Transport and Logistics Bureau
The Government of the Hong Kong Special Administrative Region of the People's Republic of China

運輸署
Transport Department

Transport Strategy Blueprint



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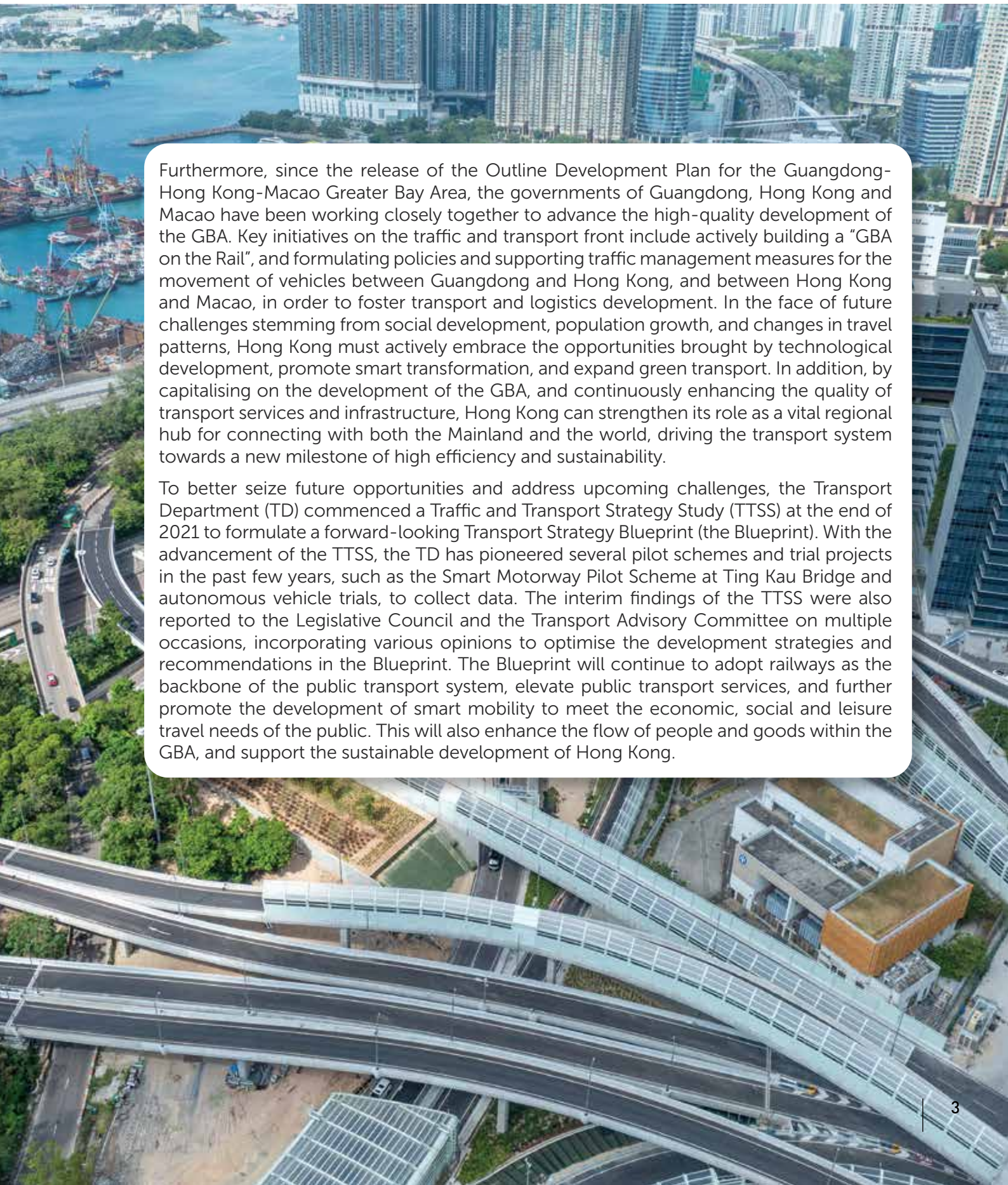


EXECUTIVE SUMMARY

By virtue of Hong Kong's distinctive advantages of enjoying the strong support of the motherland and being closely connected to the world, Hong Kong has developed a world-class sea, land and air transport network. Not only has Hong Kong been designated as an international maritime centre and an international aviation hub in the National 14th Five-Year Plan, but it has also served as a vital gateway connecting the Guangdong-Hong Kong-Macao Greater Bay Area (GBA) with the world. Looking ahead, Hong Kong will further strengthen its position as an international financial, maritime and trade centre, and build itself into an international innovation and technology hub during the National 15th Five-Year Plan period, better integrating into and serving the overall national development and continuously enhancing its competitiveness. To actively dovetail with the country's planning strategies, the sustained development of traffic and transport is indispensable. We need to conduct thorough top-level planning to ensure that Hong Kong's transport system remains efficient and supports the city's long-term development.

Over the past two decades, the Government has been consistently implementing the "Hong Kong Moving Ahead: A Transport Strategy for the Future" promulgated in 1999, and has completed a host of strategic studies in succession, including the Railway Development Strategy 2000, the Railway Development Strategy 2014, the Public Transport Strategy Study, and the Strategic Studies on Railways and Major Roads beyond 2030. At present, Hong Kong's world-class transport infrastructure and public transport system, with railways serving as the backbone complemented by a diverse range of transport modes, handle over 12 million passenger trips daily, of which about 90% are made by public transport, a world leading proportion. This plays a crucial role in supporting Hong Kong's status as a leading international city. With the implementation of the Hong Kong Major Transport Infrastructure Development Blueprint, Hong Kong's transport infrastructure network will be further enhanced. It is expected that the total length of the railway network will increase from about 270 kilometres currently to nearly 390 kilometres, while the total length of major roads will increase from about 265 kilometres currently to nearly 380 kilometres.





Furthermore, since the release of the Outline Development Plan for the Guangdong-Hong Kong-Macao Greater Bay Area, the governments of Guangdong, Hong Kong and Macao have been working closely together to advance the high-quality development of the GBA. Key initiatives on the traffic and transport front include actively building a "GBA on the Rail", and formulating policies and supporting traffic management measures for the movement of vehicles between Guangdong and Hong Kong, and between Hong Kong and Macao, in order to foster transport and logistics development. In the face of future challenges stemming from social development, population growth, and changes in travel patterns, Hong Kong must actively embrace the opportunities brought by technological development, promote smart transformation, and expand green transport. In addition, by capitalising on the development of the GBA, and continuously enhancing the quality of transport services and infrastructure, Hong Kong can strengthen its role as a vital regional hub for connecting with both the Mainland and the world, driving the transport system towards a new milestone of high efficiency and sustainability.

To better seize future opportunities and address upcoming challenges, the Transport Department (TD) commenced a Traffic and Transport Strategy Study (TTSS) at the end of 2021 to formulate a forward-looking Transport Strategy Blueprint (the Blueprint). With the advancement of the TTSS, the TD has pioneered several pilot schemes and trial projects in the past few years, such as the Smart Motorway Pilot Scheme at Ting Kau Bridge and autonomous vehicle trials, to collect data. The interim findings of the TTSS were also reported to the Legislative Council and the Transport Advisory Committee on multiple occasions, incorporating various opinions to optimise the development strategies and recommendations in the Blueprint. The Blueprint will continue to adopt railways as the backbone of the public transport system, elevate public transport services, and further promote the development of smart mobility to meet the economic, social and leisure travel needs of the public. This will also enhance the flow of people and goods within the GBA, and support the sustainable development of Hong Kong.

Three Main Themes and Six Key Strategies

The TTSS integrates travel survey data and aligns with the latest development plans for Hong Kong and the GBA. Adopting a dual-innovation mindset of "policy innovation" and "technological innovation", the TTSS has put forward recommendations across various domains. These are quantitatively analysed and compared using transport models to formulate transport strategies and initiatives. The recommendations emphasise the effective use of big data and artificial intelligence, which is embodied specifically in the Traffic Management Platform and enhanced flexibility of public transport services; strengthening infrastructure to support development, covering Transport Interchange Hubs, transport infrastructure projects, and active mobility[1] measures; and advancing regulatory frameworks to keep pace with emerging areas such as autonomous vehicles and electric mobility devices. The TTSS has established the following three main themes:

享 · 旅程
ENJOYABLE JOURNEYS



Guided by a "people-centric" philosophy, this theme focuses on enhancing travel experience and the functionality of transport hubs. It centres on further strengthening Hong Kong's transport infrastructure and public transport-related hardware and software facilities, emphasising convenience, diversity, flexibility and sustainability of transport services. It also aligns with the development of the Northern Metropolis, improving cross-boundary transport connectivity to allow visitors to seamlessly travel between Hong Kong and other cities in the GBA.

連 · 都市
WELL-CONNECTED CITY



Leveraging technology and artificial intelligence to build a smarter transport network, this theme charts the strategic directions for various transport technologies to advance Hong Kong's digital traffic management to a higher level. It also continuously promotes improvements in transport infrastructure quality and efficiency. This theme fully reflects the Government's commitment to promoting smart mobility, and boosting the connectivity of Hong Kong's transport network by harnessing technology.

活 · 出行
HEALTHY MOBILITY



Promoting a low-carbon transformation by combining the proliferation of new energy vehicles with the enhancement of walking and cycling facilities, we can gradually reduce vehicular carbon emissions and advancing towards carbon neutrality. This theme will shape the functions of urban streets in New Development Areas (NDAs) from a planning perspective, advocating walking, cycling, and the safe use of electric mobility devices.

[1] Active mobility covers walking, cycling and using electric mobility devices (e.g. electric scooters and power assisted pedal cycles).

These three main themes are intertwined and complementary to each other, achieving the vision of the Blueprint, namely "Implementing a People-centric Approach, Strengthening Connectivity with Both the Mainland and the World, Promoting Efficient Travel, and Embracing a Green Lifestyle", thereby consolidating Hong Kong's status as a transport hub. Based on these three main themes, we have formulated the following six key strategies:

享・旅程
ENJOYABLE JOURNEYS

連・都市
WELL-CONNECTED CITY



活・出行
HEALTHY MOBILITY

STRATEGY 1 Developing Transport Hubs for Strengthening Internal and External Connectivity to Embrace New Opportunities

To consolidate Hong Kong's unique status as the external gateway to the GBA and an international hub, the Government will firmly advance forward-looking infrastructure planning and strive to build a more comprehensive railway and major road network. The Government will implement a series of strategic projects under the "Hong Kong Major Transport Infrastructure Development Blueprint" in an orderly manner, comprehensively optimise the overall transport layout across Hong Kong, and promote cross-boundary connectivity to proactively integrate into and serve the overall national development. As a series of transport infrastructure projects is progressively implemented in the future, the territory-wide "Five Vertical and Five Horizontal Corridors"[2] railway network and "Three Vertical and Three Horizontal Corridors"[3] major road network will form an "Eight Vertical and Eight Horizontal Corridors" grand layout. This will significantly enhance connectivity between various districts in Hong Kong and other GBA cities, maximise the synergistic benefits of ports and airports, strengthen transport network resilience, and drive Hong Kong's long-term development. To complement infrastructure development, we will construct a new generation of Transport Interchange Hubs, with efficient public transport at its core, establishing hub nodes at strategic locations to enhance internal and external connectivity.

In terms of cross-boundary connectivity, we will leverage the redevelopment opportunities at the Huanggang Port and Sha Tau Kok Control Point to provide diversified and convenient transport modes as appropriate, facilitating cross-boundary travel. The two cross-boundary railway projects, including the Hong Kong–Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai) connecting to Shenzhen Bay and Qianhai, and the Northern Link Spur Line connecting to the new Huanggang Port, will comprehensively integrate the metro networks of Hong Kong and Shenzhen. At the same time, the Government will continue to optimise the cross-boundary vehicle passage policy and promote the interconnections of public transport information with other GBA cities to foster the integrated development of the GBA and seize opportunities.



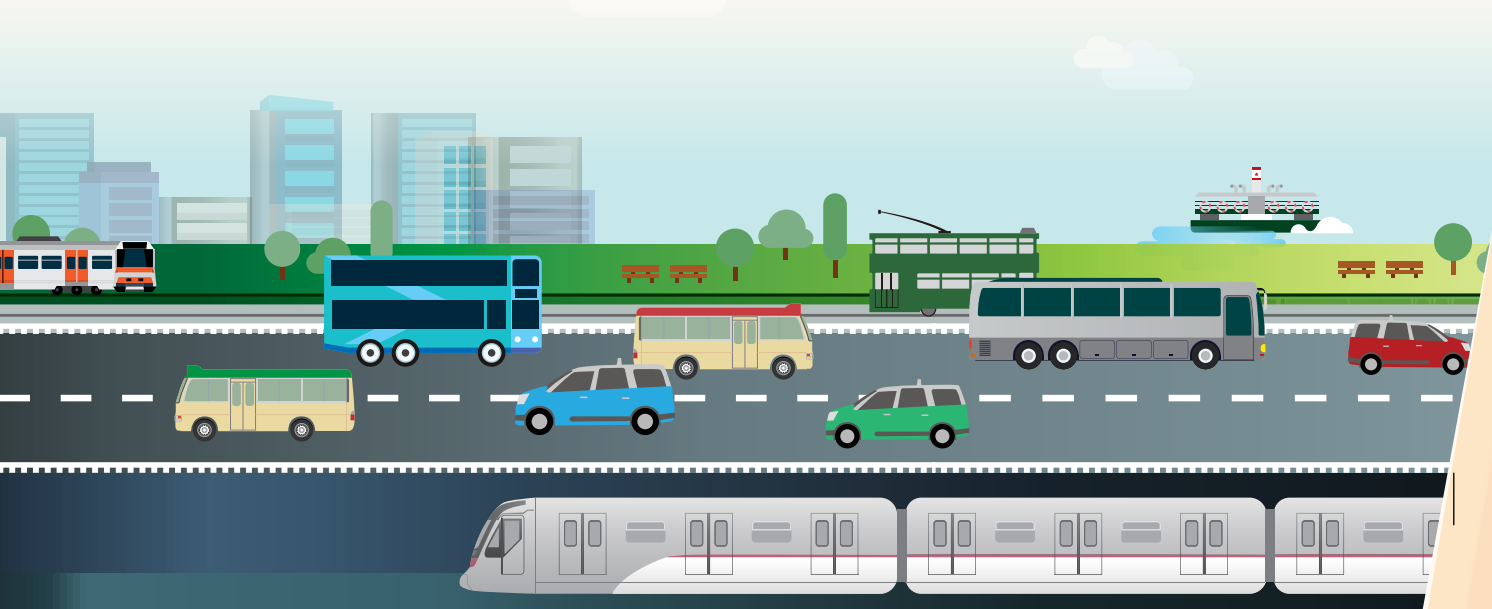
[2] The "Five Vertical Corridors" include (1) the East Rail Line from Lo Wu to Admiralty; (2) the Tsuen Wan Line and South Island Line from Tsuen Wan to Hong Kong Island South; (3) the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link connecting to the national high speed rail network; (4) the future Central Rail Link; and (5) the Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai) and its future southern extension, forming five north-south railway corridors. The "Five Horizontal Corridors" include (1) the Island Line from Chai Wan to Kennedy Town; (2) the Tseung Kwan O Line and Kwun Tong Line from Tseung Kwan O to Kowloon Central; (3) the Tung Chung Line from Central to the Airport; (4) the Tuen Ma Line from Tuen Mun to Ma On Shan; and (5) the Northern Link under construction, as well as the future Northern Link Eastern Extension and Northeast New Territories Line, forming five east-west railway corridors.

[3] The "Three Vertical Corridors" refer to the three major north-south corridors, namely (1) the western corridor, which will connect the Northwest New Territories with the urban area via the future Route 11 and the existing Tuen Mun Road; (2) the central main axis formed by Route 3 via the Tai Lam Tunnel, providing a fast north-south connection; and (3) the eastern corridor, which will improve north-south connectivity in the east by linking the future Shatin Bypass with the existing Tolo Harbour Highway and Tai Po Road. The "Three Horizontal Corridors" refer to the three major east-west corridors, namely (1) Route 6 (including Central Kowloon Bypass and Tseung Kwan O – Lam Tin Tunnel); (2) the Central-Wan Chai Bypass; and (3) the future Northern Metropolis Highway together with the integration of the existing Route 9 (including San Tin Highway, Yuen Long Highway and Fanling Highway).



STRATEGY 2 Benefiting People's Livelihood through Providing Smart, Green and Diversified Transport

The Government has long adopted a public transport-oriented policy and is committed to promoting green transport, building a public transport system with railways as the backbone. Through electrification of vehicles and ferries, development of new energy transport, and implementation of traffic management measures, the Government aims to achieve the target of zero vehicular emissions and carbon neutrality before 2050 in the long term. The Government will continue to uphold the overarching principle of promoting diversified public transport services by introducing a Smart and Green Mass Transit System to perfect the public transport network structure; and continuously enhancing the overall quality of personalised point-to-point transport services, including implementing various measures to improve taxi service quality and introducing a regulatory framework for ride-hailing services. This aims to foster a benign competitive environment where taxis and ride-hailing services coexist and complement each other, providing the public with more high-quality, safe and diverse travel options. We have established a legal framework through legislation for regulating ride-hailing services, and will soon formulate the detailed regulatory requirements. The first batch of licensed ride-hailing platforms is expected to commence operation within the fourth quarter of 2026 at the earliest. To enhance the flexibility of public transport and make more effective use of resources, we will promote the trial of a smart demand-responsive public transport operation mode that utilises technology to monitor and forecast passenger demand, allowing for the adoption of more efficient routes and adjustments to schedules. This service mode will add flexibility to the conventional fixed-route and fixed-schedule mode of public transport, dynamically responding to passenger demand. In the meantime, the Government will continue to uphold the concept of barrier-free transport to enhance the travel experience for the elderly and persons with disabilities, creating a more inclusive and friendly social environment.





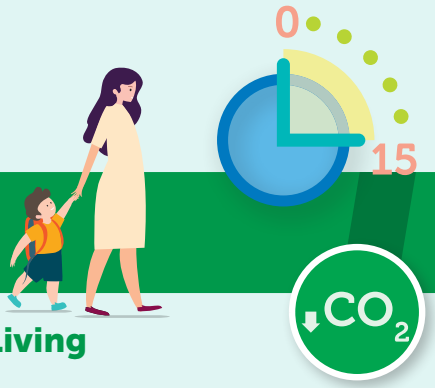
STRATEGY 3 Promoting Digital Management to Lead Development with Innovative Technology

We will actively promote the deep integration of digital technologies and artificial intelligence in the transport sector to enhance the overall efficiency of the transport network and assist in the strategic orchestration of traffic management. The Government will strive to position Hong Kong as a smart transport innovation hub by studying the development of a Traffic Management Platform that integrates big data analytics and artificial intelligence technologies to lead traffic management technologies to the world forefront. The platform will optimise transport efficiency through traffic data analysis, facilitate citizens' trip planning, and enhance the services of public transport operators. In addition, Hong Kong is effectively balancing technological and safety considerations through regulatory innovation and technology strategies, promoting the pilot use of autonomous vehicles in an orderly manner. The target is to advance towards driverless and large-scale deployment, achieving commercial operation and enabling the industry to leverage Hong Kong as a platform to expand into overseas markets, especially those with right-hand drive systems. To this end, the Commissioner for Transport will chair the Autonomous Vehicle Applications Promotion Group which is dedicated to reviewing project progress, including implementing commercial autonomous driving operation and cross-district operation, and promoting cross-boundary operation. The Government will also continue to actively develop the low-altitude economy by formulating an "Action Plan on Developing Low-Altitude Economy", building an internationally competitive low-altitude economic ecosystem, and promoting the development of modern transport and logistics.

STRATEGY 4 Optimising Infrastructure and Road Use to Boost Transport Efficiency

The Government will closely follow the trend of technological development, adopting innovative thinking and leveraging technology to optimise existing infrastructure facilities, making more effective use of limited land and road resources to enhance the quality and efficiency of future transport infrastructure. Drawing on the experience from the Smart Motorway Pilot Scheme at Ting Kau Bridge and advanced technologies from other places, the Government will promote major roads towards smart motorway management, enhancing incident response efficiency and more flexibly utilising road space. To address parking demand, the Government will not only continue to provide more public parking spaces and utilise automated parking systems in line with the "single site, multiple use" principle, but also advance brand new strategies to ultimately realise "every commercial vehicle having a parking space at night" in the long run, including reserving commercial vehicle parking facilities in the industry land planning of NDAs such as the Northern Metropolis; implementing a dedicated scheme for night-time on-street commercial vehicle parking spaces in NDAs; and giving priority to allocating parking spaces for commercial vehicles when taking forward public vehicle park projects in areas with high concentrations of logistics activities. In the long term, it is expected to provide the industry with more than 6 000 goods vehicle parking spaces, fostering logistics development. To ensure adequate supply, the Government will conduct a new round of parking demand and supply study to comprehensively review the operation modes and future needs of various types of vehicles (especially commercial vehicles), scientifically assessing the required additional parking spaces. The Government will implement measures such as "shared-use parking spaces", adjusting the parking period of on-street metered parking spaces, and promoting park-and-ride facilities to make more flexible use of existing parking spaces.



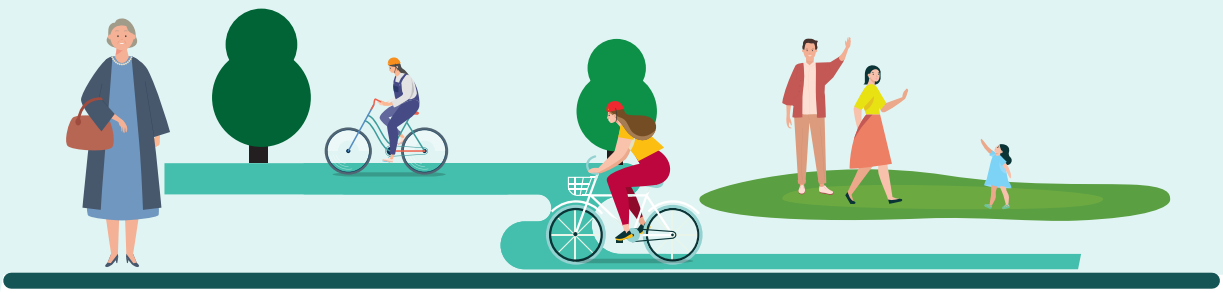


STRATEGY 5 Building a Green and Low-Carbon Living Circle through Transport Planning

As a crucial component of achieving a better and more liveable city, the planning and design of sustainable communities are indispensable, so as to take into account the short-distance travel needs of residents within communities, improve the local image, and enhance well-being. The Government has introduced a "15-minute neighbourhood" planning concept to shape the urban fabric of NDAs. By integrating public transport facilities, community amenities, recreational facilities, open space, etc. within the same neighbourhood, travel distances will be shortened, enabling residents to easily reach major locations in the community within 15 minutes by walking, cycling or using electric mobility devices. This will meet daily travel needs and create green communities oriented towards low-carbon and healthy travel. At the same time, residents will benefit from using comprehensive and green public transport facilities, including railways, the Smart and Green Mass Transit System and electric buses, for convenient travel to areas outside their living circles. The Government will also simultaneously advocate "people-centric" road design, according higher priority to the spatial considerations required for active transport modes in street planning, creating a vibrant streetscape that combines passage functions with community vitality.

STRATEGY 6 Ensuring a Safe and Inclusive Environment for Healthy and Vibrant Travel

To create a healthy, vibrant, safe and inclusive travel environment, the Government will promote the deep integration of travel and healthy living, provide more personalised travel options, and systematically build a "people-centric" green travel network. We will legislate a regulatory framework for the use of electric mobility devices to promote their safe and orderly development. We will also plan a continuous and tiered cycle track network in NDAs with "arterial cycle tracks" and "local cycle tracks" that connect transport hubs and community centres, making cycling a convenient and healthy travel option. Concurrently, the Government will optimise crossing and walking environments through measures such as setting up more "diagonal crossings" and "low speed limit zones". These initiatives will enhance pedestrian safety and convenience, proactively addressing the needs of an ageing society. Ultimately, they will create vibrant street space where travel not only connects destinations but also promotes physical and mental well-being, enriching the quality of life.



Based on the above six key strategies, the Blueprint sets out 25 recommendations with specific action plans and timetables, charting a clear direction for the future development of transport in Hong Kong.

Hong Kong's transport system will continue to advance, fully leveraging the strengths of efficient public transport, enhancing cross-boundary transport networks, and actively embracing smart technology for upgrading and transformation, while promoting low-carbon and inclusive mobility. Let us work together to contribute ideas, seize opportunities, deepen and implement the vision and recommendations of the Blueprint, as well as opening up new horizons for sustainable transport development.

FOREWORD

Transport is the lifeblood of a modern city, the cornerstone of socio-economic development, and an essential element in enhancing citizens' sense of happiness and fulfilment in daily life. As an international financial, maritime and trade centre, Hong Kong's transport network must not only meet the daily needs of its local population, but also carry the strategic mission of connecting globally, promoting collaborative development in the region, and giving full play to Hong Kong's advantages as a key gateway linking the Mainland with the world.

Hong Kong's transport infrastructure and service standards have consistently ranked among the top in the world. Anchored by an efficient public transport system with railways as the backbone, which covers the entire territory, Hong Kong has been repeatedly crowned as "the world's best" in international studies. Its comprehensive road network and diverse transport modes have also continually provided convenience for the public. However, population growth, societal ageing, limited urban space, and rising expectations for quality of life present new challenges to the transport system. At the same time, initiatives such as the 14th Five-Year Plan and the development of the Guangdong-Hong Kong-Macao Greater Bay Area (GBA) offer us historic opportunities.

To embrace current opportunities and challenges, Hong Kong must adopt a forward-looking vision and innovative thinking, and make the best use of technology to build a reliable, safe, smart, environmentally friendly, and highly efficient transport system. In 2021, the TD launched a Traffic and Transport Strategy Study (TTSS), bringing together the collective insights of Hong Kong's transport industry, the Legislative Council, professional bodies, and relevant stakeholders. Leveraging the latest travel data and scientific analysis, the TTSS maps out a Transport Strategy Blueprint (the Blueprint) for Hong Kong's future transport development, advocating a vision of "Implementing a People-centric Approach, Strengthening Connectivity with Both the Mainland and the World, Promoting Efficient Travel, and Embracing a Green Lifestyle" to reinforce Hong Kong's role as a regional hub.

The Blueprint, structured around three main themes of "Enjoyable Journeys", "Well-Connected City" and "Healthy Mobility", sets out six key strategies and 25 recommendations. Combining "policy innovation" and "technological innovation" to form a dual-innovation mindset, the Blueprint offers a fresh interpretation for further enhancing public transport services, facilitating cross-boundary commuting, advancing smart transformation, and promoting green low-carbon travel in the future. Through the implementation of the Blueprint, we aim to create a city that is more liveable, business-friendly and attractive to visitors, fostering Hong Kong's economic and sustainable development, and jointly telling the world a compelling story about Hong Kong's transport and mobility.



VISION

IMPLEMENTING

A PEOPLE-CENTRIC APPROACH

STRENGTHENING

CONNECTIVITY WITH BOTH THE MAINLAND AND THE WORLD

PROMOTING

EFFICIENT TRAVEL

EMBRACING

A GREEN LIFESTYLE

MISSION

Leveraging Advantages of Efficient Public Transport for Sustainable Livelihood and Development

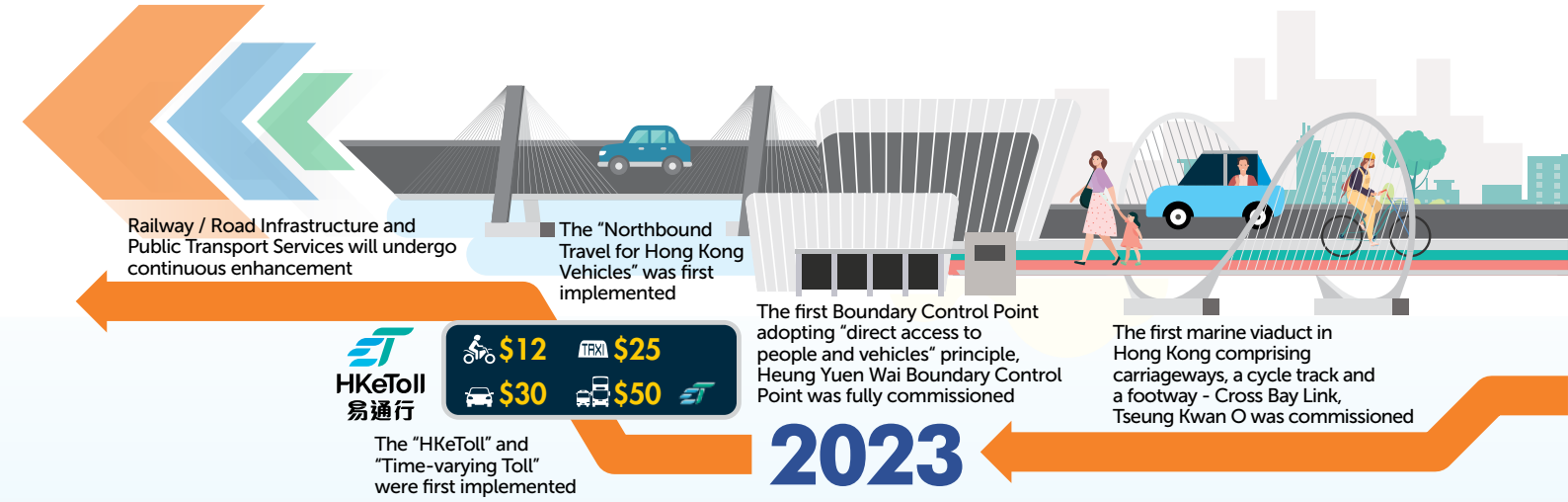
Connecting Internal and External Infrastructure Networks to Foster Regional Collaborative Development

Embracing Smart and Innovative Technology to Advance Digital Traffic Management

Optimising Measures to Enable Healthy Journeys and Creating a Green, Inclusive Community



CONNECTING HONG KONG FOR ALL
FROM THE PAST TO THE FUTURE



Railway / Road Infrastructure and Public Transport Services will undergo continuous enhancement

The "Northbound Travel for Hong Kong Vehicles" was first implemented

The first Boundary Control Point adopting "direct access to people and vehicles" principle, Heung Yuen Wai Boundary Control Point was fully commissioned

The first marine viaduct in Hong Kong comprising carriageways, a cycle track and a footway - Cross Bay Link, Tseung Kwan O was commissioned

HKeToll 易通行

The "HKeToll" and "Time-varying Toll" were first implemented

2023



Airport Express Line commenced operation

Hong Kong International Airport at Chek Lap Kok commenced operation

1998

2003

The first Journey Time Indication System was launched on Hong Kong Island



Tsing Ma Bridge was opened to traffic

1997

Octopus card payment system was introduced

1993

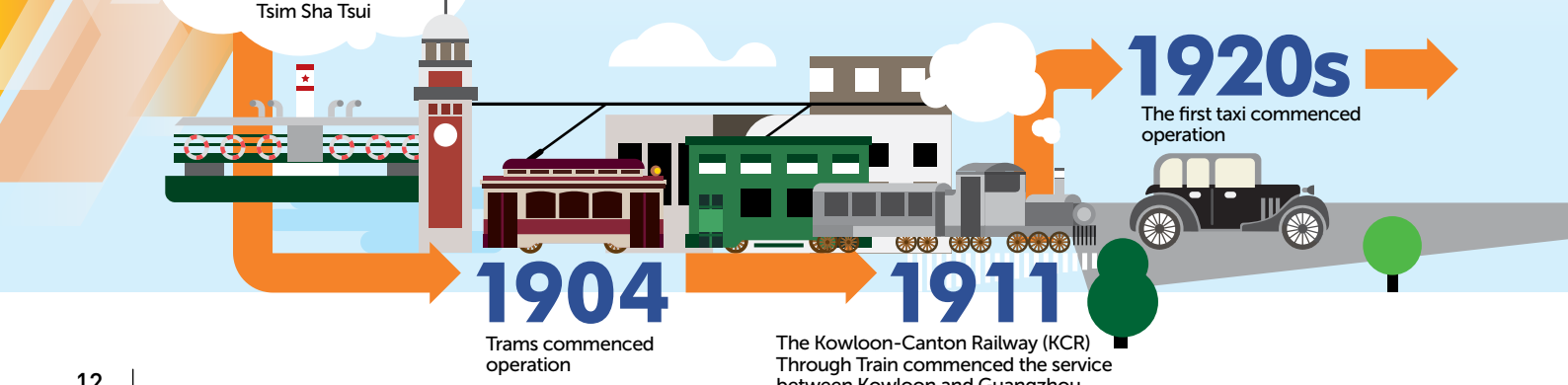
The Central to Mid-Levels Escalator and Walkway System commenced operation

