

# 香港運輸

# 40 年

HONG KONG  
TRANSPORT YEARS



網址 Website: [www.td.gov.hk](http://www.td.gov.hk)

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## 運輸及房屋局局長獻辭

香港山多平地少，還有很多島嶼，處理廣大市民的交通需求，一直是個挑戰。過去一百五十多年來，公共行政人員都認同，建立可靠和具效率的交通系統，對促進城市發展十分重要。從十九世紀穿梭維港的蒸汽渡輪，及以燃煤鍋爐推動的山頂纜車開始，至今天成為全球其中一個規劃得最妥善、環環緊扣、發展成熟，並擁有各式各樣現代化交通工具的網絡，本港的公共運輸系統有很大的進展。

運輸署於一九六八年十二月成立，負責管理道路交通及規管公共運輸服務。此後，該署肩負重任，統籌直接影響數以百萬市民日常生活的交通事務。透過世界級的基建提供高效的交通服務，本港的競爭力得以顯著提升。運輸署過去四十年努力不懈，確保人流及物流安全便捷，殊堪嘉許。

展望將來，面對人口增長和日趨頻繁的跨境活動，政府會進一步擴展及致力完善本港的運輸基建，應付不斷增加的需求。我相信，運輸署會更上層樓，繼續做好策劃、管理及監管的關鍵角色。

欣逢運輸署成立四十周年，我謹致以最衷心的祝賀。



A handwritten signature in black ink, reading '鄭汝樺' (Eva Cheng).

運輸及房屋局局長鄭汝樺

## Message from Secretary for Transport and Housing

Addressing the transportation needs of the people has always been a challenge for Hong Kong, being a small and hilly territory comprising of many islands. Public administrators over the past 150 years have recognised the importance of building a reliable and efficient transportation system to facilitate the city's developments. From the steamboat ferry plying Victoria Harbour and the tram operated by coal-fired boilers serving the Peak in the 19th century, Hong Kong's public transport has come a long way in becoming one of the world's most well-planned, inter-connected and fully-fledged networks with a complete range of modern transport facilities.

The Transport Department was set up in December 1968 to manage road traffic and regulate public transport services. Ever since, the department has played an important role in co-ordinating transport-related matters that have direct impact on the lives of millions of Hong Kong people every day. Our efficient transport services delivered over world-class infrastructure contribute significantly to the competitiveness of Hong Kong. I commend the hard work of the department in ensuring safe and efficient movement of people and goods over the past four decades.

Looking to the future, the Government is committed to further expanding and improving Hong Kong's transport infrastructure to meet the ever-increasing demand of our growing population and cross-boundary activities. I believe the Transport Department will continue to excel in its key roles as a planner, manager and regulator.

My heartfelt congratulations to the Transport Department on this happy occasion of its 40th anniversary.

A handwritten signature in black ink, reading 'Eva Cheng'.

Eva CHENG  
Secretary for Transport and Housing

# 運輸署署長的話

過去四十年，香港的人口由380萬增長至接近700萬。為滿足社會對運輸的需求，以及促進香港的進一步發展，香港需要安全可靠、高效率又環保的運輸系統。運輸署自成立以來，一直肩負運輸策劃、交通管理和宣傳等重要職責。在不斷努力下，交通運輸服務得以迅速發展，與香港的經濟和社會共同進步，相輔相成。

在這四十年間，我們建造了二十多條主要幹道及行車隧道，其中包括全球最長的公路鐵路兩用懸索吊橋—青馬大橋，再加上多條陸路跨境通道的啟用，令香港道路網的總長度達到約二千公里，承載車輛總數約有56萬部，成為世界上其中一個道路交通密度最高的地方。

香港高效率的多元化公共運輸系統，是過去四十年來不斷發展的成果。各種公共交通工具均由私人機構經營，無需政府直接資助。這種經營模式是世界各大城市的交通運輸系統中罕見的。目前，乘搭公共交通工具的人次每天超過1 100萬，約佔每天外出市民人數的九成，數字遠遠超過世界上其他大城市。

在發展道路網絡和交通運輸服務的同時，運輸署亦致力透過宣傳和教育活動，向各道路使用者灌輸有關道路安全的知識和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。在運輸署及各方的共同努力下，過去四十年，交通意外中死亡及重傷人數已大幅減少四成。現時本港的交通意外死亡率較世界很多大城市的數字為低。

我們過往的成就，實有賴各方人士的熱心參與和鼎力支持。本人謹向他們致以衷心謝意，並希望大家繼續支持運輸署的工作，攜手建立安全可靠、高效率又環保的交通運輸系統，以滿足市民日常的需求，令香港在經濟和社會各方面得以持續發展。

本紀念特刊所收錄的資料和相片，回顧香港在交通運輸的策劃、管理和宣傳等各方面的成績，並展望未來的規劃和發展藍圖，標誌著本署同人的抱負、使命和信念，值得大家細覽。



04|05

黃志光

運輸署署長黃志光

## Message from Commissioner for Transport

During the past 40 years, the population of Hong Kong has surged from 3.8 million to nearly 7 million. To cater for the transport demand and to foster the continuous development of Hong Kong, there is a need for a safe, reliable, efficient and environmental friendly transport system. Since its establishment, the Transport Department has been responsible for the transport planning, traffic management and promotion of road safety awareness. With its continuous efforts, the traffic and transport services have been developed rapidly to tie in with Hong Kong's economic and social development.

In the past four decades, we have built more than twenty major trunk roads and road tunnels, including Tsing Ma Bridge, the world's longest span suspension bridge carrying both vehicular and railway traffic. Coupled with the opening of a number of cross-boundary land crossings, the total length of Hong Kong's road network has reached about 2 000 kilometres, carrying about 560 000 vehicles. The territory is now one of the cities with the highest road traffic flow density in the world.

Nowadays, Hong Kong has a highly efficient multi-modal public transport system. This is the fruitful success of the public transport development in the past 40 years. All modes of public transport are operated by the private sector without direct subsidy from the Government, an operating model rarely found in the traffic and transport systems among the world's major cities. At present, the daily patronage of all means of public transport exceeds 11 million passenger trips, representing about 90% of the daily total number of commuters. Compared with other major cities, such figures are exceptionally high.

Apart from developing road networks and transport services, the Transport Department strives to instil into road users the knowledge on road safety and to enhance their road safety awareness through various promotional and educational campaigns, as well as to promote the road safety vision of "Zero Accidents on the Road, Hong Kong's Goal". With the concerted efforts of the Department and other relevant parties, the number of road traffic casualties has been significantly reduced by 40% over the past 40 years. Today, the fatality rate of traffic accidents in Hong Kong remains low when compared with that of many major cities of the world.

Our achievements over the years would not have been possible without the zealous participation of and ardent support by various parties. I would like to take this opportunity to express my gratitude to all of them. I hope they will continue their support to our work with a vision to build a safe, reliable, efficient and environmental friendly traffic and transport system to cope with the passengers' demand and to contribute to the sustainable economic and social development of Hong Kong.

This commemorative booklet gives not only a review of our accomplishments in transport planning, traffic management and publicity in Hong Kong, but also presents a blueprint for future planning and development, serving to realise our Vision, Mission and Values in all aspects. I hope you would enjoy reading this book.

A handwritten signature in black ink that reads "Alan Wong". The signature is stylized and cursive.

Alan WONG



尖沙咀鐘樓前身為九廣鐵路香港段的總站  
The Clock Tower in Tsim Sha Tsui was once  
the terminus of the Kowloon-Canton Railway  
(Hong Kong Section)

# 運輸署

## The Transport Department

06|07

### 成立

在一九六八年十二月一日，當時附屬於布政司署的交通事務處正式成為獨立的政府部門，並於一九七五年正式改名為運輸署。

在這四十年間，香港的人口由380萬增長至接近700萬，道路的總長度亦幾近倍增，乘搭公共交通工具的人次是從前的2.4倍，而車輛數目亦增加了4倍。一九八二年，運輸署進行了重大改組。原來隸屬路政處轄下的交通運輸分處撥歸運輸署署長管轄。運輸署的職責因而大幅增加，編制由不足200人逐漸增至今日超過1 200名員工。

### Founding

On 1 December 1968, the Transport Office under the Colonial Secretariat became an independent government department — the Transport Department (TD). The Chinese name "運輸署" was formally adopted in 1975.

During the past 40 years, the population of Hong Kong has grown from 3.8 million to nearly 7 million, the total length of roads in the territory has almost doubled while the number of passenger journeys of public transport is 2.4 times of that in the past, and the number of vehicles has also made a nearly 4-fold increase. A major reorganisation took place in 1982, putting the Traffic and Transport Branch of the Highways Office under the control of the Commissioner for Transport. The duties undertaken by the TD have also accordingly increased to a significant extent, with its staff establishment gradually expanding from under 200 to over 1 200 today.

銅鑼灣高士威道昔日面貌  
A view at Causeway Road in  
Causeway Bay in the past



銅鑼灣高士威道現貌  
The present view of Causeway Road in  
Causeway Bay



08|09

1989 - 1996



用兩個英文字母T及D組成的  
第一個運輸署標誌

1996 - 1998



改用圖案  
取代英文字母

1998 至今



新的標誌創於慶祝運輸署成立三十周年  
圖案中的圓點標誌著以服務市民為本的信念

運輸署標誌古今對照  
The old and new logos  
of the Transport  
Department

## 標誌

運輸署的標誌以「運」字及英文字母「T」為骨幹，揉合了道路、鐵路和海浪的形態，象徵運輸署在規劃和監管海陸交通方面的工作，而標誌上冠以圓點構成人的形態，凸顯署方上下一心，目標一致，也表現出運輸署以人為本的信念和積極服務市民的使命。

## Logo

Building on the Chinese character 運 (meaning "transport") and the English letter "T" (standing for "transport"), the TD logo has blended the shapes of a road, a railway track and water wave into an icon that symbolises that the duties of the TD cover the planning and regulation of land-based and water-borne transport, and the dot that crowns the logo makes the figure resemble a human being and highlights the esprit de corps and common goals shared by every member of the TD. It also signifies the human-oriented beliefs of the TD and its mission to serve the community proactively.

