Hong Kong : The Facts

Transport

Every day, about 11.7 million passenger journeys are made on a public transport system which includes railways, trams, buses, minibuses, taxis and ferries in 2024.

There are about 361 licensed vehicles for every kilometre of road.

Buses and Minibuses: By end December 2024, the Kowloon Motor Bus Company (1933) Limited (KMB) operates 384 bus routes in Kowloon and the New Territories and 68 cross-harbour routes. Fares range from $2.3 to $52.6 for the Urban and New Territories routes and from $11.4 to $43.6 for the cross-harbour routes.

With a fleet of 3 895 licensed air-conditioned buses, mostly double-deckers, KMB's network carries an average of about 2.57 million passengers a day [Note 1].

Citybus Limited (Citybus) operates two bus networks under two franchises. One of the networks comprises 97 Hong Kong Island routes, 30 Kowloon routes and New Territories routes and 77 cross-harbour routes. With a fleet of 1 326 licensed air-conditioned buses, this network carries an average of about 879 100 passengers a day [Note 1]. Fares range from $3.2 to $15.7 for Hong Kong Island routes, from $4.6 to $30.0 for Kowloon and New Territories routes and from $11.4 to $41.8 for the cross-harbour routes.

Citybus' other bus network mainly provides services between urban areas and Airport/North Lantau. The network comprises 31 routes and 226 licensed air-conditioned buses. Average daily patronage is about 98 200 passengers [Note 1] and fares range from $3.7 to $60.7.

Long Win Bus Company Limited mainly provides bus services between New Territories and Airport/North Lantau. It operates 43 routes with a fleet of 281 licensed air-conditioned buses. Average daily patronage is about 132 100 passengers [Note 1] and fares range from $3.7 to $47.2.

The New Lantao Bus Company (1973) Limited operates 28 Lantau routes and one route travelling to and from Shenzhen Bay Port and carries an average of 96 600 passengers daily [Note 1]. Fares range from $3.6 to $51.8. The fleet consisted of 142 licensed air-conditioned buses.

The bus companies are continuously encouraged to fit their fleet with environmentally friendly engines.

Public Light Buses (PLBs) are minibuses with not more than 19 seats. Their number is fixed at a maximum of 4 350 vehicles. Some PLBs are used for scheduled services (green minibuses) and others for non-scheduled services (red minibuses).

Red minibuses can operate anywhere except in areas with PLB prohibitions. They do not have fixed routes or fares. By end December 2024, there are 921 red minibuses.

Green minibuses operate on fixed routes and frequencies at fixed prices. By end December 2024, there are 67 main green minibus routes on Hong Kong Island, 82 in Kowloon and 209 in the New Territories, employing a total of 3 419 vehicles. Red minibuses carry about 146 000 passengers a day, while green minibuses carry about 1 324 800 passengers daily [Note1].

Augmenting franchised buses and PLBs, there are 6 836 non-franchised public buses registered as at end December 2024 to provide services mainly for tourists, students, employees and residents.

Taxis: By end December 2024, the 15 250 urban taxis (red), 2 838 New Territories taxis (green) and 75 Lantau taxis (blue) carry about 682 600 passengers daily [Note 1]. Urban taxis operate throughout Hong Kong except Tung Chung Road and roads in South Lantau. New Territories taxis mainly operate in the north-eastern (i.e. north of Sha Tin) and north-western (i.e. north of Tsuen Wan) parts of the New Territories. Lantau taxis operate only on Lantau Island and in Chek Lap Kok. All taxis are allowed to provide services at the passenger terminals of Hong Kong International Airport, the Public Transport Interchange at the Hong Kong-Zhuhai-Macao Bridge (HZMB) (Hong Kong Port) and Hong Kong Disneyland.

Five taxi fleets have commenced services since July 2025. All fleets provide online hailing services. Fleet taxis may customise fares for pre-arranged journeys, charging a booking fee on top of the metered fare or charging a lump sum fare before the journey starts. Both must be agreed with the hirer in advance.

