and from workplaces, schools, training centres and medical institutions, and Dial-a-Ride Service to meet the irregular transport needs of PwMDs, such as attending medical appointments or other social activities.

Electronic payment systems in the public transport sector

With the advent of new technologies, different electronic payment systems have become increasingly common in Hong Kong. The Government welcomes the introduction of new technology to facilitate fare collection in the public transport sector. At the same time, the Government needs to ensure that any new electronic payment system to be adopted in the public transport sector for fare collection purposes, apart from complying with any requirements under the Laws of Hong Kong, should be reliable, user-friendly and efficient, and will protect the interests of passengers and road users by not causing any disruption to the operation of the public transport and the road or traffic conditions. As regards the introduction of new electronic payment systems, the Government promulgated the Guidelines on the Introduction of a New Electronic Payment System for the Collection of Fares in the Public Transport Sector in June 2017.

新電子繳費系統
New electronic payment systems

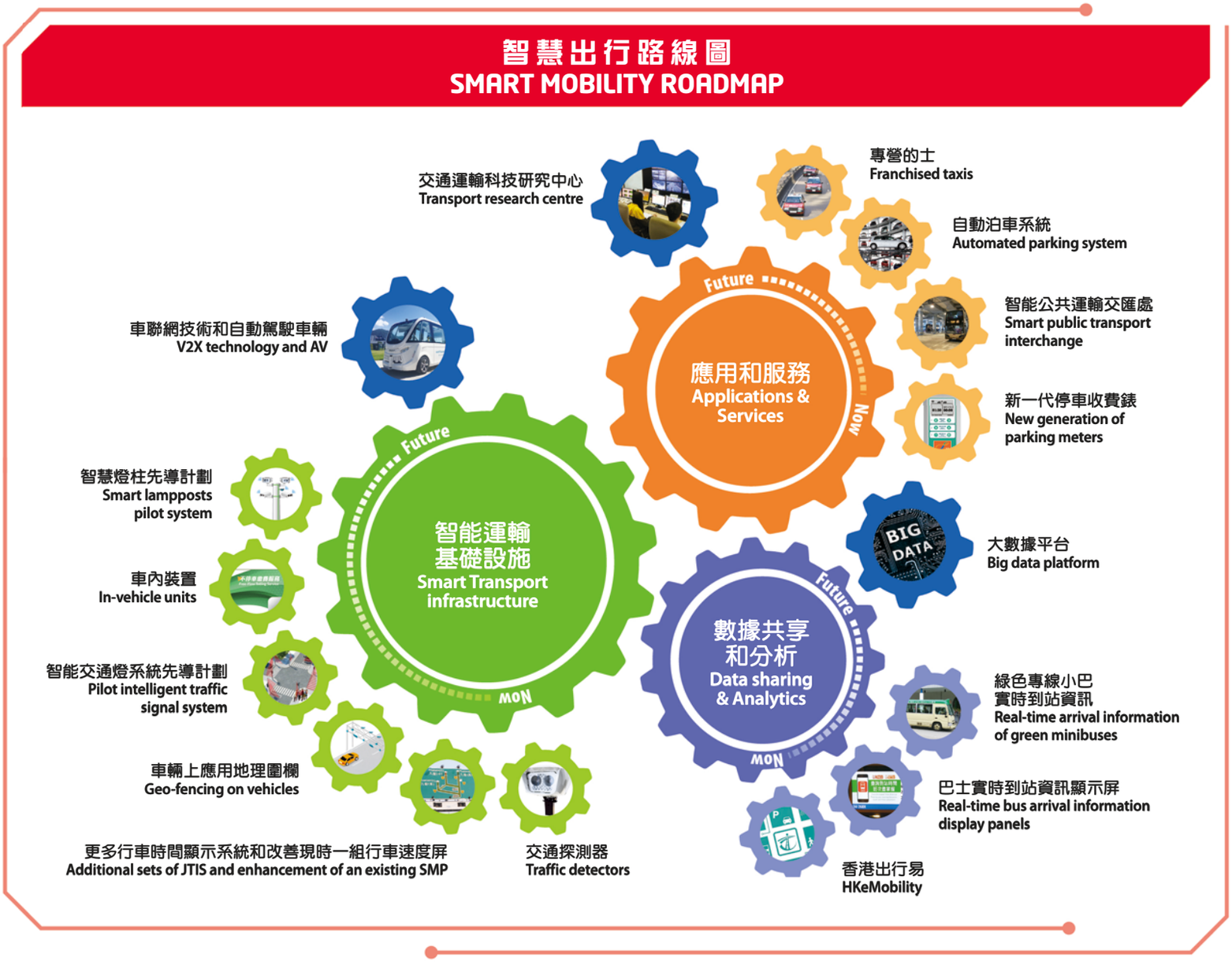
As at end-2019, there were about 500 taxis installed with electronic payment systems. Some taxi operators also install mobile phone applications to receive taxi fares paid by Octopus cards. For PLBs, it has been learned that some PLB operators have plans to introduce electronic payment systems for the convenience of the public. We will continue to encourage public transport operators to explore and adopt new electronic payment systems in the service they provide.

Looking ahead, the Government will continue to adopt a public transport-oriented policy with railway as the backbone, and strive to develop other complementary public transport services to provide more choices and convenience for the commuting public. We will continue to take forward the various initiatives to enhance public transport services while ensuring their long-term healthy development. We will brace ourselves for future challenges and maintain communication with different stakeholders in our concerted efforts to provide a more convenient and efficient transport system for the public.

未來交通運輸管理

隨著市民對交通的需求日漸增加，香港的道路網絡需要不斷拓展。然而，香港地小人多，建設新道路及設施的空間有限，未來交通運輸管理將會循著使用創新、智能、新科技，以及建設易行城市的方向發展。

運輸署正研究的新措施包括「智慧出行」、「新的交通管理模式」及「步行城市」三方面。



TRAFFIC AND TRANSPORT MANAGEMENT: THE WAY FORWARD

Hong Kong is a small and densely-populated city with only limited space for building new roads and facilities. Expansion of the road network to meet the ever rising traffic demand is subject to spatial constraints. In view of this, our approach to traffic and transport management in future will be directed towards adopting innovative and smart technologies, and building a walkable city.

