

For information

Legislative Council Panel on Security

**Supplementary Information on
New Territories South Regional Police Headquarters and
Operational Base at Tsuen Wan**

PURPOSE

The purpose of this paper is to provide supplementary information to support a plan to construct a Regional Police Headquarters (RHQ) and Operational Base (OB) at Tsuen Wan to accommodate the New Territories South Regional Police Headquarters (NTS RHQ) and its operational units. The plan was previously submitted to the Panel vide LC paper No. CB(2)833/01-02(04) in January 2002.

BACKGROUND

2. The Police Force has for a long time been organizing its command structure on a regional basis. This form of deployment was last reviewed in 1993, when the current five land regions (i.e. Hong Kong Island, Kowloon East, Kowloon West, New Territories North and New Territories South) were established.

3. A police region is commanded by an Assistant Commissioner and comprises about 4 000 officers. It discharges all front-line constabulary responsibilities within the designated boundaries. The Regional Headquarters

supervises the day-to-day work of a number of police stations. Through various Regional formations (detailed at paragraph 5) collectively referred to as the Operational Units, it also supports police stations with additional trained manpower in planned or unplanned operations, deals with major incidents and/or natural disasters and directly controls crime and traffic. The Force seeks to co-locate the Regional Headquarters together with its Operational Units in a strategic location and under one roof to enable the Regional Commander to discharge his responsibilities efficiently and cost effectively. The purpose-built complex which accommodates the Regional Headquarters and its operational units will be known as the Regional Headquarters and Operational Base.

4. When the present five land regions were established, it was not physically possible to provide them all with purpose-built accommodation. A number of temporary arrangements were decided upon to provide makeshift facilities for operational needs; while the planning, site search and feasibility studies for new projects were put in train. At present, only the New Territories North Regional Headquarters and Operational Base at Tai Po is suitably located and purpose-built. The other four suffer from drawbacks of one kind or another and are awaiting permanent improvement. Of these four regions, the relocation of the NTS Regional Headquarters and Operational Base is considered the most urgent, justified and achievable at this stage.

Present Position

5. NTS RHQ is responsible for the overall operations, anti-crime, community relations and administrative matters for the whole Region and overseeing local policing at District and Divisional level. NTS RHQ consists

of the Regional core administrative command and various operational units, including the following major units –

- (a) **Emergency Unit** – it provides a rapid response to emergency situations, including 999 calls, and a speedy additional presence of uniformed police on the street to combat crime;
- (b) **Resident Police Tactical Unit Company** – it provides a ready reserve to deal with threats to internal security situations and natural disasters, and is deployed on a daily basis to supplement District resources in tackling identified crime black spots;
- (c) **Regional Crime Headquarters** – it includes the Regional Crime Units which investigate serious and inter-District crimes, and collect, collate and evaluate intelligence on criminals and criminal activities within the Region; and the Regional Crime Prevention Office which provides security advice to the public and incorporates the Juvenile Protection Section;
- (d) **Regional Traffic Units** – they are responsible for traffic control, enforcement of traffic legislation and regulations, investigating traffic accidents, promoting road safety and implementing traffic policies; and
- (e) **Regional Missing Persons Unit** – they are responsible for investigating and locating persons who have been reported missing within the Region.

6. Due to lack of any better accommodation, NTS RHQ and its Regional Crime Units have been temporarily located within the Ma On Shan Divisional Police Station, whilst the remaining operational units are scattered in police premises in Siu Lek Yuen, Tsuen Wan and Tsing Yi. A plan showing the current locations of NTS RHQ and its operational units is at Annex A. As illustrated on the plan, the Regional Headquarters and most of its operational units are located separately, which hinders the efficient coordination and deployment of resources. Annex B shows a comparison of travelling times from the present and proposed NTS RHQs to key locations and Police District Headquarters (HQ) within NTS Region. The travelling time from the proposed NTS RHQ to most of the key locations will be reduced.

