中華人民共和國
香港特別行政區政府
運輸及物流局

運輸署
Transport Department

運輸策略藍圖
Transport Strategy Blueprint

願景 Vision

- **落實以人為本**
  Implementing a People-centric Approach
- **強化內聯外通**
  Strengthening Connectivity with Both the Mainland and the World
- **促進高效出行**
  Promoting Efficient Travel
- **擁抱綠色生活**
  Embracing a Green Lifestyle

藍圖總覽 Overview of the Blueprint

交通運輸策略性研究 TRAFFIC AND TRANSPORT STRATEGY STUDY

樞紐滙聚 內外連通迎機遇
Developing Transport Hubs for Strengthening Internal and External Connectivity to Embrace New Opportunities

建議 1 – 擴展運輸基建 建設內外連通網絡
Expanding Transport Infrastructure and Building Interconnected Networks

建議 2 – 建設新一代「運輸交匯樞紐」
Building a New Generation of Transport Interchange Hubs

建議 3 – 優化陸路口岸交通設施規劃及布局
Optimising Planning and Arrangements for Transport Facilities at Land Boundary Control Points

建議 4 – 便利跨境車輛
Facilitating Cross-boundary Vehicles

建議 5 – 推進大灣區城市公共交通資訊互通
Promoting Interconnections of Public Transport Information among Cities in the Guangdong-Hong Kong-Macao Greater Bay Area

三大主題、六大策略、二十五項建議
3 Main Themes, 6 Key Strategies, 25 Recommendations

智慧綠色 多元交通利民生
Benefiting People's Livelihood through Providing Smart, Green and Diversified Transport

建議 6 – 推展「智慧綠色集體運輸系統」
Promoting the Smart and Green Mass Transit System

建議 7 – 配合政府的政策措施，發展綠色運輸並鼓勵使用新能源交通工具
Aligning with the Government's Policy to Develop Green Transport and Encourage the Use of New Energy Vehicles

建議 8 – 持續提升的士服務質素
Continuing to Enhance Taxi Service Quality

建議 9 – 規管網約車服務
Regulating Ride-hailing Services

建議 10 – 提升公共交通服務靈活性
Enhancing the Flexibility of Public Transport

建議 11 – 優化長者友善設施和貫徹「無障礙運輸」理念
Enhancing Elderly-friendly Facilities and Implementing the Concept of "Barrier-free Transport"

建議 12 – 持續提升基建設施管理及強化應變措施以應對極端天氣
Continuing to Enhance Infrastructure Management and Strengthen Emergency Measures to Cope with Extreme Weather

安全共融 健康活力樂出行
Ensuring a Safe and Inclusive Environment for Healthy and Vibrant Travel

建議 22 – 安全使用電動可移動工具
Using Electric Mobility Devices Safely

建議 23 – 引入兩個等級的單車徑系統
Introducing a Two-tier Cycle Track System

建議 24 – 按土地用途需求提供足夠單車泊位和其他配套設施
Providing Sufficient Bicycle Parking Spaces and Other Supporting Facilities Based on Land Use Needs

建議 25 – 加快推進優化步行環境措施
Advancing Measures to Enhance Pedestrian Environment

數字管理 創新科技領發展
Promoting Digital Management to Lead Development with Innovative Technology

建議 13 – 推展「交通管理平台」，優化交通數字化管理
Taking Forward a Traffic Management Platform to Enhance Digital Traffic Management

建議 14 – 安全有序地推動自動駕駛車輛無人化、規模化發展及邁向商業營運
Promoting Safe and Orderly Driverless and Large-scale Development of Autonomous Vehicles, and Moving Towards Commercial Operation

建議 15 – 發展低空經濟，促進運輸物流
Developing Low-altitude Economy to Foster Transport and Logistics

綠色規劃 構建低碳生活圈
Building a Green and Low-Carbon Living Circle through Transport Planning