The new initiatives being considered by the TD can be grouped under three categories: "Smart Mobility", "New Traffic Management Practices" and "Walkable City".

Smart Mobility

"Smart Mobility" is an important element of Hong Kong's development into a smart city. The TD's "Smart Mobility Roadmap for Hong Kong" (the Roadmap) sets out a holistic and coherent strategy to implement a number of smart mobility initiatives, in order to achieve the "∑ SIGMA" vision:

- **S**afe: Reduces the risk of traffic fatality or injury;
- **I**nformative: Provides useful information to road users;
- **G**reen: Promotes the use of environmentally-friendly modes of transport;
- **M**obile: Moves people and goods expeditiously and efficiently, meeting the needs of both users and operators; and
- **A**ccessible: Delivers easily-reachable and reliable transport services.

The specific projects covered by the Roadmap will continue to be updated in a timely manner for leading towards a more livable and sustainable city of Hong Kong, having regard to the latest technological advances and the ever-changing city environment.

All-in-one transport mobile application – "HKeMobility": We formally launched "HKeMobility" in July 2018, which integrates the previous "HKeTransport", "HKeRouting" and "eTraffic News" mobile applications. "HKeMobility" enables the public to conduct a one-stop search for public transport, driving and walking routes, and to obtain real-time traffic information. Functions of "HKeMobility" include:

智慧出行

智慧出行是香港發展智慧城市的重要部分。運輸署的《香港智慧出行路線圖》(「路線圖」)提出一套全面而連貫的整體策略，以落實各項智慧出行措施，從而達到「Σ SIGMA」願景：

- 安全 (**S**afe)：降低交通傷亡的風險；
- 資訊 (**I**nformative)：為道路使用者提供有用的資訊；
- 綠色 (**G**reen)：促進使用環保的交通運輸方式；
- 高流通性 (**M**obile)：提供高效的客貨運輸、滿足乘客及營運商的需求；及
- 便捷 (**A**ccessible)：提供便捷及可靠的交通運輸服務。

路線圖所涵蓋的具體落實項目並會根據最新的科技發展和香港不斷變化的環境而適時作出更新，使香港成為更宜居及可持續發展的城市。

綜合流動交通資訊應用程式「香港出行易」 —— 運輸署於 2018 年 7 月推出「香港出行易」，取代舊有的「香港乘車易」、「香港行車易」及「交通快訊」等應用程式，讓市民可以一站式搜尋公共交通、駕駛路線、步行路線及接收實時交通資訊，方便他們規劃行程及選擇更符合個人需要的出行模式。「香港出行易」的功能包括：

1 提供點到點的公共交通路線查詢服務，讓市民可根據不同喜好，例如車程最快、票價最低或轉乘次數最少，搜尋最適合的公共交通工具及路線。查詢服務涵蓋多種公共交通服務，包括港鐵、輕鐵、專營巴士、專線小巴、渡輪、電車、山頂纜車及過境巴士。我們亦已提供覆蓋銅鑼灣及油尖旺的無障礙步行路線搜尋功能。未來我們會逐步加入各區步行路線資料。

2 提供駕駛路線搜尋服務，讓駕駛人士可按不同要求，例如車程最短、車程最快、收費最低等，搜尋最合適的駕駛路線，以及接收實時交通資訊。我們亦正研究透過「香港出行易」收集交通數據，以作交通運輸規劃之用，並將實時交通資訊發放公眾。

3 提供交通事故及道路工程資訊，方便市民計劃行程和避免駛經交通擠塞點。

1 Provides a point-to-point public transport route enquiry service, allowing the public to search for the most suitable public transport mode and travel route according to preferences such as the shortest journey time, lowest fare or least number of interchanges. The enquiry service covers many public transport services including MTR, Light Rail, franchised buses, green minibuses, ferries, trams, the Peak Tram and cross-boundary buses. A search function for barrier-free walking routes covering Causeway Bay and Yau Tsim Mong has also been added. We will progressively include walking route information for other districts in the mobile application in future.

2 Provides a driving route search service with options for the shortest driving distance, shortest travel time and lowest toll, and disseminates real-time traffic information. We are also studying the collection of traffic data through "HKeMobility" for traffic and transport planning and dissemination of real-time traffic information to the public.

3 Provides the latest news on traffic incidents and road works to facilitate the public to plan their journeys and avoid driving through congested areas.

行車路線搜尋
Driving route search function

道路工程資訊
Road works information provided

交通事故資訊
Traffic incident information

「香港出行易」步行路線搜尋
Walking route search function of "HKeMobility"

在所有主要幹道安裝交通探測器 —— 為了提升交通管理及解決交通事故的效率，運輸署將於 2020 年前在所有主要幹道安裝約 1 200 個交通探測器，收集實時交通資訊，並將有關數據經由流動交通資訊應用程式、運輸署網站和資料一線通向公眾發放。

實時交通燈號調節系統 —— 運輸署正研究在交通燈路口增感應器，實時探測人流和車流，從而優化交通燈號的時間，減少擠塞及延誤。

行人過路處的智能裝置 —— 由於長者及殘疾人士步行速度較慢，需較長時間橫過馬路，因此，運輸署研發了智能裝置，在交通情況容許下，延長長者及殘疾人士過路時綠色人像燈閃亮的時間，並已在九個地點進行實地測試。同時，我們亦正研究更新及改善現有的電子行人過路發聲裝置，並考慮加入調校音量及播放特定訊息的功能，以及非接觸式行人按鍵。

Installation of traffic detectors on strategic roads and major roads – To enhance the effectiveness of traffic management and resolution of traffic incidents, we will install about 1 200 traffic detectors on all strategic roads and major roads by 2020. These traffic detectors will feed real-time traffic data to TD's Emergency Transport Co-ordination Centre for traffic and incident management. The collected data will also be disseminated to the public through TD's transport mobile application and website as well as data.gov.hk.