OPERATIONAL COMMITMENTS OF REGIONAL HEADQUARTERS FORMATIONS

7. 60 – 70% of the work of the Regional Headquarters Formations relates to the Districts west of the Shing Mun Tunnel¹. The bulk of that is currently attributable to Kwai Tsing and Tsuen Wan Districts. As Lantau Island continues to develop over the next few years, it will require an enhanced commitment from the existing Regional resources. The commitments are summarized below:

(a) **Emergency Unit NTS**

Annex C illustrates a breakdown of the workload of the Emergency Unit NTS by District. In 2001, approximately

¹ The Shing Mun Tunnel currently provides the only direct link between Sha Tin (where the current NTS RHQ is located) and the rest of the Region. In the event of the Tunnel being closed, alternative indirect routes via Tai Po Road and Lion Rock Tunnel would need to be used to maintain road links within the Region.

two thirds of Emergency Unit tasking occurred in Tsuen Wan, Kwai Tsing and Lantau Districts.

(b) **Resident Police Tactical Unit Company (PTU)**

Annex D gives a breakdown of PTU deployment by District. It shows that in 2001, 630 of 930 deployments (67.7%) took place in Districts on the western side of the Shing Mun Tunnel.

(c) **Regional Crime Units**

The workload of the Regional Crime Units during the past 5 years is illustrated at Annex E. It can be seen that during this period, 62.8% of the cases investigated have occurred in Districts on the western side of the Shing Mun Tunnel. Surveys have also indicated that 60% to 70% of scene investigations and local and follow-up enquiries have taken place in Tsuen Wan and Kwai Tsing Districts.

In addition, Regional Crime Units frequently mount proactive operations to counter criminal activities within the Region. Annex F shows that 71.9% of such operations conducted in 2001 took place in Districts to the west of the Shing Mun Tunnel.

(d) **Regional Missing Persons Unit NTS (RMPU NTS)**

RMPU NTS is currently located in Tsing Yi Divisional Police Station. Annex G shows that approximately 60% of cases dealt with by the unit emanated from Districts on the western

side of the Shing Mun Tunnel. The location of the proposed RHQ, with its proximity to a MTR station and numerous bus routes, would facilitate access to the unit by members of the public, including those travelling from Sha Tin, and enable RMPU officers to conduct enquires more efficiently.

(e) **Regional Traffic Units**

The majority of traffic accidents occurring in NTS Region during 2001 happened in areas to the west of the Shing Mun Tunnel. Annex H shows that on average 62.4% of accidents occurred in these areas. In addition, NTS Region has 81 km of expressway of which 70% is in the southwest of the Region and only 30% in Sha Tin District. This includes the critical Lantau Link, providing the only land link to Hong Kong International Airport.

Other major transport facilities are also situated on the western side of the Region, such as the MTR network connecting Tsuen Wan, Tai Wo Hau, Kwai Chung and Kwai Fong, the Tsing Ma and the Ting Kau Bridges, the West Rail and the ferry terminals.

SPECIFIC EXAMPLES OF OPERATIONAL BENEFITS

8. The current NTS RHQ is situated at the eastern edge of the Region, with its operational units spread throughout the Region. In the ensuing paragraphs, the following two specific examples will be given to illustrate the benefits of having a centrally located NTS RHQ, co-located with its constituent operational units-

- (a) response to incidents at Hong Kong International Airport (HKIA); and
- (b) management of major incidents.

(a) Response to Incidents at Hong Kong International Airport

9. The current location of the RHQ some 45 km away from HKIA means that an initial response from RHQ and Regional Crime Units to an incident at HKIA can take up to one hour. Since the opening of HKIA at Chek Lap Kok in July 1998, there have been a number of significant incidents requiring immediate Regional command and operational support. These included the crash of a China Airlines aircraft on 22 August 1999, and a criminal hostage taking incident on 31 July 2000.