1988

Light Rail commenced operation

1898

Star Ferry commenced the service between Central and Tsim Sha Tsui



1920s

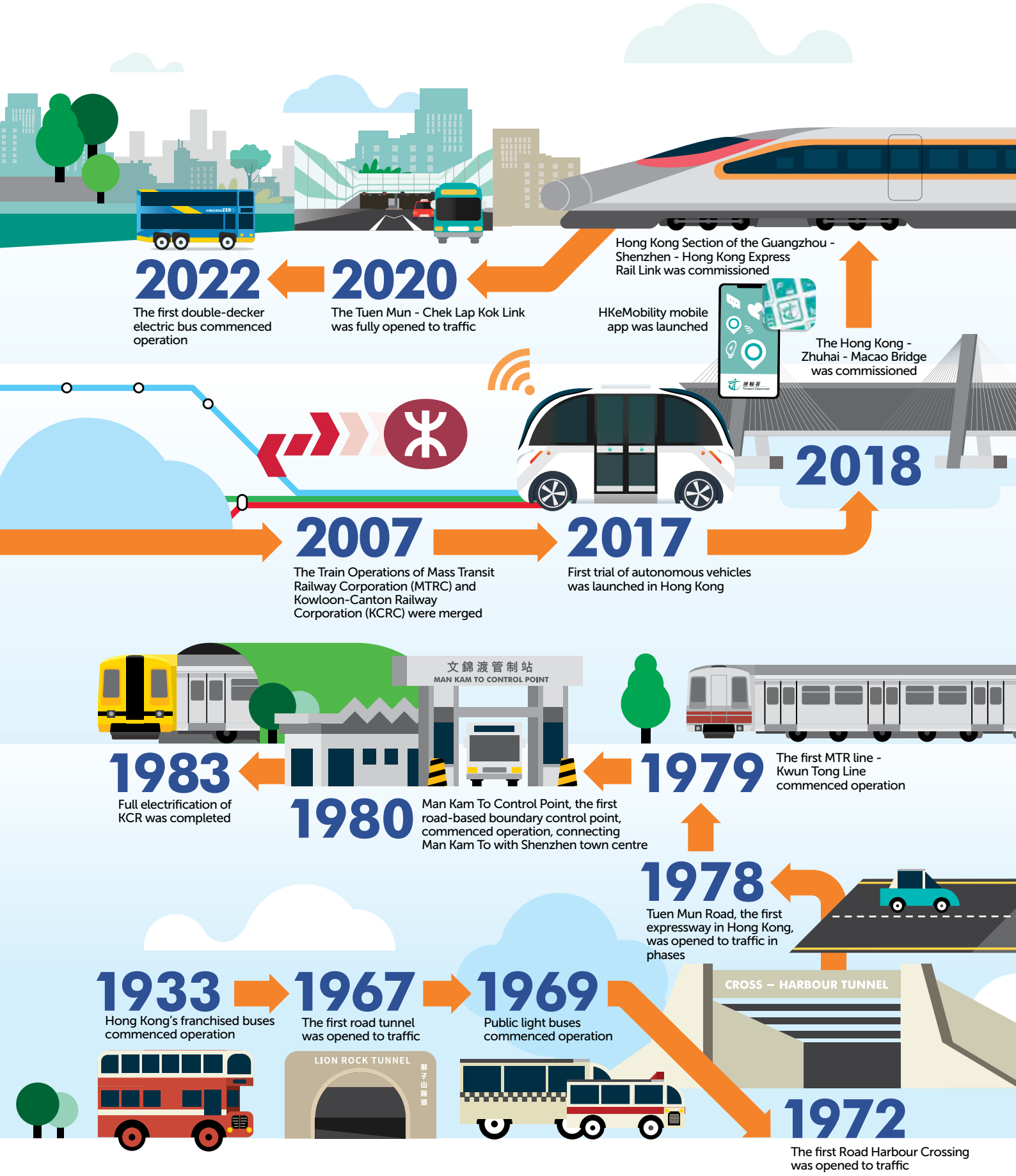
The first taxi commenced operation

1904

Trams commenced operation

1911

The Kowloon-Canton Railway (KCR) Through Train commenced the service between Kowloon and Guangzhou


2022
The first double-decker electric bus commenced operation
2020
The Tuen Mun - Chek Lap Kok Link was fully opened to traffic
Hong Kong Section of the Guangzhou - Shenzhen - Hong Kong Express Rail Link was commissioned
HKeMobility mobile app was launched
The Hong Kong - Zhuhai - Macao Bridge was commissioned
2018
2007
The Train Operations of Mass Transit Railway Corporation (MTRC) and Kowloon-Canton Railway Corporation (KCRC) were merged
2017
First trial of autonomous vehicles was launched in Hong Kong
文錦渡管制站
MAN KAM TO CONTROL POINT
1983
Full electrification of KCR was completed
1980
Man Kam To Control Point, the first road-based boundary control point, commenced operation, connecting Man Kam To with Shenzhen town centre
1979
The first MTR line - Kwun Tong Line commenced operation
1978
Tuen Mun Road, the first expressway in Hong Kong, was opened to traffic in phases
1933
Hong Kong's franchised buses commenced operation
1967
The first road tunnel was opened to traffic
LION ROCK TUNNEL
獅子山隧道
1969
Public light buses commenced operation
CROSS – HARBOUR TUNNEL
1972
The first Road Harbour Crossing was opened to traffic



1. OVERVIEW OF HONG KONG'S TRANSPORT DEVELOPMENT

Hong Kong enjoys unique advantages, with its superior geographical location and the strong support of the motherland, enabling it to develop into a transport hub with comprehensive sea, land and air transport networks in this day and age. The National 14th Five-Year Plan clearly affirms Hong Kong's status as an international maritime centre and an international aviation hub. Since the release of the Outline Development Plan for the GBA, the governments of Guangdong, Hong Kong and Macao have collaborated closely to advance the high-quality development of the GBA. In terms of transport, key initiatives include actively building a "GBA on the Rail", and formulating transport policies and supporting traffic management measures to facilitate the flow of vehicles between Guangdong and Hong Kong and between Hong Kong and Macao. These efforts aim to boost transport and logistics development, giving full play to Hong Kong's role of connecting with both the Mainland and the world.

In the face of global changes, Hong Kong must not only consolidate its existing strengths, but also place technological innovation at its core to lead future development. On the transport development front, Hong Kong needs to build on its past success, actively pursue change and introduce an innovative mindset to support the development of marine, aviation and land transport infrastructure. Hong Kong will continue to leverage its advantages of enjoying the strong support of the motherland and being closely connected to the world. Hong Kong will further strengthen its status as an international financial, maritime and trade centre, and establish itself as an international innovation and technology hub during the National 15th Five-Year Plan period, better integrating into and serving the overall national development.

Furthermore, technological development and green environmental issues are transforming citizens' lifestyles and travel patterns. In promoting and implementing various transport strategies and initiatives, the Government will actively embrace technology, and meticulously design policies and systems to uphold a dual-innovation mindset of "policy innovation" and "technological innovation". We will not only adhere to the overarching principles of driving Hong Kong's economic growth and promoting community development, but also respond proactively to the public's expectations for convenient travel, low-carbon sustainability, and safety in micro-level details, so that members of the public can enjoy a higher quality daily travel experience.

Transport Infrastructure Planning and Public Transport Development

Being an international metropolis, Hong Kong is bustling with people flow within its tiny footprint, and the transport system handles over 12 million trips daily[4]. In response to continued population growth and the ever-changing needs of different stages of socio-economic development, the Government has been conducting studies on transport development in a timely manner, and formulating comprehensive transport strategies and long-term policy directions to ensure that Hong Kong's overall transport system remains reliable, safe, smart, environmentally friendly and highly efficient.



Since the establishment of the Hong Kong Special Administrative Region (HKSAR), the Government, taking heed of population growth and the sharp increase in cross-boundary traffic demand, conducted a Comprehensive Transport Study, and promulgated the "Hong Kong Moving Ahead: A Transport Strategy for the Future" in 1999, laying down the following five major principles of transport strategy to improve infrastructure facilities, transport systems and public transport services:

(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 transport management; and

(5) Better environmental protection.

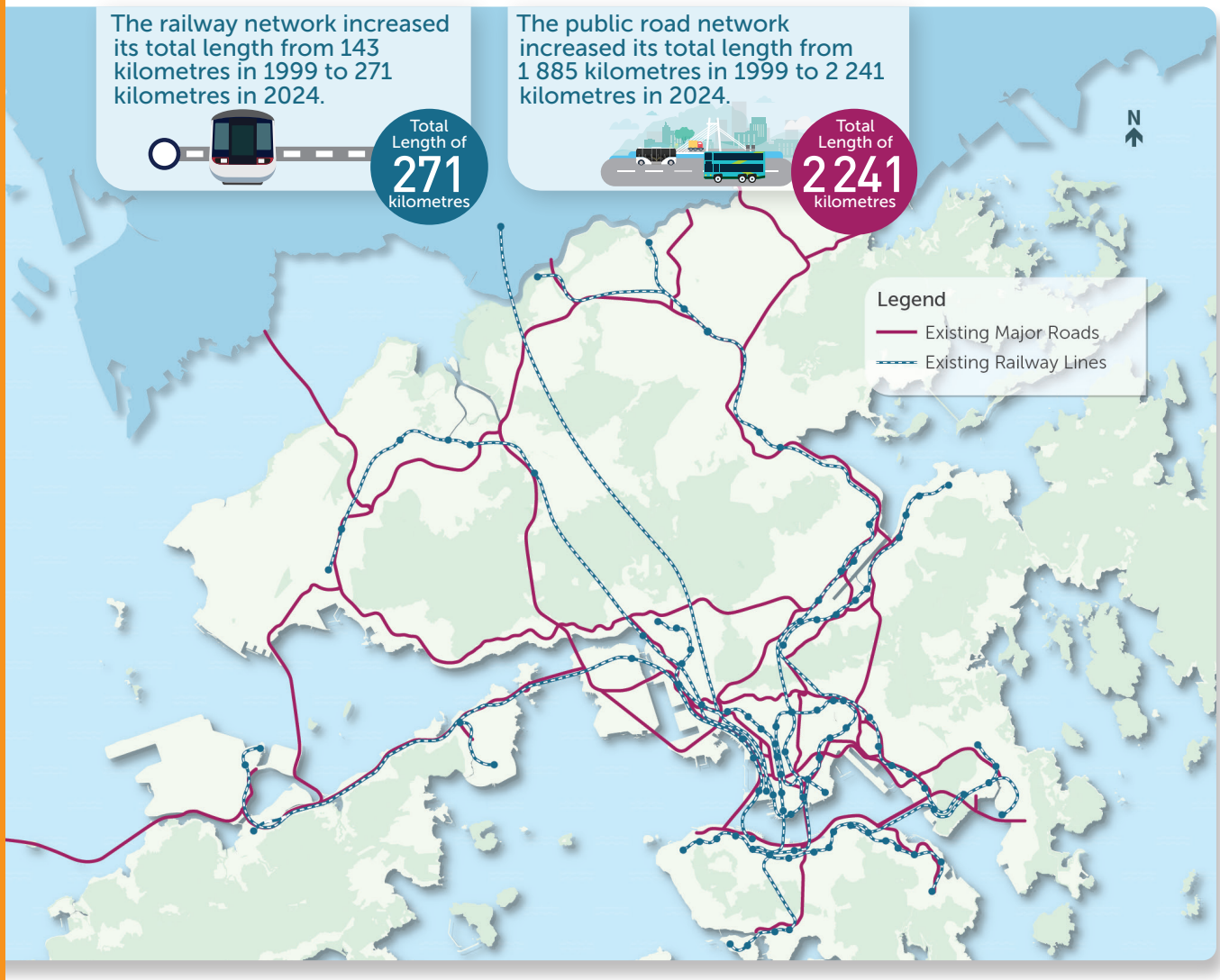
Over the past 20 years, the Government has been consistently implementing the above five strategies, and has progressively completed strategic studies, including the Railway Development Strategy 2000, the Railway Development Strategy 2014, the Public Transport Strategy Study, and the Strategic Studies on Railways and Major Roads beyond 2030, formulating relevant transport policies and plans for transport infrastructure development.

[4] Source: Travel Characteristics Survey 2022. The term "mechanised trips" refers to any trip involving mechanised transport, excluding trips made by some minor mechanical modes such as goods vehicles for personal use, bicycles, golf carts, and cable cars.

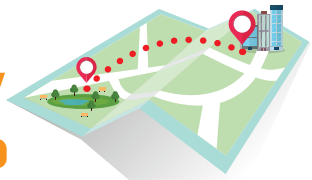


Safe and Efficient Transport System

The Government has been investing extensively in transport infrastructure, and has progressively completed several major projects, including the Guangzhou-Shenzhen-Hong Kong Express Rail Link - Hong Kong Section (HSR (Hong Kong Section)), Hong Kong-Zhuhai-Macao Bridge, the Tuen Ma Line, the cross-harbour section of the East Rail Line, the Central–Wanchai Bypass, Tuen Mun–Chek Lap Kok Link, Tseung Kwan O-Lam Tin Tunnel, Cross Bay Link, Tseung Kwan O, and Central Kowloon Bypass (Yau Ma Tei Section), all of which have contributed to a more convenient and efficient transport network.



Nearly **90%** of citizens' trips did not involve an interchange



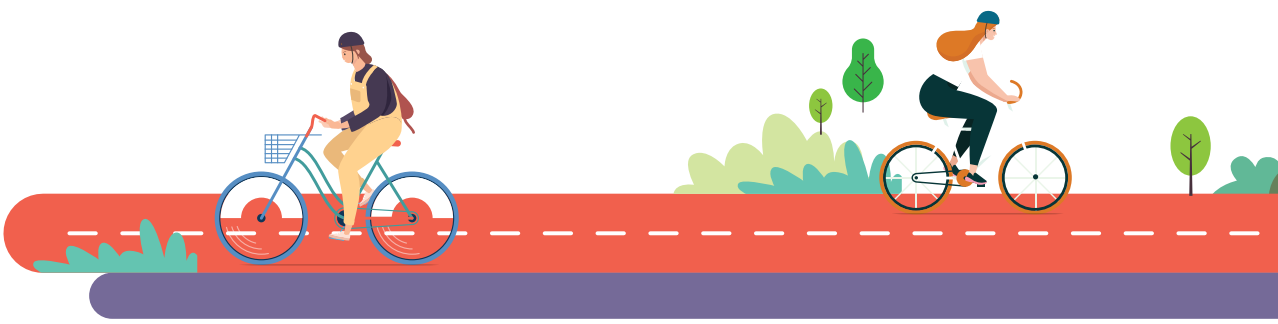
Nearly **50%** of trips were completed within **30 minutes**

According to the data from the Travel Characteristics Survey 2022, nearly 90% of citizens' trips did not require interchanges. The average number of passenger boardings per trip decreased from 1.17 in 2011 to 1.12 in 2022. For trips involving interchanges, over 94% of them required only a five-minute walk or less, which is higher than the 85% recorded in 2011. With the increasing proportion of population in the New Territories alongside continuous New Town development, the average distance and journey time for commuting are supposed to increase. However, the surveys reveal that ongoing improvements in transport networks and services have played a major role in maintaining the stability of the overall journey time in the territory. Nearly 50% of trips were completed within half an hour and 90% were completed within an hour, with a mean journey time of 42 minutes, similar to the 40 minutes in 2011.



In terms of road safety, the number of fatal and serious traffic accidents in Hong Kong has dropped significantly by 64%, from 2 318 cases in 2011 to 834 cases in 2024. These statistics reflect our ongoing continued efforts to enhance road safety through a multi-faceted strategy, including improvements to road infrastructure and management, legislative amendments and strengthened enforcement, public education campaigns, and the application of technology, effectively reducing accident rates and raising public awareness of road safety.

In connection with pedestrian and bicycle-friendly environments, the Government launched the "Universal Accessibility Programme" in August 2012 to actively install more barrier-free facilities at existing pedestrian footbridges and subways that meet the programme's requirements. Over the past decade, escalator/elevator systems and covered walkways have been progressively completed across various districts, significantly improving the walking environment and promoting walking as an alternative to driving. In 2022, about 15% of walk-only trips took more than 15 minutes, surged from 8% in 2011, reflecting a stronger public preference for walking. Besides, Hong Kong's cycle track network continues to expand, with a total length now exceeding 250 kilometres. This includes the New Territories' main cycle track opened in 2020, which spans about 60 kilometres from Tuen Mun to Ma On Shan, further enhancing the accessibility of cycling travel.



World-class Public Transport System

Hong Kong's public transport system has long been regarded as a global benchmark, with public transport accounting for nearly 90% of the total number of daily passenger trips. In 2017, the Government released the Public Transport Strategy Study report which systematically reviewed the roles and positioning of various public transport services besides the heavy rail, addressing industry challenges with integrated strategies. It emphasised the development direction of "Diversified Services, Complementarity and Efficiency-first", with heavy rail as the backbone, complemented synergistically by other transport modes.

The advantages of the railway lie in its exclusive track operation, high passenger capacity, speed, convenience, and zero-emission characteristics. In 2024, the "Train Service Delivery and Passenger Journeys On Time" of the heavy rail network were maintained at a world-class level of 99.9%. Other public transport services also play vital roles by providing feeder services to the railway network and cross-district connections, covering areas not directly served by rail. Moreover, Hong Kong's public transport system is unique in that it is primarily operated by private enterprises under commercial principles, ensuring efficient service delivery and swift, flexible responses to market conditions. Such a model sets Hong Kong apart from major international cities worldwide. This arrangement not only enhances operational efficiency but also allows the Government to ensure service quality and financial sustainability through monitoring mechanisms.



The proportion of boardings made on public transport accounting for nearly **90%**

Hong Kong was ranked first for "Best Public Transport System" by the British magazine "Time Out"

Hong Kong' s public transport system ranked among the top two in the "Urban Mobility Readiness Index" among major global cities for three consecutive years

Hong Kong's global competitiveness has risen to the third place worldwide in the "2025 World Competitiveness Yearbook"



According to the Urban Mobility Readiness Index jointly published by the international consulting firm, Oliver Wyman, and the University of California, Berkeley between 2022 and 2024, Hong Kong's public transport system has consistently ranked among the top two in major global cities for three consecutive years. The UK magazine, Time Out, has also recently ranked Hong Kong as the city with the world's "Best Public Transport System". Furthermore, based on the "2025 World Competitiveness Yearbook" by the International Institute for Management Development in Lausanne, Switzerland, Hong Kong's global competitiveness has risen to the third place, with its infrastructure ranking improving from ninth to seventh worldwide. Hong Kong's extensive road infrastructure, coupled with a comprehensive public transport network, has successfully attracted the vast majority of citizens to use public transport services.

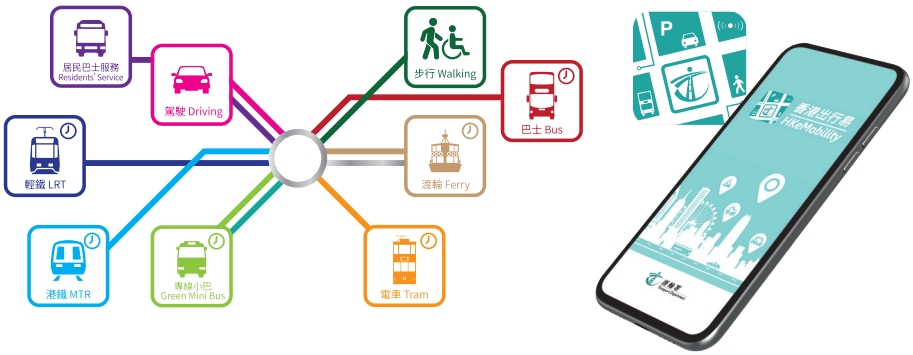
With the development and extension of the public transport network, service coverage has become increasingly comprehensive. The data from the Travel Characteristics Survey 2022 revealed that about 70% of trips involved walking of five minutes or less from the origin to a public transport station. Similarly, about 70% of trips involved walking of five minutes or less from drop-off points to the destination. Owing to the convenience and accessibility of the public transport network, the use of private cars mainly for "commuting to and from work" has decreased by 6% (from 31% in 2011 to 25% in 2022) even though the proportion of households having private cars available for use has edged up over the past decade. Conversely, more households are mainly using private cars for recreational and social purposes (rising from 32% in 2011 to 42% in 2022).



Smart Mobility Initiatives



Hong Kong's smart mobility development is guided by the "Smart Mobility Roadmap for Hong Kong" released in 2019, which puts forward the "ΣSIGMA" vision (Safety, Information, Green, Mobility, Accessibility), and focuses on three key elements to systematically drive transport innovation, namely "Smart Transport Infrastructure", "Data Sharing and Analytics", and "Applications and Services". In terms of smart transport infrastructure, the Government has recently launched "HKeToll" to provide a non-stop toll payment service and time-varying tolls at road harbour crossings and the Tai Lam Tunnel, and has established the Smart Traffic Fund to support vehicle-related innovative projects. Data sharing is facilitated through "Open Data Portal" which provides real-time traffic data such as road conditions, real-time estimated arrival times of public transport, special traffic news and parking vacancy status, and is integrated with the TD's mobile application "HKeMobility" for convenient one-stop and personalised journey planning. As regards applications and services, the installation of a new generation of parking meters, completed by the TD in early 2022, serves as a prominent example. Apart from supporting multiple payment methods and remote payments, the system provides motorists with real-time information on available parking spaces, including on-street metered parking spaces, via the "HKeMobility" and "HKeMeter" mobile applications, reducing the need for vehicles to linger on roads in search of vacant parking spaces.



Development of Cross-boundary Transport and Latest Status

Since the establishment of the HKSAR, the integration of Hong Kong and the Mainland has been accelerating. Benefiting from the continuous relaxation of the Mainland's travel policies for citizens to visit Hong Kong, the northbound and southbound cross-boundary travel has become increasingly normalised. In line with the national policies of promoting economic integration and deepening connectivity within the GBA, cross-boundary travel between residents of the two places has become more frequent. Against this backdrop, the demand for land-based cross-boundary travel has risen sharply, alongside the progressive upgrading of cross-boundary transport services and infrastructure facilities.

In recent years, with the opening of several new boundary control points and the implementation of new policies, passengers' travel experience has seen a notable improvement. Since their opening in 2007, the Shenzhen Bay Port and the Lok Ma Chau Spur Line Control Point have fully integrated various local public transport services, including franchised buses, public light buses and taxis, making cross-boundary commuting more convenient. In 2018, the commissioning of two new cross-boundary infrastructure facilities marked two major breakthroughs. The launch of the Hong Kong Section of the High Speed Rail connects Hong Kong to the national high-speed rail network, with "co-location" immigration clearance at Hong Kong West Kowloon Station, while the commissioning of the Hong Kong-Zhuhai-Macao Bridge opens up a convenient access to the western cities in the GBA. The governments of Guangdong and Hong Kong implemented the "Northbound Travel for Hong Kong Vehicles" scheme in 2023, and have rolled out the "Southbound Travel for Guangdong Vehicles" scheme in phases starting from mid-November 2025, ushering in a brand new mode of cross-boundary travel and further strengthening integration between the two places.





After years of development, land-based cross-boundary travel between Hong Kong and other cities in the GBA can now be geographically categorised into five axes, namely the Hong Kong-Zhuhai-Macao Bridge axis (Hong Kong-Zhuhai-Macao Bridge Hong Kong Port), the Western axis (Shenzhen Bay Port), the Central axis (Lok Ma Chau Spur Line Control Point, Lok Ma Chau Control Point, and Hong Kong West Kowloon Station), the Eastern axis (Lo Wu Control Point, Man Kam To Control Point, and Heung Yuen Wai Control Point), and the North-eastern axis (Sha Tau Kok Control Point). Since the full resumption of travel between Hong Kong and the Mainland following the pandemic in early 2023, the number of cross-boundary passengers has shown a rapid rebound, and has already surpassed pre-2020 levels. In 2025, the average daily number of passengers passing through land boundary control points reached approximately 770 000, exceeding the 650 000 recorded in 2018. Among these, the Central axis and the Eastern axis, which include the three heavily used rail-based cross-boundary corridors, account for about 37% and 36% of total number of land-based cross-boundary passengers respectively. The cross-boundary trips via the Hong Kong-Zhuhai-Macao Bridge axis have shown the most notable increase, with a 58% jump in passenger volume from 2019 to 2025.

Overall, with the benefit of the integrated development of the GBA and the continued opening up of related policies, as well as the continued improvement of cross-boundary transport infrastructure and public transport, the travel time between Hong Kong and other city clusters in the GBA have steadily shortened, forming a closely connected "one-hour living circle".



In 2025, the average daily number of passengers passing through land boundary control points was approximately

770 000

2. OPPORTUNITIES AND CHALLENGES
OF HONG KONG'S TRANSPORT



The TTSS has taken into account population trends and travel demand, geographical resources and environmental factors, as well as the opportunities and challenges arising from economic and technological development, in order to devise forward-looking and sustainable transport strategies that can adapt to changing circumstances.



OPPORTUNITIES AND CHALLENGES

DEMOGRAPHIC TRENDS AND TRAVEL DEMAND

- Long-term Population Growth Areas
- Ageing Society
- Changes in Travel Patterns

GEOGRAPHICAL RESOURCES AND ENVIRONMENT

- Limited Land and Dense Population in Hong Kong
- Continued Development of the Northern Metropolis and the Guangdong-Hong Kong-Macao Greater Bay Area
- Addressing Climate Change and Enhancing the Resilience of the Transport System
- Environmental and Health Awareness

ECONOMIC AND TECHNOLOGICAL DEVELOPMENT

- Efficient Transport Infrastructure to Promote Economic Development
- Upward Trends in Application of Traffic and Transport-related Technologies

2.1 Demographic Trends and Travel Demand

Long-term Population Growth Areas

According to the Census and Statistics Department's projections, Hong Kong's long-term population is expected to reach 8.19 million by mid-2046. The Government is pressing ahead with the development of the Northern Metropolis, which will ultimately accommodate a resident population of about 2.5 million and provide about 650 000 job opportunities. The corresponding travel demand will increase substantially, resulting in changes to the movement of people. As a result, existing transport infrastructure will need to be significantly enhanced to strengthen connectivity and create new corridors traversing the Northern Metropolis.

In this regard, the Hong Kong Major Transport Infrastructure Development Blueprint published in 2023 has put forward a series of major transport infrastructure projects. These include the Hong Kong–Shenzhen Western Rail Link (Hung Shui Kiu–Qianhai), the Northern Link, and the Northern Metropolis Highway, which will support the development of the Northern Metropolis. In addition to the hardware support, we must focus our efforts on elevating the travel convenience of the public by providing diverse Transport Interchange Hubs at strategic locations in the Northern Metropolis. This will make it easier for the public to use and transfer between various public transport services and promote cross-boundary connectivity.

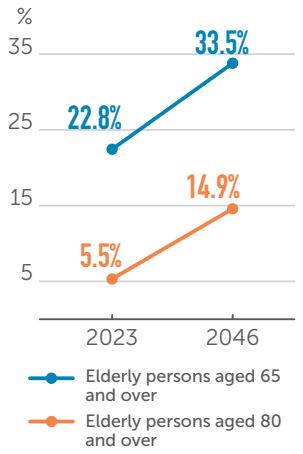


Hung Shui Kiu / Ha Tsuen
New Development Area (Conceptual Image)

Ageing Society

According to projections by the Census and Statistics Department, by 2046, the proportion of elderly persons aged 65 and above will rise from 22.8% in 2023 to 33.5%, while the proportion of those aged 80 and above will increase from 5.5% in 2023 to 14.9%. Faced with the societal ageing trend, the Government needs to build more people-centric transport systems and enhance the elderly-friendly transport facilities. The Government also needs to provide a more comfortable walking environment and to ensure that all forms of public transport are conveniently accessible by those in need, and foster a more inclusive community.

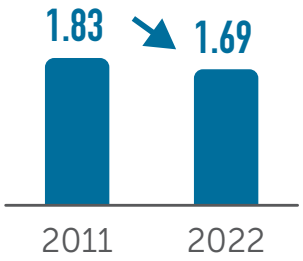
Projected changes in the proportion of elderly population in Hong Kong from 2023 to 2046



Changes in Travel Patterns

According to the Travel Characteristics Survey 2022, regular trips for commuting to and from work or school on weekdays formed the largest proportion. These two categories of trips accounted for over half of the total number of weekday trips, with high concentration during peak periods. With the continuous advancement and application of information technology, some travel needs, such as shopping, attending meetings and even commuting to offices, have gradually been replaced by online activities or "Work from Home" arrangements. As a result, the average number of weekday trips per person per day declined from 1.83 in 2011 to 1.69 in 2022. A drop was also observed in the average daily patronage of public transport services between 2011 and 2022. Faced with changes in travel patterns, we should approach from the perspective of transport resources allocation. On the one hand, we are committed to continuously enhancing public transport during peak hours. On the other hand, we should explore innovative ways to leverage technology to monitor and forecast passenger demand, and adopt more efficient routes and flexible schedules in response to demand, addressing the relatively low and scattered travel demand during off-peak periods.

Total trip rate on a weekday
(per person per day)



Travel Characteristics Survey 2022

The peak hours for mechanised trips are generally 8:00 am to 9:00 am and 6:00 pm to 7:00 pm accounting for approximately **13%** and **14%** of daily trips made on a weekday respectively.



2.2 Geographical Resources and Environment



Limited Land and Dense Population in Hong Kong

Hong Kong is densely populated, and the mountainous geographical environment with limited flat land poses considerable challenges to its traffic and transport system. Faced with substantial travel demand, the capacity of major roads during peak periods has been under pressure. Moreover, owing to limited land resources and a continuous rise in vehicle numbers, the demand for parking from the public and the transport industry has intensified competition for road space. Constrained by its limited land and high population density, the issue on how we may further improve transport efficiency to meet future demand becomes crucial.

Continued Development of the Northern Metropolis and the Guangdong-Hong Kong-Macao Greater Bay Area

The National 14th Five-Year Plan supports the development of Hong Kong into an international innovation and technology hub, and proposes a strategy to improve the integration of Hong Kong and Macao into the overall national development, complement the advantages of the Mainland, and collaborate effectively to build a high-quality GBA. To enable Hong Kong to better integrate into national development, the Government put forward the Northern Metropolis Development Strategy in 2021, and released the Northern Metropolis Action Agenda in 2023 to further outline the strategic positioning and development themes of four major zones in the Northern Metropolis.



Continued Development of the Northern Metropolis and the Guangdong-Hong Kong-Macao Greater Bay Area (Continued)

The proposal aims to develop the Northern Metropolis into an international innovation and technology hub, amalgamating high-quality living, industry development, and cultural and recreational amenities, with a vision to promote a better home-job balance and green living. Looking ahead, the development of the Northern Metropolis will significantly enhance exchanges and cooperation between Hong Kong and Shenzhen, serving as a key platform for collaboration with other cities in the GBA.

The Government has all along been adopting the planning principles of "infrastructure-led" and "capacity-creating" to drive development by transport infrastructure. Considering the future transport and logistics demand for east-west connectivity within the Northern Metropolis and its cross-boundary connections, the Government has proposed in the Hong Kong Major Transport Infrastructure Development Blueprint a series of transport infrastructure projects, including the Northern Link Main Line and Spur Line, the Northern Link Eastern Extension, the Northeast New Territories Line, and the Hong Kong–Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai), as well as the Northern Metropolis Highway, with a view to strengthening the connectivity of the road network in the Northern Metropolis. The new transport infrastructure facilities will greatly enhance travel convenience for the public and help propel the Northern Metropolis as a new engine driving Hong Kong's development. The public will also be able to travel more conveniently via major roads and railways to various land boundary control points, thereby improving accessibility and synergy among the different boundary control points.

In recent years, the commissioning of key strategic cross-boundary infrastructure facilities, such as the Hong Kong-Zhuhai-Macao Bridge, the HSR (Hong Kong Section), and the Liantang/Heung Yuen Wai Control Point, has significantly shortened the travel time between Hong Kong and other cities in the GBA. Looking ahead, Guangdong and Hong Kong can formulate relevant policies in a timely manner based on cross-boundary travel trends, with a view to fully unlocking the value of these infrastructure facilities.

On the logistics development front, the Government promulgated the "Action Plan on Modern Logistics Development" in 2023, formulating eight major strategies and 24 action measures to promote the development of Hong Kong's modern logistics industry. These include strengthening cooperation with other cities in the GBA and capitalising on the Hong Kong-Zhuhai-Macao Bridge to explore new opportunities in western Guangdong and Guangxi. The Government will continue to expand Hong Kong's cargo hinterland and attract more goods to transit through Hong Kong using various modes, including land transport. Facilitating smooth logistics operations between Hong Kong and other cities in the GBA will be a key driver of high-quality economic development in the region. Furthermore, under the freight layout of "East in East out, West in West out" between Hong Kong and Shenzhen, land designated for logistics purposes within the Northern Metropolis will be strategically allocated near freight boundary control points. Specifically, the Transport and Logistics Bureau will pilot the development of a modern logistics hub in the Hung Shui Kiu/Ha Tsuen NDA, adjacent to the Shenzhen Bay Port.





