

Infrastructure – building for the future

Overview

Hong Kong invests heavily in infrastructure to promote economic and community development. Of the HK\$607.8 billion (US\$77.9 billion) in total estimated government expenditure for 2019-20, some HK\$79.1 billion (13%) has been allocated for infrastructure.

Railways

Railways are the backbone of Hong Kong's public transport system, carrying more than five million passengers per day and accounting for around 43% of all public transport passenger trips. Major investments in expanding the rail network include:

- The Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link connects Hong Kong with the national high-speed rail network. Direct trains run between the West Kowloon Station and six short-haul destinations (Futian, Shenzhen North, Humen, Guangmingcheng, Qingsheng and Guangzhou South) as well as 52 long-haul destinations including Beijing, Shanghai, Kunming, Guilin, Guiyang, Shijiazhuang, Zhengzhou, Wuhan, Changsha, Hangzhou, Nanchang, Fuzhou, Xiamen, Shantou, Chongqing, Foshan, Nanning, Tianjin and Zhaoqing.
- The Sha Tin to Central Link (SCL) is expected to be commissioned in phases from the first quarter of 2020
- When the entire SCL is commissioned, the total length of Hong Kong's railways will increase to more than 270km, bringing more than 70% of the local population into the railway catchment area. The rail share of local public transport will increase to 43%
- New railway projects are moving ahead
- The MTR Academy, set up in 2016, is actively cooperating with various overseas railway operators, including some covered by the Belt and Road Initiative, to offer tailor-made training courses for railway executives and professionals to share its experience in railway operations and maintenance.

Roads, bridges and cross-boundary projects

- Construction of connecting road and building structures of the Liantang/Heung Yuen Wai Boundary Control Point is expected to be completed in 2019. Upon commissioning, it will be the seventh land-based crossing between Hong Kong and Shenzhen and is expected to handle up to 30,000 passengers and 17,850 vehicles per day
- The construction works of the Tuen Mun-Chek Lap Kok Link (TM-CLKL) Northern Connection, Central Kowloon Route, Tseung Kwan O-Lam Tin Tunnel, Cross Bay Link, Tseung Kwan O, the widening works of Fanling Highway and Tai Po Road (Sha Tin Section) and improvement works of Hiram's Highway are underway. The Central-Wan Chai Bypass and Island Eastern Corridor Link was fully commissioned in February 2019. The TM-CLKL Southern Connection was commissioned in stages in October and November 2018, to dovetail with the commissioning of Hong

Kong-Zhuhai-Macao Bridge (HZMB).

- A feasibility study is underway on Route 11 for the long-term development of the Northwest New Territories, and to enhance the road network to the airport
- The HZMB connecting Hong Kong with Zhuhai and Macao was commissioned in October 2018. After commissioning of HZMB, the journey time between the Kwai Tsing Container Terminal and Zhuhai is reduced from 3.5 hours to about 75 minutes, whilst the journey time between the Hong Kong International Airport and Zhuhai is reduced from 4 hours to about 45 minutes. With the HZMB, it is envisaged that the collaboration between Guangdong, Hong Kong and Macao will be strengthened in terms of economic, trade, logistics and tourism. Hong Kong will assume a more proactive role in the development of the Greater Bay Area

Fostering pedestrian and bicycle-friendly environment

- The Government will continue to take forward "Walk in HK" and encourage people to walk more to reduce the use of mechanised transport for short-distance commuting. The "Walk in HK" initiative will provide user-friendly information on walking routes, enhance pedestrian networks, make walking a pleasant experience, and provide a safe and quality pedestrian environment. Measures include relaxing existing standards stipulated in the Transport Planning and Design Manual for adding covers to walkways, implementing the covered walkway proposals in various districts as appropriate on a continual basis, selecting Central and Sham Shui Po as two pilot areas for testing of innovative measures for a comfortable walking environments, and taking forward hillside escalator links and elevator system projects
- To promote cycling, individual cycle track sections are being linked up to provide a continuous 82-km east-west backbone for the cycle track network in the New Territories for recreation and to improve the quality of living. Cycle tracks will also be provided in the Kai Tak Development as well as some New Development Areas in the New Territories

Airport three-runway system

- To meet future air traffic growth and maintain Hong Kong's competitiveness as an international aviation hub, the Airport Authority Hong Kong (AAHK) started construction of the Three-Runway System (3RS) in 2016. Work will take approximately eight years
- Upon full commissioning of the 3RS, Hong Kong International Airport will be able to handle air traffic demand at least up to 2030, by which time the annual volumes are expected to be around 100 million passengers and 9 million tonnes of cargo
- In 2018, the airport handled 74.7 million passengers and 5.12 million tonnes of cargo in total. The airport has been the world's busiest for international air cargo for nine consecutive years and ranks third globally for international passenger throughput.