

Tenders invited for tenancy of fee-paying public car parks at Heung Yuen Wai Boundary Control Point

The Government Property Agency (GPA) is inviting tenders for a three-year tenancy of fee-paying public car parks on a portion of the Mezzanine Floor of the Passenger Terminal Building and underneath the viaduct connected to the Passenger Terminal Building of the Heung Yuen Wai Boundary Control Point, New Territories, Hong Kong.

The premises should only be used for the operation of fee-paying public car parks for the parking of private cars, motorcycles and van-type light goods vehicles.

The tender notice was uploaded today (June 12) to the GPA Property Portal: www.gpaproperty.gov.hk/en/index.html. Tender documents are available for collection at the GPA, 9/F, South Tower, West Kowloon Government Offices, 11 Hoi Ting Road, Yau Ma Tei, Kowloon, during the period from 9am to 6pm from Monday to Friday, except public holidays. The documents can also be downloaded from the GPA Property Portal.

Interested tenderers who wish to conduct a site inspection of the premises should make a prior appointment with the GPA by calling 3842 6915/3842 6917 by June 19.

Tenderers must submit their tenders by placing them in the Government Logistics Department Tender Box placed at the Ground Floor, North Point Government Offices, 333 Java Road, North Point, Hong Kong, before noon on July 4. Late tenders will not be accepted.

“Innovative Music-making Journey to China: M0 x e-Orch” concert to showcase musical achievements

The public concert of the Innovative Music Making: M0 x e-Orch music training programme during the 2024/25 academic year will be held at 7.30pm on July 12 (Saturday) at the Auditorium of Kwai Tsing Theatre, under the title "Innovative Music-making Journey to China: M0 x e-Orch", to showcase the students' achievements. The programme is organised by the Music Office of the Leisure and Cultural Services Department, in collaboration with the Education University of Hong Kong.

Four digital music orchestras (e-Orchs) formed by about 80 students participating in the training programme from the Buddhist Chan Wing Kan Memorial School, Sacred Heart of Mary Catholic Primary School, Chan Sui Ki (La Salle) Primary School and St. Rose of Lima's School will showcase their original collaborative multimedia works at the concert. They will also collaborate with the string and Chinese music ensembles of the Music Office to perform original and arranged works. Musicians from the e-Orch@EdUHK Contemporary Music and Digital Instrument Lab will also be invited to present their original works combining music and technology. Various awards and certificates of attendance will also be presented to participating students at the concert as encouragement.

Apart from original works of the students, the concert also presents world premieres of local composers Wat Nga-man's "Lion Dance" and Lau Hiu-lam's "The Guardians of The Underground Empire", which are commissioned by the Music Office with sponsorship from the CASH (Composers and Authors Society of Hong Kong) Music Fund. Rearrangements of Ren Guang's "Colourful Clouds Chasing the Moon" and the traditional Chinese music "Evening Song of the Fishermen" by Lau and Wat respectively, will also be performed in the concert.

To promote the integration of music and technology on school campuses, the Music Office launched the first Innovative Music Making: MO x e-Orch music training programme in 2022 for students of participating primary and secondary schools to form e-Orchs and learn musical knowledge and music creation with the use of tablets.

Tickets priced at \$70 are now available at URB TIX (www.urbtix.hk). For telephone bookings, please call 3166 1288. For programme enquiries and concessionary schemes, please call 2158 6467 or 3842 7776 or visit www.lcsd.gov.hk/en/mo/activities/schoolprogrammes/arttech/24art/2025imm.html.

The concert is one of the programmes of the Chinese Culture Festival (CCF) 2025. For more information about programmes and activities of the CCF 2025, please visit www.ccf.gov.hk.

[Aristo Sham's Van Cliburn Piano Competition victory celebrated in New York \(with photos\)](#)

The Director of the Hong Kong Economic and Trade Office in New York, Ms Maisie Ho, attended the 17th Van Cliburn International Piano Competition press conference in New York City on June 11 (New York time), where she congratulated Hong Kong pianist Aristo Sham on his momentous win at the

prestigious Van Cliburn International Piano Competition.