Taxi fare scales are stipulated in the law. From July 14, 2024, urban taxis charge $29.0 for the first two kilometres or any part thereof. The incremental charge for every subsequent 200 metres or part thereof and for every waiting period of one minute or part thereof is $2.1 until the amount reaches $102.5, and $1.4 after the amount has reached $102.5. New Territories taxis charge $25.5 for the first two kilometres or any part thereof. The incremental charge for every subsequent 200 metres or part thereof and for every waiting period of one minute or part thereof is $1.9 until the amount reaches $82.5, and $1.4 after the amount has reached $82.5. Lantau taxis charge $24.0 for the first two kilometres or any part thereof. The incremental charge for every subsequent 200 metres or part thereof and for every waiting period of one minute or part thereof is $1.9 until the amount reaches $195, and $1.6 after the amount has reached $195.

Railway System: Mass Transit Railway (MTR) is a heavily patronised railway network. By end June 2025, the heavy rail network has a total length of about 271 kilometres. The railway system in Hong Kong consists of Kwun Tong Line (Tiu Keng Leng – Whampoa), Tsuen Wan Line (Tsuen Wan – Central), Island Line (Chai Wan – Kennedy Town), Tung Chung Line (Hong Kong – Tung Chung), Tseung Kwan O Line (Po Lam/LOHAS Park – North Point), East Rail Line (Admiralty – Lo Wu/Lok Ma Chau), Tuen Ma Line (Tuen Mun – Wu Kai Sha), Disneyland Resort Line (Sunny Bay – Disneyland Resort) and South Island Line (Admiralty – South Horizons). Standard class fares for adult single journey ticket range from $4.0 to $66. The MTR also operates a 35.2 kilometres Airport Express, connecting the city centre with the Hong Kong International Airport and the AsiaWorld-Expo. Fares for adult single journey ticket range from $7.0 to $130.

The MTR system also covers a Light Rail network in Northwest New Territories, which comprises 36.2 kilometres with 68 stops and is supported by feeder bus services. Fares for adult single journey ticket range from $5.5 to $8.0.

The Guangzhou-Shenzhen-Hong Kong Express Rail Link (Hong Kong Section) (XRL) connects Hong Kong to the national high speed rail network and reduces the rail journey time between Hong Kong and various major cities in the Mainland. By end July 2025, the XRL trains run between Hong Kong West Kowloon Station and 96 Mainland destinations, including 11 short-haul and 85 long-haul destinations.

The MTR, XRL and Airport Express networks comprise a total of 99 stations. In 2024, the entire MTR railway system carries an average of about 5.18 million passengers each day [Note 1].

Trams: Trams have been running in Hong Kong since 1904. The Hong Kong Tramways Limited operates seven routes along the northern shore of Hong Kong Island on a 16-kilometre track. A total of 165 double-deck trams are used for the services between Shau Kei Wan and Kennedy Town and around Happy Valley. The adult fare is $3.3 and an average of some 138 000 passengers are carried daily by end December 2024 [Note 1]. The company's fleet of trams include two open-balcony party trams, one premium party tram (these three party trams are for private hire), one air-conditioned tram, one sightseeing tram for tourists, one non-passenger special advertising tram and two maintenance trams.

Ferries: The Star Ferry Company Limited, established in 1898, operates two cross-harbour ferry routes. Fares for adult single journey range from $4.0 to $6.5.

Sun Ferry Services Company Limited (formerly known as New World First Ferry Services Limited) took over the operation of the licensed ferry services from The Hongkong and Yaumati Ferry Company Limited since January 15, 2000. It currently operates six inner harbour and outlying island passenger ferry services with fares for adult single journey ranging from $10.0 to $48.9

The Hong Kong and Kowloon Ferry Limited, Discovery Bay Transportation Services Limited, Park Island Transport Company Limited and some other operators run other cross-harbour and outlying island passenger ferry services. Local ferry services carry about 106 700 passengers daily [Note 1] by end December 2024.