建議 20 – 在新發展區採用「15分鐘生活圈」的概念以整合運輸與城市規劃
Advocating a "15-minute Neighbourhood" Planning Concept in New Development Areas to Integrate Transport and Land Use Planning

建議 21 – 引入更多「以人為本」的道路設計以凝聚社區活力
Introducing More People-centric Road Designs to Foster Vibrancy in the Community

活用空間 優化基建增效率
Optimising Infrastructure and Road Use to Boost Transport Efficiency

建議 16 – 於主要幹道落實推展智慧公路管理
Implementing Smart Motorway Management for Major Roads

建議 17 – 持續全方位增加泊車位
Continuing to Increase the Supply of Parking Spaces Comprehensively

建議 18 – 靈活運用泊車位
Utilising Parking Spaces Flexibly

建議 19 – 控制汽車增長及提高道路使用效率
Controlling Car Growth and Enhancing Road Use Efficiency

八縱八橫策略布局 Strategic Transport Layout

交通運輸策略性研究
TRAFFIC AND TRANSPORT STRATEGY STUDY

「五縱五橫」鐵路布局
"Five Vertical and Five Horizontal Corridors" Rail Layout

五縱 "Five Vertical Corridors"

- 港深西部鐵路(洪水橋至前海)及未來南向延伸
  Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu-Qianhai) and future Southern Extension
- 荃灣線、南港島線
  Tsuen Wan Line, South Island Line
- 廣深港高速鐵路香港段
  Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link
- 中鐵線
  Central Rail Link
- 東鐵線
  East Rail Line

五橫 "Five Horizontal Corridors"

- 北環線、北環線東延線、新界東北線
  Northern Link , Northern Link Eastern Extension and Northeast New Territories Line
- 屯馬線
  Tuen Ma Line
- 東涌線
  Tung Chung Line
- 將軍澳線、觀塘線
  Tseung Kwan O Line, Kwun Tong Line
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八縱八橫策略布局 Strategic Transport Layout

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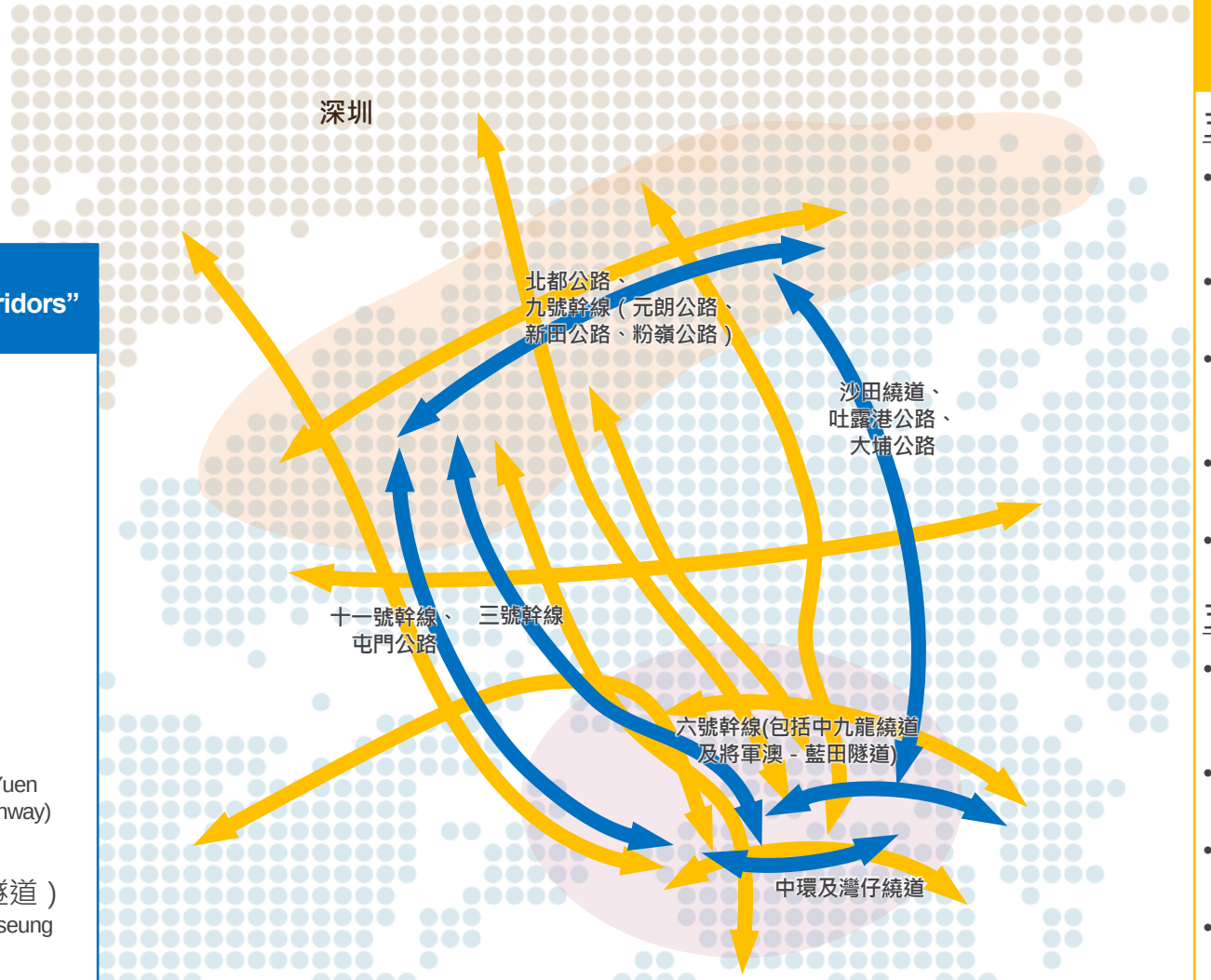
「三縱三橫」道路布局
"Three Vertical and Three Horizontal Corridors" Major Road Layout