Real-time adaptive traffic signal systems – We are exploring the installation of sensors at signal-controlled junctions to collect real-time pedestrian and traffic flows, thereby optimising the traffic signal timing and reducing congestion and delays.

Smart device at pedestrian crossings – The elderly and people with disabilities, who walk relatively slowly, generally need more time to cross the roads. Hence, TD has developed a smart device which can extend the pedestrian flashing green time for the elderly and persons with disabilities when traffic conditions permit. Such device has been tried at nine locations. Meanwhile, we are also studying the upgrade and improvement of the existing electronic audible traffic signals ("eATSs"). We are considering to enhance the eATSs with contactless pedestrian pushbuttons and with the capability to adjust the sound level and emit specific audio messages.

實時交通燈號調節系統
Real-time adaptive traffic signal systems

更新及改善現有的電子行人過路發聲裝置
UPGRADING AND IMPROVING EXISTING eATSs

行人過路處供長者及殘疾人士試用的智能裝置
Smart devices at pedestrian crossings for trial by the elderly and people with disabilities

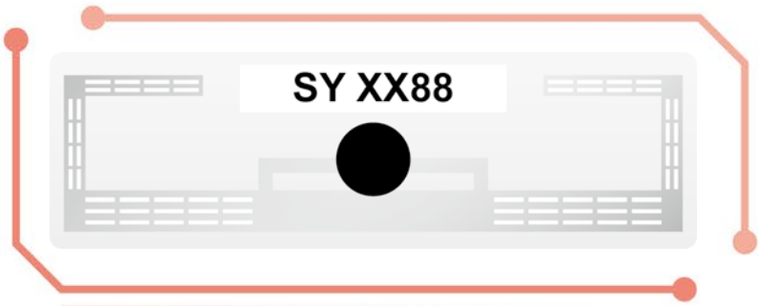
非接觸式行人按鍵
A contactless pedestrian pushbutton

行人過路發聲裝置
An audible traffic signal

電子繳費 —— 各種電子交易方式日漸受到市民接受，運輸署亦已由 2017 年 7 月起，率先於城門隧道提供「停車拍卡」式電子繳費系統及設施，駕駛人士可使用八達通卡或本地發行的非接觸式信用卡繳付隧道費，務求讓大部分駕駛人士於五秒內完成「停車拍卡」的電子交易，減少現金點算及找續的時間。截至 2018 年 4 月底，我們已在六條政府隧道及青馬管制區收費廣場提供「停車拍卡」式電子繳費系統及設施，並陸續在其餘政府收費隧道及道路安裝有關設備，至 2018 年 7 月完成。

不停車收費系統 —— 運輸署正積極研究政府收費隧道及道路長遠如何提供無需停車便可自動繳費的服務模式，透過安裝在車內的繳費貼，識別使用收費隧道及道路的車輛，並以手機應用程式或其他電子方式繳費。自動收費服務可方便駕駛人士及改善各收費隧道及道路的交通情況。

e-Payment – Electronic payment through different means has become increasingly popular in Hong Kong. The TD first introduced the "stop-and-go" e-payment facilities at Shing Mun Tunnels in July 2017. With such facilities, motorists can use Octopus and other contactless credit cards issued by local banks for toll payment. By eliminating the time needed for cash-counting and change-giving, e-payment transactions can be completed within five seconds. The TD completed the installation of "stop-and-go" e-payment facilities at the remaining government tolled tunnels and roads in July 2018.



無線射頻識別為其中一種考慮中的車內感應器技術
One of the IVU technologies under consideration – Radio Frequency Identification

Free-flow tolling system – We are actively studying the provision of an automatic toll collection service at government tolled tunnels and roads without the need for vehicles to stop for the long term. Vehicles using the tolled tunnels and roads will be identified through a toll tag, and toll payment can be made via mobile application or other e-payment means. The automatic toll collection service will facilitate motorists and improve the traffic conditions at the tolled tunnels and roads.

「停車拍卡」電子繳費系統
The "stop-and-go" e-payment system

e-Licensing – At present, information in respect of a licensed vehicle, including the licence expiry date, is listed on a paper-based vehicle licence displayed on the left-hand side of a vehicle's windscreen or in a conspicuous position on the left-hand side of a vehicle (e.g. motorcycle or a vehicle without a fixed windscreen). The information on the vehicle licence is crucial for law enforcement by the Police. However, when the licence is renewed to update the information embedded therein, the paper-form licence needs to be replaced.

In order to enhance the quality of customer service, TD will continue to improve the online services and explore the feasibility of digitalizing the vehicle licence with a view to facilitating online applications for issuance/renewal of vehicle licence and updating of vehicle information without the need for visiting the Licensing Offices in person or through an agent. With the popularity of online service and impending implementation of the electronic identity, online application for renewal of vehicle licence will bring great convenience to the public.