10. The day-to-day policing of HKIA is the responsibility of the District Commander Airport, who reports to the Deputy Regional Commander NTS. However, in the event of major incidents occurring at HKIA, the Regional Commander NTS, his senior staff, and a number of Regional Headquarters Formations (including the Emergency Unit, Police Tactical Unit, Traffic NTS and Crime Headquarters NTS) will respond to perform command and control functions and to reinforce Airport District operational staff. Such major incidents include -

- (i) a terrorist incident at HKIA;
- (ii) an aircraft accident;

- (iii) a full emergency landing;
- (iv) serious crimes;
- (v) visits to Hong Kong of Internationally Protected Persons (IPPs), via HKIA; and
- (vi) crowd or traffic management during or after typhoons, or on other occasions when air traffic is disrupted.

11. During a major incident, the Regional Commander will assume the role of Incident Commander and establish his command post at the Incident Control Centre (ICC) at Airport Police Station. Apart from Police Formations, the ICC has representatives from the Airport Authority and the Civil Aviation Department. The ICC is also in close contact with Aviation Security Company and the airlines. It has secure communications facilities and video coverage of the incident site. Prompt arrival at the ICC by the Regional Commander and his staff is essential to ensure that incidents are contained and managed effectively. Relocating the RHQ and the Regional Crime Headquarters to Tsuen Wan would shorten the response time by about 20 minutes, which is significant. The first half hour is usually very critical to the successful containment of a situation or investigation of a crime.

Example - An Aircraft Accident

12. The type of support provided by RHQ and Regional Formations varies depending on the nature of the incident, but for example in the event of an aircraft accident, would include -

Command

The Regional Commander as Incident Commander will proceed immediately to the ICC. Six other officers from RHQ between the rank of Senior Superintendent and Chief Inspector also play important roles in the ICC and will have to proceed to the ICC. These are -

Senior Superintendent Operations NTS - ICC Controller
Superintendent Operations NTS - ICC Assistant Controller
Chief Inspector Operations NTS - ICC Watch keeper

Senior Superintendent Administration NTS } Regional
Superintendent Administration NTS } Administration
Training and Staff Relations Officer NTS } Group (Logistics and Support)

Emergency Unit

The Emergency Unit Platoon on duty will immediately reform and proceed to HKIA to provide immediate operational support to Airport District, by establishing cordons, manning and guarding gatehouses, and performing crowd management.

Police Tactical Unit

Available Platoons of the resident NTS PTU Company will immediately reform and proceed to HKIA. They will assist by establishing cordons, manning and guarding gatehouses, and crowd management.

Traffic New Territories South

Traffic Units will be deployed to the area of HKIA, the North Lantau Highway and the strategic road network leading to Lantau Island to control traffic, and to ensure that major roads are kept clear for emergency vehicles.

Regional Crime Headquarters

The Senior Superintendent Crime NTS will be nominated as the “Incident Investigation Officer” and will proceed to HKIA to supervise the investigation. In this task, he will be assisted by the Regional Crime Unit NTS. The Regional Intelligence Unit NTS will proceed to the Survivors’ Reception Centre at the Passenger Terminal Building to interview and document survivors. It is important that the “Incident Investigation Officer” should arrive at the scene as quickly as possible to establish liaison with the Airport Authority, and the Accident Inspector appointed by the Director of Civil Aviation, to ascertain whether any criminal or terrorist acts may have been the cause of the crash.

(b) Management of Major Incidents (including serious crimes, disasters and public order incidents)

13. In the event of a major incident taking place within NTS Region, apart from resources from the District where the incident has occurred, Regional Headquarters Formations would also be expected to be deployed as follows -

(i) **Traffic New Territories South**

traffic management and control;

(ii) **Police Tactical Unit**

operational support, crowd management, and traffic control;

(iii) **Emergency Unit**

operational support and Regional video team; and

(iv) **Crime Headquarters NTS**

investigation of offences.

14. An example of such a large scale event was the policing of the dispute between the Mid-stream Operators and truck drivers at Kwai Chung Container Port, which took place during late 2000 and mid 2001. The Regional Commander personally commanded operations from the Regional Operations Room in Ma On Shan Divisional Police Station, with the support of Regional Operations Bureau staff. The District Commander Kwai Tsing was the Field Commander at the scene.