Aristo Sham, whose remarkable artistry and technical brilliance captivated audiences and judges alike, made history as the first-ever Hong Kong pianist to win the Van Cliburn International Piano Competition, one of the world's most esteemed classical music competitions, which concluded on June 7 in Fort Worth, Texas.

Remarking on Aristo Sham's extraordinary achievement, Ms Ho said, "Aristo's win at the Van Cliburn International Piano Competition is not only a personal triumph but also a source of immense pride for Hong Kong, further reinforcing Hong Kong's reputation as a nurturing home for extraordinary musical talent. This historic milestone also highlights Hong Kong's vibrant cultural legacy on the global stage and underpins Hong Kong's positioning as an East-Meets-West cultural hub."



[Speech by FS at International Conference on Roads and Railways 2025 \(English only\) \(with photos\)](#)

Following is the speech by the Financial Secretary, Mr Paul Chan, at the International Conference on Roads and Railways 2025 today (June 12):

Alfred (President of the Hong Kong Institution of Highways and Transportation, Mr Alfred Leung), Vice President Wang (Vice President of the Research Institute of Highway of the Ministry of Transport of the People's Republic of China Mr Wang Shuiyin), Tony (Director of Highways, Mr Tony Yau), distinguished guests and speakers, ladies and gentlemen,

Good morning. It is a great pleasure to join you today at the inaugural International Conference on Roads and Railways – a timely and important gathering that brings together a distinguished community of policymakers, engineers, academics and industry leaders to explore the future of connectivity and sustainable mobility.

To our guests from the Mainland and overseas, a very warm welcome to Hong Kong.

The future of roads and railways

Roads and railways have long been the backbone of economic growth and social advancement. They are more than just physical infrastructure; they are public goods that connect people, expand opportunities, foster mutual understanding, and enable more inclusive development.

In an era of rapid technological advancement and growing climate urgency, we are called not only to build infrastructure, but to build it smarter and greener. Transportation systems must be designed, constructed, operated, and maintained in ways that align with the sustainable development goals and meet the needs of future generations.

Around the world, the momentum towards smart and sustainable mobility is accelerating. Emerging technologies, from artificial intelligence and the Internet of Things, to automation and digital twin systems, are transforming how we plan and manage transport infrastructure. These innovations are helping us optimise construction engineering, enable real-time traffic management, and apply AI-powered predictive maintenance that cuts costs, reduces downtime and enhances safety.

In short, we are seeing a profound shift from traditional infrastructure to intelligent assets that adapt, learn and improve over time.

At the same time, the global push for decarbonisation is reshaping the transport landscape, calling for action on multiple fronts such as using low-carbon materials in construction; designing infrastructure to support green logistics; and investing in EV charging networks as critical enablers of clean transport. It also means leveraging smart technologies, such as optimising energy consumption through AI, sensor-based monitoring, modular construction, and more, to reduce emissions across the life cycle of transport assets.

Green infrastructure, once a goal, is now a necessity.

A key strategy in this transition is transit-oriented development, or TOD, which is a planning approach that integrates high-density urban development with efficient public transport systems. It clusters housing, commercial services and amenities around transit hubs, reducing reliance on private vehicles and cutting greenhouse gas emissions.

Studies show that well-executed TOD can reduce urban carbon emissions by up to 25 per cent, while also enhancing liveability, walkability and economic vitality. In essence, TOD is about building communities that are compact,

connected and carbon-conscious.

Hong Kong's experience

So where does Hong Kong stand in all these – and how can we contribute? I believe there are several areas that Hong Kong can share experience with our peers.

First, technological expertise and professional excellence. Hong Kong's pathway in transport infrastructure is built on advanced engineering know-how, precision planning, and a commitment to innovation. Mable, our Secretary for Transport and Logistics, will soon provide a detailed account of how we are taking the projects forwards and how we are applying advanced technologies. But allow me to highlight a few unique features of our experience.