三縱 "Three Vertical Corridors"

- 十一號幹線、屯門公路
  Route 11, Tuen Mun Road
- 三號幹線
  Route 3
- 沙田繞道、吐露港公路、大埔公路
  Shatin Bypass, Tolo Highway, Tai Po Road

三橫 "Three Horizontal Corridors"

- 北都公路、九號幹線（元朗公路、新田公路及粉嶺公路）
  Northern Metropolis Highway, Route 9 (including Yuen Long Highway, San Tin Highway, and Fanling Highway)
- 六號幹線（包括中九龍繞道及將軍澳 - 藍田隧道）
  Route 6 (including Central Kowloon Bypass and Tseung Kwan O-Lam Tin Tunnel)
- 中環及灣仔繞道
  Central-Wan Chai Bypass



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八縱八橫策略布局 Strategic Transport Layout

交通運輸策略性研究
TRAFFIC AND TRANSPORT STRATEGY STUDY

新一代運輸交匯樞紐
New generation of Transport Interchange Hubs

優化現有轉乘設施
Upgrading existing interchange facilities

陸路口岸
Land boundary control points

「三縱三橫」道路布局
"Three Vertical and Three Horizontal Corridors" Major Road Layout

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  Island Line

運輸交匯樞紐 Transport Interchange Hubs

(Image generated by AI)

重點建議 Key Recommendations

- **建設新一代「運輸交匯樞紐」/ 優化現有轉乘設施**
  Building a New Generation of "Transport Interchange Hubs" / Upgrading Existing Interchange Facilities
  - **以乘客為本、智能化管理**
    Adopt passenger-centric design and intelligent management
  - 提供**交通服務的實時資訊，結合商業配套**
    Provide real-time information on public transport services and integrate with commercial facilities
  - 探討在**合適的新發展區及市區**發展項目建設（例如洪水橋 / 厦村新發展區、新田、紅磡、大欖隧道轉乘站等）
    Explore suitable developments in NDAs and urban areas for implementation (e.g. Hung Shui Kiu/Ha Tsuen NDA, San Tin, Hung Hom, and Tai Lam Tunnel BBI)