全心全意 以誠待人  
PUTTING OUR HEARTS INTO IT

## 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, environmental 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、細意關懷

承擔責任

積極進取

力求至善

## Values

We will —

bring out the best in people

be fair, open and caring

take responsibility

be proactive

strive for excellence



過去警員指揮交通的情況  
A Police officer directing traffic in the old days

# 交通管理

## Traffic Management

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### 職能

運輸署由運輸署署長主管，負責執行《道路交通條例》和規管公共交通服務的各项條例。運輸署的職責涵蓋策劃運輸發展；交通管理；管理道路、隧道、運輸基建、停車場、停車收費錶；監管陸路、鐵路和水上公共交通；簽發駕駛執照，以及處理車輛登記、簽發車輛牌照和車輛檢驗等事宜。同時，運輸署亦鼓勵車主使用環保車輛、推出行人專用區計劃、設立中環至半山自動扶梯系統，並且提供方便殘疾人士的設施及協助締造優良的環境。在一九九七年後，香港與內地的經濟社會活動日益頻繁，運輸署為提升過境人流及物流的效率，實施了各項跨境交通及公共運輸改善計劃。

### Role

The TD, headed by the Commissioner for Transport, is the authority for administering the Road Traffic Ordinance and legislation regulating public transport services. Its responsibilities cover transport planning; traffic management; management of roads, tunnels, transport infrastructure, car parks and parking meters; monitoring of land-based, railway and water-borne public transport; issuing driving licences, processing of vehicle registration, issuing vehicle licences and conducting vehicle examinations. The TD also encourages the use of environmental friendly vehicles, launches pedestrian zones, built the Central to Mid-levels Escalator System, provides people with disabilities with accessible facilities, and helps in creating a quality environment. After 1997, in response to the increased social and economic activities between Hong Kong and the Mainland, the TD implemented various improvement programmes for cross-boundary traffic and public transport in a bid to enhance the efficiency of handling cross-boundary travellers and goods.

### 區域交通控制系統

要保持交通暢順，除了興建道路外，有效的交通管理也十分重要。運輸署在一九七七年安裝第一個區域交通控制系統。現時，全港共有1 745個路口裝有燈號，其中1 590個路口的燈號是由電腦化的「區域交通控制系統」控制，並有216部閉路電視攝影機輔以操作。該系統能減少行車時間和停車次數約三成，以及減少停車時間達五成。在一九九二年增設的交通感應控制系統更進一步減少行車時間約一成。

### 交通管制及監察系統

運輸署在隧道、大型橋樑及部分高速公路都安裝了交通管制及監察系統，當中包括閉路電視攝影機、車輛探測器、可變訊息顯示牌、可變車速限制標誌、行車線管制燈號等設施。連同高度自動化的隧道管理系統，令隧道和道路的安全性和容車量，得以大大提升。

### Area Traffic Control System

Apart from the construction of roads, effective traffic management is also vital to the smooth flow of traffic. In 1977, the TD introduced its first Area Traffic Control (ATC) System. Today, a total of 1 745 junctions all over the territory are installed with light signals, of which 1 590 are controlled by the computer-based ATC system and supported by 216 closed circuit television (CCTV) cameras. The system can reduce journey time and number of stops by 30%, and stopping time by 50%. The traffic sensor control system introduced in 1992 has further reduced the journey time by about 10%.

### Traffic Control and Surveillance System

The Traffic Control and Surveillance System (TCSS) installed in tunnels and on major bridges and some highways is made up of such facilities as CCTV cameras, vehicle detectors, variable message signs, variable speed limit signs and lane control signals. Together with a highly automated tunnel management system, the TCSS has greatly enhanced the safety and increased the capacity of tunnels and roads.

交通燈是現今管理交通的其中一種方式  
Traffic lights are used nowadays to regulate traffic



銅鑼灣行人專用區  
Pedestrianised zone in  
Causeway Bay



於二十世紀八十年代普遍採用的T125型號交通燈控制箱，俗稱「豬仔機」  
The model T125 traffic signal controller, known as "Piggy" traffic signal controller, was commonly used in 1980s



緊急事故交通協調中心於二零零零年五月成立  
The Emergency Transport Coordination Centre (ETCC) was established in May 2000



緊急事故交通協調中心可同時監控港九新界以至邊境地區的交通情況  
The ETCC monitors traffic situation all over the territory and at the boundary



可變訊息顯示牌為駕駛人士提供即時交通資訊  
The variable message signs provide motorists with instant traffic information



運輸署在一九七七年初次引入區域交通控制系統  
TD first installed the Area Traffic Control System in 1977



計劃安裝於吐露港公路的車速顯示屏合成照片  
Photomontage of the planned Speed Map Panel on Tolo Highway



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## 交通管理措施

運輸署亦經常採取一些規模較少的實際措施，包括交通改道、停車限制、輔助行人設施、管制泊車和檢討車速限制，以確保道路使用者能得到最有效的服務。運輸署亦推出行人專用區計劃，以改善行人的安全及流通情況。

## 事故管理

運輸署轄下的緊急事故交通協調中心於二零零零年五月成立，負責每日24小時監察交通情況，並與政府其他部門和各公共交通機構保持緊密聯繫，於發生事故時統籌作出相應的交通運輸安排。

## 資訊科技

為向道路使用者提供最新的交通情況資料，運輸署應用資訊科技，於二零零三年在港島設立行車時間顯示系統，向駕車人士顯示經三條過海隧道前往九龍的估計行車時間。

## Traffic Management Measures

Minor practical measures such as traffic diversion, stopping restriction, pedestrian crossing facility, controlled parking and speed limit review are often adopted to ensure that road users are offered the most effective service. Pedestrianisation schemes are also launched to enhance pedestrian safety and mobility.

## Incident Management

Set up in May 2000, TD's Emergency Transport Coordination Centre (ETCC) monitors traffic conditions 24 hours daily and maintains close liaison with other government departments and various public transport operators in co-ordinating traffic and transport arrangements in the event of incidents.



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

## Information Technology

To provide road users with the most updated traffic information, the TD made use of information technology to set up the Journey Time Indication System (JTIS) on the Hong Kong Island in 2003 to show motorists the estimated journey time needed to Kowloon via the three cross harbour tunnels.

互聯網上的行車速度圖顯示主要道路的推算行車速度，方便市民在出發前計劃路線。過去數年，運輸署透過網頁發放實時閉路電視交通情況影像，並在二零零七年推出電子手帳 (PDA) 版，讓流動電話用戶也能在手提電話查看實時交通情況。



流動電話上的事故及車速地圖  
Incident and speed map on mobile phone

在二零零八年研發的運輸資訊系統能儲存最新的交通及運輸資訊。為進一步加強發放全面的交通資料，運輸署將分階段推出「智能道路網」及「公眾運輸資訊」。「智能道路網」提供有關行車方向、路口轉彎方向及停車限制等最新資料。「公眾運輸資訊」服務是在互聯網上為公共交通工具的乘客及駕車人士提供交通運輸方面的資訊，方便他們在出發前計劃所選用的路線。

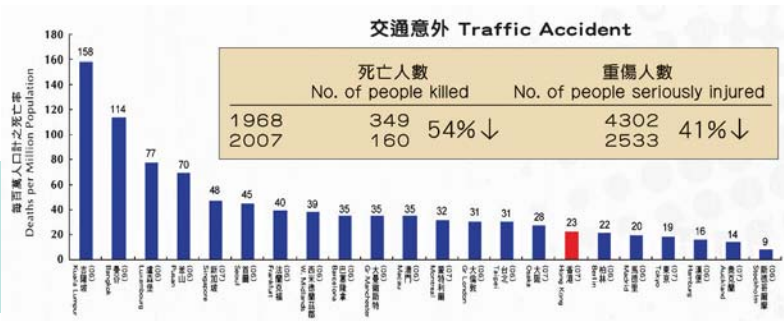
The traffic speed map on the internet displays the projected traffic speed on major roads to facilitate members of the public in planning their routes in advance. Over the past few years, the TD has been disseminating real time CCTV images of traffic conditions on its website. A PDA version was launched in 2007 so that mobile phone users could also check the real time traffic conditions on their mobile phones.

The Transport Information System (TIS) developed in 2008 stores up-to-date traffic and transport information. To further strengthen the dissemination of comprehensive traffic information, TD will make use of the TIS to launch the Intelligent Road Network (IRN) and Public Transport Information Services (PTIS) in stages. The IRN provides up-to-date information on traffic directions, turning movements at road junctions and stopping restrictions, etc. while the PTIS is to provide traffic and transport information on the internet to facilitate public transport users and motorists in planning their routes in advance.



網上的實時交通情況  
The real time traffic situation on the Internet





## 道路安全

運輸署一直密切注視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的執法行動，以改善香港的道路安全情況。運輸署一向致力改善道路網絡及運輸基礎設施，亦會隨著不斷變化的客觀環境因素，檢討及改善道路的設計標準，以切合社會需要。

透過宣傳及教育，運輸署向各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。在運輸署及各方的共同努力下，過去四十年，交通意外的死亡及重傷人數已分別大幅減少五成及四成。

## Road Safety

The TD has been closely monitoring the trend in the number of traffic accidents, formulating or updating the legislation in a timely manner, and carrying out relevant law enforcement action through the police to enhance road safety in Hong Kong. The TD will spare no efforts in improving road network and transport infrastructure. It will also review and improve the design standard of roads with respect to the ever-changing physical environment to meet the needs of the community.