Addressing Climate Change and Enhancing the Resilience of the Transport System

Climate change is a major global challenge. Extreme weather events may cause sudden disruptions to or emergencies in road traffic and public transport services (such as those affected by typhoons or heavy rain). Therefore, the transport system must demonstrate robust resilience to swiftly restore operation, and safely evacuate vehicles, pedestrians and passengers. Hong Kong's transport system demonstrates strong resilience through its diverse public transport services that collaborate and complement each other during extreme weather or emergencies, thereby reducing the impact on passengers. For example, during the hoisting of the Tropical Cyclone Warning Signal No. 8, road-based public transport services (including franchised buses and green minibuses) are suspended for safety reasons, while railway services continue to operate with limited train service as conditions permit. Along with a series of traffic surveillance and incident management systems, the transport system can quickly restore normal operations after incidents. In the future, Hong Kong needs to make more effective use of road resources, improve overall traffic safety and incident response capabilities, and promote the development of a more resilient transport system.



Environmental and Health Awareness

As members of the public increasingly value healthy lifestyles, there has been a corresponding rise in demand for active transport modes, such as walking, cycling and using electric mobility devices (e.g. electric scooters and power assisted pedal cycles). In the future, Hong Kong will need to further integrate transport and urban planning to build a healthy and vibrant city that enhances people's quality of life. In addition to continuously expanding the cycle track network and improving the walking environment, the Government is studying related measures to ensure the safe use of electric mobility devices, supporting the public in adopting environmentally friendly and healthy active transport modes.

Transport accounts for about 20% of Hong Kong's total carbon emissions. Promoting vehicle electrification, developing new energy transport modes, and encouraging active transport modes help reduce carbon emissions and further improve air quality, thereby creating a better living environment for the public.



2.3 Economic and Technological Development

Efficient Transport Infrastructure to Promote Economic Development

Efficient transport infrastructure has consolidated Hong Kong's prominent status as an international financial centre and a trading hub, promoted Hong Kong's role as a "super-connector", and continued to strengthen its position as the "eight centres" under the framework of the National 14th Five-Year Plan, ensuring the city's sustained prosperity. In addition, Hong Kong will continue to deepen its transport ties with the Mainland, especially other cities in the GBA, foster mutually beneficial cooperation in the region, and inject new impetus into regional development.

With the rapid development of the Mainland's technology industries, Hong Kong can draw on the Mainland's experience in the application of transport technologies to improve infrastructure efficiency. In recent years, the Mainland has utilised advanced technologies in transport, driving the development of smart transport infrastructure and building intelligent transport systems. The Government will continue to keep abreast of relevant technological developments, maintain close exchanges with neighbouring cities, and strengthen transport planning and top-level policy design. On the regulatory front, it will play a more active coordinating and facilitating role in enhancing technology adoption and promoting interconnectivity.





OPPORTUNITIES AND CHALLENGES
OF HONG KONG'S TRANSPORT

Upward Trends in Application of Traffic and Transport-related Technologies

The pace of global technological development continues to accelerate, with applications of technologies, such as real-time sensing, artificial intelligence, big data and autonomous driving, rapidly advancing in the transport field. In particular, since Mainland enterprises have successively launched large language models, the cost of artificial intelligence has been driven down significantly, and future applications will become even more widespread. Advanced technologies not only make Hong Kong's transport systems more efficient, stable, and safe than ever before, but also provide a path for the development of "new quality productive forces". The Government is continuously promoting the application of these technologies, for example, by installing real-time adaptive traffic signal systems at suitable junctions to optimise operational efficiency, reduce congestion and delays. Given the increasingly frequent interactions with other cities in the GBA in the future, cross-boundary traffic will grow further. The application of technologies such as autonomous driving and Vehicle-to-Everything (V2X) will help address the challenges arising from differences in road design standards, regulations, and driving habits between Hong Kong and the Mainland, thereby enhancing the efficiency of cross-boundary transport. By integrating various data sources, these technologies will provide the public with a better travel experience and foster the sustainable development of the transport system.

3. STRATEGIES AND RECOMMENDATIONS

The aforementioned opportunities and challenges, and the future population growth and distribution, as well as the trend of an ageing society, will significantly influence people's demand for public transport services. Moreover, technological and social development is continuously shaping the public's travel preferences.

Hong Kong's unique geographical conditions also pose challenges to transport development. Owing to limited land resources, we must make full use of existing space and enhance transport efficiency by optimising infrastructure. At the same time, economic and technological development is accelerating the widespread adoption of intelligent transport systems, offering significant potential for further improvement in traffic management in the future.

The TTSS has analysed the latest development plans for Hong Kong and the GBA, the findings of the Travel Characteristics Survey, and the feedback from relevant stakeholders. Utilising transport models, the TTSS has assessed and ensured that the recommendations can bring benefits. Based on the comprehensive analysis, we have formulated three main themes for the future of Hong Kong's transport system.

享 · 旅程 *ENJOYABLE JOURNEYS*

Future transport policies should focus on further enhancing the quality and efficiency of public transport services. This involves continuing to develop transport infrastructure on the one hand while adhering to a people-centric philosophy to enhance passengers' experience on the other. In addition, transport policies should continue to promote coordination and healthy competition among various public transport services based on their proven roles, better facilitating the public's travel and strengthening the current public transport-oriented travel mode. At the same time, with changing travel patterns and a growing ageing population, we need to allocate transport resources more effectively and build an elderly-friendly transport system. We must seize the opportunity presented by the development of the Northern Metropolis to upgrade cross-boundary transport services and facilities, enabling people's seamless travel between Hong Kong and other cities in the GBA, and giving full play to Hong Kong's role as a hub that links up with both the Mainland and the world.

連 · 都市 *WELL-CONNECTED CITY*

Technological advancement and innovation are reshaping the way people travel. To seize the opportunities brought by rapid technological development, we will enhance the efficiency and resilience of the transport system in both software and hardware aspects, which will help us respond to emergencies and improve the utilisation of limited road space to meet the ever-growing traffic demand. We will strive to promote and apply technology to better leverage the leading role of technological innovation in transport, fostering the connectivity of Hong Kong's transport network.

活 · 出行 *HEALTHY MOBILITY*

In response to people's growing demand for a low-carbon, healthy lifestyle and the need to address climate change, we are committed to transforming Hong Kong into a walkable city. We will promote walking, cycling, and using electric mobility devices safely, and encourage healthy travel while reducing air pollution and roadside emissions. We will also work in coordination with the Environment and Ecology Bureau, and the Environmental Protection Department to underpin the popularisation of electric and new energy vehicles, not only helping reduce carbon emissions, but also improving people's quality of life, contributing to Hong Kong's goal of achieving carbon neutrality.

In summary, through the three main themes of "Enjoyable Journeys", "Well-connected City" and "Healthy Mobility", we will enhance the quality of public transport services, and promote sustainable urban development, achieving our vision of "Implementing a People-centric Approach, Strengthening Connectivity with Both the Mainland and the World, Promoting Efficient Travel, and Embracing a Green Lifestyle".

Centred around the three main themes mentioned above, we have formulated the following six key strategies, and put forward a total of 25 recommendations:

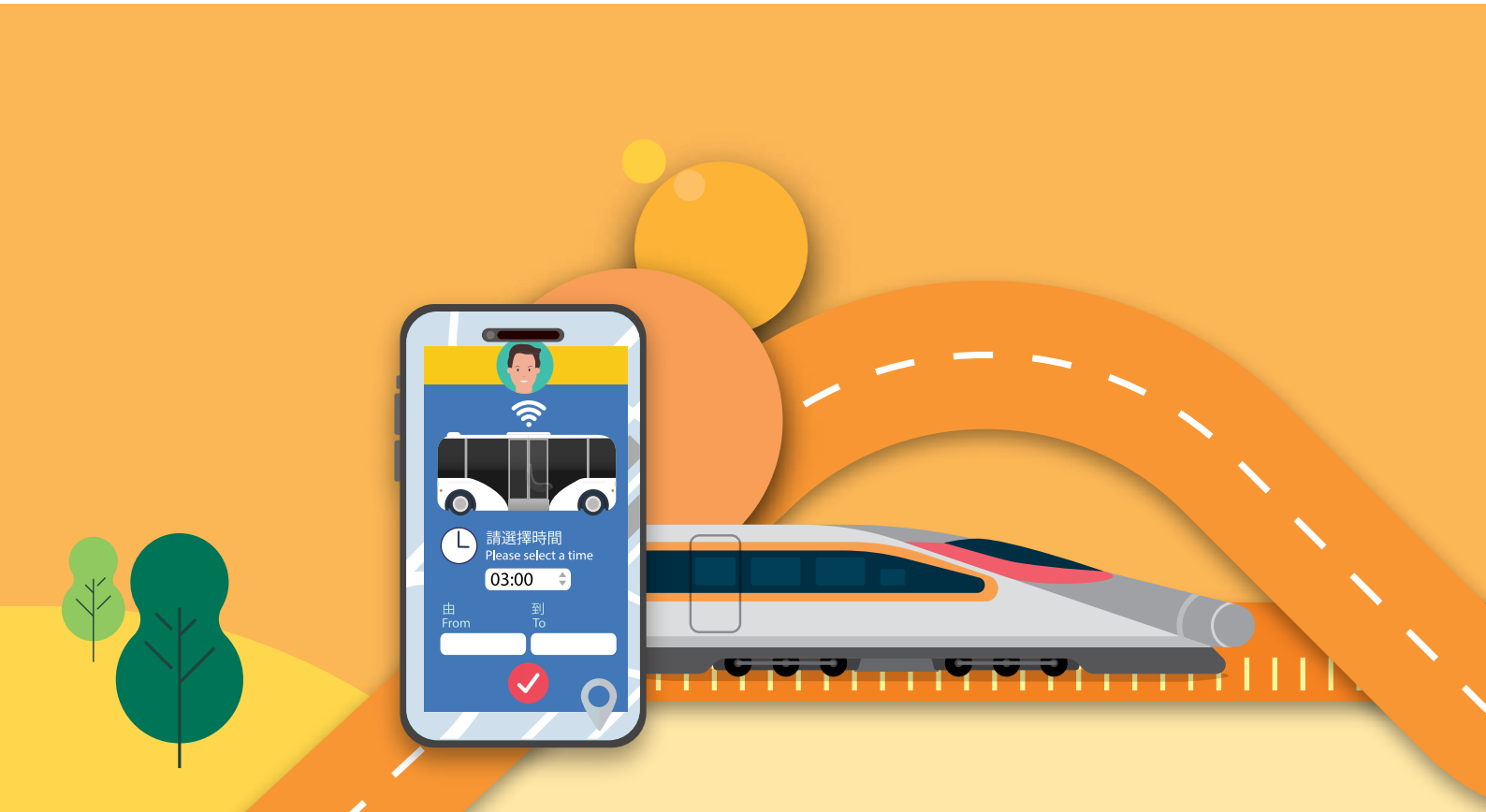
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3.1 Enjoyable Journeys

Hong Kong's efficient public transport services have consistently ranked among the best in the world, serving as a fundamental pillar supporting economic activity and maintaining international competitiveness. In order to embrace the strategic opportunities brought by NDAs and the integration with the GBA, as well as to address the structural challenges posed by the future trend of an ageing society, it is essential for Hong Kong to conduct a forward-looking review to ensure that transport services remain high-quality and efficient, thereby consolidating the city's role as a transport hub.

Current Policies and Measures

To meet the growing travel demand of the public, the Government has been implementing a series of policies and measures to enhance transport efficiency and convenience. Specific measures include:

Continuing to Develop Transport Infrastructure: The Government has long been committed to enhancing Hong Kong's overall competitiveness and consolidating its status as an international hub through the development of transport infrastructure. Hong Kong enjoys unique geographical advantages. To effectively promote the flow of people and goods, the Government has progressively strengthened north-south "longitudinal" transport links and east-west "horizontal" district connections in transport infrastructure planning. Currently, the total length of the railway network has reached 270 kilometres, while the total length of the major road network has reached 265 kilometres, forming an orderly grid that connects in all directions. With Route 6 (including Central Kowloon Bypass and Tseung Kwan O – Lam Tin Tunnel) scheduled for full opening in 2026, the city's efficient and well-connected road network will enter a new era. This strategic infrastructure will further integrate east-west and north-south traffic arteries, injecting new momentum into Hong Kong's efficient operation.

The opening of the Kowloon–Canton Railway (now the East Rail Line) in 1910 marked the beginning of Hong Kong's railway development. In response to social development, the Government has continuously conducted railway development studies since the 1960s and formulated development strategies in a timely manner, establishing a public transport policy with railways as the backbone to enhance transport efficiency and meet development needs. Today, Hong Kong's railway network has formed a "Three Vertical and Four Horizontal Corridors" layout. The "Three Vertical Corridors" comprise the East Rail Line from Lo Wu to Admiralty, the Tsuen Wan Line and South Island Line from Tsuen Wan to Hong Kong Island South, and the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link connecting to the national high speed rail network, forming three north-south railway corridors. The "Four Horizontal Corridors" consist of four east-west railway corridors, namely the Island Line from Chai Wan to Kennedy Town, the Tseung Kwan O Line and Kwun Tong Line from Tseung Kwan O to Kowloon Central, the Tung Chung Line from Central to the Airport, and the Tuen Ma Line from Tuen Mun to Ma On Shan. The existing East Rail Line and Tuen Ma Line have already connected the Northern Metropolis with the urban area, facilitating convenient travel for the public between the two areas.

To further enhance Hong Kong's transport infrastructure network, the Government published the Hong Kong Major Transport Infrastructure Development Blueprint in December 2023, which has established a planning framework for the city's future development of transport infrastructure, providing a macro outline and forward-looking layout to meet transport and logistics demand up to 2046 and beyond. The east-west connectivity and the cross-boundary connections within the Northern Metropolis, and the north-south connections between the Northern Metropolis and the urban area are particularly important.

Conducting Transport Planning Based on the Roles and Positioning of Public Transport Services: Hong Kong's public transport services are renowned for their diversity and efficiency. The entire public transport system performs its respective functions according to its service positioning, and continuously expands its service coverage. Among these, railways serve as the backbone, offering high-capacity, fast and convenient services, accounting for approximately 40% of local public transport passenger trips in 2024. Franchised buses are the road-based public transport mode with the highest carrying capacity. With a passenger share of about 30% in 2024, they effectively respond to changes in demand, serve those areas and NDAs not directly connected by rail, and provide connections to the railway network and cross-district services.

Travel Characteristics Survey 2022

Compared with the Travel Characteristics Survey 2011, the frequency of public transport usage among visitors has significantly increased, with railways and franchised buses being the most commonly chosen modes of transport.

Light Rail in the Northwest New Territories plays a dual role, providing passengers of the Tuen Ma Line with feeder services, and serving as a key at-grade rail-based transport mode within the district. Public light buses offer supplementary feeder services in areas with lower passenger demand or where high-capacity transport is less suitable. They can flexibly cater for diverse needs, with the passenger share of slightly over 10% in 2024. Other public transport services also play important supporting roles. For example, non-franchised buses ease the demand for franchised buses and green minibuses during peak hours, and serve areas where the operation of the latter two is not commercially viable. Trams, as an environmentally friendly transport option with historical significance in Hong Kong, operate along the northern shore of Hong Kong Island, providing emission-free services at an affordable price. Taxis offer personalised point-to-point transport services. Ferries provide essential transport for outlying islands, as well as offer an alternative for passengers travelling across Victoria Harbour (including water taxis which are primarily for sightseeing and tourism purposes). The Government will continue to strive to enhance ferry service quality, including subsidising some operators to acquire new-model vessels that are greener and better equipped.

Enhancing Public Transport Services Continuously: Under the overarching premise of maintaining sustainable development, we will further enhance various public transport services. This includes continuing to expand the railway network, planning appropriate franchised bus routes to connect with the railway network and provide cross-district services, planning and launching new green minibus routes, and simultaneously promoting the conversion of red minibuses to operate as green minibuses to offer more stable and regulated services. Light Rail and trams will continue to serve their respective roles and functions within designated areas. As for taxi services, to enhance the overall service quality and promote the sustainable development of the industry, we have introduced a taxi fleet regime to gradually make the trade's management more professional and systematic, thereby bringing higher quality services to passengers. This will be complemented by legislation mandating the installation of Journey Recording Systems on all taxis, while taxi drivers will also be mandated to provide electronic payment means for passengers. In addition, the Government has established a legal framework for regulating ride-hailing services, and will formulate detailed regulatory requirements through subsidiary legislation and licence/permit conditions. The first batch of licensed ride-hailing platforms is expected to commence operation within the fourth quarter of 2026 at the earliest to provide passengers with more legally compliant personalised point-to-point public transport service options. These measures will help maintain an efficient, environmentally friendly, and diversified public transport system that meets the travel needs of both the public and visitors.



Upgrading Cross-Boundary Transport Facilities Progressively: The demand for cross-boundary travel has continued to grow, presenting both opportunities and challenges for transport infrastructure and public transport services. To meet the increasing demand, we have been enhancing boundary control point facilities and related supporting transport services, making cross-boundary journeys more convenient. For example, the recently opened Heung Yuen Wai Control Point, with its "direct access for people and vehicles" design concept and diversified public transport services, have been well received by passengers. Moreover, strategic cross-boundary infrastructure such as the Hong Kong-Zhuhai-Macao Bridge and the HSR have been successively put into operation, further enhancing cross-boundary connectivity to the next level.

Optimising "Northbound Travel for Hong Kong Vehicles" Continuously and Implementing "Southbound Travel for Guangdong Vehicles" Steadily: Since its implementation in July 2023, the "Northbound Travel for Hong Kong Vehicles" scheme has significantly enhanced the convenience for Hong Kong citizens travelling to Guangdong Province for short-term business, family visits or tourism, and has been widely welcomed by the public. The governments of Guangdong and Hong Kong have been closely monitoring its implementation and have introduced timely optimisation measures. Examples include increasing the number of applications accepted each working day, and providing a replacement mechanism for fully utilising unused quotas, extending the application period to give applicants more time to prepare documents, and allowing eligible renewal applicants to submit their renewal applications without participating in the computer ballot. For vehicle inspection, applicants can arrange vehicle inspection complying with relevant Mainland requirements conveniently in Hong Kong, and such inspection requirement is exempted for eligible applicants re-submitting their applications within two years. In connection with travel booking, the registration and cancellation deadlines for reservation have been extended. Starting from September 2025, the requirement to book trips on Tuesdays and Wednesdays (except designated dates) has been lifted, further facilitating flexible travel arrangements for applicants. Meanwhile, the "Southbound Travel for Guangdong Vehicles" scheme, which has been progressively rolled out since November 2025, serves as a mutual arrangement with the "Northbound Travel for Hong Kong Vehicles" scheme. It facilitates two-way visits and mutual engagement between residents of the two places, and opens up a new mode for Mainland residents visiting Hong Kong, fostering integration in the GBA while benefiting various sectors in Hong Kong. The governments of Guangdong and Hong Kong will continue to enhance the relevant arrangements.



Heung Yuen Wai Control Point

Enhancing the Travel Experience for the Elderly: Hong Kong's public transport system has long prioritised the needs of elderly passengers. All public transport operators provide various barrier-free or caring facilities.

- **Railway Services:** All Mass Transit Railway (MTR) and Light Rail stations are equipped with at least one type of barrier-free access facilities[5], and all train carriages[6] are equipped with priority seats. In addition, the MTR Corporation Limited (MTRCL) has launched the mobile application "MTR · Care" which is designed specifically for the elderly and passengers with special needs. It features a "Trip Planner (Simplified Version)" with enlarged text and graphics, and voice input support to help passengers access route guidance, "Fast Exit" information, and real-time information on barrier-free facilities and lift operations at stations. The upgraded mobile application "MTR · Care" launched in 2024 further provides functions such as the "Wheelchair Portable Ramp Booking" and "Non-emergency In-station Assistance"[7] for the hearing impaired, making it easier for the elderly and those passengers with special needs to use MTR services.
- **Franchised Buses:** As at the end of 2025, except for certain bus routes serving South Lantau where low-floor buses are unsuitable owing to topographical constraints, all franchised buses have been equipped with low-floor access for wheelchairs for boarding and alighting. Most franchised buses also feature priority seats near exit doors. Furthermore, individual franchised bus operators have launched user-friendly mobile application versions. These feature larger font sizes and higher contrast to display real-time arrival information, while presenting various mobile application functions in a streamlined layout. This design facilitates easier viewing and usage for the elderly.
- **Trams, Green Minibuses, Taxis and Ferries:** The Hong Kong Tramways Limited added priority seats near the alighting door to improve accessibility in mid-2025. The Government also encourages the green minibus and taxi trades to actively consider adopting vehicle models that are elderly-friendly through various measures. In addition, under the taxi fleet regime, each taxi fleet must provide a certain number of wheelchair accessible taxis to facilitate wheelchair users' mobility. For ferries, most franchised and licensed ferry piers are equipped with help bells and wider entry gates to accommodate elderly and wheelchair users.

Overall, elderly-friendly facilities will continue to be promoted to meet the daily travel needs of the elderly and facilitate their participation and integration into the community. We will continue to actively explore and implement elderly-friendly measures, benefiting the elderly and people of all ages with mobility needs.



[5] For example, passenger lifts, wheelchair aids, stair lifts or ramps.
[6] First Class compartments on the East Rail Line, the Airport Express, and the Disneyland Resort Line are excluded.
[7] Currently applicable to Quarry Bay Station and Kwun Tong Line.



Travel Characteristics Survey 2022

The survey showed that the traffic congestion relief measures supported by most respondents were the construction of new roads or railways (30%) and restriction on the number of vehicle licences (21%).

STRATEGY 1

Developing Transport Hubs for Strengthening Internal and External Connectivity to Embrace New Opportunities

Hong Kong's transport network is well connected, with transport infrastructure and public transport services linking up the entire city efficiently and conveniently. Looking ahead, **to consolidate Hong Kong's unique status as the external gateway to the GBA and an international hub, the Government will steadfastly advance forward-looking infrastructure planning and strive to build a more comprehensive railway and major road network.** Meanwhile, we also need to enhance cross-boundary public transport services and policy, further improving transport connectivity between Hong Kong and other GBA cities. We will also seize the development opportunities presented by the Northern Metropolis to build transport hubs in suitable NDAs, enhancing transfer experience and promoting the organic integration of transport services and urban development.

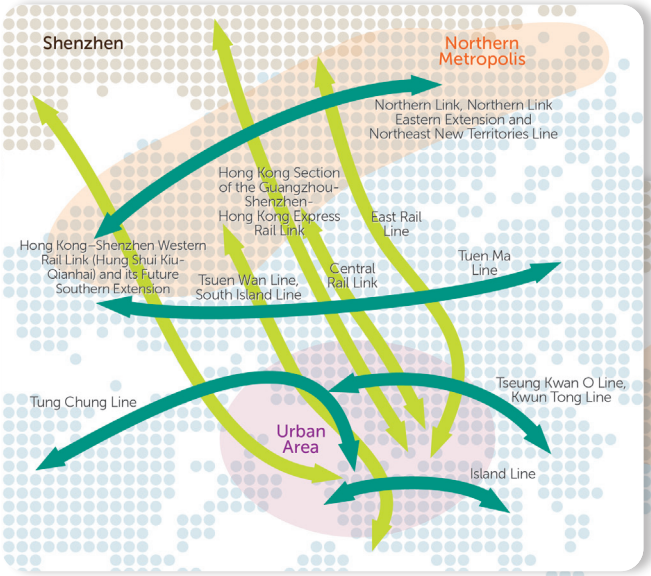
Driving Development through Transport Infrastructure



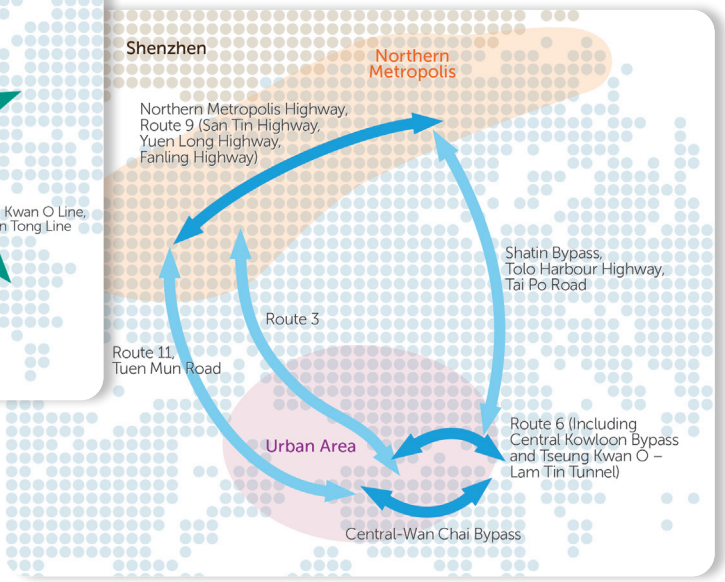
Recommendation 1

Expanding Transport Infrastructure and Building Interconnected Networks

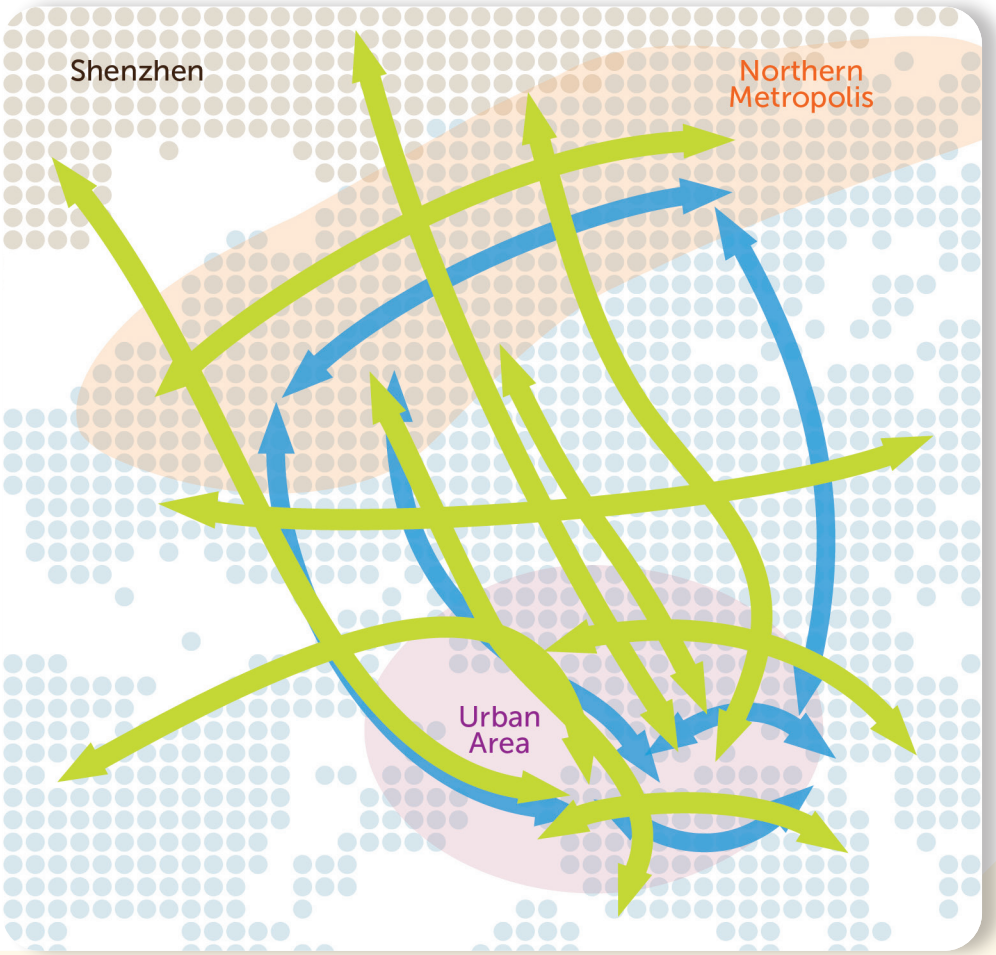
The Government will implement a series of strategic projects under the Hong Kong Major Transport Infrastructure Development Blueprint in an orderly manner, comprehensively optimising Hong Kong's overall transport layout and promoting cross-boundary connectivity. On the railway front, the Northern Link under construction, along with the future Northern Link Eastern Extension and Northeast New Territories Line, will create an east-west horizontal railway backbone for the Northern Metropolis, providing rail connections between the New Territories East and West, and linking up with the Tuen Ma Line and East Rail Line to form a rail loop network that enhances the resilience of the railway system. At the same time, the future Central Rail Link, along with the Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai) and its future southern extension, will form two new north-south vertical railway corridors linking the Northern Metropolis with the urban area. Combined with the existing, ongoing and future railway lines and the Smart and Green Mass Transit Systems, the overall rail network will ultimately form a highly resilient "Five Vertical and Five Horizontal Corridors" rail loop, providing citizens with comprehensive, stable and reliable rail services.



"Five Vertical and Five Horizontal Corridors" Railway Layout



"Three Vertical and Three Horizontal Corridors" Major Road Layout



"Eight Vertical and Eight Horizontal Corridors" Transport Infrastructure Layout

As for Hong Kong's future major roads, they will form another "Three Vertical and Three Horizontal Corridors" grand layout. The "Three Vertical Corridors" refer to the three major north-south corridors, including (1) the western corridor connecting the Northwest New Territories with the urban area via the future Route 11 and the existing Tuen Mun Road; (2) the central main axis comprising Route 3 via the Tai Lam Tunnel, providing a fast north-south passage; and (3) the eastern corridor perfecting east longitudinal connectivity by linking the future Shatin Bypass with the existing Tolo Highway and Tai Po Road. The "Three Horizontal Corridors" refer to the three major east-west axes, including (1) Route 6 (including Central Kowloon Bypass and Tseung Kwan O – Lam Tin Tunnel); (2) the Central-Wan Chai Bypass; and (3) the future Northern Metropolis Highway plus the integration of the existing Route 9 (including San Tin Highway, Yuen Long Highway and Fanling Highway). Forming a connected network, the "Five Vertical and Five Horizontal" rail network overlaid with the "Three Vertical and Three Horizontal Corridors" major road network will create an "Eight Vertical and Eight Horizontal Corridors" transport network. This orderly layout will link the Northern Metropolis with the urban area, boost connectivity across various districts in Hong Kong and with other GBA cities, and propel the city's long-term development.

The Hong Kong Special Administrative Region Government and the Shenzhen Municipal People's Government, in line with the vision of jointly developing the "GBA on the Rail", have established the "Task Force for Hong Kong-Shenzhen Cooperation on Cross-boundary Railway Infrastructure". They are jointly taking forward two cross-boundary railway projects, namely the Hong Kong–Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai) and the Northern Link Spur Line, with the aim of enhancing the capacity and level of cross-boundary passenger services in the western and central parts of Hong Kong and Shenzhen. In conjunction with the co-location arrangement for immigration and customs clearance, these two projects will fully integrate the metro networks in Hong Kong and Shenzhen, significantly enhancing the convenience and experience of cross-boundary flow for personnel travelling between the two places. In addition, members of the public and visitors will be able to use the future Northern Link Eastern Extension and the Northeast New Territories Line to reach the Man Kam To and Heung Yuen Wai Control Points, fostering connectivity between Hong Kong and Shenzhen.



Under the Hong Kong Major Transport Infrastructure Development Blueprint, the Government has put forward a series of transport infrastructure projects relating to the proposed Kau Yi Chau Artificial Islands, including the "Hong Kong Island West – Hung Shui Kiu Rail Link" and the "Hong Kong Island West – Northeast Lantau Link". These will connect the Northern Metropolis and the urban area, while reinforcing the external connectivity of Lantau Island and Hong Kong International Airport. The "Hong Kong Island West – Northeast Lantau Link" will also serve as the fourth road harbour crossing linking Hong Kong Island, thereby relieving pressure on the existing three road harbour crossings. As there is currently no concrete timetable for the implementation of the Kau Yi Chau Artificial Islands reclamation project, we will need to review the arrangements for planning and taking forward the above transport infrastructure projects, for example, by studying how to enhance rail or other public transport connections between the airport, the urban area and the Northern Metropolis.