Hong Kong is a compact and high-density city, where land is scarce and infrastructure must coexist with tight urban spaces. This has made us a pioneer in TOD, with railways serving as the backbone of urban development. Our railway-led planning integrates transport, housing and commercial uses to create seamlessly connected and lower-emission communities.

A good example is the Northern Metropolis, envisioned as a major innovation and technology hub. With a projected population of 2.5 million and over 650 000 new jobs, its development will be "infrastructure-led" and "capacity-creating" – with key projects such as the Northern Metropolis Highway and the Northern Link driving connectivity and growth in the region.

Given our dense built environment, careful planning and community engagement are essential to avoid undue disruption. While this can be time-consuming, it reminds us of the need to build infrastructure that is responsive to public aspirations and socially inclusive.

Cross-boundary land transport infrastructure is a defining characteristic of Hong Kong. We have nine land boundary control points. From the Hong Kong-Zhuhai-Macao Bridge to the High Speed Rail, we have experience in integrating different engineering standards, operational models and even legal frameworks. A good example is the co-location of Mainland's and Hong Kong's customs, immigration and quarantine facilities at the Hong Kong West Kowloon Station. These projects require a high degree of agility, co-ordination with our counterparts and innovation.

Second, smart and green innovation. Hong Kong is committed to making our transport systems smarter and greener, both as an innovator of new technologies and a user of cutting-edge solutions.

On the innovation side, we are investing heavily in four key technology areas: AI and robotics, biotech, fintech, and new energy and materials. Our goal is to become an international innovation and technology hub, with AI at its core.

We already have a vibrant ecosystem of some 4 700 start-ups. In addition, we have been making good progress in attracting strategic

enterprises to establish their presence, including R&D centres, here in Hong Kong. These include companies engaged in EVs, autonomous driving, smart traffic management and green materials, many of which are eager to seek global partners to expand their applications.

On the application side, our high-density urban environment demands the use of advanced technologies to maintain efficiency and reliability of the transportation system. The opportunities in this space are vast, and we warmly welcome tech innovators from around the world to share solutions, co-create new applications, and shape the future of mobility together.

Finally, financing the future. Hong Kong's role as an international financial centre gives us a unique and powerful lever to support infrastructure development globally.

With a full suite of funding options, Hong Kong is where infrastructure projects from around the world can raise funds. This is particularly relevant for green, low-carbon infrastructure projects. We are Asia's leading green bond market, accounting for nearly half of the region's total issuance.

And we are also pioneering innovative financing models to unlock capital for infrastructure development. One such example is securitisation of infrastructure loans, a mechanism that transforms mature, revenue-generating brownfield assets into investment products, thereby freeing up capital for new greenfield projects. To date, Hong Kong has issued two such tranches, totalling US\$800 million, supporting over 50 projects across the Middle East, Asia-Pacific and Latin America.

In regions where infrastructure funding gap remains urgent and significant – particularly in the Global South – Hong Kong offers practical and scalable ways to accelerate the delivery of essential and sustainable transport networks.

Concluding remarks

Ladies and gentlemen, to conclude, I believe the path to smarter and greener mobility is full of potential – and it is through collaboration, innovation and shared commitment that we will realise it.

On this note, I would like to extend my heartfelt thanks to the Transport and Logistics Bureau, the Highways Department, and the Hong Kong Institution of Highways and Transportation for organising this meaningful conference.

I wish the conference every success, and I look forward to the ideas and partnerships that will emerge from these three exciting days. Thank you very much.



Red flags hoisted at several beaches

Attention TV/radio announcers:

Please broadcast the following as soon as possible:

Here is an item of interest to swimmers.

The Leisure and Cultural Services Department announced today (June 12) that due to big waves, red flags have been hoisted at Deep Water Bay Beach, Stanley Main Beach, Shek O Beach and Big Wave Bay Beach in Southern District, Hong Kong Island; Cheung Chau Tung Wan Beach in Islands District; and Hap Mun Bay Beach, Silverstrand Beach and Clear Water Bay Second Beach in Sai Kung District. Beachgoers are advised not to swim at these beaches.