Through publicity and education, the TD has been cultivating in all road users general knowledge on road safety and an attitude of proper road use, and promoting to members of the public TD's vision and logo of road safety - "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 50% and 40% respectively over the past 40 years.



「路上零意外 香港人人愛」  
道路安全標誌  
Road safety logo —  
"Zero Accidents on the Road,  
Hong Kong's Goal"

道路安全電視宣傳片及宣傳單張  
TV Announcements in the Public Interest  
and leaflets on road safety



## 駕駛改進計劃

為進一步提高道路安全，運輸署於二零零二年九月推行駕駛改進計劃，旨在加深駕駛人士對自己的駕駛態度及行為的了解，從而推廣道路安全意識及鼓勵駕駛人士遵守交通條例。二零零二年九月至二零零八年九月期間，大約16 000名駕駛人士曾修習駕駛改進課程。

鑑於課程成效理想，政府會在二零零九年年初實施「強制修習駕駛改進課程計劃」，強制規定在兩年內重覆觸犯交通罪行及違例駕駛記分累積至10分者或觸犯可被記10分的嚴重交通罪行，必須修習課程。

## Driver Improvement Scheme

To further enhance road safety, the Driver Improvement Scheme was implemented in September 2002. It aims at helping drivers better understand their driving attitude and behaviour, as well as promoting their awareness of road safety and encouraging them to comply with traffic-related ordinances. From September 2002 to September 2008, around 16 000 motorists attended the driving improvement course.

With such encouraging results, the Government will implement the "Mandatory Driving Improvement Course Scheme" in early 2009, making it a mandatory requirement for repeated traffic offenders who have accumulated 10 or more driving-offence points within a period of two years; or persons convicted of serious traffic offences incurring 10 driving-offence points to attend the course.

# 跨境交通

## Cross-boundary Traffic

隨著香港與內地的經濟及社會交流日益頻繁，跨境貨運和客運的流量在一九九七年至二零零七年期間分別增加了62%及159%。

With the increasing economic and social activities between Hong Kong and the Mainland, cross-boundary goods and passenger traffic rose by 62% and 159% respectively during the period between 1997 and 2007.



深圳灣公路大橋連接新界西北及深圳蛇口  
Shenzhen Bay Bridge connects northwest of Hong Kong with Shekou, Shenzhen



深圳灣口岸是本港第四個道路過境口岸  
Shenzhen Bay Port is the fourth cross-boundary road crossing

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### 跨境交通的發展概覽

### Summary of the Development of Cross-boundary Traffic

- 羅湖邊境管制站於一九一一年配合當時的九廣鐵路(現為港鐵東鐵線)同時啟用，為首個鐵路過境通道。  
Commissioned in 1911 together with the then Kowloon-Canton Railway (currently MTR East Rail Line), Lo Wu Border Control Point is the first cross-boundary railway crossing.
- 文錦渡管制站作為首個道路過境口岸，於一九八零年七月啟用，連接文錦渡與深圳市中心，讓過境貨車、過境巴士及過境私家車使用陸路通道往來香港及內地。  
Commissioned in July 1980, Man Kam To Control Point is the first cross-boundary road crossing, connecting Man Kam To with Shenzhen town centre. It is open to cross-boundary goods vehicles, buses and private cars for travelling between Hong Kong and the Mainland.
- 沙頭角管制站於一九八五年三月啟用，為第二個道路過境口岸，連接沙頭角與深圳市東部。  
Commissioned in March 1985, Sha Tau Kok Control Point is the second cross-boundary road crossing which connects Sha Tau Kok with eastern Shenzhen.
- 落馬洲管制站於一九八九年十二月啟用，為第三個道路過境口岸，連接落馬洲與深圳皇崗，是跨境車流最繁忙的管制站。  
Commissioned in December 1989, Lok Ma Chau Control Point connecting Lok Ma Chau with Huanggang, Shenzhen is the third cross-boundary road crossing. It is the busiest cross-boundary control point in terms of vehicular flow.
- 落馬洲—皇崗過境穿梭巴士(皇巴)於一九九七年三月正式投入服務，為過境旅客提供班次頻密的過境巴士服務。  
Commissioned in March 1997, Lok Ma Chau-Huanggang cross-boundary shuttle buses (Huanggang buses) provide passengers with high-frequency cross-boundary bus service.
- 落馬洲管制站於二零零三年一月二十七日實施二十四小時通關，進一步為旅客改善過境設施。  
Open for 24 hours daily since 27 January 2003, Lok Ma Chau Control Point serves to further improve cross-boundary passenger service.
- 六條經落馬洲/皇崗口岸的短途穿梭過境巴士服務(包括灣仔線、旺角線、油尖線、觀塘線、荃灣線及錦田線)於二零零四年八月開始運作，為市民提供便捷的過境巴士服務。  
Commissioned in August 2004, six cross-boundary short haul shuttle bus routes operating via Lok Ma Chau/Huanggang (including Wan Chai line, Mong Kok line, Yau Tsim line, Kwun Tong line, Tsuen Wan line and Kam Tin line) provide members of the public with an efficient cross-boundary bus service.
- 經落馬洲/皇崗口岸的迪士尼短途過境巴士服務於二零零五年九月開始運作，為旅客提供便捷的過境巴士服務，往來迪士尼樂園與內地。  
Commissioned in September 2005, the Disneyland cross-boundary short haul bus service operating via Lok Ma Chau/Huanggang provides passengers with an efficient cross-boundary bus service plying between the Disneyland and the Mainland.
- 深圳灣口岸於二零零七年七月一日啟用，是第四個道路過境口岸，連接新界西北與深圳蛇口。為滿足過境旅客的需求，除過境巴士外，深圳灣口岸設有公共運輸交匯處，讓專營巴士、專線小巴、市區的士及新界的士營運，為乘客提供多種服務選擇來往新口岸。  
Commissioned on 1 July 2007, Shenzhen Bay Port is the fourth cross-boundary road crossing, connecting the northwest of the New Territories with Shekou, Shenzhen. To satisfy the demand of cross-boundary passengers, Shenzhen Bay Port is equipped with a public transport interchange for the operation of franchised buses, green minibuses, urban taxis and New Territories taxis in addition to cross-boundary bus services, providing passengers with choices of local transport services to and from the new crossing.
- 落馬洲支線管制站於二零零七年八月十五日啟用，是深圳與香港之間的第二個鐵路過境通道，連接港鐵東鐵線的落馬洲總站與深圳福田口岸。為配合不斷增加的過境客運需求，旅客除可乘搭東鐵線前往落馬洲外，亦可選擇乘搭專營巴士、專線小巴、市區的士及新界的士前往這新過境通道。  
Commissioned on 15 August 2007, Lok Ma Chau Spur Line Control Point is the second cross-boundary railway crossing between Shenzhen and Hong Kong, connecting the Lok Ma Chau terminal of the MTR East Rail Line and Futian Port of Shenzhen. To cater for the ever-increasing demand of cross-boundary passengers, franchised buses, green minibuses, urban taxis and New Territories taxis are also available for travelling to this new boundary crossing, apart from the Lok Ma Chau-bound MTR East Rail Line.

# 運輸行政管理

## Transport Administration



傷殘人士專用泊車位  
On-street parking space for the disabled persons

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### 停車收費錶及停車場

運輸署在不妨礙交通的地點設立路旁停車位及停車收費錶。舊式接受硬幣的機械式收費錶已沿用接近四十年，直至一九九八年開始採用電子收費錶和憑票泊車機。自二零零四年年底起，收費錶已統一採用八達通卡繳費模式。現時，設有收費錶的停車位有17 900個。運輸署自一九九四年起將停車收費錶交由私營公司負責管理、經營及維修，以提高服務水平及改善營運效率。

運輸署轄下有14座多層停車場、上水泊車轉乘露天停車場及青嶼幹線觀景台停車場，提供約7 900個泊車位。運輸署自一九八四

年起將轄下停車場交由私營公司負責管理、經營及維修，以確保這些停車場能有效率地營運。



在二十世紀六十年代使用的「Venner」停車收費錶  
Venner parking meters used in the 1960s

### Parking Meters and Car Parks

On-street parking spaces and parking meters are provided in locations that would not cause traffic obstruction. Traditional coin-operated mechanical meters had been used for nearly 40 years. It was not until 1998 that electronic meters and pay-and-display machines were introduced. Since late 2004, Octopus card payment has been the standard mode for all meters. At present, there are 17 900 metered parking spaces. The management, operation and maintenance of parking meters has been commissioned to the private sector since 1994 to enhance service level and operational efficiency.



「易泊卡」是過往繳付停車收費錶費用的其中一種方式  
"E-Park" cards were used for paying parking meters' fees



從二零零四年底起，市民只可使用「八達通」咭繳付停車收費錶的費用  
Only Octopus cards were accepted for on-street parking meters since end of 2004

The TD has the ownership of 14 multi-storey car parks, the open-air Sheung Shui Park-and-Ride Car Park and the Lantau Link View Point Car Park, providing around 7 900 parking spaces. The management, operation and maintenance of the car parks has been commissioned to the private sector since 1984 to ensure effective operation of the car parks.