15. Experience from the dispute highlighted the difficulties caused by having Regional Headquarters Formations based at a number of different locations. This was particularly relevant for the Senior Superintendent Operations NTS, who was responsible for supervising the Regional Operations Room, as well as commanding the Police Tactical Unit and the Emergency Unit.

16. Besides, there were difficulties in gathering Formation Commanders for briefings and meetings to review the situation and to give directions. For the convenience of operational Commanders, the meetings were held at Kwai Chung Police Station. This, however, removed the Regional Commander from his own Regional Operations Room, which was the key point of contact for liaison with Police Headquarters and other Government representatives involved in mediating the dispute.

17. The Mid-stream Operators dispute highlighted the operational need for having the Regional Headquarters Formations co-located in a single base. This would enable the Regional Commander to have immediate access to his Regional Headquarters Formation Commanders for briefings and consultation. It would also enable the Regional Operations Room to be opened and quickly manned by representatives of Regional Headquarters Formations (including co-location with the Traffic Operations Room currently located in Tsuen Wan), to co-ordinate responses to public order events, major crimes, serious traffic congestion and natural or man-made disasters. The co-location of Regional Headquarters Formations would significantly improve command and co-ordination of major incidents taking place in NTS Region.

FUTURE DEVELOPMENTS ON LANTAU AND MA WAN ISLANDS

18. In the next few years there will be major developments on both Lantau and Ma Wan Island, which will require not only day to day policing, but also a response from Regional Headquarters Formations should untoward incidents occur. The developments include -

(a) **Tung Chung New Town Development**

Tung Chung New Town development is divided into four phases of which two phases have already been completed. With the construction of associated infrastructure, the population of Tung Chung New Town is anticipated to reach 320 000 by 2010.

(b) **Discovery Bay**

A vehicular tunnel linking Discovery Bay to Siu Ho in North Lantau and the North Lantau Highway was opened in May 2000. The opening of the tunnel provided Discovery Bay residents with an alternative means of travelling to and from the urban areas, and conversely, allowed easier access to outsiders. Active development is taking place in the Yi Pak Wan area, and a substantial increase in population from the current 15 000 to 25 000 on full development can be expected.

(c) **Hong Kong Disneyland**

Infrastructural work is currently under way to construct Disneyland at Penny's Bay, Lantau, and is due for completion in 2005. It is anticipated that 18 400 jobs will be generated by the opening date increasing to 35 800 new jobs over a 20-year period. This development will provide an economic boost to Hong Kong in terms of employment and tourists. Additional policing commitments for Disneyland will include a Police Post on site, a response to increased road traffic in the area, and

contingency planning for major events or incidents taking place at the park.

(d) **Ma Wan Development**

The development of Ma Wan is taking place in three phases. The first two involve the re-housing of the old Ma Wan Village and the construction of a residential housing area to accommodate 15 000 people. An application has also been made to construct a theme park, with completion set for 2004.

(e) **Cable Car Link to Ngong Ping and Revitalization of Tai O**

Both of these projects, now in the planning stage, will result in increased tourism to Western Lantau when implemented.

SERVICE QUALITY ADVANTAGES

19. The proposed RHQ will be situated in a convenient location served by public transport. It will be readily accessible to Tai Wo Hau MTR Station and close to public light bus and bus routes. This will facilitate the interface with members of the public who need to visit RHQ Formations, including -

- ✧ victims and witnesses visiting Regional Crime Units to give statements, collect property or take part in identification parades;
- ✧ members of the legal profession accompanying or visiting suspects (for example for identification parades);

- ✧ persons who have been reported missing, their relatives and friends, attending the Regional Missing Persons Unit to give statements;
- ✧ persons visiting the Regional Crime Prevention Office for crime prevention seminars, or to view security equipment; and
- ✧ members of the public visiting the Accident Investigation Division of Traffic NTS (which is already situated in Tsuen Wan).