New generation of parking meters – We will progressively replace existing Octopus Card parking meters starting from 2020. The new parking meters will also be equipped with vehicle sensors to detect

電子牌照 —— 目前，領有牌照車輛的資料（包括牌照屆滿日期）載列於紙張形式的車輛牌照上，而車輛牌照則須放置於車輛擋風玻璃的左手邊或車輛左手邊的顯眼處（如電單車或沒有擋風玻璃的車輛）。車輛牌照上的資料對警方執法至為重要。然而在車輛牌照續期時，由於需要更新資料，牌照必須更換。

為提高客戶服務質素，運輸署會繼續優化網上服務，並進一步研究數碼化車輛牌照的可行性，希望藉此讓申請人日後可於網上辦理續領手續及更新車輛資料，而毋需親身或由代理人前往牌照事務處辦理。隨著網上服務的普及和數碼個人身份計劃的推展，網上辦理續領車輛牌照將會為市民帶來更大的便利。

新一代停車收費錶
New generation of parking meters

新一代停車收費錶 —— 我們將於2020 年起逐步更換現有的八達通停車收費錶。新收費錶會支援多種付費模式，包括以流動應用程式遙距繳付泊車費，亦會配備車輛感應器，偵測泊車位的使用情況，並會發布實時資訊，協助駕駛者尋找空置泊車位。

香港科技大學
Hong Kong University of Science and Technology

自動駕駛車輛 —— 自動駕駛車輛技術近年有大幅進展，各地車廠及政府均進行研究及測試，期望可以盡快實現完全自動駕駛，並應用於路面上。有關技術如引入香港，長遠可望促進道路安全、避免交通阻塞、增強市民的流動性、提高生產力、減少廢氣排放及改善環境。

運輸署一向對新技術持開放態度，亦一直密切留意世界各地的汽車科技發展。我們明白自動駕駛車輛將改變目前的交通系統，對社會及市民主活帶來重大裨益，因此將自動駕駛車輛引進香港實在刻不容緩。

the utilisation of parking spaces and, through dissemination of real-time information, assist motorists in finding vacant parking spaces.

Autonomous vehicles – Autonomous vehicle (AV) technologies have been advancing rapidly in recent years. Various overseas car manufacturers and governments have been conducting studies and trials of AV technology, intending that fully autonomous driving can be realised and AVs can operate on roads in the near future. If AV technology is introduced to Hong Kong, it will undoubtedly bring long-term benefits to the city, such as promoting road safety, alleviating traffic congestion, enhancing people's accessibility to raising productivity, reducing vehicle emissions and improving the environment.

With an open mind towards new technology, we have been keeping abreast of overseas development of automobile technology. We understand that AV technology has the potential to spur the transformation of the transport system and bring enormous benefits to the community and people's way of life. Therefore, we are striving to introduce AV technology to Hong Kong.

西九文化區
West Kowloon Cultural District

The design, construction and operation of AVs are very different from those of conventional vehicles. In order to ensure that the trials of AV technology can be legally carried out, we have issued movement permits under the relevant regulations starting from June 2017 to facilitate trials of AV technology. To date, trials of AV technology have been conducted at locations such as Zero Carbon Building, West Kowloon Cultural District, Hong Kong Science Park and the Campus of Hong Kong University of Science and Technology.

With technological advancement, we anticipate that there will be more trials of AVs with different features and functions to be conducted on roads in Hong Kong. We will continue to keep in view the latest development of AV technology overseas, including the development of automobiles, road infrastructure design and legislative requirements. Drawing on relevant experience, we will review and amend the Road Traffic Ordinance and its subsidiary legislation at appropriate junctures to facilitate the development of AV technology in Hong Kong.

Increase the supply of parking spaces – The Government has always been concerned about the supply of, and demand for, parking spaces for different types of vehicles. The current policy in the provision of parking spaces is to accord priority to considering and meeting the parking demand of commercial vehicles and at the same time to provide an appropriate number of parking spaces for private cars.

Commercial vehicles (mainly including goods vehicles, coaches and school buses) serve the function of carrying passengers and goods. They play a very important role in the logistics industry, tourism industry, as well as the overall economy. In December 2017, the TD commenced a two year consultancy study on parking for commercial vehicles, with the aim of examining in depth the

然而自動駕駛車輛的設計、構造及操作模式與傳統車輛大為不同。為推動自動駕駛汽輛在香港進行合法測試，我們由 2017 年 6 月開始，根據相關條例發出「車輛行駛許可證」，容許自動駕駛車輛進行測試，至今這類測試已先後在零碳天地、西九文化區、科學園及香港科技大學等地點進行。

運輸署相信，隨著科技發展，將會有具備更多設計及功能的自動駕駛車輛在香港路面測試。我們會繼續密切留意自動駕駛車輛在世界各地的最新發展情況，包括車輛、道路基建設計及法律法規等方面。在參考相關經驗後，我們會適時檢討及修改現行《道路交通條例》及其附屬法例，以配合自動駕駛車輛在香港的發展。

增加泊車位供應 —— 政府一直關注各種車輛泊車位的供求情況，目前的政策優先考慮及配合商用車輛的泊車需求，同時提供適量私家車泊位。

商用車輛（主要包括貨車、旅遊巴士及學校巴士）負責客貨運輸，對香港物流業、旅遊業，以至整體經濟舉足輕重。運輸署於 2017 年 12 月開展了為期約兩年的「商用車輛泊車位顧問研究」，旨在深入調查目前至 2031 年各區的商用車輛泊車位及上落客貨設施供求情況，並會制訂短、中及長期措施，當中包括繼續增加路旁夜間商用車輛泊車位，以及考慮修訂《香港規劃標準與準則》中相關的泊車位及上落客貨設施標準等。

私家車泊位方面，政府仍會在整體發展容許之下提供適量泊位，但同時不希望誘使原擬乘搭公共交通工具的市民轉用私家車，因而加劇道路擠塞。適量增加私家車泊位的具體措施包括：在合適的新發展項目或重建項目中要求發展商提供一定數量的泊車位；於非辦公時段開放更多政府辦公大樓的停車場予公眾使用，以及以「一地多用」原則在合適的政府、機構或社區設施新項目內增設公眾停車場。長遠而言，運輸署亦會研究引入高端高效的「自動泊車系統」，以善用空間，增加泊車位供應。

供商用車輛使用的多層停車場
A multi-storey car park for use by commercial vehicles

自動泊車系統 —— 自動泊車系統是政府計劃用作增加泊車位供應的中期至長期措施之一。運輸署現正積極研究引入高端高效的自動泊車系統，以增加同一樓層面積內可停泊車輛的數目。

自動泊車系統在海外及內地的發展已經相當成熟，駕駛者只需將車輛駛至設有自動泊車系統的停車場入口區，然後步出車輛，全自動化的電腦系統便會透過機械式裝置，將車輛運送及停泊至停車場內的空置泊位。

非辦公時段開放予公眾使用的政府大樓停車場
A car park of a government office building available for public use during non-office hours

短期租約的公眾停車場
A short-term tenancy public car park

supply of and demand for parking spaces and loading/unloading facilities for commercial vehicles in various districts up to 2031, and formulate short-, medium- and long-term measures. Issues explored included the continued provision of additional on-street nighttime parking spaces for commercial vehicles as well as revising the standards related to parking spaces and loading/unloading facilities for commercial vehicles in the Hong Kong Planning Standards and Guidelines.