重點建議 Key Recommendations

- **需求導向智慧公交**
  Smart Demand-responsive Public Transport
  - 因應需求彈性**採用更有效率的路線**及**靈活調配班次**
    Adoption of more efficient routes and flexible schedules in response to demand
  - 今年中於**一條公共小巴路線上測試**
    Testing on **a public light bus route** in the middle of this year
  - 正積極與專營巴士營辦商探討引入相關營運模式，在**一些特定專營巴士路線測試**
    Actively exploring with franchised bus operators the **testing of this operation mode for some specific bus routes**

運用人工智能 Harnessing Artificial Intelligence (AI)

交通運輸策略性研究 TRAFFIC AND TRANSPORT STRATEGY STUDY

電子牌照 E-licensing

- 運輸署已應用人工智能技術協助處理網上續領車輛牌照申請，把無需人手核實申請的處理時間由10個工作日縮短至3個工作日以內

  TD has already adopted AI technology to assist in processing online vehicle licence renewal applications, reducing the processing time of applications without manual verification from 10 working days to within 3 working days

重點建議 Key Recommendations

- **推展「交通管理平台」，優化交通數字化管理**

  Taking Forward a Traffic Management Platform to Enhance Digital Traffic Management

  - 通過**大數據分析及人工智能技術**，加強交通系統的整體協調

    Utilise big data analytics and AI technologies to enhance overall coordination of traffic systems

  - 於**2026年內展開研究**，籌備在市區內推行一個**區域性試點應用**，再逐步推展至其他地區

    Commence a study in 2026 to prepare for a regional pilot application in urban areas, followed by gradual extension to other districts

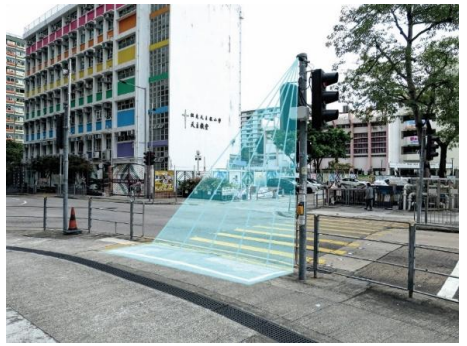
運用人工智能 Harnessing Artificial Intelligence (AI)

交通運輸策略性研究 TRAFFIC AND TRANSPORT STRATEGY STUDY

實時交通燈號調節系統
Real-time Adaptive Traffic Signal System (RTATSS)

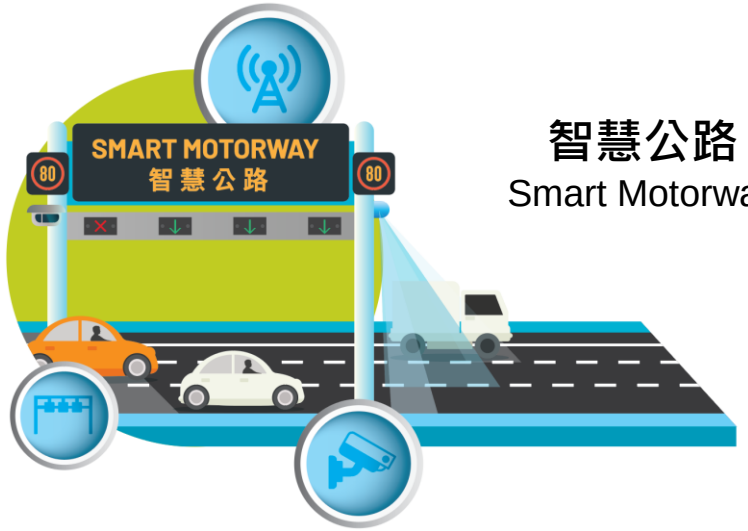
重點建議 Key Recommendations

- **推展「實時交通燈號調節系統」**
  Taking Forward the Real-time Adaptive Traffic Signal System (RTATSS)
  - 試驗數據顯示通過路口的平均**等候時間減少約5%至10%**
    Trial results showed that the average waiting time at these junctions was reduced by about 5% to 10%
  - 現正將有關系統擴展至全港**約50個**合適的獨立燈控路口，並會在**新發展區**的合適路口推行
    Expand the RTATSS to about 50 suitable independent signalised junctions in the territory, and implement them at appropriate junctions in NDAs