In addition to passenger ferry services, there are two vehicular ferry routes for dangerous goods vehicles.

Private Transport: There are 578 001 licensed private cars in Hong Kong, accounting for 71 per cent of all vehicles as at end December 2024.

Parking: By end December 2024, the Transport Department (TD) manages about 4 000 parking spaces for private cars/vans and 600 parking spaces for motorcycles in 10 Government multi-storey car parks. Together with an open-air car park for coaches, these parking facilities are managed by two private operators. There is an estimate of some 759 200 additional off-street parking spaces, of which about 202 300 are for public use and about 557 000 are designated for private use in commercial, residential and industrial premises.

If traffic situation permits, the TD would provide on-street parking spaces at appropriate locations to address the short-term parking demand. To deter prolonged occupation, on-street parking spaces are metered in areas with limited spaces and high demand. Currently, there are about 37 600 on-street parking spaces, among which about 17 400 are non-metered and about 20 200 are metered. Metered time mostly falls between 8am and midnight from Mondays to Saturdays and between 10am and 10pm on Sundays and public holidays.

Road Tunnels: There are 23 road tunnels in Hong Kong, including three immersed-tube cross-harbour tunnels and one subsea tunnel constructed with the tunnel boring method. By end December 2024, the Government owns 21 road tunnels and the other two are private tunnels.

The Lion Rock Tunnel is a dual two-lane tunnel connecting Kowloon Tong and Tai Wai. The south-bound tube and the north-bound tube of the tunnel were opened in 1967 and 1978 respectively. It is used by around 85 300 vehicles daily. The toll is $8.

The Aberdeen Tunnel is a dual two-lane tunnel connecting Happy Valley and Wong Chuk Hang. It was opened in 1982. It is used by around 60 500 vehicles daily. The toll is $5.

The Kai Tak Tunnel is a dual two-lane toll-free tunnel built under the runway of the former Kai Tak Airport, connecting Kowloon Bay and Ma Tau Kok. It was opened in 1982. It is used by around 63 400 vehicles per day.

The Shing Mun Tunnels are dual two-lane tunnels connecting Lei Muk Shue and Tai Wai. The tunnels were opened in 1990. They are used by around 48 600 vehicles each day. The toll is $5.

The Tseung Kwan O Tunnel is a dual two-lane tunnel connecting Sau Mau Ping and Tseung Kwan O. The tunnel was opened in 1990. It is used by around 83 600 vehicles per day. The toll of Tseung Kwan O Tunnel is waived upon the commissioning of the Tseung Kwan O-Lam Tin Tunnel in December 2022.

The Cheung Tsing Tunnel is a dual three-lane tunnel located in the Tsing Ma Control Area. It was opened in 1997 and used by around 78 000 vehicles daily. It is toll-free.

The Cross Harbour Tunnel is a dual two-lane tunnel connecting Hung Hom and Causeway Bay. Constructed under a "Build-Operate-Transfer" contract, the tunnel was opened in 1972 and has been vested in Government since 1999. It is used by around 93 100 vehicles daily. The toll ranges from $8 to $50.

The Eastern Harbour Crossing is a dual two-lane tunnel connecting Quarry Bay and Cha Kwo Ling. Constructed under a "Build-Operate-Transfer" contract, the tunnel was opened in 1989 and has been vested in Government since 2016. It is used by around 67 400 vehicles daily. The toll ranges from $8 to $50.

The Tate's Cairn Tunnel is a dual two-lane tunnel connecting Siu Lek Yuen and Diamond Hill. Constructed under a "Build-Operate-Transfer" contract, the tunnel was opened in 1991 and has been vested in Government since 2018. It is used by around 56 800 vehicles daily. The toll ranges from $15 to $35.

The Western Harbour Crossing is a dual three-lane tunnel connecting Sai Ying Pun and West Kowloon. Constructed under a "Build-Operate-Transfer" contract, the tunnel was opened in 1997 and has been vested in Government since 2023. It is used by around 95 600 vehicles daily. The toll ranges from $8 to $60.