In respect of private cars, the Government will still provide an appropriate number of parking spaces if the overall development permits, but at the same time does not wish to attract passengers to opt for private cars in lieu of public transport, thereby exacerbating road congestion. The measures taken in this regard include requiring the developers to provide a certain number of public parking spaces in suitable new developments or redevelopments, making available more car parks at government office buildings for public use during non-office hours, as well as providing public car parks in suitable new Government, Institution and Community facilities under the principle of "single site multiple uses". In the long run, we will also explore the introduction of state-of-the-art and highly efficient automated parking systems in Hong Kong so as to make better use of space to increase the number of parking spaces.

Automated parking systems – The introduction of automated parking systems ("APS") is one of the medium-term to long-term measures proposed by the Government to boost the supply of parking spaces. The TD is currently looking at the feasibility of introducing state-of-the-art and highly efficient APS in Hong Kong so as to increase the number of vehicles that can be parked in the same amount of floor area of a car park.

Full-fledged APS have already been developed in overseas countries and on the Mainland, and motorists need only drive their vehicles to the entrance of a car park installed with APS, leave the vehicles, and let the mechanical devices controlled by a fully automated computer system convey the vehicles to vacant parking spaces in the car park for storage.

圖片顯示出六款不同種類的自動泊車系統：

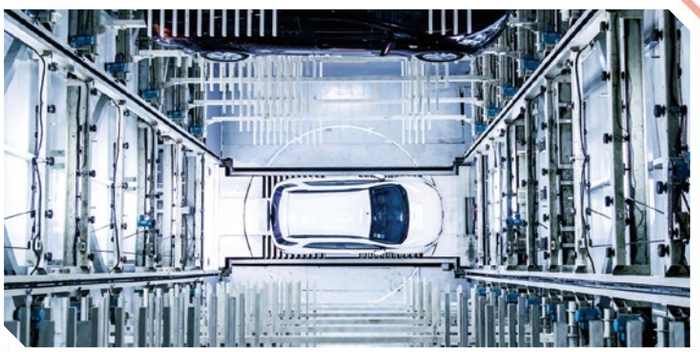
The pictures shows six different types of APS:

立體型 [原圖來源：深圳怡豐自動化科技有限公司]
Vertical lifting and horizontal sliding system [Source of the original photo: Shenzhen Yeefung Automation Technology Co. Ltd.]

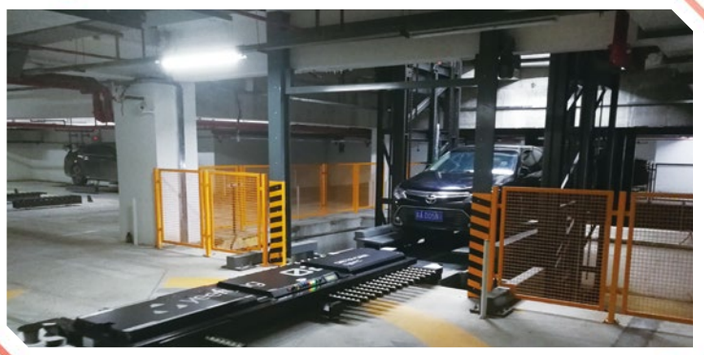
拼圖型 [原圖來源：新疆大成重科機械有限公司]
Puzzle staking system [Source of the original photo: 新疆大成重科機械有限公司]

摩天輪 [原圖來源：四川邦立智能停車設備有限公司]
Rotary carousel system [Source of the original photo: 四川邦立智能停車設備有限公司]

自動泊車系統的主要優點是可以更加善用空間。與傳統停車場比較，「自動泊車停車場」並不需要興建行車通道、斜道及行人升降機。由於駕駛者不需要在「自動泊車停車場」內駕駛及步行，減少尋找泊車位及在停車場內步行時間。「自動泊車停車場」在環境保護方面也更為可取，因為車輛不會在停車場內排放廢氣或溫室氣體。



高塔型 [原圖來源：中國國際海運集裝箱 (集團) 股份有限公司]
Tower lifting system [Source of the original photo: China International Marine Containers (Group) Limited]



自動駕駛泊車系統 [原圖來源：深圳怡豐自動化科技有限公司]
Automated guided vehicle system [Source of the original photo: Shenzhen Yeefung Automation Technology Co. Ltd.]

圓筒型 [原圖來源：**Autostadt GmbH, Germany**]
Circular shaft lifting system [Source of the original photo: Autostadt GmbH, Germany]

The key merit of APS is its capability to make better use of space. Compared with conventional car parks, automated car parks require neither the construction of driveways and ramps nor the provision of passenger lifts. As motorists are spared the need to drive and walk inside the automated car park, the time spent on searching for parking spaces and walking inside car parks can be saved. In terms of environmental protection, automated car parks are also more desirable in that no vehicle-induced emissions or greenhouse gases are generated.