圖為上世紀九十年代初位於美利道停車場大廈的舊香港牌照事務處  
Photo shows the old Hong Kong Licensing Office at Murray Road Carpark Building in the early 1990s



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  
The Transport Department has four licensing offices. Picture shows the office at United Centre in Admiralty



### 駕駛考試及牌照服務

運輸署負責簽發駕駛執照和車輛牌照。現時，運輸署設有4個牌照事務處及16個駕駛考試中心。截至二零零八年六月底，領有正式駕駛執照的人數近177萬，而已領有牌照的各類型車輛達572 000輛。

在七十年代以前，香港駕駛執照是一本米色硬皮簿，執照細節均以人手書寫。運輸署在七十年代初期起採用第一代車輛牌照及駕駛執照綜合資料電腦系統，駕駛執照變成大小與信用卡相若的過膠卡片，其內容細節也改由電腦列印。自一九九七年六月起，正式駕駛執照的有效期由一年或三年改為十年。二零零八年三月，運輸署推出「續領密碼」，鼓勵駕駛執照持有人使用電子服務申請執照續期。

### Driving Test and Licensing Service

The TD issues driving licences and vehicle licences. There are at present four licensing offices and 16 driving test centres under the TD. As at end June 2008, the number of full driving licence holders approached 1 770 000, while that of licensed vehicles of various types amounted to 572 000.

Before the 1970s, the Hong Kong driving licence was a hard-cover beige-coloured booklet and the licence particulars were handwritten therein. Since early 1970s when the TD adopted the Vehicles and Drivers Licensing Integrated Data System (VALID), the licence particulars were computer-printed and the licence took the form of a laminated card of about the size of a credit card. The validity of a full driving licence was increased from one or three years to ten years from June 1997 onwards. In March 2008, the renewal procedure of driving licence was revamped by the introduction of a "renewal password" to encourage driving licence holders to renew their licences by electronic means.



運輸署過往曾簽發的駕駛執照  
The driving licences issued by the Transport Department in the past

隨著電腦化，駕駛考試筆試部份已由昔日的書寫形式改為以電腦形式進行  
The drivers' written test once conducted in written format is now making use of the computers



運輸署由二零零六年起拍賣  
自訂車輛登記號碼  
Auction for Personalized Vehicle  
Registration Marks since 2006



巴士「傾斜」測試  
Bus tilted test



貨車在新九龍灣驗車中心進行年檢  
The New Kowloon Bay Vehicle Examination Centre  
is used for annual inspection for goods vehicles



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車輛必須先領有牌照才能在  
路上行駛。在五十年代至七十  
年代初期，車輛牌照是一張  
圓形的紙牌。七十年代，車輛  
的登記細節皆載於一本深綠色  
的「牌簿」內。隨著電腦化，「牌  
簿」現已改為一張用電腦列印  
的紙張。

### 車輛登記號碼

車輛在登記時會獲編配一個由  
兩個英文字母及尾隨一至四個位  
的數字組成的普通登記號碼。  
由一九七三年起，市民可透過  
拍賣，獲得普通登記號碼及  
不可轉讓的特殊登記號碼。

二零零六年，運輸署推出自訂  
車輛登記號碼計劃。市民自此  
可自行選擇由最多八個英文  
字母、數目字及/或空位組成  
的自訂登記號碼，並經運輸署  
審批及透過公開競投後，使用  
這些自訂登記號碼。

Vehicles must be licensed before running on the road. From 1950s to early 1970s, the vehicle licence was a round-shaped paper card. In 1970s, the vehicle registration particulars were recorded in a dark green coloured "vehicle registration book". With the onset of computerisation, the "vehicle registration book" is now replaced by a computer printout.

### Vehicle Registration Marks

Upon registration, a vehicle will be assigned an ordinary registration mark consisting of two letters followed by one to four numerals. From 1973 onwards, members of the public may get an ordinary or a non-transferable special registration mark by auction.

In 2006, the Personalized Vehicle Registration Marks (PVRMs) Scheme was launched. Under the Scheme, members of the public can choose a PVRM consisting of a maximum of eight letters, numerals and/or blank spaces, and use it upon approval by the TD and through public auction.



以往車輛登記號碼  
拍賣的情況  
Auction of vehicle  
registration marks in  
the past

### 車輛檢驗及批核服務

車輛檢驗工作旨在確保車輛性  
能良好及維修妥善。政府規定  
所有公共服務車輛、貨車和拖架  
必須每年檢驗一次。二零零七  
年，4個政府驗車中心共檢驗  
了213 000部車輛，而全港22間  
認可車輛測試中心則檢驗了  
216 000部車齡超過6年的私家  
車和重量不超過1.9公噸的輕型  
貨車。新九龍灣驗車中心於  
一九九二年外判予私營公司負責  
貨車年檢的工作。

### Vehicle Examination and Approval

Vehicle examination aims at ensuring the performance and proper maintenance of vehicles. All public service vehicles, goods vehicle and trailers are required to be examined once a year. In 2007, a total of 213 000 vehicles were examined by the four government vehicle examination centres and 216 000 vehicles, including private cars over six years of age and light goods vehicles not exceeding 1.9 tonnes in weight, were examined by the 22 authorised car testing centres all over Hong Kong. Annual inspection of goods vehicles conducted in the new Kowloon Bay Vehicle Examination Centre has been outsourced to the private sector since 1992.



全港整體運輸研究檢討及評估運輸需求  
The three comprehensive transport studies reviewed and assessed the transport demand

# 運輸策劃 Transport Planning



近年落成的鐵路項目  
Railway projects completed in recent years

## 研究策劃

過去四十多年間，政府進行了3項全港整體運輸研究及多項集體運輸研究和主要道路計劃的交通規劃研究。研究範圍包括道路網及公共運輸網，檢討及評估在不同年代及土地用途規劃發展的運輸需求，以制訂運輸政策白皮書及長遠運輸策略。

運輸署於一九九九年完成的《第三次整體運輸研究》，為政府制定一套均衡的長遠運輸策略定下綱領，務求配合環境的持續發展，促進香港的客貨運輸流通。

交通及運輸調查的概念在一九六四年引入香港，以推算出行模式對未來相關發展的影響。

運輸署定期收集交通運輸數據以監察現有網絡的使用情況，利用最新的規劃數據來推算未來的運輸需求，及評估主要道路計劃和運輸政策的效益。

在香港的運輸策略方面，鐵路擔當重要的角色。鐵路是安全

## Research and Planning

Over the past 40 years or so, the Government has conducted three territory-wide comprehensive transport studies and a number of mass transport studies and traffic planning studies on major road projects. These studies have reviewed and assessed the transport demand of different decades and of land use planning and development, and have formulated white papers on transport policies and long-term transport strategies.

The Third Comprehensive Transport Study, completed in 1999, laid down the framework for the Government to formulate a set of balanced long-term transport strategies to go in line with the sustainable development of the environment and to facilitate the flow of passengers and goods in Hong Kong.

The concept of traffic and transport survey was introduced into Hong Kong in 1964 to evaluate the impact of travelling mode on future development in related area.

The TD has since collected data on traffic and transport on a regular basis to monitor the utilisation of the existing network, made use of the latest planning data to evaluate future transport demand, and assessed the effectiveness of major road projects and transport policies.

Railway plays an important role in the transport strategies of Hong Kong. Being a safe, reliable, efficient, comfortable

可靠、快捷舒適、符合環保的集體運輸工具，因此政府一向優先發展鐵路。政府的《鐵路發展策略2000》除勾劃出下一階段鐵路發展的藍圖外，還包括多項新鐵路建造工程計劃，以可持續發展方式應付未來二十年日益增加的運輸服務需求。近年，香港的鐵路發展迅速。在二零零二至零七年五年間，6個鐵路項目，包括將軍澳線、西鐵線、東鐵尖沙咀支線、馬鞍山線、迪士尼線和東鐵落馬洲支線相繼完成。

至於興建中的九龍南線（連接西鐵線南昌站與東鐵線尖東站）及將軍澳支線第二期（連接將軍澳站與將軍澳南站）將於二零零九年通車。

已落實及規劃中的新鐵路項目包括：西港島線、廣深港高速鐵路香港段、沙田至中環線、觀塘線延線及南港島線。這些新鐵路工程將於二零零九至二零一一年間陸續展開，並於二零一三至二零一五年間通車。

and environmental friendly mass carrier, it has always topped the Government's priority list in transport development. The Government's "Railway Development Strategy 2000" has laid out not only the plan of the next phase of railway development, but also a number of new railway construction projects on the basis of sustainable development, so as to cope with the increasing demand for transport service in the coming 20 years. In recent years, railway development in Hong Kong has been going on at a quick pace. In the five years from 2002 to 2007, six railway projects, namely Tseung Kwan O Line, West Rail Line, Tsim Sha Tsui Extension of the East Rail, Ma On Shan Line, Disneyland Resort Line and Lok Ma Chau Spur Line of the East Rail have been completed.

The Kowloon Southern Link (linking Nam Cheong Station of West Rail Line and East Tsim Sha Tsui Station of East Rail Line) and Tseung Kwan O Extension (Phase 2) (linking Tseung Kwan O Station and Tseung Kwan O South Station), both under construction, will be opened to traffic in 2009.

New railway projects in implementation and planning stages include the West Island Line, Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link, Shatin to Central Link, Kwun Tong Line Extension and South Island Line. Construction works for these new projects will commence at different times between 2009 and 2011, and the new lines are scheduled for opening between 2013 and 2015.