The Tai Lam Tunnel is a dual three-lane tunnel connecting Ting Kau and Yuen Long. Constructed under a "Build-Operate-Transfer" contract, the tunnel was opened in 1998 and vested in Government on May 31, 2025. It is used by around 41 800 vehicles daily. The current toll ranges from $7.2 to $45.

The Discovery Bay Tunnel is a dual one-lane tunnel connecting Discovery Bay and the North Lantau Highway. The Discovery Bay Tunnel and the connecting roads are owned and managed by the Discovery Bay Road Tunnel Company Limited. It was opened in 2000. It is used by around 2 700 vehicles daily. The toll ranges from $50 to $250.

The Eagle's Nest Tunnel, Sha Tin Heights Tunnel, Tai Wai Tunnel and Nam Wan Tunnel are located within the Tsing Sha Control Area. Eagle's Nest Tunnel, Sha Tin Heights Tunnel and Nam Wan Tunnel are dual three-lane tunnels, and Tai Wai Tunnel is a dual two-lane tunnel. The Eagle's Nest Tunnel, Sha Tin Heights Tunnel and Tai Wai Tunnel were opened in 2008. The toll is $8. The Eagle's Nest Tunnel and Sha Tin Heights Tunnel are used by around 63 200 vehicles daily while the Tai Wai Tunnel is used by around 48 000 vehicles daily. The Nam Wan Tunnel was opened in December 2009 and used by around 63 100 vehicles daily. It is toll-free.

The Scenic Hill Tunnel includes a four-lane carriageway towards Zhuhai direction and a three-lane carriageway towards Hong Kong direction. The tunnel is part of the Hong Kong Link Road of the HZMB, which is a closed area. It was opened in 2018 and used by around 12 400 vehicles daily. It is toll-free.

The Airport Tunnel is a one-way, two-lane tunnel connecting the HZMB (Hong Kong Port) and the Hong Kong International Airport. It was opened in 2018 and used by around 4 500 vehicles daily. It is toll-free.

The Central and Wan Chai Bypass Tunnel has a dual three-lane carriageway (four lanes on westbound from Causeway Bay Typhoon Shelter to Wan Chai North) connecting the Connaught Road Central elevated road in Central, Wan Chai North and the Island Eastern Corridor in North Point. It was opened in 2019 and used by around 51 000 vehicles daily. It is toll-free.

The Lung Shan Tunnel connects Fanling and Sha Tau Kok Road, while the Cheung Shan Tunnel connects Sha Tau Kok Road and Ta Kwu Ling. Both are dual two-lane tunnels and form part of the Heung Yuen Wai Highway. They were opened in 2019 and used by around 23 100 vehicles and 12 000 vehicles daily respectively. They are toll-free.

The Tuen Mun-Chek Lap Kok Tunnel is a dual two-lane tunnel connecting Tuen Mun and Lantau Island. It was opened in 2020 and used by around 36 300 vehicles daily. It is toll-free.

The Tseung Kwan O－Lam Tin Tunnel is a dual two-lane tunnel connecting Tseung Kwan O, Kwun Tong and the Eastern Harbour Crossing. It was opened in 2022 and used by around 27 300 vehicles daily. It is toll-free.

“HKeToll” Free-Flow Tolling Service: HKeToll has been implemented in phases since May 7, 2023 and is now expanded to all government tolled tunnels. Motorists can drive through the toll plaza and pay tunnel tolls using toll tags without having to stop or queue at toll booths for payments. By end December 2024, about 99 per cent of licensed vehicles in Hong Kong have been issued with vehicle tags and about 94 per cent of vehicle owners had opened “HKeToll” accounts.