運輸署已於 2018 年 4 月委託顧問為香港落實推展「自動泊車系統」進行先導研究。研究旨在尋找數個合適的選址，興建多個種類的「自動泊車系統」，以確定不同系統的技術及財務可行性，同時亦會進行相關的地區諮詢工作。在進行先導研究時，我們會評估擬建「自動泊車停車場」系統的運作對鄰近路面交通可能造成的影響（例如車輛需要等候進入停車場時會否引致擠塞）、取回車輛所需的時間、突發故障等事宜。長遠來說，我們會探討如何在香港推展更多「自動泊車系統」及當中帶來的經濟機遇。

違例泊車阻塞交通
Traffic congestion caused by illegal parking

新的交通管理模式

隨著交通需求不斷改變，運輸署不時檢視主要道路的最新交通情況，並研究相應的交通管理措施，確保道路交通暢通。就短期的策略性交通管理措施，我們正進行多項研究，包括中環電子道路收費先導計劃及泊車位供求等，務求改善全港及區域性的道路交通情況。

2017 年 1 月「中區電子道路收費先導計劃」第一階段公眾參與報告
Electronic Road Pricing Pilot Scheme in Central and its Adjacent Areas Stage 1 Public Engagement Report published in January 2017

中環電子道路收費先導計劃 —— 目前中環核心區（下稱「中區」）的道路交通較為擠塞。有見於中區具備相對完善的公共交通服務，而中環及灣仔繞道可提供一條免費替代路線，以及電子道路收費科技成熟，運輸署現正制訂「中環電子道路收費先導計劃」，以騰出路面空間，改善中區交通情況。

運輸署於 2017 年 12 月委聘顧問就該先導計劃展開可行性研究，以及在 2019 年年中就計劃的理念及初步構思諮詢持份者，並將在 2020 年 1 月成立國際專家小組，徵詢其專業意見。我們會繼續制訂先導計劃，並會留意香港的社會和經濟情況，適時推出先導計劃。

中環電子道路收費先導計劃
The ERP Pilot Scheme in Central

In April 2018, the TD engaged a consultant to conduct a pilot study on the implementation of APS in Hong Kong. The objective of the study is to identify suitable locations where various types of APS can be implemented so as to ascertain the technical and financial feasibility of different systems. Consultation at a district level will also be conducted. In the course of the pilot study, we will assess issues such as the possible traffic impact of the automated car park on the road network in the vicinity (e.g. whether vehicles waiting for car park entry will cause congestion), the time required for retrieving vehicles, unexpected system breakdowns, etc. In the long run, we will explore how to promote APS in Hong Kong and assess the potential economic opportunities brought by them.

中區道路交通情況
Road traffic conditions in Central District

New Traffic Management Practices

In response to changing traffic demand, the TD from time to time reviews the latest traffic conditions of major roads and explores corresponding traffic management measures to ensure smooth traffic on roads. Regarding short-term strategic traffic management measures, we are conducting a number of studies, including studies on the Electronic Road Pricing Pilot Scheme in Central, and supply of and demand for parking spaces, with a view to improving the territory-wide and local road traffic conditions in Hong Kong.

Electronic Road Pricing Pilot Scheme in Central – At present, road traffic in core Central ("Central District") is relatively congested. Given the well-connected public transport services in Central District, coupled with the availability of a free-of-charge alternative route of the Central-Wan Chai Bypass and mature electronic road pricing ("ERP") technology, we are developing the ERP Pilot Scheme in Central in order to release road space and improve the local traffic in Central District.

We engaged a consultant to commence a feasibility study on the ERP Pilot Scheme in December 2017 , and consulted various stakeholders on the concept and preliminary ideas of the Pilot Scheme in mid-2019. In addition, an International Expert Panel will be formed in January 2020 to give expert advice on the Pilot Scheme. We will continue to develop the Pilot Scheme, keep a close watch on Hong Kong's social and economic situation, and take forward the Pilot Scheme as and when appropriate.

步行城市

多年來，政府一直致力優化各區的行人設施，建設行人友善環境，措施包括上坡地區自動扶梯連接系統和升降機系統、人人暢道通行計劃，以及在適當地區推展行人環境改善計劃等，並會將「香港出行易」應用程式內的步行路徑搜尋功能擴展至全港各區，為市民締造舒適寫意及安全高質的步行環境。

上坡地區自動扶梯連接系統和升降機系統 —— 很多市民都居住在上坡地區，他們（尤其長者）出行並不容易。上坡地區自動扶梯連接系統和升降機系統（以下簡稱「上坡電梯系統」）成為提供舒適和便捷的行人設施，促進區內行人的暢達性，方便居民往返主要公共交通設施及其他地區，亦有助減低居民對車輛的依賴，把人車分隔及減少爭用路面，提升行人安全。因此，上坡電梯系統廣受區內居民和使用者認同和支持。

人人暢道通行計劃 —— 政府多年來一直為公共行人通道（即由路政署負責維修及保養的公共行人天橋、高架行人道和行人隧道）加建無障礙通道設施。隨著香港人口日漸老化，政府除加快興建步伐外，亦於 2012 年 8 月推出新政策，擴大在公共行人通道加建無障礙通道設施的計劃，務求在社區締造「人人暢道通行」的環境，方便市民上落公共行人通道。在宣布新政策的同時，政府又邀請市民就其他有需要在公共行人通道加建升降機的地點提出建議。市民反應踴躍，提出多項建議，每個區議會各自選出三條市民建議的公共行人通道，作優先推行的選擇。

然而，有些公眾建議加建升降機設施的行人通道並非公共行人通道，未能納入「人人暢道通行」計劃內。政府於是

慈雲山行人通道系統
Pedestrian Link at Tsz Wan Shan

月華街行人連接系統
Yuet Wah Street Pedestrian Linkage

Walkable City

Over the years, the Government has been striving to enhance pedestrian facilities in various districts and thereby foster a pedestrian-friendly environment. Initiatives in this regard include the hillside escalator links and elevator systems, the Universal Accessibility Programme, as well as implementation of pedestrian schemes in suitable districts. We likewise plan to extend the coverage of the walking route search function in the "HKeMobility" mobile application to the whole of Hong Kong in an effort to make walking a pleasant experience and provide a safe and quality pedestrian environment.