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## 公共運輸服務概覽

### An Overview of Public Transport Services



#### 鐵路

香港的運輸系統以鐵路為骨幹。現時，香港的鐵路系統由香港鐵路有限公司（港鐵）營運，該系統由在一九一零年啟用及隨後於一九八三年全線電氣化的九廣鐵路網絡、以及在一九七九年啟用及隨後擴展的地下鐵路網絡合併而成。港鐵現時營運10條香港境內鐵路線，包括港島線、觀塘線、荃灣線、將軍澳線、東鐵線、馬鞍山線、西鐵線、東涌線、機場快線、迪士尼線及落馬洲支線。其服務範圍遍及市區、新界大部分地區和大嶼山北部，以及香港國際機場、羅湖和落馬洲三個出入境口岸。同時，港鐵在屯門、元朗及天水圍提供輕鐵服務。另外，港鐵亦與內地鐵路當局聯合經營城際客運服務（直通車）往返東莞（常平）、廣州東、佛山、肇慶、上海及北京。

過往，小販在火車上售賣小吃  
Hawkers selling snacks on train in the past

#### Railway

Railway plays an integral part in Hong Kong's transport system. Hong Kong's present railway system, operated by the MTR Corporation Limited (MTRCL), is the result of a rail merger amalgamating the former Kowloon-Canton Railway (KCR) network, which was first commissioned in 1910 and fully electrified in 1983, and the former Mass Transit Railway (MTR) network, which was opened in 1979 and subsequently extended. Currently, the MTRCL operates a total of ten domestic railway lines, namely the Island Line, Kwun Tong Line, Tsuen Wan Line, Tseung Kwan O Line, East Rail Line, Ma On Shan Line, West Rail Line, Tung Chung Line, Airport Express, Disneyland Resort Line and Lok Ma Chau Spur Line. Together, the lines serve the urban areas, most of the New Territories, north Lantau and three control points, namely the Hong Kong International Airport, Lo Wu and Lok Ma Chau. In addition, the MTRCL operates a Light Rail service covering Tuen Mun, Yuen Long and Tin Shui Wai. The MTRCL also operates intercity passenger services



(through train) to and from Dongguan (Changping), Guangzhou East, Foshan, Zhaoqing, Shanghai and Beijing jointly with the Mainland authorities.

九廣鐵路早期使用的柴油推動客車於大學站接載乘客

A diesel-driven train used by the Kowloon-Canton Railway in the early days was picking up passengers at the University Station



港鐵大學站現已煥然一新 University Station is now totally renovated



九廣鐵路於一九八三年全面電氣化 The KCR trains were fully electrified in 1983



電車已服務香港超過一百年 Trams have served Hong Kong for more than 100 years



第一代的單層三等電車 The first generation of third-class single-deck tram



市民可租用電車作私人用途 Trams can be hired for private function



「空調」電車 An air-conditioned tram



目前，本港鐵路的每日乘客量約為410萬人次（約佔全港整體公共交通工具總乘客量的35%）。

At present, Hong Kong's daily railway patronage is about 4.1 million passenger trips (about 35% of the total patronage of all modes of public transport in the territory).



地下鐵路首班載客列車於一九七九年通車 The first MTR passenger train was launched in 1979



港鐵東涌線和機場快線於一九九八年通車 The MTR Tung Chung Line and the Airport Express came into service in 1998



輕便鐵路自一九八八年起服務新界西北區的市民 The LRT started to serve residents in the northwestern part of the New Territories since 1988

## 電車

由香港電車有限公司經營的電車在港島北岸行走，有6條行車路線（部分重疊），往來堅尼地城至筲箕灣。現時，全港共有163輛電車，包括兩輛供遊客和私人租用的開蓬電車，是世界上唯一全部採用雙層設計的電車車隊，亦是香港最便宜的交通工具，每日乘客量約為23萬人次。

## Tram

The tram, operated by the Hongkong Tramways Limited, serves the northern coastal districts on the Hong Kong Island. There are six tram routes (some overlapping) running between Kennedy Town and Shau Kei Wan. At present, there are altogether 163 trams in the territory, including two open-balcony trams for tourists and private hire, making up the world's only fully double-deck tram fleet. As the cheapest means of transport in Hong Kong, the tram's daily patronage is around 230 000 passenger trips.



一九七零年代最後印製的節日車票 Last version of Festival Issue in late 1970s

約一九一零年代的電車局頭等車票 Electric Traction Co. first class ticket in 1910s

## 巴士

### 專營巴士

巴士服務自上世紀二十年代已開始營運。一九二一年修訂的《Vehicles and Traffic Regulation Ordinance, No. 40 of 1912》(即現時《道路交通條例》的前身)訂明4條在九龍行走的巴士路線的收費和停車點以及巴士的基本規格。

一九三二年九月，政府就營辦香港島、九龍及新界的巴士服務進行招標，並於一九三三年一月公布招標結果。中華汽車有限公司(簡稱中巴)及九龍巴士(一九三三)有限公司(簡稱九巴)同時獲得專營權，分別營運18條在香港島和18條在九龍及新界的巴士路線。

新大嶼山巴士(1973)有限公司於一九七九年獲得營運大嶼山巴士服務的專營權，成為繼中巴及九巴之後的第三家專營巴士公司。城巴有限公司(簡稱城巴)於一九九一年獲得專營權，營辦一條香港島巴士服務。及後在一九九三年及一九九五年，城巴獲准營辦更多的港島及過海路線的巴士服務。一九九八年，新世界第一巴士服務有限公司(簡稱新巴)透過投標獲得專營權，接替中巴營辦88條巴士路線，為中巴65年營辦專營巴士服務的歷史劃上句號。同樣透過投標形式，龍運巴士有限公司及城巴於一九九六年分別取得兩項專營權，營辦香港國際機場與及北大嶼山的巴士服務。

## Bus

### Franchised Bus

The operation of bus services can be traced back to 1920s. In 1921, the Vehicles and Traffic Regulation Ordinance, No. 40 of 1912 (i.e. precursor to the present-day Road Traffic Ordinance) stipulated the fares, stopping points and bus specifications for four bus routes serving Kowloon.

In September 1932, the Government invited tenders for operating bus services for Hong Kong Island, Kowloon and the New Territories. The tendering results, announced in January 1933, were that the Government granted a franchise to the China Motor Bus Company Ltd. (CMB) for operating 18 bus routes on the Hong Kong Island and another franchise to the Kowloon Motor Bus Company (1933) Ltd. (KMB) for operating 18 bus routes on Kowloon side and in the New Territories.



中華汽車有限公司(中巴)在本港服務六十五年，至一九九八年止  
China Motor Bus (CMB) has served Hong Kong from 1920s to 1998



新大嶼山巴士  
New Lantao bus

Later, in 1979, the New Lantao Bus Company (1973) Limited (NLB) became the third franchised bus company after CMB and KMB when it was granted a franchise for operating bus services on Lantau Island. In 1991, the Citybus Limited (CTB) was granted a franchise for operating a Hong Kong Island bus route. Subsequently in 1993 and 1995, the CTB was permitted to operate even more Hong Kong Island and cross-harbour routes. In 1998, the CMB's 65-year history of operating franchised bus services came to an end when the New World First Bus Services Limited (NWFB), was granted a fresh franchise after winning a tender, took up the 88 bus routes originally operated under CMB's franchise. In 1996, the Long Win Bus Company Limited (LWBC) and CTB were granted through tendering their respective franchises for operating bus services for the Hong Kong International Airport and the North Lantau.

以往，巴士有售票員負責售賣車票  
There were conductors on board the buses to sell tickets



舊單層巴士  
The old single-deck bus



新式的綜合巴士服務資訊顯示板  
New integrated bus services information display



「九巴」由一九三三年起投入服務  
Kowloon Motor Bus (KMB) started its services in 1933



現時大部份巴士都有空調設備  
Most buses are now air-conditioned



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目前，香港的專營巴士服務由大約600條路線組成，分別交由城巴、新巴、九巴、龍運巴士有限公司及新大嶼山巴士(1973)有限公司5間專營巴士公司透過6項專營權提供服務，每日乘客量約為400萬人次。

### 非專營巴士

非專營巴士服務由不同的巴士公司提供，以紓緩市民在繁忙時間對交通運輸的需求。政府在一九八四年根據剛生效的新《道路交通條例》為非專營巴士引入「客運營業證」制度，以便更有效管理及監察非專營巴士服務。

現時，非專營巴士約有7 100輛，由約1 500名營辦商營運。

Today, Hong Kong's franchised bus network is made up of about 600 bus routes, operated under six franchises by five franchised bus companies, namely Citybus Limited, New World First Bus Services Limited, Kowloon Motor Bus Company (1933) Ltd., Long Win Bus Company Limited and New Lantao Bus Company (1973) Limited with daily patronage amounting to around four million passenger trips.

### Non-franchised Bus

Non-franchised bus (NFB) services are provided by different bus companies to relieve the public's heavy demand for transport services during peak hours. In 1984, with the commencement of the new Road Traffic Ordinance, the Government introduced the "Passenger Service Licence" (PSL) system for NFBs under the new ordinance for more effective management and monitoring of NFB services.

Currently, there are around 7 100 NFBs in the territory operated by about 1 500 operators.



早期的「綠色小巴」主要提供接駁服務或服務乘客量不高的地區  
The Green Minibus mainly provided feeder service and served areas of low passenger demand in the early days



政府於二零零零年推出石油氣及電動小巴試驗計劃  
The Alternative Fuel Light Buses Trial Scheme was launched in 2000



紅色小巴昔日面貌  
The old Red Minibus



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## 公共小型巴士

香港的公共小型巴士(簡稱小巴)於一九六九年推出，以規管當時非法經營的小型巴士。早期的小巴只有14個座位，政府於一九八八年批准小巴的座位數目由14個增至16個。

自一九七六年開始，全港小巴的總數限定為4 350輛。政府於一九七二年推出專線小巴(綠色小巴)。紅色小巴並無固定路線，按市場需求調整服務，而專線小巴按運輸署批准的固定班次、路線和收費提供服務。為加強監管，政府一向鼓勵紅色小巴轉為專線小巴經營。現時，小巴的每日乘客量約為186萬人次。

## Public Light Bus

The public light bus (PLB) was introduced in 1969 with a view to regulating the illegal operation of minibuses at the time. In the early days, the seating capacity of PLBs was 14 and in 1988, the Government approved an increase in the seating capacity of PLBs from 14 to 16.