Hong Kong West Kowloon Station

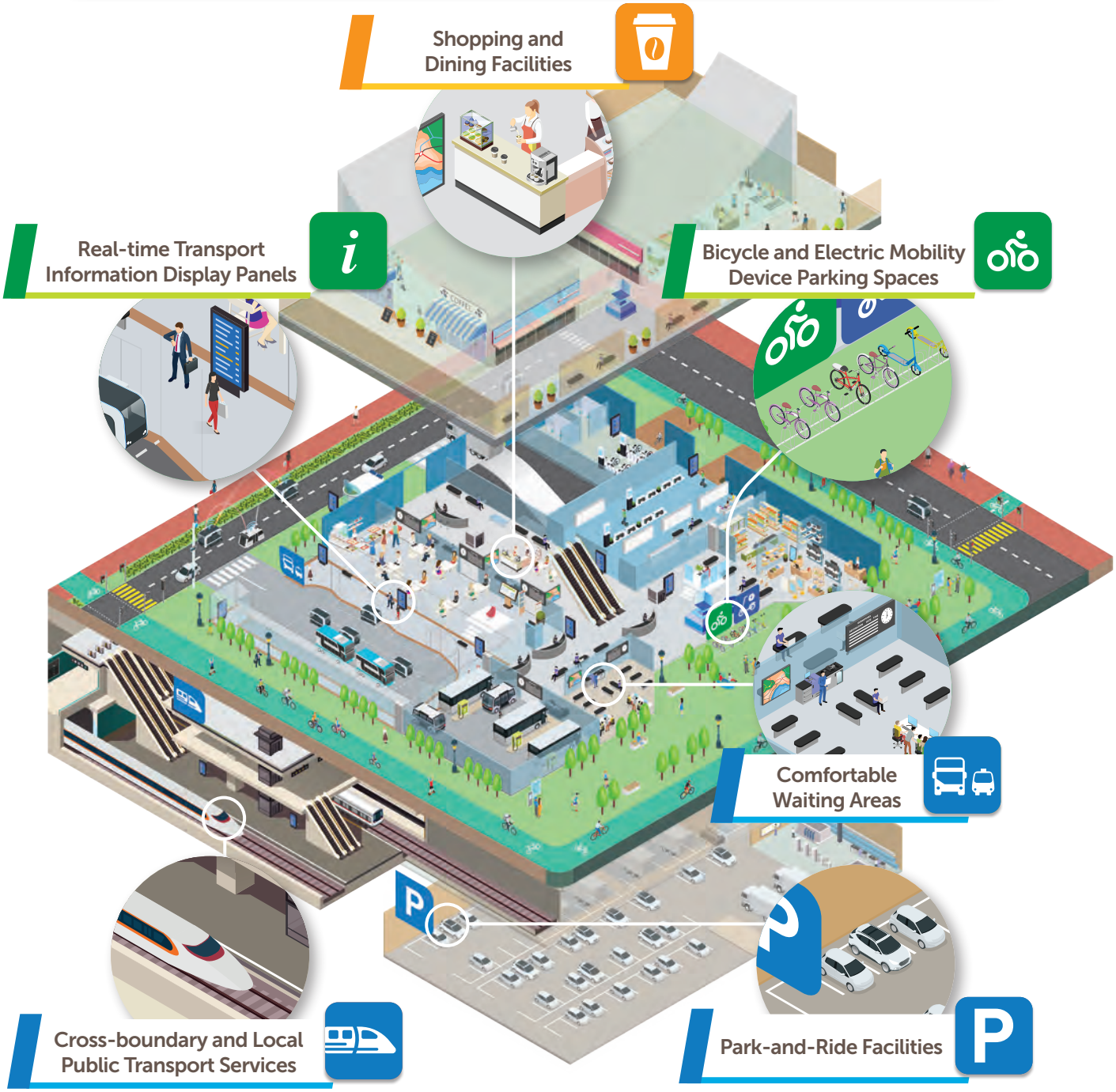
With regard to cross-harbour traffic, since the implementation of time-varying tolls at the three road harbour crossings, traffic flow across the harbour has been effectively managed, making optimum use of their capacity. With ongoing economic and social development, we expect pressure on cross-harbour traffic to continue increasing. Therefore, in addition to monitoring cross-harbour traffic conditions and connecting roads, and introducing appropriate traffic control and administrative measures in a timely manner, we will consider different engineering options in the absence of the Kau Yi Chau Artificial Islands development to increase the capacity of the road harbour crossings linking Hong Kong Island. Among these, we will carefully study the related transport demand, technical feasibility, transport efficiency and cost-effectiveness, as well as the Government's financial situation under different options.

Developing Transport Interchange Hubs to Enhance Transfer Experience

Recommendation 2

Building a New Generation of Transport Interchange Hubs

To better leverage the convenience of the aforementioned transport infrastructure for people's travel, we will construct a new generation of Transport Interchange Hubs, **introducing a passenger-centric design philosophy and intelligent management. These Transport Interchange Hubs will facilitate efficient and comfortable transfers among various public transport modes**, while driving synergistic development around the hubs to establish more liveable communities.



New Generation of Transport Interchange Hubs Conceptual Diagram

Main Features and Strategic Positioning

Intelligent and Sustainable: Transport Interchange Hubs will feature both hardware and software integration. Located at strategic development sites, they will provide transport infrastructure facilities while adopting digital management (such as providing real-time traffic and pedestrian flow information, available parking spaces, and integrated public transport service information) to facilitate mobility. Passengers will also be able to obtain information on cross-boundary transport services such as frequency and estimated time of arrival, making it easier to plan their cross-boundary journeys. To dovetail with the city's sustainable development, Transport Interchange Hubs will be equipped with an appropriate number of charging facilities for electric vehicles, as well as supporting facilities such as bicycle parking spaces and storage or parking areas for electric mobility devices. This aims to encourage the public to use public transport and adopt active transport modes for first/last-mile connections, thereby reducing reliance on private cars.

Multi-Modal Transport Integration: Transport Interchange Hubs aim to facilitate efficient transfers between various public transport services and to enhance local and cross-boundary connectivity. They will integrate different types of services (such as railways, franchised buses, public light buses, taxis and cross-boundary coaches) along with park-and-ride facilities, connect to bicycle networks, and provide all-weather pedestrian corridors. The hubs will improve first/last-mile connections, offer accessible facilities, and feature comfortable waiting areas, so as to enhance transfer efficiency and passenger comfort while creating a passenger-centric travel environment.

Urban Economic and Living Hubs: Transport Interchange Hubs will be strategically located in key development centres and designed as part of the economic and living core of the area under the principle of "single site, multiple use". By integrating commercial facilities (such as retail and dining), these hubs will serve as "one-stop" nodes in the transport system, efficiently gathering and dispersing passengers while connecting transport with people's daily lives and activities, further enhancing their travel experience. This will also promote the development of surrounding areas, creating economic and living circles centred around Transport Interchange Hubs.



Implementation Strategy

The timing and layout of planning Transport Interchange Hubs are key considerations for implementing the proposal and maximising cost-effectiveness. In terms of timing, the construction of Transport Interchange Hubs should progress in parallel with NDAs, closely integrating with major infrastructure projects and land use planning. In terms of layout, we recommend setting up Transport Interchange Hubs at suitable locations in the eastern, central and western parts of the Northern Metropolis. This will deepen the synergy between local and Shenzhen's transport infrastructure planning, build a network that connects within and beyond the city, and promote connectivity across various districts in Hong Kong.



Hung Shui Kiu Station: Hung Shui Kiu/Ha Tsuen NDAs benefit from their proximity to the Shenzhen Bay Port and the Qianhai Shenzhen-Hong Kong Modern Service Industry Cooperation Zone and Nanshan District, bringing together multiple railway lines, including the Tuen Ma Line and the Hong Kong–Shenzhen Western Rail Link (Hung Shui Kiu – Qianhai) under planning. We recommend developing the area around Hung Shui Kiu Station into a new generation Transport Interchange Hub that seamlessly connects various public transport services. This hub will be equipped with park-and-ride facilities, bicycle parking spaces, and storage and parking areas for electric mobility devices to enhance transfer convenience. In addition, the hub will provide real-time travel information for citizens, and it will incorporate shopping and dining facilities from nearby development projects to meet passengers' travel and daily needs.

Other Railway Stations: The Northern Metropolis has several land boundary control points, including the proposed Northern Link Spur Line which will connect to the new Huanggang Port. Besides, the proposed Northern Link Eastern Extension and the Northeast New Territories Line are planned to connect to the Man Kam To Control Point and the Heung Yuen Wai Control Point respectively. We will explore building Transport Interchange Hubs at suitable locations near the intersection point of the future Northern Link Main Line and Spur Line (i.e. near San Tin Station), as well as near the Man Kam To Control Point and Heung Yuen Wai Control Point, enabling these key development areas adjacent to the Mainland to be equipped with convenient transfer facilities, integrating cross-boundary and local public transport services and expanding the coverage of the Hong Kong-Shenzhen one-hour commuting network.



We are actively engaging with relevant policy bureaux/departments, and organisations to discuss reserving space for the establishment of Transport Interchange Hubs, with a view to integrating this concept into the planning of suitable NDAs or other development projects as early as possible, and implementing it progressively in step with the timelines of transport infrastructure projects in corresponding districts. As regards those areas that have already been developed, we will take advantage of the opportunities arising from urban renewal or major construction projects to explore the feasibility of introducing the Transport Interchange Hub concept in geographically advantageous locations. For instance, we will explore opportunities to re-plan the land around Hung Hom Station and the waterfront to optimise Hung Hom Station and nearby transport facilities, including improving pedestrian accessibility, adding comfortable waiting areas, and installing real-time traffic information display panels.

We will also strive to enhance the supporting facilities of existing public transport services by incorporating more "people-centric" elements to meet citizens' expectations for continuous improvement in public transport services, such as studying enhancements to the waiting environment at the Tai Lam Tunnel Bus-Bus Interchange.



Fostering Connectivity with Other Cities in the Guangdong-Hong Kong-Macao Greater Bay Area

Under the development strategy of the GBA, the exchange between Hong Kong and other cities in the GBA is becoming increasingly close. It is anticipated that high-frequency cross-boundary movements, such as daily commutes and same-day return trips, will continue to rise in the future. With reference to the Planning Department's Cross-boundary Transport Model and taking into account the latest transport infrastructure plans for both Hong Kong and the Mainland, we have assessed the growth trends of future cross-boundary traffic demand.

According to projections, the long-term demand for cross-boundary travel via land boundary control points will continue to grow from a daily average of 770 000 passenger trips in 2025 to about 1.4 million or more after 2046, highlighting the importance of sustained investment in cross-boundary infrastructure. At the same time, various forms of cross-boundary and local public transport services will need to continue fulfilling their roles in meeting different travel needs. Based on the above assessed trends, we have taken a macro perspective to examine the positioning of various cross-boundary public transport services, and have put forward recommendations on related services, supporting infrastructure and policies.

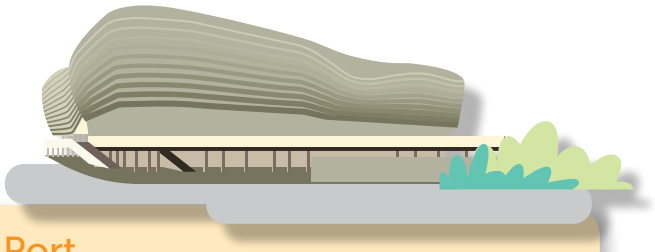
Since the full resumption of normal travel between the Mainland and Hong Kong in 2023, the travel characteristics of cross-boundary passengers have differed from the pre-pandemic situation owing to the commissioning of new boundary control points and changes in travel purposes. To study the latest situation, we conducted a survey at four boundary control points (Shenzhen Bay Port, Lok Ma Chau Spur Line Control Point, Lok Ma Chau Control Point, and Heung Yuen Wai Control Point), interviewing 1 200 cross-boundary passengers successfully. In addition to examining the travel patterns of passengers, the survey explored the factors influencing passengers' choice of transport modes and their expectations for future cross-boundary transport services, which serve as a reference for formulating long-term strategies.



Recommendation 3

Optimising Planning and Arrangements for Transport Facilities at Land Boundary Control Points

The HKSAR Government has been working closely with the Shenzhen Municipal Government, adopting forward-looking strategies to upgrade the infrastructure of land boundary control points between Shenzhen and Hong Kong, and to deepen reforms in customs clearance mode. This aims to enhance customs clearance capacity and convenience, facilitating efficient and convenient flow of people and goods. The Government will take strengthening connectivity between Hong Kong and other GBA cities as the core objective, actively optimising the overall planning and layout of land boundary control points. It will strive to provide passengers with higher-standard boundary control point facilities and associated transport facilities, including diversified public transport services, making cross-boundary journeys more comfortable and better tailored to passengers' needs. The HKSAR Government and Shenzhen Municipal Government are currently taking forward the redevelopment projects at the Huanggang Port and Sha Tau Kok Control Point.



Redevelopment of the Huanggang Port

The Huanggang Port building is being redeveloped in situ within Shenzhen. The HKSAR Government will set up a Hong Kong Port Area in the new Huanggang Port building. The redeveloped Huanggang Port will implement the co-location arrangement and a brand new clearance mode of "collaborative inspection and joint clearance" to further enhance visitors' experience of clearance and efficiency. In line with the enhanced arrangement of the "East in East out, West in West out" planning strategy for cross-boundary goods traffic between Shenzhen and Hong Kong, the new Huanggang Port connecting the central part of Shenzhen will focus on providing passenger clearance services, and serve as an important 24-hour passenger land port between Shenzhen and Hong Kong.

By leveraging the Huanggang Port redevelopment project, the two governments will comprehensively enhance the port processing capacity. The new port will be equipped with 134 "collaborative inspection" automated channels and 68 traditional manual counters, representing a substantial increase compared with 39 traditional e-channels and 45 traditional manual counters currently available at the Lok Ma Chau Control Point. It is expected that about 200 000 passenger trips per day will be processed. Upon commissioning of the Northern Link Spur Line, the processing capacity will be further increased to about 300 000 passenger trips per day.

The number of clearance kiosks for private cars and cross-boundary coaches at the redeveloped Huanggang Port will increase from the current 20 at the Lok Ma Chau Control Point to 26. It is expected that about 15 000 cross-boundary vehicular trips per day will be processed. At the same time, the Hong Kong Port Area in the new port building will also feature a public transport interchange which is planned in accordance with the principle of providing a diversified cross-boundary transport system. We are studying the related public transport arrangements to provide travel convenience for people heading for the new Huanggang Port.

Redevelopment of the Sha Tau Kok Control Point

In order to enhance clearance efficiency, the HKSAR Government and the Shenzhen Municipal Government reached a consensus in 2024 to adopt a cross-river construction approach in the redevelopment of the Sha Tau Kok Control Point. This involves both sides concurrently constructing a passenger clearance building straddling the Sha Tau Kok River, taking the centre line of the river as the boundary line to set up their respective passenger clearance channels immediately adjacent to each other.

The redeveloped Sha Tau Kok Control Point will become a pure passenger clearance control point, with its cargo clearance function removed to tie in with the arrangement of the "East in East out, West in West out" planning strategy for cross-boundary goods traffic, and will adopt a clearance mode of "collaborative inspection and joint clearance". With the control point redevelopment, the design passenger handling capacity of the Sha Tau Kok Control Point will increase to 40 000 passenger trips per day.

The HKSAR Government and the Shenzhen Municipal Government will hold regular meetings to steer the planning and construction of various control points. In respect of the above control point enhancement and redevelopment plans, the TD will fully cooperate and provide support by planning and formulating appropriate public transport service arrangements.

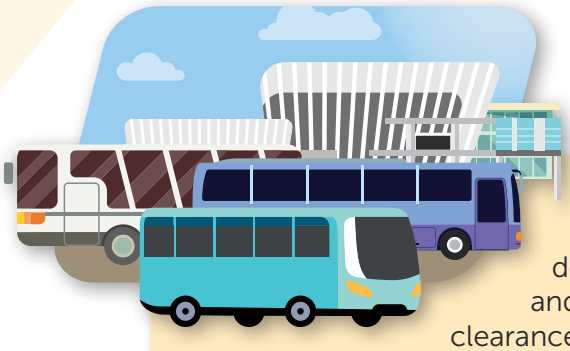
In addition, since its commissioning in 2018, the Hong Kong Section of the High Speed Rail has seen continuously growing ridership, with an increasing number of destinations and services. Starting from 26 January 2026, 16 more direct-access destinations will be added to the departures from Hong Kong West Kowloon Station of the High Speed Rail, bringing the total number of direct-access destinations to 110 and promoting deeper and broader exchanges between Hong Kong and the Mainland. Hong Kong West Kowloon Station is the land boundary control point with the highest share of visitors to Hong Kong. In 2025, Hong Kong West Kowloon Station recorded a daily average of 85 000 inbound and outbound passenger trips, with about 60% being Hong Kong–Shenzhen passengers, reflecting the strong daily commuting demand between the two places. We will continue to explore adding more direct-access destinations, and enhance the flexibility of travelling on the High Speed Rail (particularly for short-haul trains), and will also keep on reviewing and optimising the ancillary facilities at Hong Kong West Kowloon Station, including improving the layout of areas such as the ticketing concourse and waiting hall, as well as facilities such as shops and seating within the station, so as to meet passengers' long-term needs and support the development of the High Speed Rail. Furthermore, to facilitate transfers for air and rail passengers, the Government is promoting a pilot scheme between West Kowloon Station of the High Speed Rail and Kowloon Station of the Airport Express Line to trial autonomous vehicles for luggage transport in 2027, in the hope of carrying passengers in the future.





In the long run, the proposed Northern Link Eastern Extension and the Northeast New Territories Line will also connect to Man Kam To Control Point and Heung Yuen Wai Control Point, further improving the connectivity between the control points and various districts across Hong Kong. **In the future, the number of land boundary control points covered by railways in the Northern Metropolis will increase significantly from the current two boundary control points at Lo Wu and Lok Ma Chau Spur Line to six. This is expected to more effectively divert passenger flow across various boundary control points and promote the integrated development of Hong Kong and Shenzhen.** We will continue to review the usage of various boundary control points, and where the conditions of boundary control point facilities permit, plan more public transport services connecting boundary control points and different districts to enhance service coverage, enabling the public to travel to and from boundary control points more conveniently.

On the other hand, cross-boundary coaches are a popular form of cross-boundary road passenger transport services, providing either chartered hire services for groups or public bus services with scheduled departures, designated routes and stops for cross-boundary passengers, offering them a relatively direct and comfortable travel experience. With the closer ties between residents of different GBA cities in areas such as work, study, living and leisure, cross-boundary coaches are expected to see new opportunities. Examples include direct coach services between Hong Kong and other GBA cities to facilitate participation by GBA residents in large-scale events held in Hong Kong (such as major sports events and concerts at the Kai Tak Sports Park), as well as point-to-point express services offering more comfortable and convenient travel for Hong Kong residents heading for major commercial districts in other GBA cities. The Government will continue to maintain close communication and collaboration with the Guangdong Provincial Government and municipal governments in the GBA to provide appropriate operating facilities for cross-boundary coaches and enhance flexibility and efficiency of operations.



We will continue to monitor cross-boundary coach services by analysing cross-boundary travel demand, enhancing data communication with traffic and transport organisations, and immigration and clearance authorities, and tourism authorities of Guangdong, Hong Kong and Macao, and regularly assessing the demand for passenger flow, travel destinations, as well as changes in peak hours and holiday trends. Besides, to enhance the operational flexibility of cross-boundary coach services, we maintain close contact with the Mainland/Macao authorities to study the establishment of a dynamic quota adjustment mechanism. In addition to issuing extra quotas during holidays or major events, quotas and clearance arrangements can be handled flexibly based on actual passenger demand in the event of emergencies. We also encourage cross-boundary coach operators to coordinate capacity and resources, enhance synergy among enterprises, and flexibly allocate vehicles and quotas to further increase capacity. At the same time, the transport management authorities of the three places (i.e. Guangdong, Hong Kong and Macao) can establish a collaboration mechanism. Through a joint working group, they will regularly review/improve cross-boundary coach services and visitors' travel experience with cross-boundary coach service operators. To further enhance information dissemination, we will make good use of social media, mobile applications, official platforms and the media to announce in advance cross-boundary travel forecasts and recommended travel periods, enabling passengers to better plan their trips and optimise their travel experience. In summary, we will conduct regular monitoring and demand forecasting to plan cross-boundary coach routes in advance and optimise the supporting facilities for cross-boundary coaches at boundary control points in a timely manner to meet operational needs. We will also explore the application of smart scheduling and technology to further enhance operational efficiency.



At present, public car parks are provided at locations such as the Heung Yuen Wai Control Point, the Hong Kong Port of the Hong Kong-Zhuhai-Macao Bridge, and Hong Kong West Kowloon Station, offering parking spaces for local non-cross-boundary private cars, which are well received by the public. Looking ahead, on the premise of public transport remaining the dominant mode, the Government will suitably increase the provision of public parking spaces at locations near various cross-boundary corridors (e.g. the future station destinations of the Northern Link Spur Line).

To enhance visitors' travel experience and accessibility to land boundary control points, we recommend incorporating the concept of Transport Interchange Hubs or coordinating with nearby hubs during the planning of new boundary control points and the review of the supporting transport arrangements for existing boundary control points where appropriate. In addition to continuously upgrading hardware facilities, we will strengthen various public transport and supporting services, complemented by convenient transfer arrangements, to facilitate citizens' travel between urban areas and boundary control points.

Promoting Policies to Enhance Connectivity within the Guangdong-Hong Kong-Macao Greater Bay Area

In addition to enhancing connectivity through transport infrastructure and other hardware, we must uphold the "policy innovation" mindset, breaking down institutional barriers and easing restrictions to advance connectivity within the GBA.

Recommendation 4

Facilitating Cross-boundary Vehicles

The governments of Guangdong and Hong Kong will jointly formulate implementation arrangements for the "Southbound Travel for Guangdong Vehicles" scheme in a prudent manner so that the scheme will be implemented in an orderly fashion, welcomed by users, to the satisfaction of the public, and beneficial to the community at large. With regard to the "park-and-fly" and "park-and-ride" services, the Airport Authority Hong Kong has provided pre-arrival "park-and-fly" arrangements at the automated car park at the Hong Kong Port of the Hong Kong-Zhuhai-Macao Bridge since November 2025, and will launch "park-and-ride" arrangements in 2026. Meanwhile, starting from December 2025, approved Guangdong private cars can enter Hong Kong's urban areas via the Hong Kong-Zhuhai-Macao Bridge, with a daily quota of 100 vehicles. The "Southbound Travel for Guangdong Vehicles" scheme will first be open for applications from four cities in Guangdong Province (namely Guangzhou, Zhuhai, Zhongshan and Jiangmen). **The two governments have planned to gradually extend it to other cities in Guangdong within six months, and will continuously review and discuss a progressive increase in quotas, taking into account the actual implementation situation, the adaptability of users and the public, and the enhancement of supporting facilities.**



Vehicle Clearance Plaza of the Hong Kong-Zhuhai-Macao Bridge Hong Kong Port

With increasingly frequent interactions among Guangdong, Hong Kong and Macao, and to bring convenience to motorists while more effectively meeting the growing demand for cross-boundary travel, the Government has been actively enhancing related licensing services by streamlining the procedures and requirements for applying for the "Closed Road Permit" and the "International Circulation Permit". From October 2025 onwards, we have exempted vehicles participating in individual appropriate cross-boundary driving schemes (such as the "Northbound Travel for Hong Kong Vehicles" and "Southbound Travel for Guangdong Vehicles" schemes) from the relevant requirement to apply for a "Closed Road Permit". Applicants can make online travel bookings immediately upon receiving the "Electronic Approval Letter" issued by the TD. Subsequently, from January 2026 onwards, the maximum validity period of the "Closed Road Permit" has been extended from the original 12 months to 60 months to align with the validity of various cross-boundary quota schemes, relieving permit holders of the need to renew annually. With the implementation of more cross-boundary transport measures, we have introduced electronic versions of the "International Circulation Permit" and "Closed Road Permit", and simplified application procedures, allowing applicants to receive and print the electronic permits themselves.



The TD is actively studying the feasibility of mutual recognition of commercial vehicle driving licences among Guangdong, Hong Kong and Macao, and will further discuss the relevant details with the governments of the two places. The target is to achieve concrete outcomes in 2026, with a view to implementing the relevant arrangements in 2027.

The Guangdong and Hong Kong sides will continue to collaborate in innovating cross-boundary travel policies and, where appropriate, implement relevant new measures for different types of cross-boundary vehicles (including cross-boundary private cars, coaches and goods vehicles).

Recommendation 5

Promoting Interconnections of Public Transport Information among Cities in the Guangdong-Hong Kong-Macao Greater Bay Area

To further enhance the convenience of cross-boundary transport, the Government will strengthen cooperation with the Mainland and Macao governments to promote the interconnections of public transport related information within the GBA. For example, through data sharing, citizens and visitors will be able to use mobile applications, websites or mini-programs under the jurisdiction of the respective governments to display public transport information and conditions of the roads connecting land boundary control points in Shenzhen, Zhuhai, Macao and Hong Kong, enabling them to easily access real-time cross-boundary public transport information and better plan their journeys, particularly during peak immigration periods. We will expedite coordination with relevant units through the Hong Kong/Guangdong Expert Group on Co-developing a Smart City Cluster, and establish detailed arrangements for the interconnections of information.



STRATEGY 2

Benefiting People's Livelihood through Providing Smart, Green and Diversified Transport

The ways in which people live and work are evolving as technology advances. The challenges posed by an ageing society and climate change to the transport system are also becoming critical issues. **Hong Kong's public transport services must keep pace with the times, seizing the opportunities brought by rapid technological development and progressively reducing vehicular carbon emissions by introducing intelligent, green, efficient, and flexible diversified transport services. This will enable the effective allocation of transport resources to meet the growing travel demand, aligning with the goal of achieving carbon neutrality before 2050 and benefiting the livelihood of the public.**

Promoting Green Public Transport Services

In response to climate change, the Government will introduce advanced technologies to promote green transport, aiming to build an efficient, environmentally friendly, and low-carbon public transport system.



Recommendation 6

Promoting the Smart and Green Mass Transit System

Compared with traditional railway systems, the innovative "Smart and Green Mass Transit System" can provide public transport services that are green, efficient, cost-effective in both construction and operation, highly flexible, and convenient. Serving as a medium-capacity transit option to complement heavy rail networks and franchised buses, it can meet a passenger capacity of about 10 000 passengers per hour per direction. The system emphasises the adoption of energy-saving technologies to minimise energy consumption and achieve an environmentally friendly and efficient mode of transport. Generally speaking, it does not require overhead cables or similar facilities, and individual systems may not need physical tracks, offering stronger hill-climbing capability and greater flexibility in planning and operation compared with traditional railways. The introduction of the Smart and Green Mass Transit System is expected to significantly reduce construction and operating costs as well as construction time, providing advantages in terms of cost-effectiveness. Furthermore, the system can employ off-vehicle fare collection, enabling faster and more convenient boarding and alighting.



The Government is going all out to advance the introduction of the Smart and Green Mass Transit Systems in East Kowloon, Kai Tak, and the Hung Shui Kiu/Ha Tsuen NDA, as well as the South Island Line (West) projects. The common key words for the Smart and Green Mass Transit Systems in different districts are "green" and "smart". Such systems will be tailored to local conditions by selecting appropriate technical solutions according to each district's unique engineering challenges and needs. The projects are being taken forward with a dual-innovation mindset of "policy innovation" and "technological innovation" to strive for early completion



Illustrative Image of "Smart and Green Mass Transit System"



Recommendation 7

Aligning with the Government's Policy to Develop Green Transport and Encourage the Use of New Energy Vehicles

The Government has been committed to promoting green transport and announced the "Green Transformation Roadmap for Public Buses and Taxis " in December 2024, outlining clearly the future direction and policy objectives for the green transformation of buses and taxis. Key measures include reserving approximately $470 million from the New Energy Transport Fund to subsidise franchised bus operators in purchasing about 600 electric buses, and $135 million to support the taxi trade in acquiring 3 000 electric taxis. Moreover, the Government is implementing various pilot schemes covering hydrogen fuel cell double-deck buses, electric public light buses, electric ferries and hybrid ferries. **The Government will continue to actively encourage public transport operators to adopt new energy vehicles in line with green transport development, thereby building sustainable communities and providing residents with a healthier living environment.**



Enhancing Personalised Point-to-Point Transport Services

Personalised point-to-point transport services play a supplementary role in the public transport system, meeting the diverse travel needs of passengers. Currently, personalised point-to-point public transport services are provided by taxis, accounting for about 6% of the overall patronage of public transport services. With technological advancements and changes in travel patterns, in addition to hailing taxis on the street, both local residents and visitors book taxis or private cars through online platforms for their trips. According to a demand survey conducted by a consultancy firm between late 2024 and early 2025 as commissioned by the TD, the daily patronage of personalised point-to-point transport services is about 880 000 passengers, with taxis and ride-hailing vehicles accounting for approximately 690 000 and 190 000 passengers respectively. In other words, about one out of every five trips provided by personalised point-to-point transport services is provided by ride-hailing vehicles, reflecting a certain level of demand for such services in the community. In this regard, the Government proposed a regulatory framework for ride-hailing services, requiring platforms, vehicles and drivers providing such services to obtain the appropriate licences and permits. This framework aims to provide the public with more safe, legal and compliant, and diverse travel options, while ensuring the healthy and orderly development of the overall personalised point-to-point transport service sector and fostering a competitive environment that drives new vitality in the industry for a win-win situation for all. In the long run, with the complementary strengths of taxi and ride-hailing services, more private car users may be encouraged to switch to personalised point-to-point public transport services, thereby increasing the overall public transport patronage.



Recommendation 8

Continuing to Enhance Taxi Service Quality

The Government will continue to leverage technology through various measures to enhance taxi service quality, improve drivers' service and passengers' travel experience, and foster the healthy and sustainable development of the industry. To this end, we have introduced a taxi fleet regime, allowing operators to form fleets that are more professional, systematically managed and technology-savvy, under the regulation of the Government. Each fleet provides a certain number of wheelchair accessible taxis, premium taxis and electric taxis to cater for the diverse travel needs of various passengers, and to promote green transport. To ensure service quality, all fleets must provide ride-hailing services. Citizens can book trips and select suitable vehicle types through the fleets' mobile applications, websites or telephone hotlines, and rate drivers' service. In addition, all taxis in the fleets should offer electronic payment means and be equipped with various safety devices (such as dash cameras, in-vehicle cameras, and global navigation satellite systems, as well as driver monitoring systems) to ensure driving safety. In July 2025, the TD issued Taxi Fleet Licences to five fleets and will continue to monitor fleet operations by regularly reviewing operational data and passengers' feedback, urging operators to actively enhance their services.

In addition to implementing the taxi fleet regime, the Government has introduced various measures in recent years to enhance taxi service quality, including enhancing the taxi written test, increasing the maximum number of taxi passenger seating capacity, introducing a Taxi-Driver Offence Points system and a two-tier penalty system, as well as relaxing restrictions on passenger pick-up and drop-off in restricted zones. These measures aim to improve the image of the taxi industry and promote its long-term healthy development, thereby creating a virtuous cycle to attract more newcomers to join the trade. The Government has stipulated that all taxi drivers must provide electronic payment means for passengers to pay fares from April 2026 onwards. In addition, to deter and combat improper behaviour by taxi drivers, enhance driving safety and safeguard the rights of taxi drivers and passengers, the Government has legislated that all taxis must install in-vehicle Journey Recording Systems which are expected to be completed by mid-2027.



Fleet Taxi Stopping Place at Disneyland Resort Public Transport Interchange on Fantasy Road



Recommendation 9

Regulating Ride-hailing Services

With reference to the demand survey on personalised point-to-point transport services, the recommendations put forward by the Working Group of the Transport Advisory Committee and the experiences of other cities on the Mainland and overseas, the Government considers it necessary to introduce a regulatory regime for ride-hailing services. This is to ensure that the platforms, vehicles and drivers providing ride-hailing services are legal and compliant, thereby safeguarding the safety and interests of the public.

In formulating the regulatory framework, the Government's primary considerations are to achieve the policy objective of "people-oriented and safe travel", and safeguard public safety and interests while creating a healthy competitive environment that allows taxis and ride-hailing vehicles to co-exist and complement each other, fully realise their supplementary role within the public transport system and meet passengers' diverse needs for personalised point-to-point transport services. The Government will set the total number of ride-hailing vehicle permits in a prudent manner, so as to optimise limited road resources, and facilitate the orderly development of personalised point-to-point transport services. This will prevent excessive supply from causing traffic congestion or vicious competition.