Hillside escalator links and elevator systems – Many residents live in hillside areas in Hong Kong. Some of them, in particular elderly people, may not find walking a pleasant experience when going uphill or downhill. As such, hillside escalator links and elevator systems are built to provide comfortable and convenient pedestrian links which can improve the pedestrian accessibility of those areas and facilitate residents to commute to and from major public transport facilities and other districts. They also help reduce residents' reliance on motor vehicles and reduce vehicle-pedestrian conflict by segregating vehicles and pedestrians, thereby enhancing pedestrian safety. To date, hillside escalator links have been well received by residents and users of those districts.

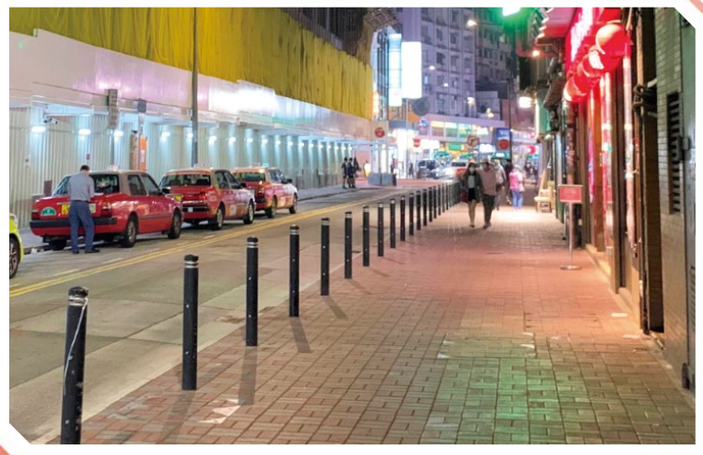
Universal Accessibility Programme – The Government has been installing barrier-free access facilities at public walkways (i.e. public footbridges, elevated walkways and subways maintained by the Highways Department ("HyD")) for years. In light of Hong Kong's aging population, apart from speeding up the progress of such work, the Government launched in August 2012 a new policy to expand the programme to retrofit barrier-free access facilities at public walkways, striving to create a universally accessible environment

橫跨告士打道近六國酒店 (HF2)
Across Gloucester Road near Luk Kwok Hotel (HF2)

in the community and facilitate access to public walkways. When the new policy was announced, the Government invited members of the public to propose locations at public walkways where they considered lift retrofitting necessary. The response from the public was overwhelming, with many suggestions made. Each of the District Councils ("DCs") selected three public walkways for priority implementation.

However, some walkways proposed by the public for the retrofitting of lifts are not public walkways, and were therefore beyond the scope of the "Universal Accessibility ("UA") Programme". In its 2016 Policy Address, the Government announced that it would invite the DCs to further nominate not more than three existing walkways in each district for the second phase of the UA Programme. The walkways eligible for selection by the DCs in this second phase were no longer confined to public walkways maintained by the HyD.

百德新街的全日行人專用街道
Full-time pedestrian street at Paterson Street



擴闊灣仔謝斐道的一段行人路
Footpath widening at Jaffe Road, Wan Chai

在 2016 年度《施政報告》中宣布，再邀請各區議會，選出不多於三條現有行人通道作為第二批推展項目，當中可供考慮的行人通道，不再局限於由路政署負責維修及保養的公共行人通道。

行人環境改善計劃 —— 自 2000 年開始，運輸署已在多區實施行人環境改善計劃，以提升行人安全及流通、提倡以步行作為交通方式，以及改善整體行人環境。計劃包括：全日行人專用街道、部分時間行人專用街道，以及悠閒式街道（如擴闊行人路、減少停車位及減慢行車速度等）。

建設「易行城市」 —— 為促進行人友善的環境，政府正積極推展「香港好．易行」政策，鼓勵市民安步當車，減少乘搭短途車，以改善交通擠塞和空氣質素，並配合將香港建設為可持續發展的「易行城市」，務求令步行成為其中的重要部分。運輸署已於 2017 年年尾展開了三項有關改善步行環境的顧問研究，包括：「提升香港易行度顧問研究」、「檢討上坡地區自動扶梯連接系統和升降機系統的評審機制及初步可行性研究」及「港島北灣仔至上環行人網絡連通性研究」，將與持份者攜手合作，共同推動「香港好．易行」。

「提升香港易行度顧問研究」將參考海外經驗，並透過公眾參與活動收集市民對提升易行度建議措施的意見，為香港締造舒適寫意及安全高質的步行環境。運輸署會在全港選取適合地區作試點，研究及試行創新和舒適的步行環境。此外，為提供安全高質的步行環境，我們會檢討及更新目前有關行人環境及設施的規劃準則及設計。

Pedestrian schemes – Since 2000, we have been implementing pedestrian schemes in various districts with the objectives of improving pedestrian safety and mobility, promoting walking as a transport mode, and improving the overall pedestrian environment. Pedestrian schemes implemented include: full-time pedestrian streets, part-time pedestrian streets and traffic calming streets (such as widening footpaths, reducing on-street parking spaces and slowing down vehicles, etc.)

Building a "Walkable City" – On the premise of providing a pedestrian-friendly environment, the Government is making vigorous efforts to promote "Walk in HK" and encourage people to "walk more, ride less", thus reducing the use of mechanised transport for short-distance commuting, alleviating traffic congestion and improving air quality. Our vision is to develop Hong Kong into a walkable city, making walking an integral part of life in Hong Kong as a sustainable city. At end-2017, we commenced three consultancy studies on improving the walking environment, namely the "Consultancy Study on Enhancing Walkability in Hong Kong", "Review of the Assessment Mechanism for Hillside Escalator Links and Elevator Systems and Preliminary Feasibility Studies", and "Pedestrian Connectivity in Hong Kong Island North from Wan Chai to Sheung Wan – Feasibility Study". We will join hands with all stakeholders to promote "Walk in HK".