敬祖路 / 念祖街路口
King Cho Road/Lim Cho Street

運用人工智能 Harnessing Artificial Intelligence (AI)



智慧公路
Smart Motorway

重點建議 Key Recommendations

- **於主要幹道落實推展智慧公路管理**
  Implementing Smart Motorway Management for Major Roads
  - 汀九橋智慧公路先導計劃，大幅縮短偵察事故時間近**九成**，提升了**處理事故及交通管理的效率**
    The Smart Motorway Pilot Scheme at Ting Kau Bridge greatly reduced incident detection time by nearly 90%, significantly enhancing the efficiency of incident handling and traffic management

運用人工智能 Harnessing Artificial Intelligence (AI)

交通運輸策略性研究 TRAFFIC AND TRANSPORT STRATEGY STUDY

2025年9月1日開放路肩行車

Opened the hard shoulder for driving on 1 September 2025

重點建議 Key Recommendations

- **於主要幹道落實推展智慧公路管理**

  Implementing Smart Motorway Management for Major Roads

  - 靈活運用路肩疏導車流，加快車龍消散

    Allow flexible use of hard shoulder to alleviate traffic, speeding up traffic queue dispersal

  - 將會在規劃中及現有的主要幹道 ，逐步落實智慧公路管理

    Smart motorway management will be progressively implemented for planned and existing major roads

自動駕駛 Autonomous Driving

交通運輸策略性研究 TRAFFIC AND TRANSPORT STRATEGY STUDY

重點建議 Key Recommendations

- **安全有序地推動自動駕駛車輛無人化、規模化發展及邁向商業營運**
  Promoting Safe and Orderly Driverless and Large-scale Development of Autonomous Vehicles (AVs), and Moving Towards Commercial Operation

  - 運輸署署長將會主持**自動駕駛車輛應用促進工作組**
    Commissioner for Transport will chair the **Autonomous Vehicle Applications Promotion Group**

  - 持續推動**跨區測試及跨境項目**
    Continuously promote cross-district trials and cross-boundary projects

自動車測試
AV trial

自動駕駛 Autonomous Driving

交通運輸策略性研究 TRAFFIC AND TRANSPORT STRATEGY STUDY

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- **安全有序地推動自動駕駛車輛無人化、規模化發展及邁向商業營運**
  Promoting Safe and Orderly Driverless and Large-scale Development of Autonomous Vehicles (AVs), and Moving Towards Commercial Operation

  - 積極推動於**北部都會區**引進多場景自動駕駛測試及應用
    Actively promote the introduction of autonomous driving trials and applications in the Northern Metropolis under diversified scenarios

  - 今年內落實**商業營運**項目，包括航天走廊。其他項目亦會透過自動駕駛車輛應用促進工作組積極推動，包括連接北大嶼山機場島與東涌市中心及啟德的項目
    Implement commercial operation projects within this year, including Airportcity Link. Other projects would also be advanced via the Autonomous Vehicle Applications Promotion Group, including the project connecting the Airport Island in North Lantau with Tung Chung Town Centre and the project at Kai Tak

  - 長遠而言，按科技發展穩步推展自動車達到國家及國際標準**第五級**並推動**個人化使用**
    In line with technological advancements, progressively promote the development of AVs to reach Level 5 of national and international standards, and facilitate their adoption for personalised use in the long run