The total number of PLBs in the territory has been restricted to the ceiling of 4 350 since 1976. In 1972, the Government introduced the PLB (scheduled service) (i.e. "Green Minibus" GMB) as against the "Red Minibus" (RMB) which has no scheduled route and can adjust their services according to demand. GMB shall run in accordance with the scheduled frequencies, routes and fares approved by the TD. It has been the Government's policy to encourage the conversion of RMBs into GMBs in respect of their operation so that they can be subject to tighter regulation. At present, the daily patronage of PLBs is around 1.86 million passenger trips.



早期使用的士機械收費錶  
Mechanical taximeter in the early days



的士電子收費錶及收據列印器  
Electronic taximeter and receipt issuing machine



香港有三類的士，分別為市區的士(俗稱「紅的」)、新界的士(俗稱「綠的」)及大嶼山的士(俗稱「藍的」)  
There are three types of taxis in Hong Kong, namely urban taxi (in red), New Territories taxi (in green) and Lantau taxi (in blue)



## 的士

香港有三類的士，分別為市區的士、新界的士及大嶼山的士，為乘客提供「點對點」的個人化公共交通服務。現時全港共有18 138個的士牌照，包括15 250個市區的士牌照、2 838個新界的士牌照及50個大嶼山的士牌照。市區的士可在全港各區營運；新界的士可在新界西北及東北地區提供服務，及循指定路線接載乘客往返某些主要公共設施；大嶼山的士則只可在大嶼山營運。

早於一九二零年代，香港島已有的士營運，九龍區亦於一九二六年前後引入的士服務。當時，的士只有三至四個座位。的士車牌在早期都是黑底白字(俗稱「黑牌」)，不同的士公司的車輛繫上不同的顏色。另有必需電話預約的電召車(俗稱「紅牌」)及收費較平、在街上兜客的普通私家車(俗稱「白牌」)。

一九六四年，政府以公開招標方式向個別人士或公司發給的士牌照。新界的士和大嶼山的士分別在一九七六年及一九八三年獲發牌照。

## Taxi

The three types of taxis in Hong Kong, namely urban, New Territories and Lantau taxis, provide a personalised point-to-point public transport service. At present, the total number of taxi licences amounts to 18 138, including 15 250 urban taxi licences, 2 838 New Territories taxi licences and 50 Lantau taxi licences. Urban taxis may operate in all districts throughout Hong Kong. New Territories taxis may operate in the northwestern and northeastern parts of the New Territories, and are permitted to carry passengers to and from certain major public facilities through specified routes. Lantau taxis, on the other hand, can only operate on Lantau Island.

Taxis have been operating on the Hong Kong Island since the 1920s. In 1926, taxis were introduced to the Kowloon side as well. At that time, taxis had a seating capacity of three to four only. In the early days, the licence plates of all taxis bore white alphabets and numerals on a black ground (commonly known as "hak pai"), and different taxi companies had the bodies of their taxis painted in different colours. In addition, there were radio hire cars (commonly known as "hung pai") which only accepted telephone orders and ordinary private cars (commonly known as "pak pai") which were for hire only and charged lower fare.

In 1964, the Government issued taxi licences to individuals or companies by open tender. The New Territories and the Lantau taxis were officially licensed in 1976 and 1983 respectively.

一九五零年代的嘩啦嘩啦  
Wara Wara in the 1950s



新世界第一渡輪  
New World First Ferry



港九小輪  
Hong Kong and Kowloon Ferry



天星小輪也同時  
營運「天星維港遊」  
Star Ferry also operates  
the "Harbour Tour"



## 渡輪

香港的渡輪主要提供離島交通服務，大部分由持牌渡輪營辦商經營。現時，約有30條渡輪航線及兩項由天星小輪有限公司營辦的專營渡輪服務，往來各離島和維港兩岸。此外，約有80條「街渡」航線為較偏遠的地點服務。現時，渡輪的每日總乘客量約為15萬人次。

香港的渡輪服務可追溯至十九世紀。於一八九八年，天星小輪有限公司（簡稱天星小輪）開始營辦來往中環（雪廠街）至尖沙咀（九龍角）的渡輪航線。早期，政府對渡輪服務制訂很少規例，直至一九零二年才制定《天星小輪條例》。一九一八年渡輪服務條例制定，賦予政府發牌及監管渡輪服務的權力。香港油蔴地小輪船公司於一九二三年成立，並成功取得來往中環至深水埗、旺角及油蔴地之間的航線專營權。鑑於有運載乘客及貨物的需求，油蔴地小輪於一九三三年開辦了首條汽車渡輪服務的航線。

## Ferry

The principal business of ferries in Hong Kong is to provide transport services for the outlying islands. Most of these services are operated by licensed ferry operators. Currently, there are about 30 ferry routes and two franchised routes (operated by the Star Ferry Company Limited) running between the outlying islands and either side of the Victoria Harbour. In addition, there are about 80 "kaito" ferry routes serving more remote locations. At present, the daily patronage of ferries is about 150 000 passenger trips.

The history of Hong Kong's ferry services can be traced back to the 19th century. In 1898, the Star Ferry Company Limited (Star Ferry) launched a ferry service plying between Ice House Street in Central and Kowloon Point in Tsim Sha Tsui. Government regulation of ferry services was minimal in the early days and it was not until 1902 that the Star Ferry Ordinance was enacted. In 1918, the Ferries Ordinance was enacted which gave the government the power of licensing and regulating ferry services. The Hongkong and Yaumati Ferry Company (HYF) came into being in 1923 and secured a franchise to operate ferry routes plying between Central and Sham Shui Po, Mongkok and Yau Ma Tei. The demand for movement of people and goods prompted the introduction of vehicular ferry services and the first route was introduced in 1933 by HYF.

一九五一年，天星小輪獲授予首個來往中環（雪廠街）至尖沙咀（九龍角）的渡輪專營權。

自一九九九年起，除了由天星小輪營運的中環至九龍角及灣仔至九龍角渡輪服務外，其他所有渡輪服務均以牌照形式營辦。

In 1951, the Star Ferry was granted its first franchise for operating the ferry service between Ice House Street in Central and Kowloon Point in Tsim Sha Tsui.

Since 1999, all ferry services except the Central-Kowloon Point and Wanchai-Kowloon Point services operated by the Star Ferry, are operated under ferry service licences.



佐敦道碼頭曾用作提供汽車渡輪及客輪服務往中環  
Jordan Road Ferry Pier used to provide vehicular and passenger ferry services to Central



中環愛丁堡廣場碼頭以往被稱為「天星碼頭」  
Edinburgh Place Ferry Pier was known as the "Star Ferry" Pier



新的中環碼頭  
The new Central Pier



## 道路及基建—— 幹線、橋樑及隧道

### Roads and Infrastructure - Trunk Roads, Bridges and Tunnels

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#### 基建項目

香港是世界上道路交通密度最高的地方之一，道路網絡包括十條由快速公路和連接路組成的主要幹線，並有過千條行車天橋和橋樑，以及15條行車隧道。

現時，在14條主要行車隧道中，有10條由政府擁有，另外4條則為政府透過「建造、營運及移交」模式交由私人公司發展建成。

另外於二零零零年通車的愉景灣隧道，是一條私人隧道，連接小蠔灣與愉景灣。

香港首條快速公路是屯門公路，於一九七八年局部通車，而首條標準快速公路則為在一九八五年通車的吐露港公路。青馬大橋於一九九七年啟用，是全球最長的行車鐵路雙用懸索吊橋。

#### Infrastructure Projects

Hong Kong's road network has one of the world's highest traffic flow densities. The network consists of 10 major trunk routes made up of expressways and link roads, over 1 000 vehicular flyovers and bridges, and 15 road tunnels.

Among the 14 major road tunnels, 10 are government-owned, while the other four were constructed by the private sector under the "Build-Operate-Transfer" arrangements with the Government.

In addition, there is a private road tunnel, the Discovery Bay Tunnel, which was opened to traffic in 2000. It serves as a link between Siu Ho Wan and Discovery Bay.

The Tuen Mun Road, the first expressway in Hong Kong, was partially opened to traffic in 1978. The first standard expressway was the Tolo Highway, which was opened to traffic in 1985. The Tsing Ma Bridge was opened in 1997. It is the world's longest span suspension bridge carrying both vehicular and railway traffic.