The Consultancy Study on Enhancing Walkability in Hong Kong will take reference from overseas experience and conduct public engagement exercises to collect public views on the proposed measures for enhancing walkability in order to make walking a pleasant experience and provide a safe and quality pedestrian environment. Suitable areas in the territory will be selected as pilot areas to test out innovative measures for a comfortable walking environment. In addition, with a view to providing a safe and quality pedestrian environment, we will review and update the existing planning standards and designs related to the pedestrian environment and facilities.

漢口道的悠閒式街道
Traffic calming street at Hankow Road

在沙田逸泰街試行行人過路平台
Trial of raised crossing at Yat Tai Street, Sha Tin

現有的中環至半山自動扶梯系統
The existing Central-Mid-Levels Escalator Link

現有的正街自動扶梯系統
The existing Centre Street Escalator Link

運輸署會繼續推展上坡地區自動扶梯連接系統和升降機系統各項目，並檢討及改善評審機制。我們會按新修訂的機制為過往收集所得的 110 多個上坡電梯系統建議進行初審及研究，挑選出可行並具效益的建議，並評核優次，以訂定首批推展項目。

「港島北灣仔至上環行人網絡連通性研究」考慮到行人連通性、建造難度及成本、景觀及視覺影響等因素，建議通過有效連繫中環 、 金鐘及灣仔現有行人通道系統 ，以改善灣仔至上環現有的行人網絡。

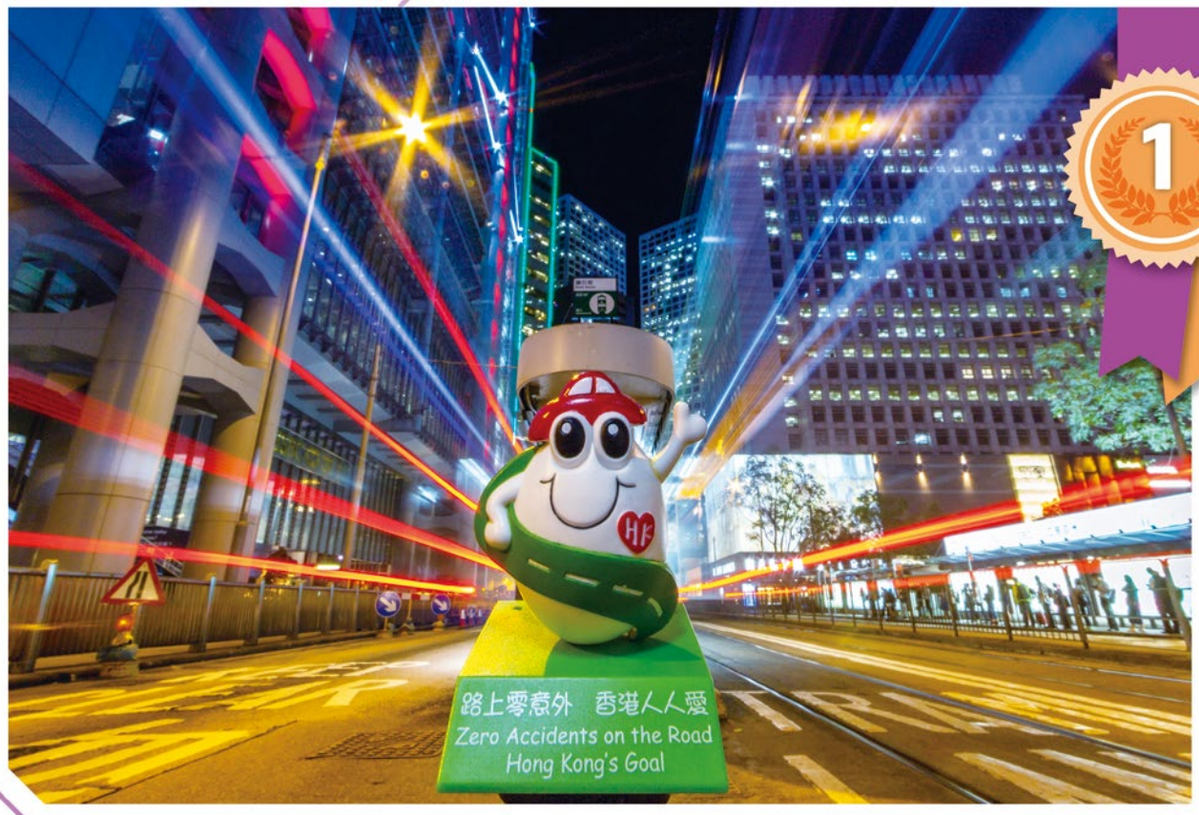
灣仔至上環現有及計劃中的行人網絡
The existing and proposed pedestrian network from Wan Chai to Sheung Wan

We will continue to implement various hillside escalator links and elevator systems, as well as review and improve the assessment mechanism for proposed projects. Using this new assessment mechanism, we will carry out an initial screening and assessment of more than 110 new hillside escalator link proposals received in the past with a view to selecting and prioritizing the first batch of feasible and justifiable proposals for implementation.

Taking into account considerations such as pedestrian connectivity, construction difficulty and cost, and landscape and visual impact, the Study on Pedestrian Connectivity in Hong Kong Island North from Wan Chai to Sheung Wan has proposed to improve the connectivity of the existing pedestrian network from Wan Chai to Sheung Wan through effective linkages between the existing walkway systems in Central, Admiralty and Wan Chai.

「卓越成就五十載 • 活力創新領未來」攝影比賽得獎作品
50th ANNIVERSARY PHOTO COMPETITION – WINNING ENTRIES

金獎
GOLD PRIZE



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