增加泊車位 Increasing the Supply of Parking Spaces

自動泊車系統
Automated Parking System

重點建議 Key Recommendations

- **推進全新策略有系統地增加泊車位供應**
  Increasing the Supply of Parking Spaces Systematically through New Strategies
- **實現「商用車輛，夜有所泊」的目標**
  Realising the target of "every commercial vehicle having a suitable parking space at night"
  - 於北部都會區等**新發展區產業用地**，配置商用車輛泊車位
    Provide parking facilities for commercial vehicles on industry land in NDAs, including the Northern Metropolis
  - 於新發展區推行**夜間路旁商用車輛泊車位**專項計劃
    Roll out a dedicated night-time on-street parking scheme for commercial vehicles in NDAs
  - 在物流業較集中的地區推展公眾停車場項目時，優先配置商用車輛泊車位
    Prioritise the provision of parking spaces for commercial vehicles when taking forward public vehicle park projects in areas with high concentrations of logistics activities
  - 開展**泊車供求研究**務求泊車位供需匹配，於2027年公布研究結果及建議
    Conduct a parking demand and supply study with a view to ensuring a proper match between the two, and release the results and recommendations in 2027

低空經濟 Low-altitude Economy

交通運輸策略性研究 TRAFFIC AND TRANSPORT STRATEGY STUDY

38個首批監管沙盒項目
38 first batch Regulatory Sandbox projects

32個項目已在指定航線內進行測試
32 projects have commenced within designated flight routes

多於20個項目將進入實際運作
Over 20 projects will be regularised

- 以無人機進行外牆清洗、電纜、鐵路設施檢視、工地檢測、設施管理及巡查等
  Use of unmanned aircraft for façade cleaning, inspection of power lines and railway infrastructure, construction site surveillance, facilities surveillance, security patrol, etc.

重點建議 Key Recommendations

低空經濟 監管沙盒 LOW-ALTITUDE ECONOMY REGULATORY SANDBOX

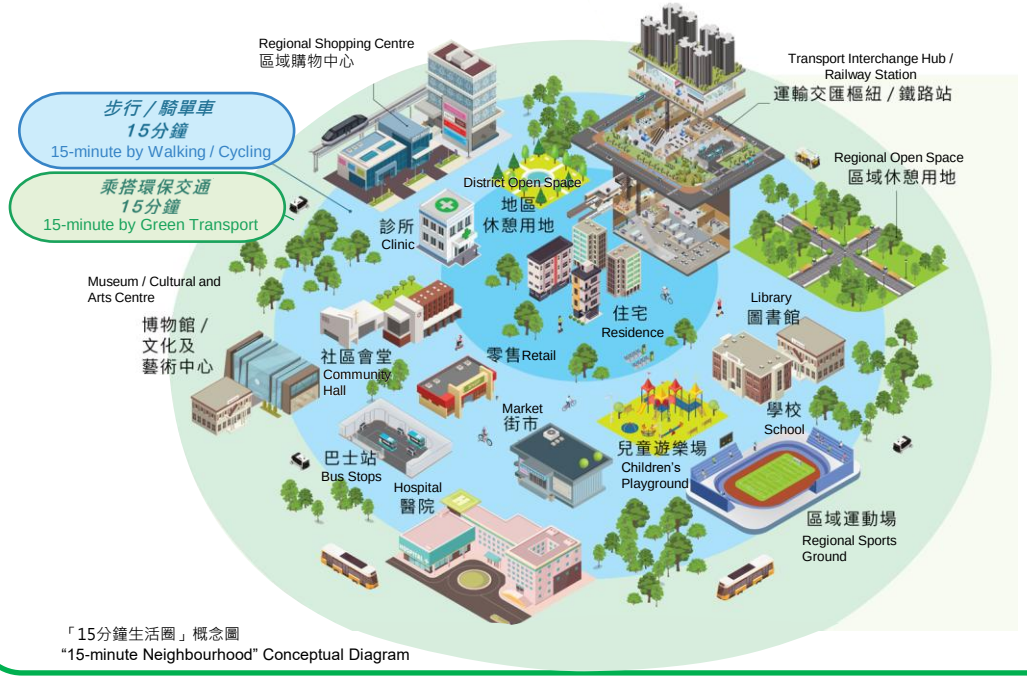
➢ 發展低空經濟，促進運輸物流
Developing Low-altitude Economy to Foster Transport and Logistics

