

TRANSPORTATION

AIR

By the end of 1992, 48 airlines were operating over 900 scheduled services weekly between Hong Kong and 80 other international destinations. There were also an average of 250 non-scheduled flights each week. International aircraft movements through Hong Kong reached 110,000 in 1992, while passenger traffic passing through the Kai Tak Airport reached 20 million people, making the airport one of the top six busiest in the world. Both Canadian Airlines International Limited and Cathay Pacific Airways offer daily service between Vancouver and Hong Kong. However, Kai Tak Airport is now operating at near full capacity and the Hong Kong government has announced plans to build a replacement airport at Chek Lap Kok on reclaimed land adjacent to Lantau. The first runway at the new international airport is expected to be operational by July 1, 1997. In addition to the airport itself, a high-speed rail system and highway are to be built to link the new airport with both Hong Kong Island and Kowloon. The new airport, and the road and rail links, will be the largest project ever undertaken in Hong Kong.

MARINE

Victoria harbour is one of the world's best natural harbours, and has an area of 4900 hectares. In 1991, 130,000 ocean and river going vessels loaded and discharged 104 million tons of cargo, half of which was containerised. Average turnaround time for container vessels is about 14 hours, and that for conventional vessels is two and a half days. The Kwai Chung container port is the largest in the world, having eight berths with more than 3000 metres fronting on to over 120 hectares of cargo handling space. The port can accommodate up to eight third generation container ships simultaneously. Container Terminal 8 is nearing completion on Stonecutters Island, and by the end of 1993 it will have a capacity of 1.6 million TEU's, expanding present harbour capacity by over 25 percent. The government has embarked on a port expansion project which will effectively create an entirely new port on the western side of the territory. The project will increase Hong Kong's container throughput 500 percent by 2006 and provide all the ancillary facilities necessary to support the increase in volume.

ROADS

There is a major road network in each of the three main areas of the territory, Hong Kong Island, Kowloon and the New Territories. At the end of 1991, there were 380,000 registered vehicles using 1500 kilometres of roads, equalling a density of 248 vehicles per kilometre, one of the highest in the world. Improvements to all three strategic routes are continuing, but the serious congestion is now imposing increasing costs on Hong Kong industry. With an increase in cross-border traffic to 18,000 vehicles a day in 1993, the Hong Kong government is spending over HK\$5 billion on new roads in the north west New Territories leading into China's Guangdong province. Hong Kong Island is linked to Kowloon by three cross-harbour tunnels, one road, one rail, one providing both rail and road links, and a fourth link is currently being planned.

RAIL

The Kowloon-Canton Railway (KCR), running from Hung Hom to the Chinese border and beyond to Canton, was carrying 538,000 passengers a day at the end of 1991. In 1988, a new 24 kilometre light rail transit (LRT) system operated by KCR was opened in the New Territories. By the end of 1991, the LRT was carrying 270,000 passengers a day. New routes extending the LRT to Tuen Mun and Tin Shui Wai has increased route length to 30 kilometres.