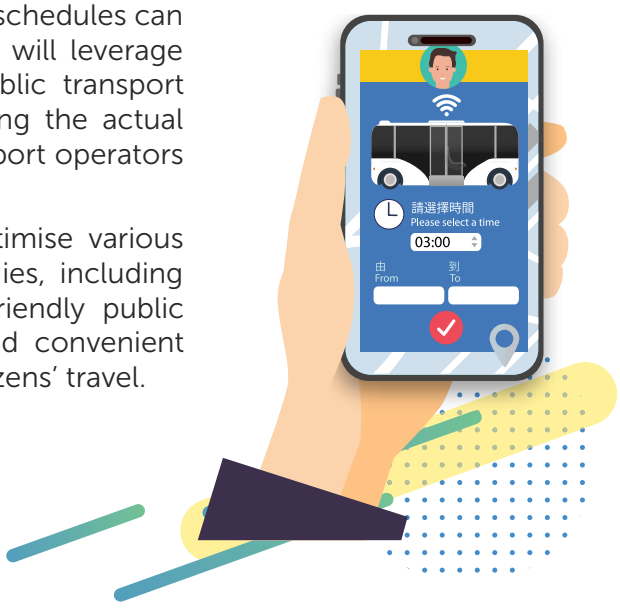
Under the regulatory regime for ride-hailing services, platforms, vehicles and drivers providing such services must obtain a licence/permit, and licensed platforms must also exercise due diligence to ensure that their vehicles and drivers hold appropriate permits and maintain service quality standard. Vehicles must meet age requirements and undergo annual inspections. Drivers must also meet certain requirements (such as being at least 21 years old and holding a full private car driving licence for at least one year) and pass the test. The Legislative Council passed the Road Traffic (Amendment) (Ride-hailing Service) Bill 2025 in October 2025, establishing a legal framework for regulating ride-hailing services. The Government is actively proceeding with the next stage of work, including discussing in a focused manner with stakeholders, and finalising the regulatory details through subsidiary legislation and licence/permit conditions, with the aim of submitting the subsidiary legislation to the Legislative Council for scrutiny in the first half of 2026. The first batch of licensed ride-hailing platforms is expected to commence operation within the fourth quarter of 2026 at the earliest.

Once licensed ride-hailing platforms are fully operational, the Government will closely monitor the development of ride-hailing services, continuously review the implementation of the new regulatory regime for ride-hailing services, and make timely adjustments as needed to meet the public's diverse and evolving travel demands. At the same time, the Government will closely monitor the overall situation of the personalised point-to-point transport service industry to ensure its orderly and sustainable development.

Enhancing Public Transport

Hong Kong's public transport system has extremely high usage. Nearly 90% of passenger boardings were made using public transport. Currently, the main public transport services, including railways, franchised buses and green minibuses, adopt an operation mode of fixed schedules and fixed routes, which can meet the vast majority of travel needs, especially during peak periods. Public transport services provided on fixed routes and fixed schedules can effectively carry a large number of passengers. We will leverage technology to explore further enhancement in public transport services in terms of their flexibility of better meeting the actual passenger demand, which will also help public transport operators utilise resources more efficiently.

Furthermore, the Government will continue to optimise various public transport services through diversified strategies, including enhancing service quality and improving elderly-friendly public transport facilities, thereby building an efficient and convenient public transport system to elevate the comfort of citizens' travel.





Travel Characteristics Survey 2022

Peak travel periods differ between overnight and same-day visitors. Overnight visitors tend to travel more frequently from 10:00 am to 11:00 am and from 8:00 pm to 9:00 pm, while same-day visitors are more active between 12:00 pm and 3:00 pm.



Recommendation 10

Enhancing the Flexibility of Public Transport

Public transport operators have all along been deploying vehicles flexibly and increasing service frequency in response to passenger demand. **With a view to enhancing the flexibility of public transport, we recommend utilising technology to monitor and forecast passenger demand, especially in areas with scattered passengers' travel needs, remote locations, or periods of lower passenger volume. This approach will allow the dynamic adoption of more efficient routes and flexible schedules in response to demand, thus optimising the use of resources.** Under this smart demand-responsive public transport mode, passengers can use a mobile application to submit their travel requests in advance. The backend system of public transport operators then analyses the aggregated travel demand (including travel times, origins and destinations) and, based on real-time traffic conditions and individual passenger pick-up and drop-off points, flexibly determine appropriate routes and schedules. With reference to the use cases from the Mainland and overseas, this intelligent service mode lends itself to various applications under specific scenarios, including areas with dispersed travel demand, first/last-mile feeder services, night-time routes, and employee commuting. In addition, NDAs will be equipped with brand new supporting infrastructure and transport services planning, thereby making them another ideal application scenario.

To test the feasibility of implementing the smart demand-responsive public transport mode in Hong Kong, a research and development company, with the support of the Smart Traffic Fund, has collaborated with an operator on the development work, and will commence testing on a public light bus route, starting from mid-2026, to evaluate the relevant technology and practical operation. We will maintain close communication with the research team to understand the project's effectiveness and the degree of the public's acceptance of this new mode of public transport operation.

We are also actively exploring with franchised bus operators the introduction of a smart demand-responsive public transport mode for testing on specified franchised bus routes, such as airport overnight bus routes and sightseeing bus routes. We will study the provision of additional franchised bus services beyond the existing ones, using technology to flexibly schedule and deploy services according to demand, thereby offering passengers more considerate bus services. In addition, we will continue to examine the feasibility of testing the smart demand-responsive public transport operation mode under different scenarios (e.g. areas with relatively scattered passenger pick-up and drop-off points, more remote locations, and periods of lower passenger volume). In the long term, subject to the development of this operation mode, this flexible service mode can be considered for extension to suitable NDAs.

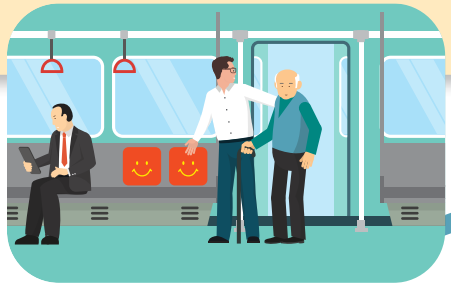


Recommendation 11

Enhancing Elderly-friendly Facilities and Implementing the Concept of "Barrier-free Transport"

In response to the trend of an ageing society, the Government has been committed to implementing the concept of barrier-free transport. It works closely with various public transport operators to continuously improve service facilities and implement barrier-free transport systems wherever feasible. These efforts aim to enhance the travel experience for the elderly and persons with disabilities, and create a more friendly and inclusive social environment.

When planning large-scale mass transit projects, we strive, wherever technically feasible, to locate stations near major community facilities and to provide connecting infrastructure such as pedestrian footbridges, lifts and covered walkways. In addition, when planning public transport facilities, we install seats in waiting areas to further facilitate residents' travel, uphold the concept of "barrier-free transport", and enhance the waiting environment.





In optimising existing facilities, we will actively consider adding seats at suitable locations, including public transport interchanges, to create more comfortable waiting environments for the elderly. To facilitate elderly passengers' use of railway services, the MTRCL has rolled out various age-friendly measures, such as installing large signage for new lifts, large exit signs and toilet signs at multiple stations starting from 2025 to enhance identification. Newly constructed MTR stations will also adopt barrier-free designs, including accessible entrances, wide gates and accessible toilets. Moreover, we encourage franchised bus operators to enhance elderly-friendly facilities, such as increasing the number of priority seats, as well as promoting a culture of passenger care and courtesy towards the elderly and those in need. Franchised bus operators will also provide additional priority seats on suitable bus models and consider purchasing double-deck buses equipped to accommodate two wheelchairs when acquiring new buses. In addition, some franchised bus operators have launched simplified versions of their mobile applications tailored to elderly users' needs, such as ad-free interfaces and large fonts. We also encourage other franchised bus operators to actively explore adding simplified versions to their mobile applications to better support elderly passengers. With regard to trams, besides the existing priority seats near the exit doors, additional priority seats near the boarding doors were installed in mid-2025. As for ferries, under the "Vessel Subsidy Scheme", the Government subsidises operators of outlying island ferry routes to upgrade their fleets and adopt more environmentally friendly vessels. The new vessels will be equipped with barrier-free toilets and provide more designated spaces for wheelchair users, elderly passengers and others in need. On public light buses, in the TD's selection exercises for new green minibus routes, there has been a requirement that all new routes serving hospitals must provide at least one low-floor public light bus equipped for wheelchair access. At the same time, the Environmental Protection Department has launched a pilot scheme for electric public light buses, subsidising operators to trial electric light buses, including models of low-floor electric public light buses. As at the end of 2025, seven low-floor public light buses have been deployed on different green minibus routes across the territory (including hospital routes). According to the commitments made under the green minibus operator selection scheme, an additional 10 low-floor public light buses will be progressively put into service on various routes within the next one to two years.



Priority Seats on Trams



At the same time, under the concept of "barrier-free transport", the Government has been actively encouraging the taxi trade to introduce more wheelchair accessible taxis and various vehicle models, providing wheelchair users with more options to meet their travel needs. In the Chief Executive's 2023 Policy Address, the Government also announced a reserved funding of $50 million to subsidise the trade in purchasing wheelchair accessible electric taxis.

Addressing Climate Change to Promote Sustainable Development

In order to respond to extreme weather and safeguard public safety, the Government is fully committed to enhancing four key strategies, namely advance preparation, strengthened warning, resolute response, and speedy recovery. These measures aim to minimise the damage and impact caused by extreme weather, enabling the public to resume normal life as quickly as possible. Under these four strategies, we will fully cooperate to enhance the resilience of overall infrastructure facilities against extreme weather, while minimising the impact on the public as much as possible with safety as the foremost priority.

Recommendation 12

Continuing to Enhance Infrastructure Management and Strengthen Emergency Measures to Cope with Extreme Weather

For major road infrastructure, including major public roads and vehicular tunnels, the Highways Department completed a review in 2023 of the flood resistance capabilities of 75 relevant facilities under its purview, and has been implementing corresponding improvement measures in phases starting from 2025. The Highways Department completed in phases the installation of flood warning systems at selected pedestrian subways along the Shing Mun River in Sha Tin, Lam Tsuen River in Tai Po, and Tai Po River in 2024.



Flood Warning Systems outside Pedestrian Subways



The TD will conduct annual exercises to strengthen the emergency response capabilities of public transport operators during typhoons. During adverse weather conditions, it will also disseminate real-time traffic information (such as special road traffic conditions, railway service disruptions, and transport infrastructure incidents) through radio, television, the TD's website, and the mobile application "HKeMobility".

During the issuance of the Tropical Cyclone Warning Signal No. 8 by the Hong Kong Observatory, most road and waterborne public transport services in Hong Kong are generally suspended for safety reasons, while the MTRCL operates limited railway services. When the Observatory raises the signal to No. 9 or above, railway services in all open sections will be suspended, including the entire Airport Express Line and Disneyland Resort Line, while limited services will be maintained in the tunnel sections. The Government and the MTRCL have comprehensively reviewed and enhanced the railway system's resilience to adverse weather such as rainstorms and typhoons. Measures include strengthening passenger information dissemination and public education; enhancing contingency plans and care arrangements for stranded passengers, including increasing the stock of drinking water, snacks, charging facilities, mats, blankets, etc. at stations to take good care of passengers stranded there during adverse weather. To further strengthen its ability to respond to sudden extreme rainstorms and associated flood risks, the MTRCL has also formulated additional precautionary measures for the more vulnerable station entrances and exits, provided extra equipment for staff to handle severe flooding, and used innovative technologies to enhance alerts.

During extreme weather conditions and emergencies, the TD's Emergency Transport Co-ordination Centre activates emergency response plans to coordinate efforts in managing major transport infrastructure, including railways and road tunnels, and implements temporary traffic and public transport service arrangements. **With the advancement of smart motorways (see Recommendation 16), the TD will be able to collect real-time traffic data on major roads more swiftly, enhancing early warning and emergency response capabilities. The Traffic Management Platform (see Recommendation 13) integrates various traffic data to facilitate coordination among public transport service operators and accelerates the dissemination of real-time traffic information to the public, such as updates on railway or road conditions affected by extreme weather.**



Emergency Transport Co-ordination Centre

連・都市 WELL-CONNECTED CITY

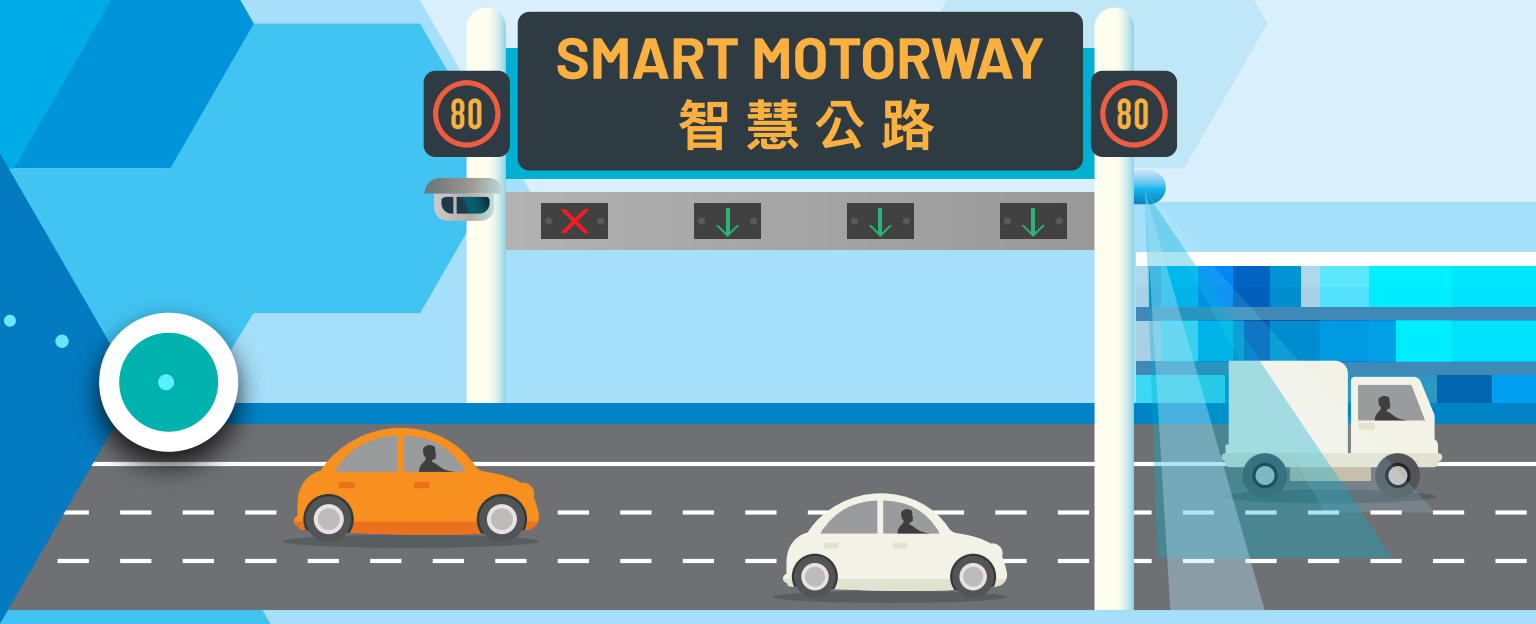


3.2 Well-connected City

Hong Kong's public transport services are renowned for their reliability and efficiency, and well-developed transport infrastructure is a crucial cornerstone of the city's development. Over the years, the Government has been continuously enhancing transport infrastructure to improve urban mobility. However, given the constraints of land resources, relying solely on new transport infrastructure projects to increase road capacity is not a sustainable approach. At the same time, with the growing societal awareness of environmental protection and the continuously rising costs of constructing large-scale infrastructure, taking forward transport infrastructure projects has become increasingly challenging. These circumstances have prompted us to explore innovative technological solutions to improve the efficiency of road space utilisation and address capacity bottlenecks. In the long run, the goal of a "Well-Connected City" is to build a smarter transport network for Hong Kong, promote smart mobility, and enhance the connectivity of Hong Kong's transport network.

Travel Characteristics Survey 2022

When choosing public transport modes, 'fast' and 'convenience' remain the most important considerations for Hong Kong residents. 29% of respondents were most concerned about travel time, while 28% prioritised the convenience of boarding and alighting locations.









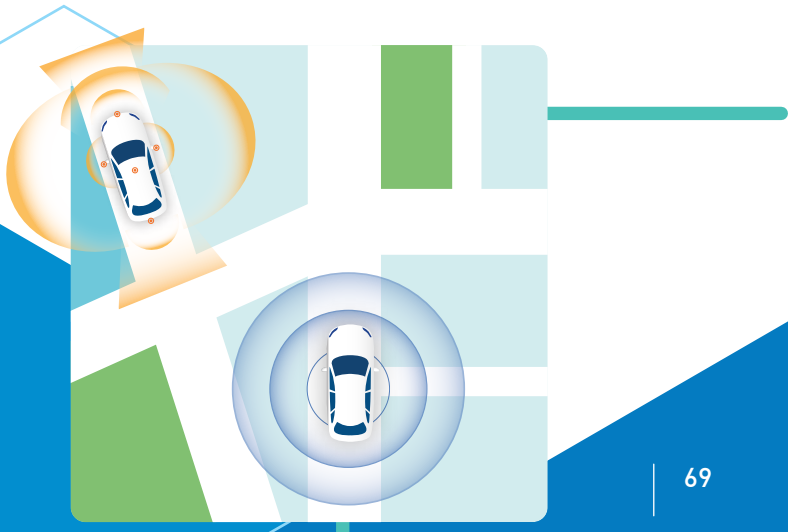
Current Policies and Measures

The Government has been committed to enhancing traffic management and transport infrastructure, and implementing a range of policies and measures to achieve this goal. Specific initiatives include:

Enhancing Traffic Management through Technology: The TD launched a pilot scheme for the Real-time Adaptive Traffic Signal System (RTATSS) in 2019. By installing sensors at the signalised junctions to detect real-time traffic and pedestrian volume, the signal timings could be optimised through artificial intelligence. This enables traffic signals to adjust dynamically based on current traffic conditions, fully utilising junction capacity and improving operational efficiency. In addition, the TD completed the installation of 1 200 traffic detectors in 2020 to collect real-time traffic data, enhancing its capability in traffic incident handling and overall traffic management. The TD, in collaboration with the Digital Policy Office, has developed a Traffic Data Analytics System utilising big data analytics technology. This system enables more comprehensive collection, integration and analysis of traffic data. By processing historical and real-time traffic and transport data alongside weather information and the Hong Kong Observatory's forecasts, it provides estimated travel times for both immediate conditions and projections for the next 15 to 90 minutes, facilitating journey planning by the public. To alleviate congestion caused by vehicles stopping to pay tolls, the TD began the phased implementation of the HKeToll at all government toll tunnels in 2023. Furthermore, time-varying toll schemes were introduced at the three road harbour crossings and the Tai Lam Tunnel in December 2023 and May 2025 respectively. These initiatives utilise technology to manage traffic demand, helping to suppress and redistribute peak-hour traffic and alleviate congestion at the road harbour crossings and Tuen Mun Road.

Collaborating with Hong Kong Police Force to Take Forward Smart Traffic Management System: The TD and the Hong Kong Police Force collaborated in launching a Smart Traffic Management System in the San Po Kong and Kwun Tong Business Areas in 2025. Through utilising advanced technology, including artificial intelligence, the system integrates and analyses traffic data to enable more precise enforcement and ease traffic flow, thereby improving the traffic conditions within the areas. The system in San Po Kong scientifically simulates drivers' habits and parking behaviours, employing artificial intelligence to analyse and optimise various traffic control schemes and allocations of traffic signal timings. This synergises traffic enforcement strategies and traffic light settings more systematically, thereby easing traffic effectively and reducing waiting times for vehicles and pedestrians at road junctions. The system in Kwun Tong further enhances traffic management by installing CCTV cameras in busy areas and at major road junctions to monitor traffic conditions in real time and collect relevant traffic data. It analyses traffic congestion and incidents instantly and suggests solutions, such as reallocating the police's resources or adjusting traffic signal timings, to deal with the situation more swiftly. The Smart Traffic Management System enables the TD and the Hong Kong Police Force to effectively allocate resources and personnel, alleviate local traffic conditions, and respond to emergencies, thereby laying a solid foundation for the digitalisation and automation of traffic management.

Promoting the Development of Autonomous Vehicles: The Government has been proactively and systematically advancing autonomous vehicle development in Hong Kong through a multi-pronged approach encompassing policy support, regulatory adaptation, and financial backing. In March 2024, the Government established a new regulatory framework for autonomous vehicles, providing the industry with flexibility to test and deploy autonomous vehicles in complex road environments while ensuring road safety. Through the Smart Traffic Fund, the Government offers financial incentives to support enterprises and institutions in conducting innovative technology research and applications relating to vehicles (including autonomous vehicles). At the regulatory level, the TD will assume a more active coordinating and facilitating role to promote broader trials and use of autonomous vehicles in Hong Kong.



Alleviating the Shortage of Parking Spaces: To ease the shortage of parking spaces, the Government has been actively implementing a number of short, medium and long-term measures to increase supply (especially commercial vehicle parking spaces). These include providing public parking spaces in suitable "Government, Institution or Community" facilities and public open space projects under the "single site, multiple use" principle, making better use of space beneath elevated flyovers, increasing on-street parking spaces at suitable locations, and flexibly utilising loading/unloading bays at public housing estates and non-residential sites for the night-time parking of commercial vehicles. Compared with traditional car parks, automated parking systems can increase the number of parking spaces within the same area while providing greater convenience for citizens. These systems transport vehicles directly to parking bays, saving drivers' time in searching for vacant parking spaces. Therefore, the Government will implement automated parking systems and disseminate real-time vacancy information in suitable public works projects and short-term tenancy car parks, further encouraging private car parks to adopt automated parking systems to increase parking capacity. The Government expects to add more than 12 000 parking spaces over the two years of 2025 and 2026. In addition, starting from November 2025, the Government has relaxed the gross floor area exemption arrangement for car parks in private developments by granting full gross floor area exemption if developers construct no more than two storeys of above-ground car parks.

Fostering Smart Transport Innovation: To promote the development and application of smart mobility technologies in Hong Kong, the Government established the Smart Traffic Fund to support local organisations and enterprises in conducting research and applying innovation and technology relating to vehicles. Since accepting applications in 2021, the Fund has subsidised over 80 projects, including those relating to autonomous vehicles, big data analytics and artificial intelligence. These initiatives aim to facilitate travel, enhance road network efficiency and space utilisation, and improve driving safety. By integrating the collective strengths of the Government, industry, academia, and research institutions, the Fund promotes long-term technological development in smart mobility. Among these, autonomous driving projects cover various road scenarios in Hong Kong, such as different types of road junctions, zebra crossings, and public transport interchanges, progressively enhancing the capability of vehicles to navigate the city's complex road conditions. Through the projects under the Smart Traffic Fund, the Government, industry and academia are jointly accumulating experience to create a favourable environment for the research, development and application of autonomous vehicles.





Enhancing Transparency of Traffic Information: The Government publicly releases various data, including traffic and public transport information, through public information websites such as the Common Spatial Data Infrastructure and "Open Data Portal". It also provides personalised traffic and public transport information via the "HKeMobility" mobile application. Citizens can conveniently search for routes, travel times, and transport costs (including real-time time-varying tolls at tunnels) for different modes of travel, as well as receive instant traffic updates, facilitating their travel and journey planning. In addition, the Government provides information on the real-time vacancy of on-street parking spaces, including parking meter locations, through both "HKeMobility" and "HKeMeter", making it easier for drivers to locate available parking spaces. Meanwhile, "HKeMobility" also incorporates real-time availability status of electric vehicle chargers sourced from the Environmental Protection Department. Since its launch, the mobile application has gained significant popularity and demonstrated remarkable effectiveness. As at December 2025, cumulative downloads have exceeded 2.90 million, with average daily hit rates reaching 190 000. The TD will continuously enhance the mobile application's functionalities, such as providing more information at land boundary control points, to enable the public and tourists to conveniently access such information in a one-stop manner and elevate the user experience. The TD will also intensify the promotion of "HKeMobility" to tourists through multiple channels, assisting them in planning their itineraries and selecting different public transport services to realise the vision of "Tourism is everywhere in Hong Kong". In addition, with regard to the various types of electronic services currently offered by the TD, we will collaborate with the Digital Policy Office in exploring effective integration for realising "One-stop Electronic Government Services".

Curbing Private Car Growth: Fiscal measures are one of the effective ways to control the growth of private cars. The 2021-2022 Budget announced an increase of 15% in the first registration tax rate for private cars, as well as a 30% rise in the vehicle licence fee for private cars. After the measures took effect, the growth rate of licensed private cars has moderated.

智方便
iAM Smart

E-licensing Initiatives: To align with the Government's "Be the Smart Regulator" Programme, the TD has been committed to promoting the application of technology and streamlining the licensing application process to improve operational efficiency and convenience for the public. Since December 2020, the TD has launched over twenty online licensing services in phases in collaboration with the "iAM Smart" platform. This allows drivers and vehicle owners to fill in and submit forms at any time via computers or mobile devices, eliminating the need to queue at the counters of licensing offices. In addition, to enhance the user experience of various electronic licensing services, the TD has further introduced a number of electronic licensing measures starting from December 2024, including:

- **Enhanced Vehicle Licence:** Rolled out in December 2024, this initiative replaces the expiry date on vehicle licences with a QR code. If the vehicle particulars remain unchanged, vehicle owners can continue to use the same vehicle licence after each subsequent renewal without replacing it. At the same time, the TD has simplified the required supporting documents for vehicle licence renewal and adopted artificial intelligence technology to assist in processing online vehicle licence renewal applications, with a view to reducing the processing time of applications without manual verification from 10 working days to within 3 working days. Vehicle owners no longer need to present the Certificate of Roadworthiness, and Vehicle Registration Document. If applicants apply online and their insurance records can be instantly verified via the backend support of the Hong Kong Federation of Insurers, they can avoid the need to upload insurance documents.
- **e-Licensing Portal:** Launched in December 2024, the e-Licensing Portal provides a one-stop online service for licence applications and enquiries. It clearly displays information on licences held by registered users and expiry dates, as well as the progress and results of their applications with a dashboard. Citizens can manage their licences and vehicles more easily through the e-Licensing Portal, and choose to receive e-mail reminders for driving licence and vehicle licence renewals.

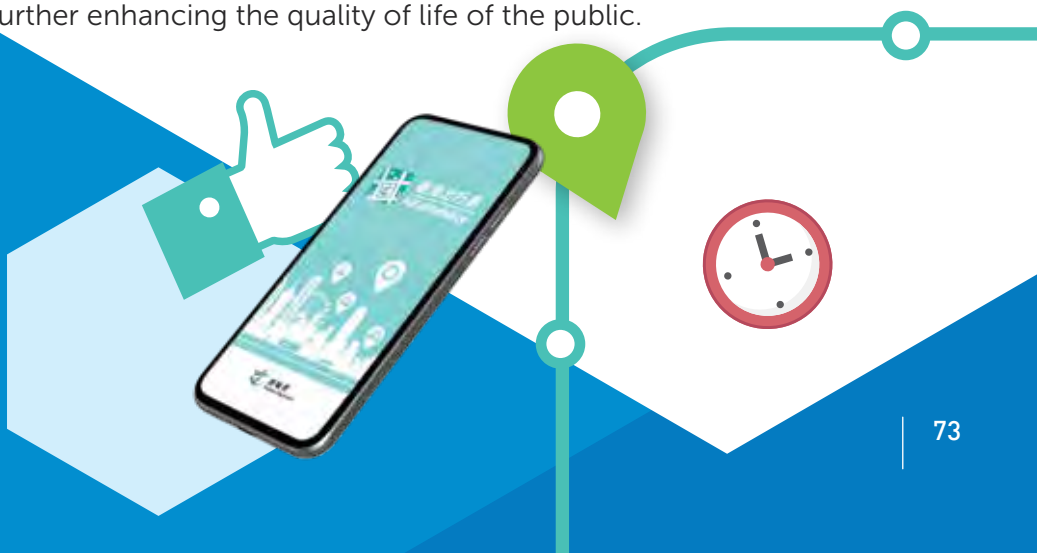


拍牌易 eAuction

- **e-Auction:** This platform was launched in December 2024 to enable interested parties to bid for ordinary vehicle registration marks via computers or mobile devices without geographical constraints. This one-stop platform will also enable electronic payments and the completion of subsequent procedures.
- **International Driving Permit Self-service Kiosk:** Starting from January 2025, these self-service kiosks are available at the Hong Kong Licensing Office and Kowloon Licensing Office. Citizens can make appointments online to access these kiosks, which provides an additional convenient option for citizens to apply for an International Driving Permit. If all documents are in order, citizens can collect their permits within half an hour after completing the application process.
- **Electronic Driving Licence:** The TD launched the Electronic Driving Licence in September 2025. About 2.5 million driving licence holders can choose to display their electronic licences on their smartphones, and this offers greater convenience and flexibility.
- **Enhancing Online Same-Day Queue Ticket for Direct Issue of Hong Kong Full Driving Licence:** To further streamline application procedures and meet increasing demand, the TD implemented the "Online Same-day Queue Ticket" arrangement for applications for the direct issue of the Hong Kong Full Driving Licence ("direct issue") from mid-January 2026 onwards, fully replacing the existing on-site ticketing arrangement. Furthermore, the TD is working closely with the Digital Policy Office to enhance the online appointment booking system for "direct issue" counter services, including the introduction of new authentication technologies and expansion of system capacity, with a view to fully implementing online appointment booking services as soon as possible, as well as extending the counter services for processing "direct issue" applications to the remaining three Licensing Offices. Meanwhile, the TD is actively exploring the use of artificial intelligence technologies in "direct issue" application procedures. In the longer term, applicants will be able to upload application documents for preliminary vetting online, and only need to bring the original documents to the Licensing Office at their booked timeslot for verification, further boosting processing efficiency and providing greater convenience for applicants.



The above systematic measures have significantly improved the efficiency of traffic management and the travel experience of the public. The Government will continue to improve these initiatives to build a more comprehensive, safe, and efficient transport system, further enhancing the quality of life of the public.



STRATEGY 3

Promoting Digital Management to Lead Development with Innovative Technology

We will actively promote the deep integration of digital technologies and artificial intelligence in the transport sector to enhance the overall efficiency of the transport network and assist in the strategic orchestration of traffic management. We will also strive to promote the popularisation of autonomous vehicles, injecting new momentum into the development of smart mobility.

Optimising Traffic Management System

Optimising the traffic management system is a crucial measure to enhance urban operational efficiency and improve the quality of life for citizens. The Government will consolidate real-time data and, through big data analytics and digital management technologies such as artificial intelligence, create a data-driven and innovative traffic management model.

Recommendation 13

Taking Forward a Traffic Management Platform to Enhance Digital Traffic Management

In view of the successful experience and significant benefits of the Smart Traffic Management System in the San Po Kong and Kwun Tong Business Areas, **the Government plans to conduct an in-depth study and prepare a pilot project for a regional Traffic Management Platform. This project will collect, integrate and analyse various traffic and transport data, and provide the public with relevant information, paving the way for the high-level automation of the traffic and transport management work in the future.** To implement this project, we will commence a study within 2026 to prepare for a regional pilot application in urban areas, followed by gradual extension to other districts.

In the future, the Traffic Management Platform will integrate various traffic and transport data, utilising big data analytics and artificial intelligence technologies to predict changes in traffic conditions, identify bottlenecks, and develop emergency response plans. It will assist traffic management and transport planning, with applications covering major events, adverse weather, and unexpected incidents. The platform will provide real-time traffic and transport information and share it with relevant government departments, enabling, for example, the Hong Kong Police Force to carry out corresponding enforcement action based on real-time data, and the Highways Department to swiftly clear blocked roads during extreme weather to maintain smooth traffic flow. Besides, the platform will offer application programming interfaces to public transport operators and other stakeholders, allowing them to exchange information with the TD via any internet-connected devices.



This information will be directly delivered to the appropriate personnel, enabling operators to flexibly deploy vehicles and rapidly respond to special traffic and transport conditions, thereby minimising delays to the public. The platform will also apply big data analytics to assess public transport service levels and changing service demands, providing data for operators to optimise transport system efficiency and improve service quality. The Traffic Management Platform will not only enhance traffic management efficiency but also offer the public a more convenient travel experience. Citizens can access real-time traffic information through the platform to plan trips in advance and heighten travel efficiency.

The effectiveness of digital traffic management will be significantly enhanced with the improvement of real-time traffic management capability. In addition to the existing traffic control and surveillance systems (TCSSs) and the proposed Traffic Management Platform, the implementation of smart motorways (see Recommendation 16) and the phased expansion of the RTATSS will regulate road usage based on actual demand. This will further optimise road traffic efficiency and strengthen the overall coordination and management of the transport network. The data collected and integrated by the platform will also provide an important basis for long-term policy formulation and infrastructure planning, thereby promoting smart city development.