## 政府擁有的隧道 Government-owned Tunnels

獅子山隧道  
Lion Rock Tunnel



**1** 獅子山隧道  
管道一及管道二分別於一九六七年及一九七八年通車，連接沙田大圍與九龍塘

**2** 紅磡海底隧道  
一九七二年通車，連接紅磡與銅鑼灣

**3** 香港仔隧道  
一九八二年通車，連接跑馬地與香港仔

**4** 啟德隧道  
一九八二年通車，連接土瓜灣與九龍灣

**5** 城門隧道  
一九九零年通車，連接荃灣與沙田大圍

**6** 將軍澳隧道  
一九九零年通車，連接觀塘與將軍澳

**7** 長青隧道  
一九九七年通車，位於青衣島上，為連接市區與青嶼幹線的主幹道

**8** 八號幹線的尖山隧道、沙田嶺隧道及大圍隧道  
二零零八年三月通車，連接沙田與長沙灣

紅磡海底隧道  
Cross-Harbour Tunnel



青馬大橋  
Tsing Ma Bridge



八號幹線連接沙田至大嶼山北部  
Route 8 linking Sha Tin and the North Lantau



**1** Lion Rock Tunnel  
The first and second tubes of the tunnel were opened to traffic in 1967 and 1978 respectively. The tunnel is a link between Tai Wai, Shatin and Kowloon Tong

**2** Cross-Harbour Tunnel, Hung Hom  
Opened to traffic in 1972, a link between Hung Hom and Causeway Bay

**3** Aberdeen Tunnel  
Opened to traffic in 1982, a link between Happy Valley and Aberdeen

**4** Kai Tak Tunnel  
Opened to traffic in 1982, a link between To Kwa Wan and Kowloon Bay

**5** Shing Mun Tunnels  
Opened to traffic in 1990, a link between Tsuen Wan and Tai Wai, Shatin

**6** Tseung Kwan O Tunnel  
Opened to traffic in 1990, a link between Kwun Tong and Tseung Kwan O

**7** Cheung Tsing Tunnel  
Opened to traffic in 1997. Located on Tsing Yi Island, it was the major trunk road connecting the urban areas with the Lantau Link

**8** The Eagle's Nest Tunnel, Sha Tin Heights Tunnel and Tai Wai Tunnel of Route 8  
Opened to traffic in March 2008, the tunnels form a link between Shatin and Cheung Sha Wan

## 透過「建造、營運及移交」模式建成的隧道 "Build-Operate-Transfer" Tunnels

深圳灣公路大橋於  
二零零七年七月一日通車  
Shenzhen Bay Bridge was officially  
opened on 1 July 2007



西區海底隧道  
The Western Harbour Crossing



建造中的西區海底隧道  
Western Harbour Crossing  
under construction



**11** 東區海底隧道  
一九八九年通車，  
連接觀塘與鯉魚涌

**12** 大老山隧道  
一九九一年通車，  
連接沙田與黃大仙

**13** 西區海底隧道  
一九九七年通車，  
連接西九龍與西環

**14** 大欖隧道  
一九九八年通車，  
連接錦田與汀九

**11** Eastern Harbour Crossing  
Opened to traffic in 1989,  
a link between Kwun Tong and Quarry Bay

**12** Tate's Cairn Tunnel  
Opened to traffic in 1991,  
a link between Shatin and Wong Tai Sin

**13** Western Harbour Crossing  
Opened to traffic in 1997, a link between West Kowloon  
and the Western District on Hong Kong Island

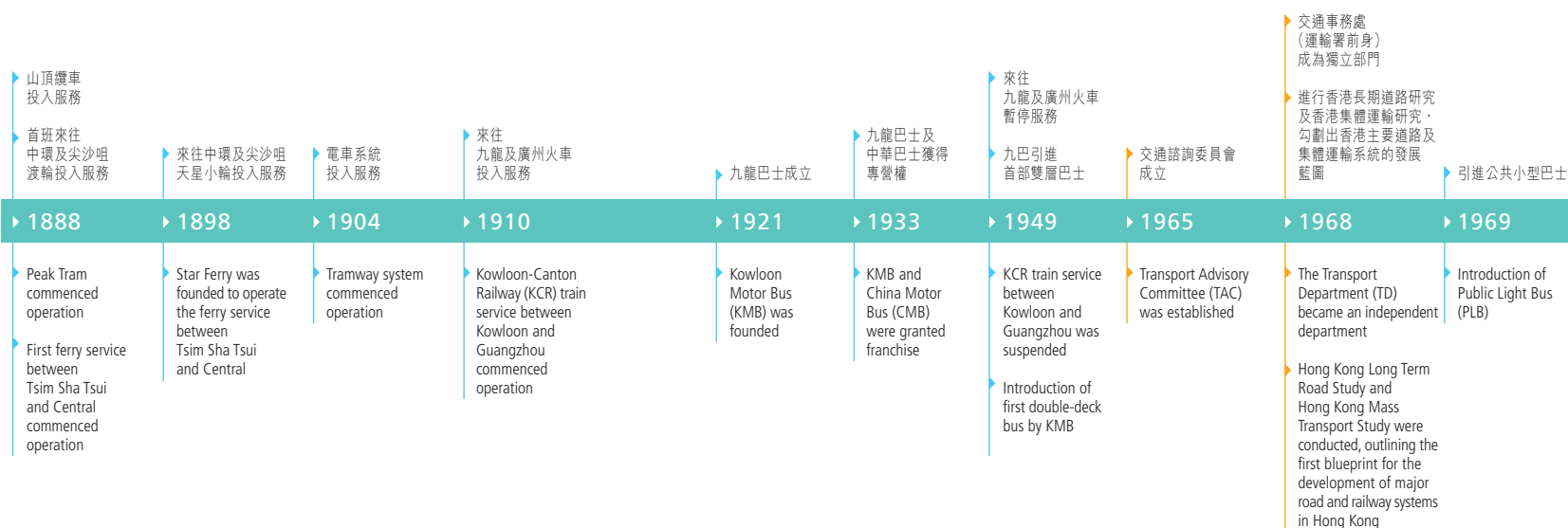
**14** Tai Lam Tunnel  
Opened to traffic in 1998,  
a link between Kam Tin and Ting Kau

# 運輸發展大事概覽

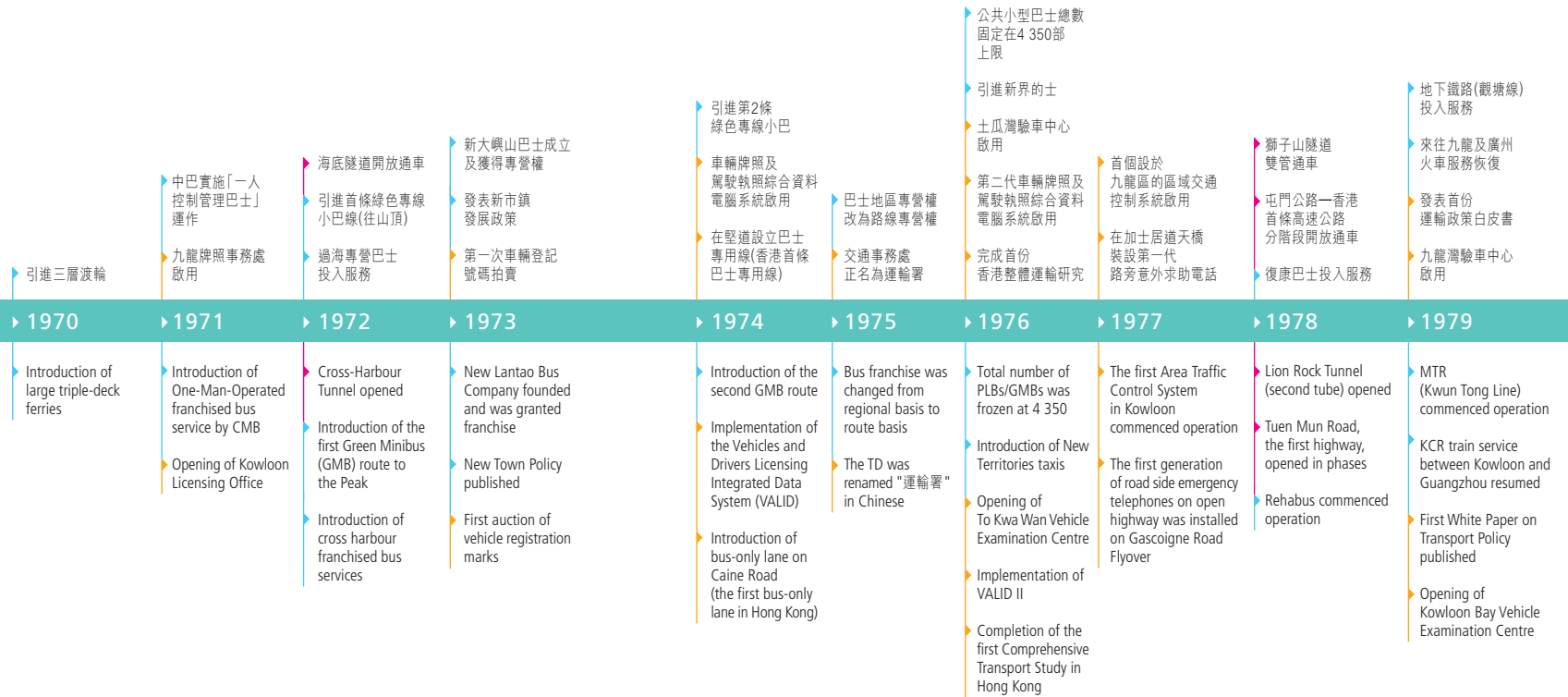
## Major Events in Transport Development 1968-2008