➢ 在首批監管沙盒的基礎上，我們會**繼續逐步把個別較為成熟、風險較低、而又不涉及人車流量高的地區的應用場景進入實際運作**
Building on the first batch of Sandbox projects, we will progressively regularise certain application scenarios that are relatively mature, involve lower risks and do not involve high volume of people or vehicles in the area

➢ **隨著政府推出進階版「監管沙盒$\mathcal{X}$」，預計未來將有更多應用場景進入實際運作**
With the government's launch of the advanced "Regulatory Sandbox $\mathcal{X}$", it is expected that more application scenarios will be regularised in the future

重點建議 Key Recommendations

- **在新發展區採用「15分鐘生活圈」的概念以整合運輸與城市規劃**
  Advocating a "15-minute Neighbourhood" Planning Concept in NDAs to Integrate Transport and Land Use Planning
  - **將主動出行與綠色運輸納入社區規劃重點，並行推進土地規劃與道路系統設計，全面提升市民出行便利性**
    Prioritise active and green transport in community planning, while integrating land use planning and road design to enhance travel convenience for the public



「15分鐘生活圈」概念圖
"15-minute Neighbourhood" Conceptual Diagram

重點建議 Key Recommendations

- **安全使用電動可移動工具**
  Using Electric Mobility Devices Safely
  - **透過不同措施讓市民享受綠色、健康和富活力的出行體驗，打造一個安全和共融的出行環境**
    Promote a green, healthy and vibrant travel experience through various initiatives, with a view to fostering a safe and inclusive travel environment

優化步行環境措施 Measures to enhance the walking environment

交通運輸策略性研究 TRAFFIC AND TRANSPORT STRATEGY STUDY

重點建議 Key Recommendations

- **「對角行人過路處」**Diagonal Crossings
  - **縮短步行距離並節省時間**
    Reduce walking distance and save time
  - **在2024年開展了「對角行人過路處」的試驗計劃**，挑選位於沙田（沙角街與逸泰街交界）及尖沙咀（加拿分道與加連威老道交界）的兩個交通燈控制路口作為試點
    A pilot scheme for "diagonal crossings" was launched in 2024, with two signalised junctions selected as trial sites: the junction of Sha Kok Street and Yat Tai Street in Sha Tin, and the junction of Carnarvon Road and Granville Road in Tsim Sha Tsui
  - 正就「對角行人過路處」**訂立設計標準及指引**，以便在新發展區及現有的合適路口擴大應用
    Formulating design standards and guidelines for "diagonal crossings" to facilitate their wider application in NDAs and at other suitable existing junctions

尖沙咀（加拿分道與加連威老道交界）
Junction of Carnarvon Road and Granville Road in Tsim Sha Tsui

優化步行環境措施 Measures to enhance the walking environment

重點建議 Key Recommendations

➢ 「對角行人過路處」Diagonal Crossings

- 將「對角行人過路處」**推展至另外15個合適的路口**，其中香港島2個、九龍5個及新界8個，包括鄰近威爾斯親王醫院（銀城街和插桅杆街交界）、石門站（安明街和安睦街交界）和將軍澳站（寶邑路和唐俊街交界）的路口，預計於2026年起分批完成

  Extending the diagonal crossings to 15 additional suitable junctions, comprising 2 on Hong Kong Island, 5 in Kowloon, and 8 in the New Territories. These include junctions near the Prince of Wales Hospital (Ngan Shing Street and Chap Wai Kon Street), Shek Mun Station (On Ming Street and On Muk Street), and Tseung Kwan O Station (Po Yap Road and Tong Chun Street), with completion expected in stages starting from 2026

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