Pilot Project of the "Real-time Adaptive Traffic Signal System" at the Junction of King Cho Road / Lim Cho Street

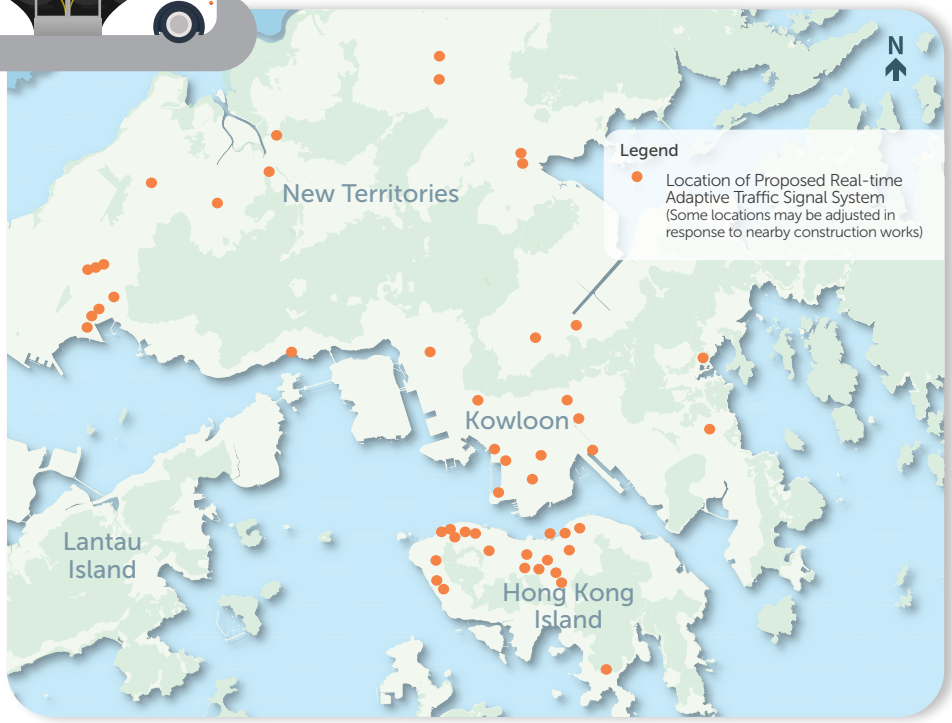


The TD completed a pilot project of the RTATSS at five junctions in 2021. With reference to the previous experience of the pilot scheme, the RTATSS has more significant effects on independent signalised junctions with the following characteristics:

- **Vehicular and pedestrian flow in different directions is prone to more dynamic and irregular variations within a short period of time;**
- **Junctions with sufficient capacity on the whole to allow flexible allocation of green time to directions with heavier traffic flow;**
- **Vehicular flow in a certain direction is prone to dynamic variations and thus causes heavy traffic; and**
- **Pedestrians, upon pressing the push button, often leave the crossing before the pedestrian signal is on.**

We have reviewed approximately 600 independent signalised junctions across Hong Kong. Based on the aforementioned criteria and the traffic characteristics of each junction, we are now expanding the RTATSS to about 50 suitable independent signalised junctions in the territory, including 20 junctions on Hong Kong Island, 9 junctions in Kowloon and 21 junctions in the New Territories, which are expected to be implemented progressively in 2026 to 2027. In addition, the TD rolled out a trial of the RTATSS at eight linked signalised junctions in Tung Chung Town Centre in 2024. In general, at a junction which still has sufficient overall capacity, the average waiting time at the junction can be reduced by approximately 5% to 10%, thereby improving the operational efficiency of the junction. To address the issue that existing busy junctions in Hong Kong generally lack room for the system to flexibly allocate green time, the TD is also testing the relevant Mainland technologies at two other linked junctions with higher traffic volume to seek breakthroughs and assist in formulating plans for expanding the system to other suitable junctions. When planning and developing NDAs, such as the Tung Chung New Town Extension and the Hung Shui Kiu / Ha Tsuen NDAs, the TD will implement the RTATSS at suitable signalised junctions in coordination with the programmes of relevant land development and road works, so as to expedite the application of the system in a more cost-effective manner. In the future, the traffic data collected by the RTATSS will also be transmitted to the Traffic Management Platform for further processing.





Locations of the Proposed Real-time Adaptive Traffic Signal Systems

自動駕駛
Autonomous Driving

Promoting the Development of Autonomous Vehicles

Autonomous vehicles can utilise sensors such as radar, Light Detection and Ranging (LiDAR), and cameras, along with control systems, to continuously perform most or all dynamic driving tasks automatically under specific operating conditions. Depending on the technologies and functionalities, the degree of automation for autonomous vehicles can be classified into different levels. Current trials in Hong Kong have achieved highly automated driving, reaching Level 4 of both national and international standards. This means that autonomous vehicles can continuously perform all dynamic driving tasks under specific operating conditions and automatically execute minimum risk strategies. The technological level is comparable with that of regions with autonomous driving technology on the Mainland and around the world.

Recommendation 14

Promoting Safe and Orderly Driverless and Large-scale Development of Autonomous Vehicles, and Moving Towards Commercial Operation



Hong Kong is accelerating and enhancing the introduction and promotion of industry-led trials and applications of autonomous vehicles in different communities through a combined three-pronged approach of policy support, regulatory backing and financial subsidies. A new regulatory framework for autonomous vehicles was implemented in March 2024, clearly specifying the technical standards, safety measures and operating procedures.



As at December 2025, under the new regulatory framework, the Government had issued six pilot licences for autonomous vehicles, covering six trial locations, namely Airport Island and Tung Chung in North Lantau, the West Kowloon Cultural District, Cyberport in the Southern District, the Kai Tak Development Area in Kowloon East, the Airportcity Link at the airport, and the "Park & Fly" car park at the Hong Kong-Zhuhai-Macao Bridge Hong Kong Port. The trial project on North Lantau has been approved with a total of 30 autonomous vehicles. The West Kowloon Cultural District trial project has been permitted with two autonomous light buses to conduct trials within the district. The trial project at Cyberport and the project spanning Kowloon City and Kwun Tong districts encompassing the Kai Tak Development Area have each been approved for the trial of 10 autonomous vehicles. For the Airportcity Link connecting SKYCITY at Hong Kong International Airport and the Hong Kong-Zhuhai-Macao Bridge Hong Kong Port, approval has been granted for the trial of seven autonomous vehicles. As regards the project connecting the "Park & Fly" car park at the Hong Kong-Zhuhai-Macao Bridge Hong Kong Port to the SkyPier Terminal of Hong Kong International Airport, three autonomous vehicles have been approved for conducting trials. Since its launch in December 2024, the North Lantau trial project has made remarkable progress. The TD, under the new regulatory framework, has enhanced speed and efficiency, continuously monitored, and actively supported the pilot proprietor, achieving multiple technological advancements within a few months. These include expanding the trial scale from a single vehicle to 10 vehicles operating simultaneously in order to collect data of multiple vehicles running in parallel, initiating the trial carriage of passengers on specified routes after safety assessments, extending the trial area to Tung Chung, and increasing the maximum speed to 50 kilometres/hour based on the maximum speed limit of the trial route.

The results of the above trials fully demonstrate Hong Kong's robust progress in autonomous driving, laying a solid foundation for wider applications in the future. **The Government is committed to establishing Hong Kong as a smart transport hub, continuously promoting the safe, orderly and efficient advance of autonomous driving technology towards driverless operation and large-scale deployment. It also aspires to achieve commercial operation, encouraging the industry to leverage Hong Kong as a platform to explore overseas markets, particularly those with right-hand drive systems.** In fact, the Government has successfully attracted multiple enterprises to establish research and development centres in Hong Kong for testing autonomous vehicles and related technologies. Technology companies have also leveraged Hong Kong's trial experience as a starting point for their internationalisation strategies, successfully expanding into overseas markets such as those in the Middle East and Europe, demonstrating Hong Kong's vital role as a two-way springboard for attracting overseas enterprises and for Mainland enterprises to "go global".

In respect of cross-district applications, we will progressively increase pilot sites and gradually expand the scale of cross-district trials in the future, e.g. extending the existing North Lantau airport route to Tung Chung and onwards to Sunny Bay, and expanding the autonomous vehicle application network in an orderly manner through various projects, including regional trials. Concurrently, the Government is steadily pressing ahead with remote operation trials that do not require an in-vehicle backup operator and relies solely on a remote operator, for example, aiming to commence the remote operation trials for the existing Airport Island project within 2026, and progressively expanding the route sections and scale in phases to pave the way for fully driverless applications in the future.



The Northern Metropolis also presents opportunities for the development of autonomous vehicles in Hong Kong. With its forward-looking planning, abundant land resources, potential for cross-boundary collaboration, policy support and social needs, it is well-positioned to serve as one of the ideal locations for promoting autonomous driving technology in Hong Kong. Unlike the already built-up areas, this area possesses land that has yet to be fully developed, allowing the planning of smart transport infrastructure (such as high-speed mobile communications networks and sensors) from scratch, along with the construction of road environments that support autonomous vehicles. **We will actively promote the introduction of autonomous driving trials and applications in the Northern Metropolis under diversified scenarios.** For example, operators may consider implementing connections between different districts and linking NDAs with transport hubs. This initiative aims to enhance the role of autonomous vehicles in the technology and logistics industries, as well as facilitate the conduct of cross-boundary tests to promote autonomous vehicles' learning and adaptation to both Mainland and Hong Kong driving modes. The Government will also actively encourage enterprises to establish a presence in the Northern Metropolis, leveraging the industry chain support provided by these enterprises to generate synergy, expand trial scales, and promote the development of the autonomous vehicle industry.



Autonomous vehicle technology can eliminate human error, prevent driving misbehaviour, and avoid operational issues arising from differences in left-hand and right-hand driving habits between Hong Kong and the Mainland. This not only helps to enhance road safety but also promotes the integration of driving modes between the Mainland and Hong Kong. Building on this foundation, the Government will further leverage the key role of autonomous driving in the GBA connectivity. In addition to conducting cross-boundary trials in the Northern Metropolis to help autonomous vehicles adapt to driving patterns on both sides, we are exploring with the relevant units the feasibility of providing cross-boundary shuttle services between Hong Kong and Zhuhai/Macao via the Hong Kong-Zhuhai-Macao Bridge. Furthermore, the autonomous bus project connecting the two science parks in the Hetao Shenzhen-Hong Kong Science and Technology Innovation Co-operation Zone has entered the preliminary preparation stage. By integrating the strategic layout of the Northern Metropolis with the interconnectivity of the GBA, Hong Kong will build a new landscape of deeply integrated smart mobility.

To further promote autonomous vehicle development, **the Commissioner for Transport will chair the Autonomous Vehicle Applications Promotion Group. This inter-departmental working group collaborates with industry stakeholders to advance related initiatives and is specifically tasked with reviewing the progress and needs of individual autonomous vehicle projects. It will provide steer on testing locations and vehicle types, as well as licensing arrangements required to support the commercial development of autonomous vehicles.** We will continue working with the industry to introduce more autonomous vehicles onto public roads with more complex scenarios, drawing on experience to refine technical standards and share research findings with the industry in a timely manner.



The Government is studying appropriate regulatory arrangements to allow autonomous vehicles to provide a certain degree of commercial services on a pilot basis within designated areas, with a view to expediting the smooth transition of autonomous driving technology from the research and testing stage to actual operation and, under the premise of ensuring safety, enabling more members of the public to access and experience such services. The TD is accelerating the commercialisation of autonomous vehicles. Within 2026, it will implement a landmark commercial operation project, namely the Airportcity Link autonomous vehicle project connecting SKYCITY at Hong Kong International Airport with the artificial island of the Hong Kong Port of the Hong Kong-Zhuhai-Macao Bridge. Meanwhile, other existing autonomous vehicle projects will also be progressively implemented. As autonomous driving technology matures, we strive for the related services to commence operation in specific communities within the next one to two years. These services will progressively expand their commercial applications to provide more travel options. To this end, the Government will adopt a multi-pronged strategy: promoting industry collaboration through infrastructure upgrades and data sharing mechanisms on the one hand; and concurrently strengthening public education via diverse platforms such as websites and social media to explain technical principles and regulatory requirements on the other hand. This will ensure that citizens can safely interact with autonomous vehicles in mixed traffic environments, further establishing public acceptance and trust in smart mobility.

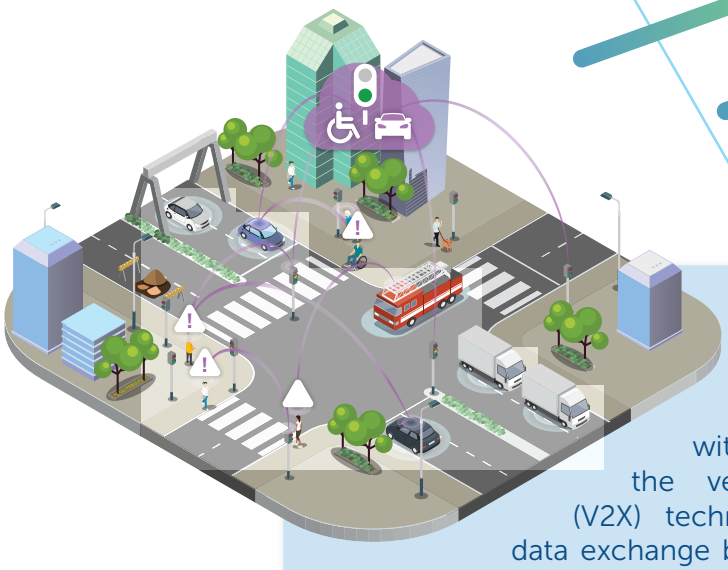


In view of the increasing prevalence and maturity of autonomous driving technology, the Government will steadily advance autonomous vehicles to achieve Level 5 under national or international standards, positioning Hong Kong at the global forefront. When autonomous vehicles become available for direct purchase or use by individual consumers, we will, with safety as the prerequisite, review the relevant legislation and code of practice in a timely manner to ensure a robust regime, orderly operation and controllable risks, thereby aligning with technological development trends and providing a solid foundation for the widespread application of autonomous driving technology in Hong Kong in the long run.

In addition to promoting the development of autonomous vehicles, the Government will continue to introduce advanced driver assistance functions into the automotive market. The TD has been making reference to standards from various countries and regions, regularly reviewing and revising existing legislation and guidelines to keep pace with the latest developments in the automotive market. At the beginning of 2025, the Government optimised vehicle design and construction standards through legislative amendments to facilitate the use of more new automotive technologies in Hong Kong, creating a safer and more convenient road environment for road users. For example, starting from March 2025, drivers may activate remote parking functions and view non-driving information on the visual display in front of the driver's seat. Existing legislation and approval by the TD have permitted vehicle manufacturers to equip their cars with advanced driver assistance functions reaching Level 2 autonomy commonly available on the market. These include remote control parking, allowing the visual display unit in front of the driver to show non-driving information, automatic parking, side collision warning, vehicle hold, assisted steering guidance, automatic lane change, lane keeping, cruise control, and automatic emergency braking. These functions may be used in specified driving environments when they comply with relevant national or internationally recognised standards.



The TD will continue to actively cooperate with the industry in introducing more intelligent vehicle functions, such as the "Driver Control Assistance System", which involve detecting the vehicle's surrounding environment and continuously controlling the vehicle's lateral and longitudinal movements. In August 2025, the TD sought the views of the Road Safety Council and the Motor Traders Association of Hong Kong, and in September 2025, issued guidelines to the industry on the approval of various Advanced Driver Assistance Systems, providing clear approval requirements to facilitate communication between the industry and vehicle manufacturers for the introduction of relevant technologies. The Government will continue to keep a close watch on the latest market developments and actively support the industry in introducing more intelligent vehicle features.



With the gradual popularisation of autonomous driving technology, the current development tends to focus on "single-vehicle intelligence" alone (i.e. without relying on external devices to operate the vehicle). However, Vehicle-to-Everything (V2X) technology also helps strengthen real-time data exchange between vehicles, enhancing the ability of autonomous vehicles to handle complex traffic conditions. Since there are currently no unified standards worldwide, the TD has been collaborating with research institutions (such as the Hong Kong Applied Science and Technology Research Institute) to test V2X technology and related roadside units to formulate the direction for future development. The TD is also making reference to the experience from the Mainland and international practices to assist in the formulation of relevant standards, addressing future trends in smart transport development. Besides, the TD will actively communicate with relevant departments to study the reservation of adequate space (such as underground conduits) in NDAs so as to provide the necessary space and infrastructure conditions for installing related facilities in the future when V2X technology develops, standards mature, and cost-effectiveness is achieved.

The Government will continue to seize opportunities in technological innovation, combining policies, regulations and infrastructure to promote the deep integration of autonomous driving and smart cities. This will create a sustainable, safe, and inclusive framework for smart mobility, laying a solid foundation for Hong Kong to become a pioneer in autonomous driving and injecting long-term momentum into its development.

Promoting Low-altitude Economy

The development of low-altitude economy technologies on the Mainland is progressing rapidly, with various types of Advanced Air Mobility, including manned and unmanned electric vertical take-off and landing aircraft, bringing new opportunities for Hong Kong. The Government is committed to building a globally competitive low-altitude economy ecosystem by implementing Regulatory Sandbox projects, reviewing existing legislation and regulatory frameworks, enhancing cross-boundary cooperation, and improving infrastructure and technological support. The goal is to establish Hong Kong as an Asia-Pacific innovation hub for the low-altitude economy, ensuring that the low-altitude economy can "fly steadily and far", deeply integrating with the national strategy for "new quality productive forces".



Recommendation 15

Developing Low-altitude Economy to Foster Transport and Logistics

The low-altitude economy has wide-ranging applications across various fields. As an international financial and logistics hub, the Government is pushing ahead with the development of Hong Kong's low-altitude economy to inject new momentum into local economy. In terms of transport, the low-altitude economy offers a new dimension and path for industry development. For example, in logistics and express delivery, low-altitude flight can provide more direct routes compared with traditional road-based transport, effectively shortening delivery time and reducing costs. Drones combined with data analytics systems also enhance the daily management and maintenance efficiency of relevant departments over transport infrastructure. To further expand and enrich the application scenarios of the low-altitude economy, the Government will progressively launch advanced "Regulatory Sandbox $\mathcal{X}$" projects for the low-altitude economy starting from the first half of 2026, covering more technologically complex low-altitude flight scenarios such as cross-boundary routes and low-altitude aircraft designed for carrying passengers.

The Government will continue to refine civil aviation legislation and the regulatory framework to lay the foundation for the standardised development of the low-altitude economy. It will also initiate a technical study on low-altitude infrastructure facilities, planning and deploying in advance take-off and landing points, air route networks, satellite positioning, three-dimensional spatial data systems, and a Smart Low-altitude Traffic Management System, among others. We will formulate an "Action Plan on Developing Low-Altitude Economy". In the long run, the Government will consolidate the experience and data accumulated from various Regulatory Sandbox projects, while making reference to the latest developments on the Mainland, internationally, and in other advanced regions, to formulate suitable universal guidelines on the low-altitude economy, a smart infrastructure system, related supporting network facilities, and corresponding land transport facilities to facilitate logistics and distribution, thereby promoting the development of the low-altitude economy in the transport and logistics sector.

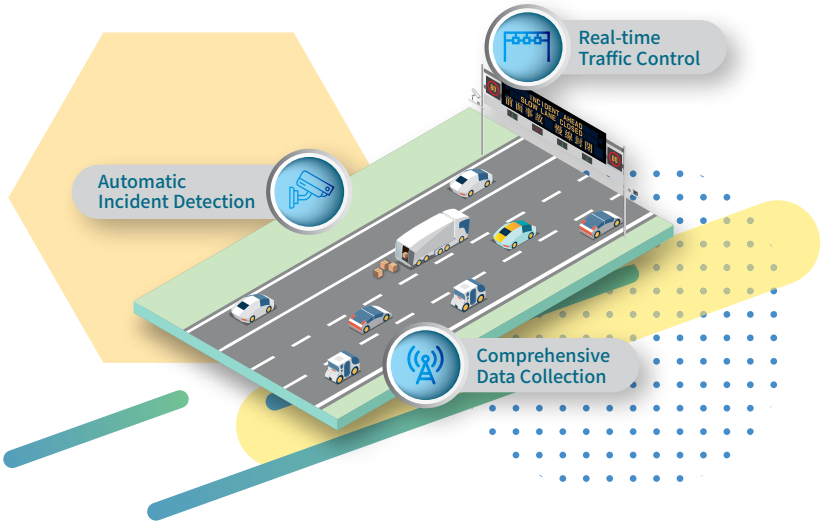


The Working Group on Developing Low-altitude Economy will formulate the Action Plan on Developing Low-Altitude Economy, focusing on the following key areas: (1) formulating dedicated legislation for unconventional aircraft weighing over 150 kilograms (including manned aircraft), aligning the regulatory framework with advanced passenger-carrying unconventional aircraft; (2) bringing the first batch of more than 20 relatively mature and lower risk projects from the "Regulatory Sandbox" into actual operation, e.g. drone operations for exterior wall cleaning, cable and railway infrastructure inspections, etc. Given that these operations meet conditions for commercial use, the Government will issue relevant codes of practice and guidelines to facilitate applications by commercial entities. As the Regulatory Sandbox progresses, more projects will gradually enter the actual commercial operation phase; (3) launching the advanced "Regulatory Sandbox $\mathcal{X}$", covering more complex application scenarios, more advanced aircraft, and cross-boundary projects; (4) actively conducting technical studies on low-altitude economy infrastructure; and (5) actively aligning the development of the low-altitude economy with other GBA cities and integrating deeply with national strategic development, positioning Hong Kong as an effective platform for Mainland low-altitude economy enterprises to go global.

STRATEGY 4

Optimising Infrastructure and Road Use to Boost Transport Efficiency

Land resources in Hong Kong are extremely scarce, and there is very limited space in urban areas for road expansion. Over the years, the number of licensed vehicles has continued to rise from 525 551 vehicles in 2002 to 808 771 vehicles in 2024, representing a 54% increase. In contrast, the total road length only grew by 16% during the same period, from 1 924 kilometres to 2 241 kilometres. **The Government will keep abreast of technological development trends, adopting innovative thinking and leveraging technology to optimise existing infrastructure, thereby making more effective use of limited land and road resources to enhance the quality and efficiency of future transport infrastructure.**



Moving Towards the Application of Smart Motorway Management

Smart motorway management leverages technology to improve the efficiency of road space utilisation. This concept has been applied in various places. For example, in recent years, cities on the Mainland have implemented smart motorway solutions for major roads to enhance the efficiency of traffic flow. These initiatives primarily rely on intelligent control facilities equipped with technologies such as sensing, data transmission, and cloud computing, creating a synergistic effect with transport infrastructure and responding to changes in traffic conditions. In overseas examples, such as in the United Kingdom and the United States, the focus is more on optimising the use of road space. Measures include allowing traffic to run on the hard shoulder or implementing tidal lanes. Real-time traffic information is provided to drivers via on-site information display systems, thereby improving the overall efficiency of road space utilisation.

Drawing on the above examples, smart motorway management can enhance the efficiency of road space utilisation and strengthen the resilience of the road network in Hong Kong. This, in turn, can increase the efficiency of road-based public transport.



In December 2024, we launched the Smart Motorway Pilot Scheme at Ting Kau Bridge at the road section of Ting Kau Bridge southbound (Tsing Yi bound). The newly implemented Automatic Incident Detection System uses artificial intelligence technology to successfully detect all traffic incidents in the road section within a short period while simultaneously issuing alerts to the operational personnel. Most incidents can also be detected within 10 seconds. Compared with the past conventional operation, which primarily relied on operational personnel periodically checking CCTV to identify traffic incidents, the pilot scheme has greatly reduced detection time by nearly 90%, significantly enhancing the efficiency of incident handling and traffic management. In addition, we have installed more lane control signals and variable message signs to provide motorists with more accurate and timely information during incidents. On-site personnel can also flexibly utilise the hard shoulder under appropriate conditions to help alleviate traffic congestion caused by incidents.

For example, we opened the hard shoulder for driving to ease traffic flow following incidents during the busy hours on the morning of 1 September 2025. After the hard shoulder was opened, the traffic flow in the incident section increased significantly by about 50%, while the average speed upstream of the incident improved by approximately 20%. This demonstrates that smart motorway management can effectively reduce the impact of incidents on traffic, and highlights the benefits of technology in enhancing the resilience of major roads.



Smart Motorway Pilot Scheme at Ting Kau Bridge

Recommendation 16

Implementing Smart Motorway Management for Major Roads

To enhance the overall transport efficiency and utilise road space more flexibly, we recommend progressively implementing smart motorway management on existing major roads, as well as those at an early planning stage. With regard to major roads under planning, including those proposed for construction under the Hong Kong Major Transport Infrastructure Development Blueprint, such as the Tsing Lung Bridge at the southern end of Route 11, expected to open by 2033, and the Northern Metropolis Highway (San Tin Section), expected to open by 2036, we have been working closely with relevant works departments to incorporate suitable smart motorway elements and requirements into the respective designs, laying the groundwork for taking forward smart motorway management.

As regards existing major roads, we have liaised with various departments to seize the opportunities for road widening or replacement of the TCSSs to incorporate smart motorway elements into suitable projects where feasible, such as the planned expansion of San Tin Highway by the Civil Engineering and Development Department in 2026, the gradual replacement of the TCSSs for the Cross Harbour Tunnel and the Western Harbour Crossing (equipped with an active warning system to early detect conditions within the tunnels) to be carried out by the TD in 2027, and the TCSSs at Tsing Sha Control Area and Tai Lam Tunnel, which may need to be replaced later. For those road sections without related engineering plans, we have performed a preliminary cost-benefit analysis, taking into account factors including the current condition of the existing TCSS, past accident statistics, current and future traffic flow forecasts, and estimates of construction and operational costs.

The results indicate that upgrading Tolo Highway and Tuen Mun Road to smart motorways is more cost-effective. We recommend conducting further feasibility studies on the above and other existing major roads at a suitable juncture, integrating Mainland and overseas experience of applications of smart motorways and the local pilot scheme results to formulate a specific plan and timetable for implementing smart motorways on existing major roads.



After implementing smart motorways for major roads, we can quickly detect and deal with incidents, collect and analyse traffic data more effectively, and rapidly disseminate information on road conditions to motorists for their response. For example, following an incident, we can swiftly identify it and promptly notify relevant personnel that they should arrive on the scene, minimising the impact on major roads. We can also disseminate information to motorists at upstream sections to assist them in choosing alternative routes early. If the incident occurs in a road section with a hard shoulder, we can guide motorists to use the hard shoulder to bypass the incident location, speeding up the evacuation of traffic queues.



Furthermore, we will update relevant technical guidelines for reference by the industry based on the actual operation and effectiveness of the Smart Motorway Pilot Scheme at Ting Kau Bridge. This includes establishing criteria for introducing smart motorways for major roads and requirements for equipment allocation in different application scenarios, with anticipated completion in 2026. We will also explore the feasibility of more flexible use of hard shoulders with relevant departments based on the experience gained from the pilot scheme.

In the long term, the traffic data collected from the implementation of smart motorway management for major roads will be integrated with other traffic data on the Traffic Management Platform (see Recommendation 13) to achieve integrated traffic management. The Traffic Management Platform will also provide the public with more accurate and timely traffic information through smart motorways, reducing response time to deal with incidents, thereby enhancing the transport efficiency and resilience of the road network.

Utilising Parking Spaces More Effectively

The Government's policy on the supply of parking spaces is based on the principle of prioritising and accommodating the parking needs of commercial vehicles while providing an appropriate number of private car parking spaces where the overall development permits. In order to avoid exacerbating the burden on road traffic, the Government does not encourage citizens who habitually use public transport to switch to private cars. Given the limited land resources in Hong Kong, in addition to moderately increasing the supply of parking spaces, it is necessary to flexibly utilise and optimise existing parking resources to address changes in urban development and parking demand. To this end, the Government regularly reviews the parking facilities standards in the Hong Kong Planning Standards and Guidelines (HKPSG) to ensure alignment with the latest urban planning and needs. Furthermore, the Government continues to promote automated parking systems, leveraging technology to optimise space utilisation and increase parking supply. It also actively implements park-and-ride measures to encourage people to use public transport, thereby enhancing the efficiency of the overall transport system.



Different Types of Automated Parking Systems

Travel Characteristics Survey 2022

In 2022, approximately **17%** of Hong Kong households had private vehicles available for use.

Recommendation 17

Continuing to Increase the Supply of Parking Spaces Comprehensively

We will adhere to the **"single site, multiple use"** principle by continuing to provide public parking spaces in suitable "Government, Institution or Community" facilities and public open space projects, and by utilising **automated parking systems** in appropriate government car parks and short-term tenancy car parks to make more effective use of limited land resources. **To address the shortfall in parking spaces for commercial vehicles, the Government will continue to increase supply through a comprehensive strategy,** while also adopting a more proactive approach to advance brand new strategies and formulate more targeted solutions, systematically increasing the supply of parking spaces and **ultimately realising "every commercial vehicle having a suitable parking space at night" in the long run.**

To accord priority to meeting the parking needs of commercial vehicles, the Government will introduce a series of specific measures. These include: **allocating corresponding commercial vehicle parking facilities for projects serving industrial and modern logistics uses (such as the Hung Shui Kiu Logistics Cluster and multi-storey buildings for modern industries) in the planning of NDAs such as the Hung Shui Kiu/Ha Tsuen NDA in the Northern Metropolis; implementing a dedicated scheme for night-time on-street parking spaces for commercial vehicles in NDAs through pre-designing night-time on-street commercial vehicle parking spaces in suitable road sections; and, when taking forward public vehicle park projects in areas with high concentrations of logistics activities, prioritising the provision of more commercial vehicle parking spaces.** As more public vehicle park projects are successively implemented, it is expected that over 6 000 goods vehicle parking spaces can be provided to support logistics development in the long term.





The Government will conduct a new round of parking demand and supply study in 2026 to review existing parking facilities and the demand for and supply of parking spaces for various types of vehicles (especially commercial vehicles), and will release the results and recommendations of the study in 2027. The TD will take this opportunity to analyse factors such as commercial vehicles' operational patterns and their actual parking situations at locations like private land. This will enable an assessment of the additional commercial vehicle parking spaces required and targeted arrangements to ensure adequate supply. During the study period, the Government will also set up an inter-departmental study group to enhance departmental collaboration and effectively press ahead with the various recommendations.

Through the above comprehensive strategy of parallel planning, construction and assessment, we will progressively build a parking supply system that matches supply with demand, and prioritises meeting the night-time needs of commercial vehicles.

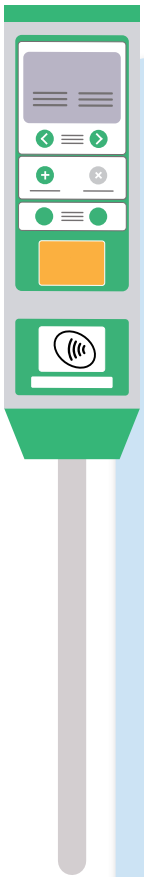
Recommendation 18

Utilising Parking Spaces Flexibly



Promoting the "Shared-Use" of Parking Spaces: The Government is actively promoting "shared-use" parking spaces to enhance flexibility in parking supply and make the optimum use of parking spaces to improve utilisation rates. In August 2021, the Government revised the HKPSG to not only increase the types and number of parking spaces for commercial vehicles in subsidised housing developments, but also introduce two types of "shared-use" parking spaces based on the sizes of different types of commercial vehicles, one of which is shared by light goods vehicles and light buses, while the other is shared by medium/heavy goods vehicles and coaches. This revision has also increased the provision of ancillary loading/unloading bays in subsidised housing developments, and opened up these loading/unloading bays for the night-time parking of large commercial vehicles (i.e. medium/heavy goods vehicles and coaches). In addition to being applicable to newly completed subsidised housing development projects, these measures are being progressively implemented in existing suitable subsidised housing development projects. For example, monthly rental private car parking spaces are being opened up for the shared use of taxis and light vans, while light goods vehicle parking spaces are being opened up for shared use by light buses.

In addition, based on market demand and project applicability, the Government will consider requiring a certain number of ancillary parking spaces and loading/unloading bays to be opened up for the night-time public parking of commercial vehicles in designated suitable new private non-residential land sale projects, and disseminating relevant vacancy information to the public for the optimum use of these parking spaces. **The Government will continue to explore expanding the scope of the above measure to increase the supply of parking spaces for commercial vehicles and make good use of parking space resources.**



Adjusting the Longest Parking Period of Metered Parking Spaces: To prevent metered parking spaces from being occupied for extended periods, the current longest parking period per transaction is set at half an hour, 1 hour or 2 hours. Considering that activities such as hiking or boating may require longer parking duration, the Government is studying the possibility of extending the longest parking period per transaction in suitable parking areas to meet the demand for longer parking duration.