before  
**1968** 以前

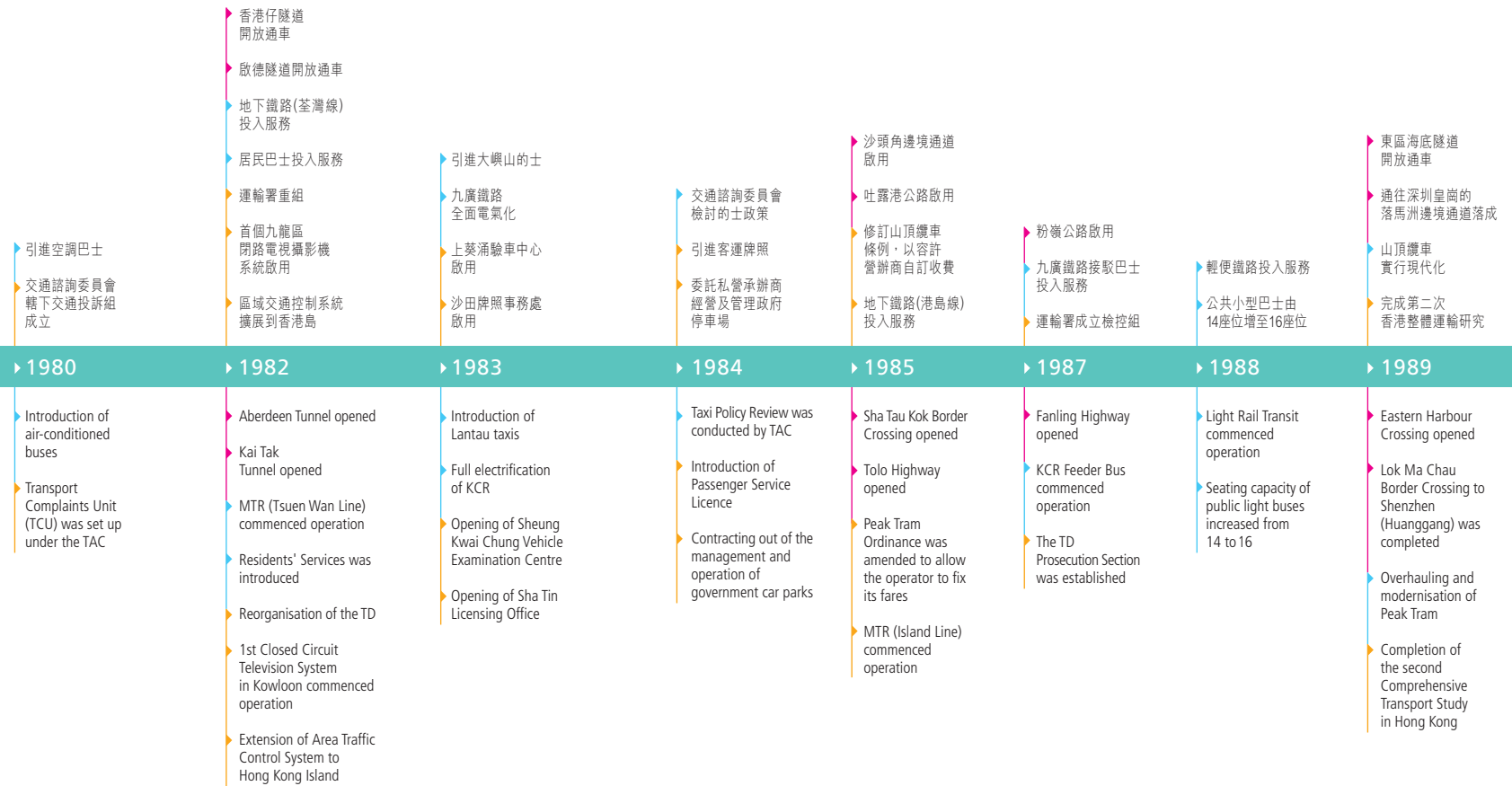
38 | 39



## 70s



## 80s



▶ 1990

- Shing Mun Tunnels opened
- Tseung Kwan O Tunnel opened
- Shing Mun Tunnels Bus Interchange commenced operation
- Second White Paper on Transport Policy entitled "Moving into the 21st Century" published

▶ 1991

- Tate's Cairn Tunnel opened
- Contracting out of the management, operation and maintenance of Aberdeen Tunnel
- Implementation of the Vehicles and Drivers Licensing Integrated Data System III (VALID III)

▶ 1992

- Citybus was granted franchise to operate one route
- Contracting out of the management and operation of the New Kowloon Bay Vehicle Examination Centre to private operators
- Introduction of traffic sensor control system

▶ 1993

- The Central-Mid Levels Escalator system commenced operation
- Introduction of hydrofoils
- Citybus took over from CMB 26 routes of Hong Kong Island
- First automatic toll collection system approved for operation in Aberdeen Tunnel and Cross Harbour Tunnel
- Contracting out of the management, operation and maintenance of the Airport, Lion Rock, Shing Mun and Tseung Kwan O Tunnels
- Introduction of red light camera system

▶ 1994

- Taxi Policy Review conducted by TAC
- Contracting out of the management and operation of parking meters

▶ 1995

- Citybus further took over from CMB 14 routes of Hong Kong Island
- First highway surveillance closed circuit television system on Tuen Mun Road, involving 19 cameras, was commissioned
- Introduction of bus-only lane on Tuen Mun Road
- Extension of Area Traffic Control System to East Kowloon

▶ 1996

- Introduction of first wheel-chair accessible single-deck bus
- Citybus and Long Win in Bus were granted franchises to operate North Lantau external bus service

▶ 1997

- Western Harbour Crossing opened
- The first external road link to Lantau (Lantau Link) opened
- Tsing Kwai Highway & North Lantau Highway opened
- Cheung Tsing Tunnel opened
- Introduction of cross-boundary shuttle bus service between Lok Ma Chau and Huanggang
- Introduction of LPG taxis
- Introduction of first wheel-chair accessible double-deck bus
- Citybus and Long Win bus were granted franchises to provide bus services to the airport and Tung Chung
- Introduction of "Octopus" cards
- Electronic Road Pricing Feasibility Study commenced
- First Park and Ride scheme was put on trial in Sheung Shui
- Issue of taxi receipts to taxi passengers on demand
- Introduction of 10-year driving licence

▶ 1998

- Ting Kau Bridge & Route 3 (Country Park Section) opened
- MTR Airport Express commenced operation
- End of CMB's franchise and New World First Bus took over from CMB to operate bus services
- Hongkong and Yaumati Ferry Company (HYF) withdrew all cross harbour vehicular ferry services
- Review on Taxi Licensing System conducted by TAC
- Introduction of Electronic Parking Devices & e-Park Card
- Extension of Area Traffic Control System to Tsuen Wan and Sha Tin

▶ 1999

- Opening of Hung Hom Bypass and Princess Margaret Link
- Hong Kong Moving Ahead: A Transport Strategy for the Future was published
- Expiry of HYF's franchise and all its franchised services were changed to licensed services
- Star Ferry's franchised service plying between Central and Hung Hom was changed to licensed service
- The 30-year franchise of Cross Harbour Tunnel under "Built-Operate-Transfer" mode ended and the Tunnel was handed over to the Government
- Completion of the third Comprehensive Transport Study in Hong Kong
- Introduction of speed enforcement camera system

▶ 城門隧道開放通車

- 將軍澳隧道開放通車
- 在城門隧道設立巴士轉車站
- 發表第二份運輸政策白皮書「邁向廿一世紀」

▶ 大老山隧道開放通車

- 委託私營承辦商負責管理、營運及維修香港仔隧道
- 第三代車輛牌照及駕駛執照綜合資料電腦系統啟用

▶ 城巴獲得首條巴士專營權

- 委託私營承辦商負責管理、營運新九龍灣驗車中心及拖架檢驗中心
- 引進交通感應控制系統

▶ 中環至半山自動扶梯系統落成啟用

- 引進高速雙體船
- 城巴接辦中巴在港島的26條巴士線
- 首個自動繳費系統獲准在香港仔隧道及海底隧道使用
- 委託私營承辦商負責管理、營運及維修機場隧道、獅子山隧道、城門隧道及將軍澳隧道
- 引進衝紅燈攝影機

▶ 交通諮詢委員會檢討的士政策

- 委託私營承辦商管理、營運停車收費錶

▶ 城巴再接辦中巴在港島的14條巴士線

- 在屯門公路裝設的首個公路閉路電視監察系統啟用。該系統由19部攝影機組成
- 在屯門公路設立巴士專用線
- 區域交通控制系統擴展到東九龍

▶ 引進首部輪椅人士適用的單層巴士

- 城巴及龍運巴士獲得專營權，營運北大嶼山對外巴士服務

▶ 西區海底隧道開放通車

- 青嶼幹線—首條通往大嶼山的連接道路開放通車
- 青葵公路及北大嶼山公路開放通車
- 長青隧道通車
- 行走落馬洲與皇崗之間的過境穿梭巴士投入服務
- 推行石油氣的士試驗計劃
- 引進首部輪椅人士適用的雙層巴士
- 城巴及龍運巴士獲得專營權，營運來往機場及東涌的巴士服務
- 引進「八達通」繳費系統
- 展開電子道路收費的可行性研究
- 首個「泊車轉乘」試驗計劃在上水推行的士印發車費收據予乘客
- 開始簽發10年有效期駕駛執照

▶ 汀九橋及三號幹線(郊野公園段)開放通車

- 機場快線投入服務
- 中華汽車有限公司的專營權終止。新世界第一巴士有限公司獲專營權經營巴士服務
- 香港油蔴地小輪停辦所有汽車渡輪服務
- 交通諮詢委員會檢討的士發牌制度
- 引進電子泊車設施及「易泊卡」
- 區域交通控制系統擴展到荃灣及沙田

▶ 紅磡繞道及公主道連接道路開放通車

- 發表香港長遠運輸政策「邁步向前」
- 香港油蔴地小輪專營權終止，所有服務轉為持牌渡輪服務
- 天星小輪來往中環及紅磡的服務轉為持牌服務
- 海底隧道的三十年「建造、營運及移交」專營權終止，由政府收回接手經營
- 完成第三次香港整體運輸研究
- 引進偵速攝影機



## 2000s