Central to Mid-Levels Escalator and Walkway System: Opened in 1993, the system consists of covered walkways, 16 reversible one-way escalators and three reversible one-way travelators. It starts at Queen’s Road Central, passes through narrow streets in Central and ends at Conduit Road. Managed by the Electrical and Mechanical Services Department, the system is used by about 99 000 people daily.

Tsing Ma Control Area: Opened in May 1997, it covers a key section of the highway route to Northwest Lantau, Ma Wan, the Hong Kong International Airport and the HZMB (Hong Kong Port). It comprises a 21-kilometre expressway network including Tsing Kwai Highway, Cheung Tsing Tunnel, Cheung Tsing Highway, Northwest Tsing Yi Interchange, Ting Kau Bridge, Tsing Yi North Coastal Road, Lantau Link (which comprises Tsing Ma Bridge and Kap Shui Mun Bridge), Ma Wan Road and North Lantau Highway (up to Sunny Bay Interchange). The Lantau Link is used by around 91 300 vehicles daily. The Government waived the tolls of the Lantau Link from December 2020 in tandem with the commissioning of the Tuen Mun-Chek Lap Kok Tunnel.

Tsing Sha Control Area: It was fully opened in December 2009, covering a key section of the highway routes to Sha Tin, West Kowloon, Container Terminal No. 8 on Stonecutters Island and Container Terminal No. 9 in Tsing Yi. It comprises a 13-kilometre expressway network including Stonecutters Bridge, Nam Wan Tunnel, Eagle’s Nest Tunnel, Sha Tin Heights Tunnel, and Tai Wai Tunnel.

Cross-boundary Traffic: At present, there are three cross-boundary railway lines linking Hong Kong Special Administrative Region (HKSAR) with the Mainland through Shenzhen. They are the East Rail Line (ERL), , the Lok Ma Chau Spur Line (a branch line of the ERL), and the High Speed Rail Line with the boundary crossing points at Lo Wu Station, Lok Ma Chau Station and Hong Kong West Kowloon Station respectively. By end December 2024, the Lo Wu Boundary Crossing handled an average of about 175 500 travellers a day; whilst Lok Ma Chau Spur Line Boundary Crossing handled about 150 400 travellers a day (about 36% of them were taking road-based public transport services accessing the boundary crossing point, including franchised bus and green minibus, etc.). There were about 73 000 passengers on average each day taking the high speed rail service at Hong Kong West Kowloon Station to various cities in the Mainland.

Apart from cross-boundary railways, there are currently five road boundary crossings in operation [Note 2] connecting HKSAR and the Mainland, which are at Lok Ma Chau (connecting Huanggang Port on the Shenzhen side), Man Kam To, Shenzhen Bay, the HZMB (Hong Kong Port) and Heung Yuen Wai. By end December 2024, the average number of cross-boundary travellers who passed through the boundary crossing points at the Lok Ma Chau, Man Kam To, Shenzhen Bay, the HZMB (Hong Kong Port) and Heung Yuen Wai are about 32 900, 4 000, 94 200, 77 800 and 69 700 per day respectively.

By end December 2024, the daily average number of cross-boundary travelers using the above crossings was about 677 000 in total. Of which, 342 900 and 62 400 passengers travelled by rail and shuttle bus [Note 3] respectively. The remaining passengers took cross-boundary coaches, hire cars or private cars across the boundary.

For cross-boundary vehicular traffic, by end December 2024, the daily average number of vehicular trips recorded at Lok Ma Chau, Man Kam To, Shenzhen Bay, the HZMB and Heung Yuen Wai boundary crossing points are 11 500, 2 400, 13 500, 11 900 and 3 100 respectively, representing an average of about 42 400 daily vehicular trips in total.

Note 1: The average daily patronage of public transport are calculated based on calendar days in 2024, not operation days.

Note 2: The passenger and cargo clearance service of Sha Tau Kok Boundary Control Point has been temporarily suspended since January 30, 2020 and March 14, 2022 respectively.

Note 3: Includes Lok Ma Chau–Huanggang cross-boundary shuttle bus and HZMB shuttle bus.