With regard to the effective time period for night-time on-street parking spaces for commercial vehicles, the Government has maintained close communication with the transport sector to exchange views. Taking into account the needs of the transport sector (such as the common off-duty time for goods vehicle and coach drivers), the TD will consider adjusting flexibly the effective time period of night-time on-street commercial vehicle parking spaces. It is studying the possibility of bringing forward the start time of some existing night-time parking spaces for commercial vehicles from the current effective time period of "8:00 pm to mid-night" to 7:00 pm. Among them, the night-time parking spaces for goods vehicles and coaches / non-franchised buses account for more than one-third of the total number of relevant parking spaces. **The Government will continue to flexibly adjust the relevant effective duration to meet the needs of the transport sector.**

Promoting Park-and-Ride: The Government supports the provision of park-and-ride facilities at suitable railway stations or nearby locations to encourage motorists to park their vehicles and switch to railways, thereby reducing the number of vehicles entering congested areas. Currently, Hong Kong has 24 park-and-ride facilities offering a total of nearly 9 700 parking spaces. The TD is planning to introduce park-and-ride facilities at suitable short-term tenancy car parks, public vehicle parks under the "single site, multiple use" concept, and "Transport Interchange Hubs". These measures aim to offer parking fee concessions to users who use railways as a connecting service. These facilities can serve various purposes, such as allowing car owners outside the walking distance of railway stations to park and then use railways to reach their final destination, or enabling cross-boundary passengers or air passengers to drive to relevant railway stations. They can also facilitate access to boundary control points or Hong Kong International Airport via cross-boundary rail, High Speed Rail, or Airport Express Line services. **The Government has identified three short-term tenancy car parks in Tsuen Wan, Tsing Yi, and Ma On Shan for taking forward the relevant measures, with park-and-ride facilities expected to come on stream gradually from 2026 onwards.**

Enhancing Road Use Efficiency

HKeToll 易通行



Recommendation 19

Controlling Car Growth and Enhancing Road Use Efficiency

The Government upholds a science-based approach, guided by the four charging principles of traffic management needs, efficiency first, public transport priority, and user pays. It reviews tolls for government tunnels and major roads according to priority levels. We have implemented the HKeToll non-stop toll payment service at government tunnels, enabling motorists to pay tolls easily using toll tags without having to stop or queue up at toll booths for payments, thus saving time and adding convenience. The implementation of the HKeToll also provides the necessary toll collection methods and systems that enable the Government to roll out time-varying tolls at the three road harbour crossings and the Tai Lam Tunnel, demonstrating the effectiveness of Electronic Road Pricing in suppressing and spreading peak-hour cross-harbour traffic and alleviating congestion at Tuen Mun Road. With Route 6 (including Central Kowloon Bypass and Tseung Kwan O – Lam Tin Tunnel) scheduled for full opening within 2026, some motorists' route choices are anticipated to change. We will continue to closely monitor the usage of government tunnels and major roads after the full opening of Route 6 and review the relevant tolls in a timely manner.

Car growth has also consistently been one of the key issues in urban management. In a bid to balance individual travel demand with road traffic capacity, while promoting environmental protection and sustainable development, the TD has implemented multiple measures to monitor and manage the number of vehicles. The Government adjusted the First Registration Tax and licence fees for private cars in 2021, along with corresponding legislative amendments, in order to curb car growth. During the first five years before implementation, i.e. 2017 to 2021, the growth rate of licensed private cars was approximately 2% annually. However, following the implementation of relevant measures, the growth of licensed private cars has shown signs of moderation, with an average year-on-year growth rate of about 0.6% in the first nine months of 2025. Although fiscal measures have had visible effects in controlling vehicle growth and usage, when considering adopting such measures or even stricter strategies to curb car growth and usage, we need to assess the overall car growth situation and the impact of various measures, while continuing to improve transport infrastructure, and encouraging off-peak travel.

行走 · 活

HEALTHY MOBILITY



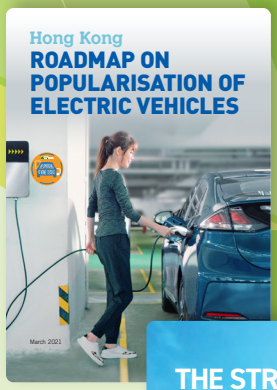


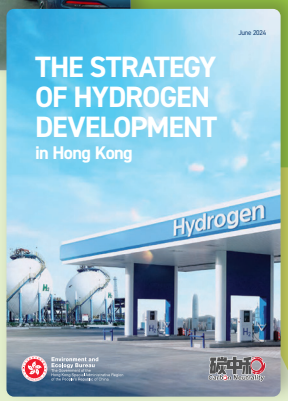
3.3 Healthy Mobility

As a vibrant international metropolis, Hong Kong's streets are bustling with a continuous flow of people and vehicles. However, the dense urban environment also presents Hong Kong with a variety of challenges in terms of transport and sustainable development. Transport accounts for about 20% of Hong Kong's total carbon emissions. To achieve the goals of carbon neutrality and zero vehicular emissions by 2050, the Government has successively published the "Hong Kong Roadmap on Popularisation of Electric Vehicles", the "Clean Air Plan for Hong Kong 2035", "Hong Kong's Climate Action Plan 2050", the "Strategy of Hydrogen Development in Hong Kong", and the "Green Transformation Roadmap of Public Buses and Taxis". The concepts and recommendations within these documents are closely related to transport policies. The Government will continue to actively promote low-carbon transformation by integrating the popularisation of electric and new energy vehicles, while encouraging active and green modes of travel such as walking and cycling. This will provide the public with more environmentally friendly, healthier, and more vibrant travel options, fostering Hong Kong's sustainable development and liveability.

Current Policies and Measures

To support sustainable development, the Government has been actively promoting various green transport modes. Specific measures include:





Promoting Electric and Other New Energy Vehicles: To guide Hong Kong towards a future of zero vehicular emissions before 2050, the Environment and Ecology Bureau announced the "Hong Kong Roadmap on Popularisation of Electric Vehicles" in March 2021. The roadmap sets out long-term policy objectives and plans for promoting the adoption of electric vehicles and the required supporting infrastructure. As at December 2025, the number of licensed electric private cars in Hong Kong exceeded 140 000, accounting for over 20% of the total number of licensed private cars. The proportion of electric private cars among newly registered private cars has also increased from just over 20% in 2021 to more than 70% in 2025, representing one of the world's fastest adoption rates. To cope with the popularisation of electric vehicles, the Government has proactively rolled out different measures to expand the charging network of Hong Kong. Meanwhile, private enterprises are progressively providing different charging services to meet charging demand on the market, including the provision of charging facilities complying with the national standard by the CLPe Solutions Limited at the Lantau Charging Station cum "Southbound Travel for Guangdong Vehicles" Information Centre. At present, Hong Kong already has over 120 000 parking spaces equipped with enabling infrastructure for electric vehicle charging facilities. Concurrently, to embrace the opportunities arising from hydrogen development, the Environment and Ecology Bureau released the "Strategy of Hydrogen Development in Hong Kong" in June 2024. This strategy outlines a four-pillar approach, namely improving legislation, establishing standards, aligning with the market, and advancing with prudence, to methodically build an enabling environment for facilitating local hydrogen development. The Government's Inter-departmental Working Group on Using Hydrogen as Fuel has been actively promoting trials of hydrogen transport, and more trial projects are expected to be rolled out progressively. In the future, we will continue to maintain electrified railways as the backbone of the public transport system, while supporting the efforts of the Environment and Ecology Bureau and the Environmental Protection Department in promoting the popularisation of electric and other new energy vehicles in Hong Kong, such as the installation of charging infrastructure at suitable public car parks. The Government will also encourage the cross-boundary coach sector to go eco-friendly by switching to new energy buses, including the introduction of electric buses and the trial use of hydrogen fuel cell buses.

Implementing the Overall Walkability Strategy for Hong Kong and a "Pedestrian Planning Framework": In addition to vehicle electrification, the Government continues to promote active modes of transport. In respect of walking, the Government has formulated the overall walkability strategy for Hong Kong, which is aimed at enhancing the walking experience of citizens. The strategy encompasses four pillars, namely "make it connected", "make it safe", "make it enjoyable" and "make it smart". To support these pillars, the Government has developed a "Pedestrian Planning Framework" along with various new initiatives to improve the walking environment. We will continue to adopt this framework in NDAs, urban renewal projects, and other suitable reconstruction projects in the urban area, to develop a comprehensive pedestrian network and implement appropriate measures, thereby making walking an integral component of sustainable development in Hong Kong.

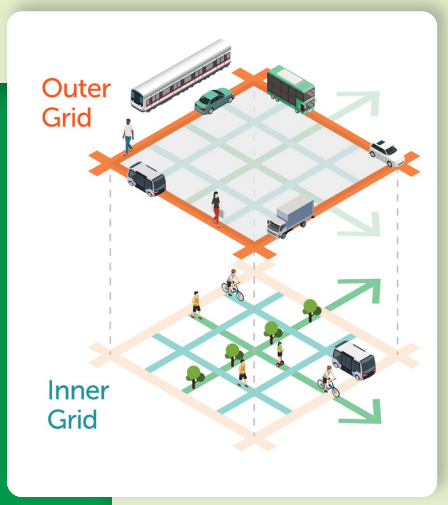


The "Pedestrian Planning Framework" involves the following two key concepts:

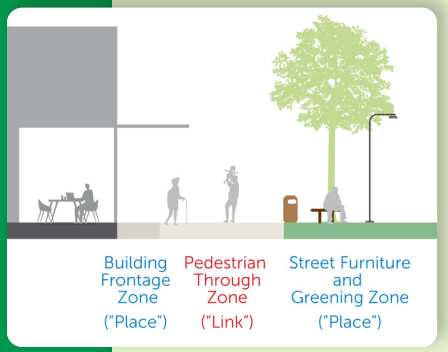
(1) Urban Grid for Mobility: Planning is conducted by analysing the relative priority for motorised transport and pedestrians in the respective urban grids of the road network. Pedestrians are given higher priority in the "inner grids" to create a pedestrian-friendly environment and enhance pedestrian safety, while vehicular movement is given a higher priority in the "outer grids" to enhance transport efficiency.

(2) "Link and Place" Typology: "Link" function of a pedestrian way refers to facilitating movement of people from one place to another while "place" function refers to the pedestrian way serving as a destination itself (such as pedestrians clustering due to a "place" (e.g. retail, and dining)). By analysing the significance and priority of the "link" and "place" functions of a particular pedestrian way, suitable measures can be formulated to enhance walkability, including widening footpaths or setting back buildings to increase pedestrian space, providing covered walkways or canopies, and introducing streetscape improvement designs, aiming to offer citizens a more comfortable walking experience.

Under the "Pedestrian Planning Framework", the Government has refined the standards for minimum footpath width and optimised design guidelines for through zones, building frontage zones, and street furniture and greening zones. These measures further enhance the comfort and aesthetic quality of the walking environment, ensuring that citizens feel accessible, safe and pleasant while walking.



Urban Grid Conceptual Diagram



Three zones of the Pedestrian Walkway



Lift and Pedestrian Walkway System at Waterloo Hill



Covered Walkway at Pok Fu Lam Road (near Queen Mary Hospital)

Travel Characteristics Survey 2022

The survey showed that the improvement measures of pedestrian facilities supported by most respondents were the provision of covers for walkways **(29%)** and the widening of walkways **(17%)**.



Raised Crossing

Implementing Walkability Enhancement Measures: The Government has continuously delivered pedestrian improvement projects, such as actively installing barrier-free facilities (including lifts and ramps) at public walkways, providing covered walkways, and adding hillside escalator systems to create a safer and more comfortable walking environment. To create an inclusive travel environment, we also give due consideration to the needs of wheelchair users and other individuals with special needs, including the installation of raised crossings to provide a continuous flat crossing and encourage drivers to slow down to give way to pedestrians.

Expanding Cycle Track Network and Providing Ancillary Facilities: The Government's current cycling policy aims to foster a "bicycle-friendly environment", where road safety and circumstances permit, by constructing cycle tracks and ancillary facilities in NDAs and new towns, and improving existing facilities, with a view to facilitating the use of bicycles for leisure, recreation or short-distance commuting purposes by the public. The Government has been expanding in phases the cycle track network and installing bicycle parking spaces at suitable locations across various districts to provide the public with safe and convenient cycling facilities.



Promoting Green And Safe Mobility Culture: Apart from the formulation of an overall walkability strategy and improving pedestrian and cycling infrastructure, promotion and education are also crucial in encouraging the public to adopt green and active transport modes, and in cultivating a culture of travelling safely.



Road Safety Council 51st Anniversary Eggstra Fun Carnival



2025 Bus Safety Excellence Award Ceremony

The Government has committed itself to organising various promotional activities to raise public awareness of safety and travel culture. A number of publicity and educational activities targeting different road users have been implemented, such as "Pedestrian Safety Thematic Operation" and road safety promotional activities specifically aimed at children and the elderly. Besides, the Government proactively organises educational programmes focused on pedestrians and cycling to enhance public knowledge of pedestrian road safety and understanding of cycling regulations.

Through these existing initiatives, the Government hopes to facilitate walking and cycling for the public, and reduce reliance on private cars, thereby improving air quality, and developing a more liveable urban environment for Hong Kong. Looking ahead, we hope to continue implementing these initiatives in NDAs and incorporate more green transport elements to create healthy mobility and inclusive green communities.



Road Safety Bus Renovated in the Third Quarter of 2024

STRATEGY 5

Building a Green and Low-Carbon Living Circle through Transport Planning

Creating More Sustainable Neighbourhoods by Integrating Better Transport and Land Use Planning

As a crucial component of achieving a better and more liveable city, the planning and design of sustainable communities are indispensable, so as to take into account the short-distance travel needs of residents within communities, improve the local image, and enhance well-being. We recommend providing various essential facilities and services within the community, and building more green communities oriented towards healthy mobility through urban spatial planning. We will prioritise active and green transport in community planning, while integrating land use planning and road system design to comprehensively enhance travel convenience for the public. Given that NDAs have ample spatial advantages, we can effectively integrate transport and land use planning by introducing a "15-minute neighbourhood" planning concept and adopting different "people-centric" road designs in these areas.

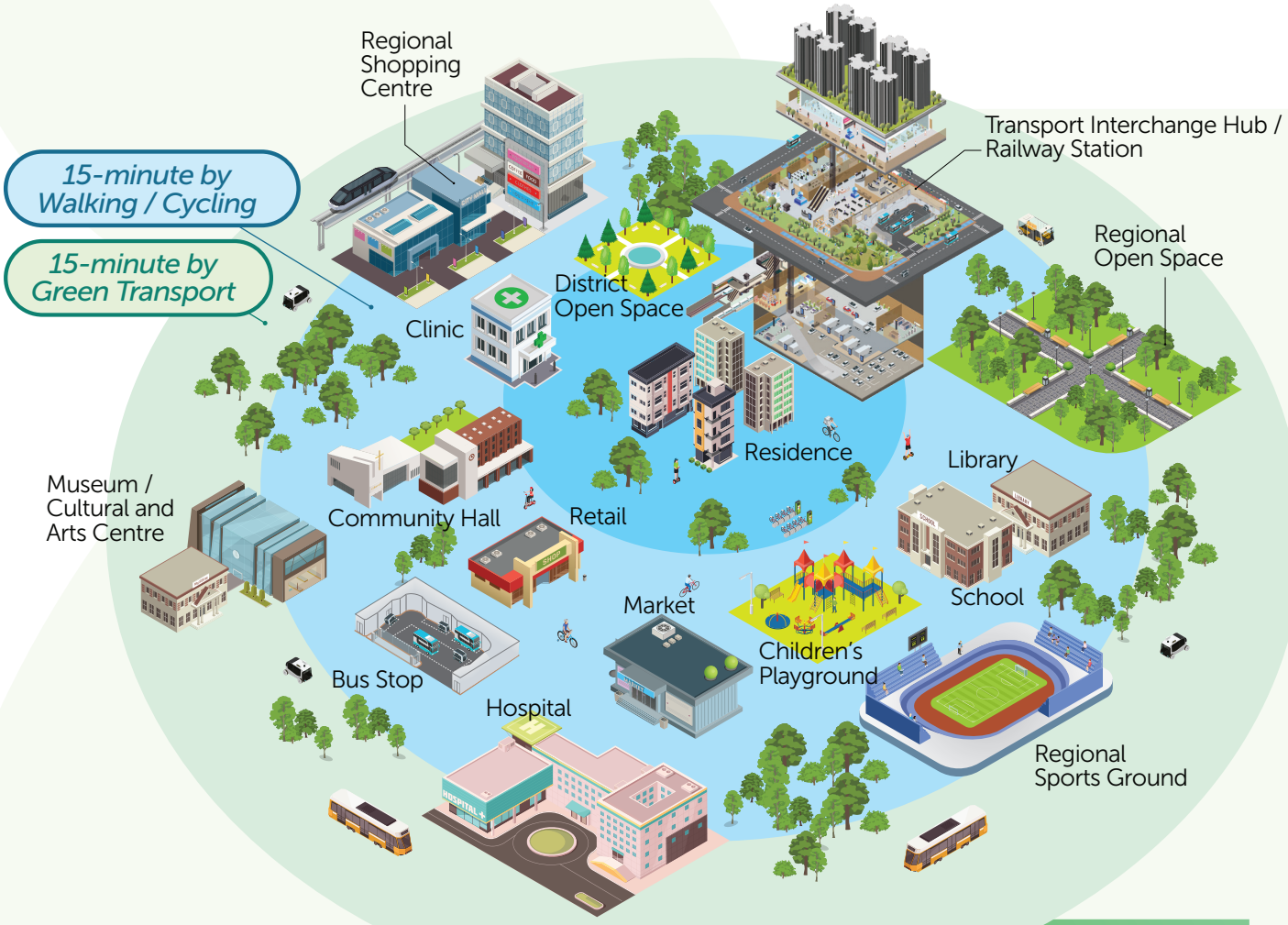
Recommendation 20

Advocating a "15-minute Neighbourhood" Planning Concept in New Development Areas to Integrate Transport and Land Use Planning

We recommend advocating a "15-minute neighbourhood" planning concept for integrated transport and land use planning in NDAs. This planning concept emphasises integrating various facilities and functions within the same community, allowing residents to easily reach different locations within 15 minutes through active and green transport modes, such as walking and cycling. These locations include public transport facilities, community amenities, recreational facilities and open space, which meet the public's daily needs. At the same time, residents can also make use of public transport facilities, including railways, the Smart and Green Mass Transit System and electric buses, to conveniently travel to areas outside their living circles.

The San Tin Technopole, the New Territories North New Town, and the Ngau Tam Mei NDA projects will introduce the "15-minute neighbourhood" planning concept. This move not only enhances the accessibility and convenience of various destinations within the community, and promotes people's interaction, but also encourages walking and cycling as short-distance travel options.





"15-minute neighbourhood" Conceptual Diagram

Recommendation 21

Introducing More People-centric Road Designs to Foster Vibrancy in the Community

In the past, Hong Kong's road planning was predominantly designed with a traffic flow-oriented approach (such as trunk roads, district distributors and local distributors), focusing on the "link" function of roads. However, drawing on the experience of the Mainland and overseas, a more comprehensive road design should not only meet the needs of "links", but also consider the function of roads as "places" to accommodate various activities. By expanding "people-centric" spaces and putting more emphasis on recreational and social functions, these roads can be transformed into appealing spots for people. We need to balance the needs of all road users and give full play to the dual function of roads as both "links" and "places", to foster interaction between the environment and pedestrians, thereby driving urban development.

We recommend introducing different types of road designs at designated locations of NDAs, giving prioritised consideration to pedestrians, bicycles, electric mobility devices, and green transport. In alignment with the overall community planning, a more "people-centric" design approach will be adopted to connect cultural and tourist spots, as well as blue and green resources, allowing the public to see and feel the environmental benefits and the cohesion of community vitality brought by the new designs.



People-centric Road Design



STRATEGY 6
Ensuring a Safe and Inclusive Environment for Healthy and Vibrant Travel

To create a healthy, vibrant, safe and inclusive travel environment, the Government will promote the deep integration of travel and healthy living, provide more personalised travel options, and systematically build a "people-centric" green travel network. We will actively promote walking, cycling, and the safe use of electric mobility devices[8]. At the same time, we will provide sufficient supporting facilities to strengthen the integration of these transport modes with the existing public transport system, aiming to develop Hong Kong into a greener and more liveable international metropolis.

Using Electric Mobility Devices Safely and Fostering a Bicycle-friendly Environment

We recommend creating a bicycle-friendly environment in NDAs and new towns, promoting cycling and the use of electric mobility devices as a means of short-distance travel and first/last-mile connections to Transport Interchange Hubs, railway stations and public transport stations, allowing the public to have more options for active transport. To this end, we expect to submit legislative proposals in 2026 to support the safe use of electric mobility devices. We will also introduce a two-tier cycle track system, and provide adequate ancillary facilities for bicycles and electric mobility devices for use by the public.



[8] Electric Mobility Devices can be classified mainly into two categories, including motorised personal mobility devices (such as electric scooters, motorised skateboards, electric unicycles and electric hoverboards) and power-assisted pedal cycles (i.e. bicycles or tricycles that are equipped with an auxiliary electric motor, and motorised assistance will only be provided when the riders are pedalling. Such motorised assistance will be cut out once a certain speed is reached).

Recommendation 22

Using Electric Mobility Devices Safely

Electric mobility devices have become an emerging mode of personal transport in various cities worldwide. Owing to their convenience, portable design, and decreasing costs, these devices are becoming increasingly popular. The Government has always embraced new technologies and innovative inventions in green mobility, expecting that under appropriate regulations, the use of electric mobility devices can be as commonplace as cycling. Coupled with the development of cycle tracks in NDAs and new towns, electric mobility devices will become another option for personal green low-carbon travel, thereby reducing the overall demand for using motorised transport for short-distance trips.

The Government will introduce a regulatory framework that covers three aspects, namely the electric mobility devices per se, their users, and the designation of appropriate road sections for their use. This will allow electric mobility devices to be used on suitable cycle tracks. In addition, we recommend providing supporting facilities, such as storage places or parking spaces, within Transport Interchange Hubs to facilitate the use of electric mobility devices for short-distance travel or first/last-mile connections.



The TD has established an inter-departmental task group dedicated to reviewing the regulatory framework for electric mobility devices, formulating relevant technical and safety requirements, and evaluating the results of trials on the use of electric mobility devices. The trial results indicate that, when appropriate technical and safety requirements are applied, the speed, spatial requirements, and operational performance of electric mobility devices are comparable with those of conventional bicycles. Therefore, we consider that the arrangement for electric mobility devices and bicycles to share cycle tracks is feasible in terms of safeguarding the safety of cycle track users and from a technical perspective.

We have received quite a number of public concerns about the potential road safety issues posed by electric mobility devices. In view of Hong Kong's dense population and heavy vehicular traffic, we will recommend that electric mobility devices should not be used on footpaths or carriageways. As for electric bicycles, their operation mode is similar to that of electric motorcycles, and should be regulated under the existing motorcycle legislation.



Site Trials of Electric Mobility Devices near Hong Kong Science Park

Certification Arrangements: To ensure the safe use of electric mobility devices on roads and their electrical and mechanical safety, we plan to require testing of each product's technical specifications and electrical and mechanical requirements by certification bodies accredited by third-party organisations. Batteries and electronic components must also undergo certification tests according to international standards, including controls for overcharging and discharging, short circuit and overheating protection, vibration and mechanical shock tests, to ensure fire prevention and life safety. Manufacturers or agents of electric mobility devices must apply to the certification bodies for certification of products. Certified products will be affixed a certification label with a QR code for easy identification by the public and law enforcement officers. To ensure that the product certification is practical in the Hong Kong market, the TD has previously consulted the industry (including manufacturers, user organisations, testing agencies, and the World Trade Organisation), which generally finds the arrangements reasonable and practicable. The TD is working in collaboration with the Hong Kong Productivity Council to draw up the details of the product certification arrangements and identify qualified certification bodies to ensure product safety. This will reassure the public that certified products can be purchased and used appropriately once the legislation is implemented.



Code of Practice: The Government has also set up a working group comprising representatives from the industry and government departments to formulate a Code of Practice. This code sets out the technical details, operational rules, safety tips, and guidelines on electric mobility devices.

As regards penalties, we consider that the penalties should be commensurate with the associated risks of use. For violations similar to those of cycling, such as reckless riding, penalties comparable to those for cycling-related offences can be referenced. As for certain more serious offences, such as illegal modifications, penalties akin to those for motor vehicle-related offences should apply. Drawing on the enforcement practices of other traffic offences, we recommend establishing a fixed penalty system for some minor offences to enhance enforcement effectiveness.





Recommendation 23

Introducing a Two-tier Cycle Track System

To encourage cycling as a daily mode of travel, we recommend introducing a two-tier cycle track system, namely "arterial cycle tracks" and "local cycle tracks". "Arterial cycle tracks" refer to the primary sections of a cycle track network that provide direct and efficient routes to facilitate cycling within districts, especially connections to Transport Interchange Hubs, railway stations, and other major commuting destinations. We will implement bicycle-friendly crossings along "arterial cycle tracks" to minimise the need for cyclists to dismount when crossing roads. In this regard, we will introduce the design of bicycle crossings and bicycle signals, and formulate relevant design standards. "Local cycle tracks", with a design similar to the existing cycle tracks, will extend into various development areas within districts, encouraging citizens to use bicycles for daily commuting.



Rendering of Bicycle-friendly Traffic Signal

Conceptual Diagram of Bicycle-friendly Crossings

We will develop a comprehensive cycle track network in NDAs. **In planning these NDAs, we will strive to provide cycle tracks along most of the local roads within the district. Our goal is to connect over 90% of residential areas within a 200-metre range of the cycle track network.** The cycle track network will also connect Transport Interchange Hubs, waterfront promenades and green space within the area, enhancing connectivity and convenience, while allowing citizens and visitors to better enjoy the waterfront and green resources. The cycle track network in NDAs will be gradually implemented in tandem with the development of infrastructure facilities in NDAs.

Regarding the current urban conditions, in view of the high population density, heavy traffic, and frequent roadside activities (such as passenger pick-up/drop-off and loading/unloading of goods), providing additional bicycle lanes on already busy streets faces spatial limitations and poses potential road safety risks. Based on road safety and local environmental considerations, the Government does not encourage the public to use bicycles as a primary commuting mode on existing urban roads. On this premise, we will accord priority to considering optimising the walking environment at suitable locations in urban areas to encourage walking.





Bicycle Parking Spaces



Recommendation 24

Providing Sufficient Bicycle Parking Spaces and Other Supporting Facilities Based on Land Use Needs

Another important consideration in promoting cycling and using electric mobility devices is the provision of sufficient bicycle parking spaces and supporting facilities. As at December 2025, there were approximately 66 000 public bicycle parking spaces in Hong Kong. **To align with the policy of promoting cycling and to meet future demand for bicycle parking, we recommend incorporating bicycle parking spaces as ancillary facilities under land use, with the provision of sufficient parking spaces according to land use needs to increase supply in NDAs.** Moreover, we will continue to identify suitable locations in various NDAs to increase public bicycle parking spaces for use by the public and shared bicycles. If the new requirements for bicycle parking spaces can be implemented in NDAs, we expect to provide a total of over 130 000 bicycle parking spaces in the future. Furthermore, to encourage the public to use bicycles as first/last-mile connections for transferring to other public transport modes, we encourage the provision of various bicycle supporting facilities, such as storage lockers and bicycle maintenance tools, at Transport Interchange Hubs.



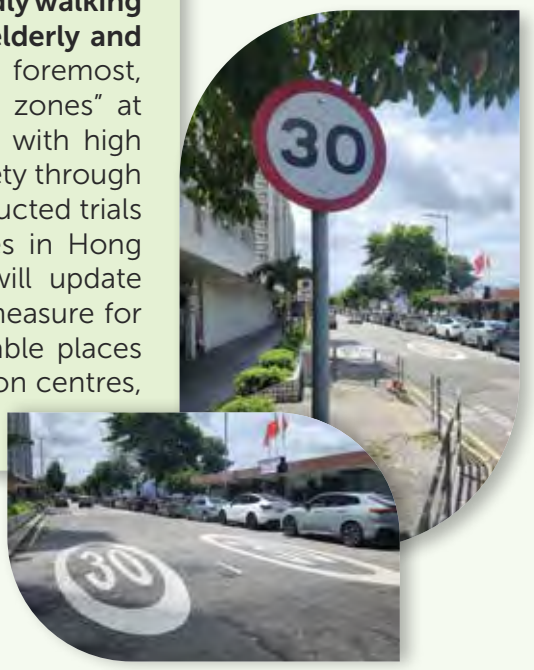
Shaping Hong Kong into a Walkable City

Whether for commuting to work, going to school, or engaging in leisure activities, walking remains the most natural and simple mode of short-distance travel. We will continue to develop Hong Kong into a walkable city and promote the "Walk in HK" initiative, and take forward walkability enhancement measures in various districts to motivate the public to walk more and reduce reliance on vehicles. Meanwhile, we will also enhance accessibility and transport convenience in different communities to support the concept of "Hong Kong Neighbourhoods" and the city walk routes advocated by the Culture, Sports and Tourism Bureau, showcasing the unique features of in-depth local tours across different districts of Hong Kong.

Recommendation 25

Advancing Measures to Enhance Pedestrian Environment

Confronted with the trend of an ageing society, we need to adopt more measures to enhance pedestrian crossing safety, and create a pedestrian-friendly walking environment for the public, especially the elderly and people with mobility difficulties. First and foremost, we recommend promoting "low speed limit zones" at more suitable locations, particularly in areas with high pedestrian density, to enhance pedestrian safety through limiting vehicle speed[9]. We have already conducted trials of 30 kilometres/hour low speed limit zones in Hong Kong, and the results are promising. We will update relevant standards to take forward this new measure for wider application, with priority given to suitable places near schools, markets, elderly and rehabilitation centres, etc.



"Low Speed Limit Zone" in Sai Wan Ho

[9] "Low speed limit zones" are becoming increasingly common worldwide, with some cities even lowering their default speed limits across the board. Data show that restricting speed limits to 30 kilometres per hour or below effectively reduces the potential harm from accidents.

In addition, we recommend making good use of new technologies through implementing the RTATSS which adjusts signal timings in real time based on pedestrian flow and traffic conditions. This not only effectively reduces pedestrian waiting time but also improves transport efficiency. We will install the RTATSS at about 50 suitable junctions across Hong Kong, as well as at newly constructed suitable junctions within NDAs.



We will also continue to enhance barrier-free access facilities, including the installation of approximately 13 000 sets of new-generation electronic audible traffic signals. The new devices will feature light illumination units which make it easier for persons with amblyopia in locating pedestrian crossings at night, tactile maps which provide visually impaired persons with layout information on pedestrian crossings, and voice messages of crossing locations, which inform users of their locations, enabling visually impaired persons and other citizens to cross the road safely. Starting from 2025, the new devices will be progressively installed at about 2 000 junctions in the territory, with expected completion by 2027.



New Generation of Electronic Audible Traffic Signals

Apart from the above initiatives, the TD launched trials of "diagonal crossings" in 2024, selecting two signalised junctions in Sha Tin (the junction of Sha Kok Street and Yat Tai Street) and Tsim Sha Tsui (the junction of Carnarvon Road and Granville Road) respectively as trial locations. Diagonal crossings allow pedestrians to choose a shorter route to cross diagonally, thereby shortening walking distance and saving time. As the overall operation of the relevant trial sites has been safe and smooth, and has brought convenience to pedestrians in crossing diagonally, we will extend the application of diagonal crossings to 15 additional suitable junctions. There will be 2 junctions on Hong Kong Island, 5 junctions in Kowloon and 8 junctions in the New Territories, including the junctions near the Prince of Wales Hospital (the junction of Ngan Shing Street and Chap Wai Kon Street), Shek Mun Station (the junction of On Ming Street and On Muk Street) and Tseung Kwan O Station (the junction of Po Yap Road and Tong Chun Street). They are expected to be completed in batches from 2026 onwards. We are currently developing design standards and guidelines on diagonal crossings for wider application at suitable junctions in NDAs and existing districts.



Trial of Diagonal Crossings at the Signal-controlled Junction of Carnarvon Road and Granville Road in Tsim Sha Tsui



Locations of the Existing and Proposed Diagonal Crossings

4. CONCLUSION

Hong Kong is embracing major opportunities ushered in by the development of the GBA and the Northern Metropolis. At the same time, the rapid advancement of technology presents even better opportunities to adapt to population growth, societal ageing, and corresponding changes in travel patterns. We must adopt a forward-looking vision to formulate clear strategic directions for transport, seizing opportunities and injecting greater momentum into Hong Kong's long-term social and economic development. This Blueprint offers a comprehensive framework for Hong Kong's transport infrastructure layout, public transport services, application of new technologies, and facilitating green travel for members of the public. By setting out specific recommendations and action plans, the Blueprint lays a solid foundation for charting Hong Kong's future transport development up to 2040 and beyond.

In terms of strategic deployment, we will optimise the infrastructure layout through the "infrastructure-led" and "capacity-creating" planning principle, and enhance our world-leading public transport system by making it more people-centric, diversified and green, creating capacity and improving efficiency to meet demands and challenges. We will collaborate with the industry, academia, and research sectors to more extensively apply cutting-edge technologies such as artificial intelligence and big data, revolutionising traffic management, empowering urban mobility with smart technology to boost overall transport efficiency. Meanwhile, we will promote active travel modes, making Hong Kong a vibrant and liveable city, while vigorously advancing new energy transport to achieve the goal of carbon neutrality and ensure the sustainable development of Hong Kong.

The various strategies and recommendations under the three main themes of the Blueprint will enable Hong Kong to keep pace with the times, consolidate its hub status for connecting with both the Mainland and the world, and prepare well for better alignment with the National 15th Five-Year Plan, supporting the high-quality development of the GBA. Through efficient local and cross-boundary infrastructure networks and transport services, Hong Kong will better integrate into and serve the overall national development, creating broader opportunities for the city while providing citizens and visitors with more efficient and diverse transport services.



IMPLEMENTING A PEOPLE-CENTRIC APPROACH

STRENGTHENING CONNECTIVITY WITH BOTH THE MAINLAND AND THE WORLD

PROMOTING EFFICIENT TRAVEL

EMBRACING A GREEN LIFESTYLE

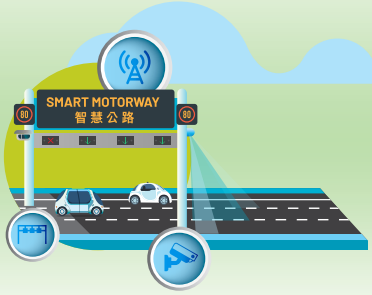
2033–2040+



Exploring the development of TIHs in the Hung Shui Kiu/Ha Tsuen NDA, San Tin Technopole, New Territories North New Town and Hung Hom



Commissioning the Smart and Green Mass Transit System for East Kowloon and South Island Line (West) in 2033 and 2034 respectively or earlier



Gradually implementing smart motorway management for major roads



Giving priority to providing more parking spaces for commercial vehicles when taking forward public vehicle park projects in areas with high concentrations of logistics activities



Commissioning the Smart and Green Mass Transit System in Kai Tak and Hung Shui Kiu/Ha Tsuen NDA (Phase 1) in 2031



Continuing to examine the feasibility of testing smart demand-responsive public transport modes under different scenarios

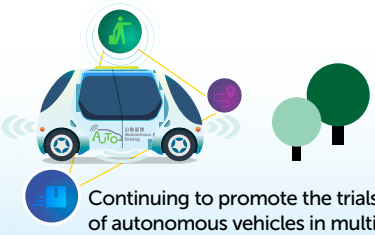
2026–2027



Studying the expansion of cross-harbour traffic capacity



Expecting the first batch of licensed ride-hailing platforms to commence operaton within the fourth quarter of 2026 at the earliest



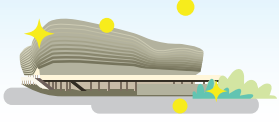
Continuing to promote the trials of autonomous vehicles in multiple districts and across districts



Opening the entire Route 6



Commissioning Kwu Tung Station on the East Rail Line



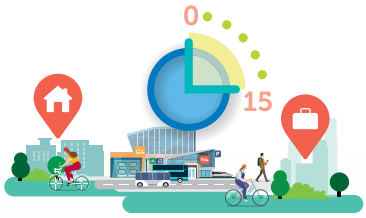
Formulating public transport arrangements for the new Huanggang Port building



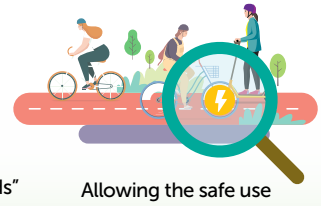
Providing electronic payment means on all taxis, completing the installation of Journey Recording Systems and their linkage to the Transport Department's central information system



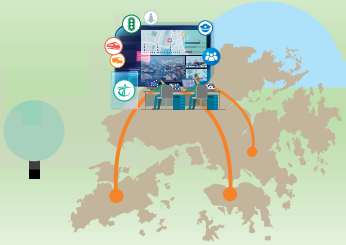
Providing sufficient parking spaces for commercial vehicles in the light of the findings and recommendations of the new round of parking demand and supply study, ultimately realising "every commercial vehicle having a suitable parking space at night" in the long run



Fully implementing "15-minute Neighbourhoods" and people-centric roads in all suitable New Development Areas to create a walkable and bicycle-friendly city



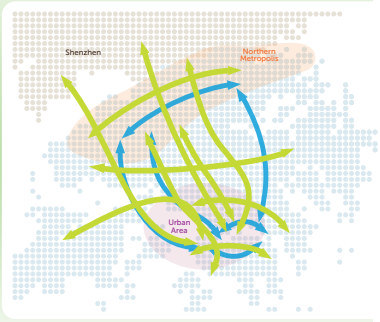
Allowing the safe use of electric mobility devices on all suitable cycle tracks



Reviewing the effectiveness of the pilot applications of the Traffic Management Platform and implementing it appropriately in other districts

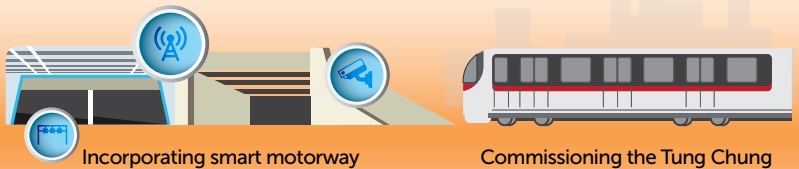


Studying ancillary transport facilities in response to the significant increase in the number of land BCPs covered by railways in the Northern Metropolis, from the current two BCPs to six



Establishing the "Eight Vertical and Eight Horizontal Corridors" transport infrastructure layout

2028–2032



Incorporating smart motorway elements into the Cross Harbour Tunnel and the Western Harbour Crossing

Commissioning the Tung Chung Line Extension, Oyster Bay Station, Tuen Mun South Extension, Hung Shui Kiu Station on the Tuen Ma Line, and Trunk Road T4 in Sha Tin



Interconnecting information on public transport linking land boundary control point (BCP) of Guangdong-Hong Kong-Macao Greater Bay Area cities



Promoting cross-boundary autonomous vehicle projects, and actively promoting the introduction of multi-scenario autonomous driving trials and applications in the Northern Metropolis



Gradually extending the "Southbound Travel for Guangdong Vehicles" scheme to other cities in Guangdong Province, reviewing and negotiating the orderly increase in quotas



Commencing a study on the development of a Traffic Management Platform to prepare for a regional pilot application in urban areas



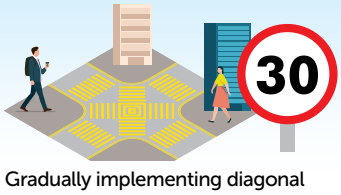
Gradually implementing the Real-time Adaptive Traffic Signal Systems at about 50 existing independent signalised junctions across the territory



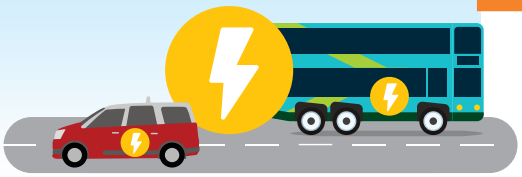
Formulating the Action Plan on Developing Low-Altitude Economy



Establishing regulatory arrangements to allow the safe use of electric mobility devices in designated areas



Gradually implementing diagonal crossings at 15 suitable junctions across Hong Kong, and gradually promoting more low speed limit zones at suitable locations



Gradually introducing about 600 electric buses and about 3 000 electric taxis

5. ACTION PLAN

The Blueprint maps out a clear direction for future transport development, combining a dual-innovation mindset of "policy innovation" and "technological innovation". Under the three main themes of "Enjoyable Journeys", "Well-connected City" and "Healthy Mobility", it sets out six key strategies and 25 recommendations, with development timelines delineated across short-, medium-, and long-term horizons. These initiatives and plans under each recommendation are summarised in the table below, while the Work Plan for 2026 is set out in the Annex:

享．旅程
ENJOYABLE JOURNEYS

STRATEGY 1 Developing Transport Hubs for Strengthening Internal and External Connectivity to Embrace New Opportunities

Short-term Tasks (2026-2027)	Medium-term Targets (2028-2032)	Long-term Planning (2033-2040 and beyond)
Driving Development through Transport Infrastructure		
Recommendation 1 Expanding Transport Infrastructure and Building Interconnected Networks		
The main targets include: • Opening the entire Route 6 (including the Central Kowloon Bypass and Tseung Kwan O – Lam Tin Tunnel); • Commissioning Kwu Tung Station on the East Rail Line; and • Studying the expansion of cross-harbour traffic capacity.	The main targets include: • Commissioning the Tung Chung Line Extension, Oyster Bay Station, Tuen Mun South Extension, Hung Shui Kiu Station on the Tuen Ma Line, and Trunk Road T4 in Sha Tin; and • Commencing the construction works of the Northern Metropolis Highway (San Tin Section).	• Taking forward a series of transport infrastructure recommended under the Hong Kong Major Transport Infrastructure Development Blueprint in an orderly manner. It is expected that the total length of the railway network will increase from about 270 kilometres currently to nearly 390 kilometres, while the total length of major roads will increase from about 265 kilometres currently to nearly 380 kilometres.
Developing Transport Interchange Hubs to Enhance Transfer Experience		
Recommendation 2 Building a New Generation of Transport Interchange Hubs		
• Integrating the concept into the planning of suitable NDAs or other development projects as early as possible; and • Enhancing the existing supporting facilities for public transport services by introducing more people-centric elements (such as improving the waiting environment at the Tai Lam Bus-Bus Interchange).	• Exploring the development of a TIHs in the Hung Shui Kiu/Ha Tsuen NDA, San Tin Technopole, New Territories North New Town and Hung Hom in coordination with transport infrastructure and related development; and • Implementing TIHs at major railway stations or other geographically advantageous locations.	



Short-term Tasks (2026-2027)	Medium-term Targets (2028-2032)	Long-term Planning (2033-2040 and beyond)

Fostering Connectivity with Other Cities in the Guangdong-Hong Kong-Macao Greater Bay Area

Recommendation 3 Optimising Planning and Arrangements for Transport Facilities at Land Boundary Control Points

• Formulating public transport arrangements for the new Huanggang Port building; and • Coordinating with the engineering feasibility study on the redevelopment of the Sha Tau Kok Control Point to develop appropriate transport support facilities at an early stage.	• Studying ancillary transport facilities in response to different control point engineering projects and the associated railway connections to boundary control points.	• Commissioning the Northern Link Spur Line that connects to the new Huanggang Port in 2034 or earlier; and • Studying ancillary transport facilities in response to the significant increase in the number of land boundary control points covered by railways in the Northern Metropolis, from the current two boundary control points to six, so as to further optimise the cross-boundary transport layout plan.

Promoting Policies to Enhance Connectivity within the Guangdong-Hong Kong-Macao Greater Bay Area

Recommendation 4 Facilitating Cross-boundary Vehicles

• Continuing to enhance the "Southbound Travel for Guangdong Vehicles" scheme, including its gradual extension to other cities in Guangdong Province by mid-2026, and reviewing and negotiating an orderly increase in quotas; and • Actively promoting and striving to implement the mutual recognition of commercial vehicle driving licences among Guangdong, Hong Kong and Macao by 2027.	• Studying the implementation of other measures and continuing to optimise the regular quota arrangements of the "Southbound Travel for Guangdong Vehicles" scheme and the "Northbound Travel for Hong Kong Vehicles" scheme to facilitate convenient cross-boundary travel, while exploring other measures to further utilise the capacity of the Hong Kong-Zhuhai-Macao Bridge, coordinate with infrastructure to improve traffic resilience, reduce commuting time, and foster the integrated development of the GBA.

Recommendation 5 Promoting Interconnections of Public Transport Information among Cities in the Guangdong-Hong Kong-Macao Greater Bay Area

• Accelerating the coordination work through the Hong Kong/Guangdong Expert Group on Co-developing a Smart City Cluster and establishing detailed arrangements for the interconnections of public transport information.	• Promoting the use of mobile applications, websites or mini-programs under the jurisdiction of three governments to disseminate more cross-boundary transport information, such as public transport information and conditions of the roads connecting various land boundary control points, to facilitate cross-boundary travel.

STRATEGY 2 Benefiting People's Livelihood through Providing Smart, Green and Diversified Transport

Promoting Green Public Transport Services

Recommendation 6 Promoting the Smart and Green Mass Transit System

• Awarding the contract for the Kai Tak Project; • Inviting tenders for the East Kowloon project and the Hung Shui Kiu/Ha Tsuen NDA project (Phase 1); and • Advancing at full speed the detailed planning and design of the South Island Line (West) and commencing the preliminary construction works.	• Commissioning the Kai Tak project in 2031; and • Commissioning the Hung Shui Kiu/Ha Tsuen NDA project (Phase 1) in 2031.	• Commissioning the East Kowloon project in 2033 or earlier; • Commissioning the South Island Line (West) in 2034 or earlier; and • Progressively commissioning the remaining stages of the Hung Shui Kiu/Ha Tsuen and Yuen Long South NDA project.

Recommendation 7 Aligning with the Government's Policy to Develop Green Transport and Encourage the Use of New Energy Vehicles

• Aligning with the policy objectives of relevant departments to gradually introduce about 600 electric buses and about 3 000 electric taxis in 2027.	• Continuing to actively encourage public transport operators to adopt new energy vehicles in line with the Government's green transport policies.

Short-term Tasks (2026–2027)	Medium-term Targets (2028–2032)	Long-term Planning (2033–2040 and beyond)
Enhancing Personalised Point-to-Point Transport Services		
Recommendation 8 Continuing to Enhance Taxi Service Quality		
• Continuing to monitor the operation of taxi fleets to drive the taxi industry towards more professional and systematic management; • Mandating all taxi drivers to provide electronic payment means for passengers, starting from April 2026; • Expecting all taxis to complete the installation of Journey Recording Systems and their linkage to the TD's central information system in mid-2027; and • Monitoring closely the overall situation of the personalised point-to-point transport service industry after implementing the ride-hailing regulatory regime and the full operation of licensed ride-hailing platforms, to promote healthy competition and mutual complementarity between taxis and ride-hailing vehicles, ensure orderly and healthy industry development, and provide passengers with diverse travel options.	• Continuing to drive the taxi industry to leverage technology to enhance service quality, improve drivers' driving safety, and optimise passengers' travel experience; and • Driving taxi and ride-hailing service operators and practitioners to adopt technology and keep pace with the times, continuously enhancing the quality of personalised point-to-point transport services and passengers' travel experience, thereby encouraging more private car users needing point-to-point trips to switch to public transport, while also promoting the industry's long-term healthy and sustainable development.	
Recommendation 9 Regulating Ride-hailing Services		
• Striving to submit the subsidiary legislation that formulates detailed regulatory requirements for ride-hailing services to the Legislative Council in the first half of 2026; and • Expecting the first batch of licensed ride-hailing platforms to commence operation within the fourth quarter of 2026 at the earliest.		
Enhancing Public Transport		
Recommendation 10 Enhancing the Flexibility of Public Transport		
• Testing the technical feasibility of a smart demand-responsive public transport mode starting from mid-2026; and • Actively exploring with franchised bus operators the feasibility of testing the operation of this smart demand-responsive public transport mode on specified franchised bus routes, such as airport overnight bus routes and sightseeing bus routes.	• Continuing to examine the feasibility of testing smart demand-responsive public transport modes under different scenarios (e.g. areas with relatively scattered passenger pick-up and drop-off points, more remote locations, and periods of lower passenger volume); and • Depending on development circumstances, extending the application of this flexible service mode to suitable NDAs.	
Recommendation 11 Enhancing Elderly-friendly Facilities and Implementing the Concept of "Barrier-free Transport"		
• Franchised bus operators to add extra priority seats on suitable bus models.	• Continuing to explore enhancements to elderly-friendly and barrier-free facilities across various public transport services. For example, franchised bus operators should consider purchasing double-deck buses equipped to accommodate two wheelchairs when acquiring new buses, and all new green minibus routes operating to and from hospitals should provide at least one low-floor public light bus accessible to wheelchair users; • Striving to locate stations near major community facilities and providing connecting infrastructure such as pedestrian footbridges, lifts and covered walkways when planning large-scale mass transit projects; and • Adopting barrier-free designs, including accessible entrances, wide gates and accessible toilets, in newly constructed MTR stations.	
Addressing Climate Change to Promote Sustainable Development		
Recommendation 12 Continuing to Enhance Infrastructure Management and Strengthen Emergency Measures to Cope with Extreme Weather		
• Implementing relevant countermeasures in phases for major road infrastructure (including major public roads and vehicular tunnels) to enhance their flood resistance capabilities. Most countermeasures (such as installing closed circuit television systems and sensors, adding flood barriers and waterproof gates, and carrying out road section improvement works) were completed in 2025, with the remaining measures expected to be completed in 2026.	• Continuing to review and enhance infrastructure management and strengthen emergency measures.	

STRATEGY 3 Promoting Digital Management to Lead Development with Innovative Technology

Short-term Tasks (2026-2027)	Medium-term Targets (2028-2032)	Long-term Planning (2033-2040 and beyond)
Optimising Traffic Management System		
Recommendation 13 Taking Forward a Traffic Management Platform to Enhance Digital Traffic Management		
• Commencing a study on the development of a Traffic Management Platform within 2026 to prepare for a regional pilot application in urban areas; and • Gradually implementing the RTATSS at about 50 existing independent signalised junctions across the territory.	• Continuing to roll out the RTATSS in accordance with the project schedules of various NDAs; and • Reviewing the effectiveness of the pilot applications of the Traffic Management Platform and implementing it appropriately in other districts.	
Promoting the Development of Autonomous Vehicles		
Recommendation 14 Promoting Safe and Orderly Driverless and Large-scale Development of Autonomous Vehicles, and Moving Towards Commercial Operation		
• The Commissioner for Transport to chair the Autonomous Vehicle Applications Promotion Group which is dedicated to reviewing the progress of the following projects; • Continuing to promote the trials of autonomous vehicles and commercial operation in multiple districts, including: ◆ Commencing the trial project connecting the "Park & Fly" car park at the Hong Kong-Zhuhai-Macao Bridge Hong Kong Port to the SkyPier Terminal of Hong Kong International Airport from the first quarter of 2026 onwards; ◆ Advancing the Airportcity Link autonomous transportation system project to achieve commercial operation in 2026 and kick-starting "remotely operated autonomous vehicles"; and ◆ Promoting the connection of autonomous vehicles with different modes of transport, such as implementing the project linking West Kowloon Station of the High Speed Rail and Kowloon Station of the Airport Express Line in 2027. • Continuing to promote cross-district pilot projects, including: ◆ the Kai Tak Development Area project spanning Kowloon City and Kwun Tong districts; and ◆ the project connecting Airport Island, Tung Chung and Sunny Bay; and • Launching a study on the cross-boundary application of autonomous vehicles within 2026.	• Promoting cross-boundary autonomous vehicle projects, such as cross-boundary autonomous shuttle applications via the Hong Kong-Zhuhai-Macao Bridge between Hong Kong, Zhuhai, and Macao; • Promoting the extension of the Airportcity Link autonomous transportation system to Tung Chung Town Centre by 2028 to become the "Airport Tung Chung Link"; and • Actively promoting the introduction of multi-scenario autonomous driving trials and applications in the Northern Metropolis. For example, operators may consider implementing inter-district shuttle services connecting new development sites with transport hubs to enhance the role of autonomous vehicles in the technology and logistics industries, as well as conducting cross-boundary trials.	• Steadily advancing autonomous vehicles to achieve Level 5 under national or international standards in the long term, and reviewing the relevant legislation and code of practice in a timely manner to ensure a robust regime, orderly operation and controllable risks. This will align with technological development trends and provide a solid foundation for the widespread application of autonomous driving technology in Hong Kong in the long run; and • Closely monitoring the development progress of autonomous vehicle technology and commercial operation, and considering the long-term use of autonomous vehicles for suitable public transport services, with a target of large-scale applications in 2035.

Short-term Tasks (2026-2027)	Medium-term Targets (2028-2032)	Long-term Planning (2033-2040 and beyond)

Promoting Low-altitude Economy

Recommendation 15 Developing Low-altitude Economy to Foster Transport and Logistics

Short-term Tasks (2026-2027)	Medium-term Targets (2028-2032)	Long-term Planning (2033-2040 and beyond)
• Bringing the first batch of more than 20 relatively mature and lower risk projects from the "Regulatory Sandbox" into actual operation; • Rolling out the advanced version of the low-altitude economy "Regulatory Sandbox $\mathcal{X}$" projects in the first half of 2026 to cover low-altitude flight application scenarios with higher technical complexity; • Formulating the "Action Plan on Developing Low-Altitude Economy"; and • Jointly advancing cross-boundary pilot projects with the Mainland.	• Continuing to refine civil aviation legislation and the regulatory framework by formulating new dedicated legislation for unconventional aircraft weighing over 150 kilograms, thereby laying the foundation for the standardised development of the low-altitude economy in the long term; • Continuing to advance cross-boundary drone projects to further establish a Guangdong-Hong Kong-Macao low-altitude cross-boundary corridor; • Promoting the standardisation of the low-altitude economy by formulating a set of universal norms compatible with the Mainland and international standards; and • Continuing to strive for building a collaborative and efficient low-altitude economy ecosystem.	

STRATEGY 4 Optimising Infrastructure and Road Use to Boost Transport Efficiency

Moving Towards the Application of Smart Motorway Management

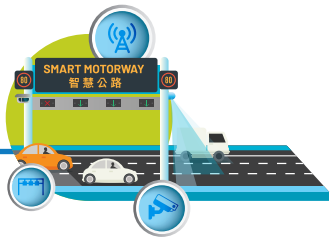
Recommendation 16 Implementing Smart Motorway Management for Major Roads

Short-term Tasks (2026-2027)	Medium-term Targets (2028-2032)	Long-term Planning (2033-2040 and beyond)
• Completing the updating of relevant standards within 2026 to specify the criteria for introducing smart motorways and the configuration requirements for related equipment, thereby providing the conditions for implementing smart motorway management.	• Replacing the TCSSs of the Cross Harbour Tunnel and Western Harbour Crossing, with a target completion date of 2029.	• Implementing smart motorway management at the Tsing Lung Bridge at the southern end of Route 11 to be commissioned in 2033 or earlier, and at the Northern Metropolis Highway (San Tin Section) to be commissioned in 2036 or earlier; and • Implementing smart motorway management gradually in line with a series of planned infrastructure projects in the long term, as well as on existing major roads.

Utilising Parking Spaces More Effectively

Recommendation 17 Continuing to Increase the Supply of Parking Spaces Comprehensively

Short-term Tasks (2026-2027)	Medium-term Targets (2028-2032)	Long-term Planning (2033-2040 and beyond)
• Adopting a multi-pronged approach to increase the supply of parking spaces, including through "single site, multiple use" public vehicle parks and automated parking systems projects, with a target of adding over 12 000 parking spaces within 2025 and 2026; and • Conducting a new round of parking demand and supply study within 2026, reviewing existing parking facilities and the demand for and supply of parking spaces for various types of vehicles (especially commercial vehicles), and releasing the results and recommendations of the study in 2027.	• Implementing a dedicated scheme for night-time on-street parking spaces for commercial vehicles in NDAs; • Giving priority to providing more commercial vehicle parking spaces when taking forward public vehicle park projects in areas with high concentrations of logistics activities; • Continuously promoting "single site, multiple use" public vehicle parks and automated parking systems, and providing a total of over 3 200 parking spaces through public vehicle park projects that have been commissioned and are under construction, including 1 000 automated parking spaces; • Continuing to allocate corresponding commercial vehicle parking facilities for projects serving industrial and modern logistics uses in the planning of NDAs such as the Northern Metropolis; and • Providing sufficient parking spaces for commercial vehicles in the light of the findings and recommendations of the new round of parking demand and supply study, ultimately realising "every commercial vehicle having a suitable parking space at night" in the long run.	



Short-term Tasks (2026-2027)	Medium-term Targets (2028-2032)	Long-term Planning (2033-2040 and beyond)
Utilising Parking Spaces More Effectively		
Recommendation 18 Utilising Parking Spaces Flexibly		
• Promoting the "shared-use" of parking spaces; • Studying the expansion of the scope for opening up a certain number of ancillary parking spaces and loading/unloading bays in designated suitable private non-residential land sale projects for use by commercial vehicles for night-time parking; • Reviewing with the Housing Department the extension of the flexible shared-use parking space approach to existing public housing estates; • Adjusting the longest parking periods of metered parking spaces at suitable locations; and • Promoting park-and-ride, gradually and providing park-and-ride facilities in the short-term tenancy car parks in Tsuen Wan, Tsing Yi, and Ma On Shan in 2026.	• Providing more shared-use parking spaces for different types of commercial vehicles in subsidised housing development projects in accordance with the HKPSG; and • Flexibly utilising parking spaces in the light of the findings and recommendations of the new round of parking demand and supply study, ultimately realising "every commercial vehicle having a suitable parking space at night" in the long run.	
Enhancing Road Use Efficiency		
Recommendation 19 Controlling Car Growth and Enhancing Road Use Efficiency		
• Reviewing the effectiveness of time-varying tolls at road harbour crossings and the Tai Lam Tunnel.	• Continuing to monitor changes in the usage of government tunnels and major roads, and review tolls in a timely manner; and • Continuing to monitor changes in the overall number of vehicles and review relevant measures to control car growth in a timely manner.	



STRATEGY 5 Building a Green and Low-Carbon Living Circle through Transport Planning

Short-term Tasks (2026–2027)	Medium-term Targets (2028–2032)	Long-term Planning (2033–2040 and beyond)
Creating More Sustainable Neighbourhoods by Integrating Better Transport and Land Use Planning		
Recommendation 20 Advocating a "15-minute Neighbourhood" Planning Concept in New Development Areas to Integrate Transport and Land Use Planning		
• Integrating this concept into the planning of suitable NDAs as early as possible.	• Gradually implementing "15-minute Neighbourhoods" in NDAs.	
Recommendation 21 Introducing More People-centric Road Designs to Foster Vibrancy in the Community		
• Integrating this concept into the planning of suitable NDAs as early as possible.	• Gradually designing and constructing people-centric roads in NDAs to align with the progressive completion of development projects.	

STRATEGY 6 Ensuring a Safe and Inclusive Environment for Healthy and Vibrant Travel

Using Electric Mobility Devices Safely and Fostering a Bicycle-friendly Environment		
Recommendation 22 Using Electric Mobility Devices Safely		
• Striving to submit an amendment Bill to the Legislative Council in 2026, establishing regulatory arrangements for allowing the safe use of electric mobility devices in designated areas.	• Appropriately expanding the designated areas applicable for electric mobility devices, ultimately allowing their safe use on all suitable cycle tracks.	
Recommendation 23 Introducing a Two-tier Cycle Track System		
• Formulating related standards to introduce bicycle-friendly crossings facilities from 2026 onwards.	• Progressively designing and constructing bicycle-friendly crossings in NDAs and existing new towns.	• Fully commissioning bicycle-friendly crossings in NDAs and existing new towns.
Recommendation 24 Providing Sufficient Bicycle Parking Spaces and Other Supporting Facilities Based on Land Use Needs		
• Updating relevant design standards from 2026 onwards.	• Providing bicycle parking spaces and other supporting facilities according to land use and relevant new standards.	
Shaping Hong Kong into a Walkable City		
Recommendation 25 Advancing Measures to Enhance Pedestrian Environment		
• Adopting the "Pedestrian Planning Framework" for planning and design in NDAs, urban renewal projects, and other suitable urban redevelopment projects; • Gradually implementing more low speed limit zones at suitable locations, starting from 2026/2027; • Gradually implementing diagonal crossings at 15 suitable junctions across Hong Kong, starting from 2026; and • Expecting to complete the installation of new-generation electronic audible traffic signals in 2027.	• Continuing to add barrier-free access facilities (such as building additional lifts or other related facilities) in different districts across Hong Kong in a timely manner; and • Continuing to implement walkability enhancement measures, such as low speed limit zones and diagonal crossings, in NDAs and at other suitable existing locations.	• Implementing the planning recommendations and designs from the "Pedestrian Planning Framework" on a large scale through various NDAs (e.g. Hung Shui Kiu/Ha Tsuen NDA, New Territories North New Town, San Tin Technopole and Tung Chung New Town Extension) and urban renewal opportunities (e.g. Sham Shui Po and Tsuen Wan Districts).

ANNEX: WORK PLAN FOR 2026

The recommendations set out in the Blueprint cover transport infrastructure planning, public transport enhancements, technology applications, and the mobility of individuals. To expedite the implementation of these recommendations, we have already planned a series of key tasks to be undertaken within 2026, laying the foundation for realising the long-term vision of the Blueprint.

1. Theme of "Enjoyable Journeys"	2. Theme of "Well-Connected City"	3. Theme of "Healthy Mobility"
1.1. Opening the entire Route 6 under the "Eight Vertical and Eight Horizontal Corridors" transport infrastructure layout, and vigorously taking forward other railway and major road projects	2.1. Commencing a study on the development of a Traffic Management Platform to prepare for a regional pilot application in urban areas	3.1. Striving to submit an amendment Bill to the Legislative Council in 2026, establishing regulatory arrangements for allowing the safe use of electric mobility devices in designated areas
1.2. Studying the expansion of cross-harbour traffic capacity	2.2. Gradually implementing the RTATSS gradually at about 50 existing independent signalised junctions across the territory	3.2. Commencing the formulation of relevant standards to introduce bicycle-friendly crossings and implementing a bicycle-friendly environment in NDAs
1.3. Actively taking forward the Smart and Green Mass Transit System, including awarding the contract for the Kai Tak project and tendering for the East Kowloon and Hung Shui Kiu/Ha Tsuen NDA (Phase 1) projects	2.3. Commencing the autonomous vehicle trial project connecting the "Park & Fly" car park at the Hong Kong-Zhuhai-Macao Bridge Hong Kong Port to the SkyPier Terminal of Hong Kong International Airport	3.3. Adopting the "Pedestrian Planning Framework" for planning and design in NDAs, urban renewal projects, and other suitable urban redevelopment projects
1.4. Integrating the concept of Transport Interchange Hubs into the planning of suitable NDAs and other development projects as early as possible	2.4. The Commissioner for Transport to chair the Autonomous Vehicle Applications Promotion Group which is dedicated to reviewing project progress, including implementing commercial operation (e.g. the Airportcity Link) and cross-district operation (e.g. Kai Tak, Airport Island, Tung Chung and Sunny Bay), advancing autonomous driving towards driverless, large-scale and commercial operation	3.4. Gradually implementing more low speed limit zones at suitable locations
1.5. Formulating public transport arrangements for the new Huanggang Port building	2.5. Launching a study on the cross-boundary application of autonomous vehicles	3.5. Gradually implementing diagonal crossings at 15 suitable junctions across Hong Kong
1.6. Gradually extending the "Southbound Travel for Guangdong Vehicles" scheme to other cities in Guangdong Province, reviewing and negotiating an orderly increase in quotas	2.6. Bringing the first batch of more than 20 relatively mature and lower risk projects from the "Regulatory Sandbox" into actual operation	
1.7. Accelerating the coordination work through the Hong Kong/Guangdong Expert Group on Co-developing a Smart City Cluster and establishing detailed arrangements for the interconnections of public transport information	2.7. Rolling out the advanced version of the low-altitude economy "Regulatory Sandbox $\mathcal{X}$" projects to cover low-altitude flight application scenarios with higher technical complexity	
1.8. Expecting the first batch of licensed ride-hailing platforms to commence operation within the fourth quarter of 2026 at the earliest	2.8. Formulating the "Action Plan on Developing Low-Altitude Economy"	
1.9. Testing the technical feasibility of a smart demand-responsive public transport mode	2.9. Updating relevant standards to specify the criteria for introducing smart motorways and the configuration requirements for related equipment	
	2.10. Adopting a multi-pronged approach to increase the supply of parking spaces, including through "single site, multiple use" public vehicle park and automated parking system projects, with a target of adding over 12 000 parking spaces within 2025 and 2026, studying the expansion of the scope for commercial vehicles to park at night-time in suitable projects, extending the flexible shared-use parking space approach to more existing public housing estates, and adjusting the longest parking periods of metered parking spaces at suitable locations	
	2.11. Conducting a new round of parking demand and supply study, ultimately realising "every commercial vehicle having a parking space at night" in the long run	
	2.12. Gradually providing park-and-ride facilities in the short-term tenancy car parks in Tsuen Wan, Tsing Yi, and Ma On Shan	
	2.13. Reviewing the effectiveness of time-varying tolls at road harbour crossings and the Tai Lam Tunnel	

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