Formations which would provide a more convenient service to the public from the proposed central location include –

(a) **Regional Crime Units**

A significant part of their investigative work involves the interviewing and processing of witnesses, suspects and arrested persons with the bulk of their work being in Kwai Tsing and Tsuen Wan District. They will also be able to respond much quicker to the scenes of serious crimes which take place in Kwai Tsing, Tsuen Wan, Lantau and HKIA. Prompt arrival at crime scenes is considered essential to the effective management and investigation of serious crimes.

(b) **Regional Crime Prevention Office (RCPO)**

One of its primary functions is to conduct security surveys and provide security advice to the tenants of commercial, industrial

and residential buildings. In 2001, 4 220 visits to premises were conducted by the RCPO, of which 2 820 or 66.8% were in buildings to the west of the Shing Mun Tunnel. The RCPO has recently moved to former Siu Lek Yuen Police Station. Its subsequent re-location to the proposed RHQ would result in a reduction in travelling time to the majority of locations to be visited thus enhancing the Unit's efficiency, whilst being more convenient to members of the public visiting the RCPO office.

(c) **Juvenile Protection Section (JPS)**

JPS is responsible for making periodic home visits to juveniles who have committed an offence and been dealt with by the Superintendent's Discretion Scheme. It is currently based in former Siu Lek Yuen Police Station. It made 4 055 home visits in 2001. Of these visits, 2 602 (64.1%) took place in addresses situated to the west of the Shing Mun Tunnel. Re-location to the proposed RHQ would considerably reduce the travelling time of the majority of home visits made by JPS, thus increasing the Section's efficiency.

(d) **Regional Missing Persons Unit (RMPU)**

The Unit's major responsibility is to investigate and locate persons who have been reported missing within the Region. Considerable time is spent interviewing family members and friends of the missing person, either at their home or in the RMPU office (Tsing Yi Divisional Police Station). In addition, RMPU officers will check known haunts of the missing person. The proposed NTS RHQ will provide a more

convenient location, including for persons travelling from Sha Tin.

ACCOMMODATION ADVANTAGES

20. The major advantage of the proposed RHQ is that it would house all NTS HQ units in the same building² and this would produce savings in manpower and by way of economies of scale.

21. For example, it would allow the following facilities to be centralized in one building -

- Armoury
- Fuelling and maintenance of Police vehicles
- An expanded Communication Branch Workshop (co-located with the Units it serves)
- Mess/Canteen – sharing of a RHQ facility by all occupants
- Laundry
- Resource Centre
- Fitness Room
- Support functions (e.g. stores)

² A part of the NTS Traffic Units (that part relating to Sha Tin Traffic Zone) will not be co-located as it is operationally more desirable to locate them in Sha Tin area.

22. Another advantage to be brought about by the proposed RHQ would be a general upgrading in the standard of accommodation and the provision of a purpose-built complex. Units which would be particularly affected include -

(a) **Emergency Unit NTS**

Currently housed at NTS OB in converted residential quarters, their offices are sub-standard. Changing and operational standby accommodation does not meet current Force standards.

(b) **Regional Traffic NTS**

Traffic Enforcement & Control is presently housed at NTS OB in a semi-permanent structure. Changing and operational standby accommodation does not meet current Force standards.

Traffic Accident Investigation Division is currently located at NTS OB. Their accommodation is underprovisioned and insufficient for their needs. There are inadequate storage facilities, requiring files to be stored in cabinets in the corridors. A single overcrowded duty room is shared by Junior Police Officers from four Investigation Teams. A new RHQ would considerably enhance the working environment and benefit both traffic officers and members of the public attending the offices of Accident Investigation Division.

(c) **Regional Crime NTS**

Regional Crime NTS (including the Regional Crime Units and the Regional Intelligence Unit) is currently accommodated on the 2nd, 12th, 13th and 14th floors of Ma On Shan Divisional Police Station. Due to space considerations, the Regional Crime Prevention Office is not accommodated at Ma On Shan Divisional Police Station but has separate accommodation at former Siu Lek Yuen Police Station.

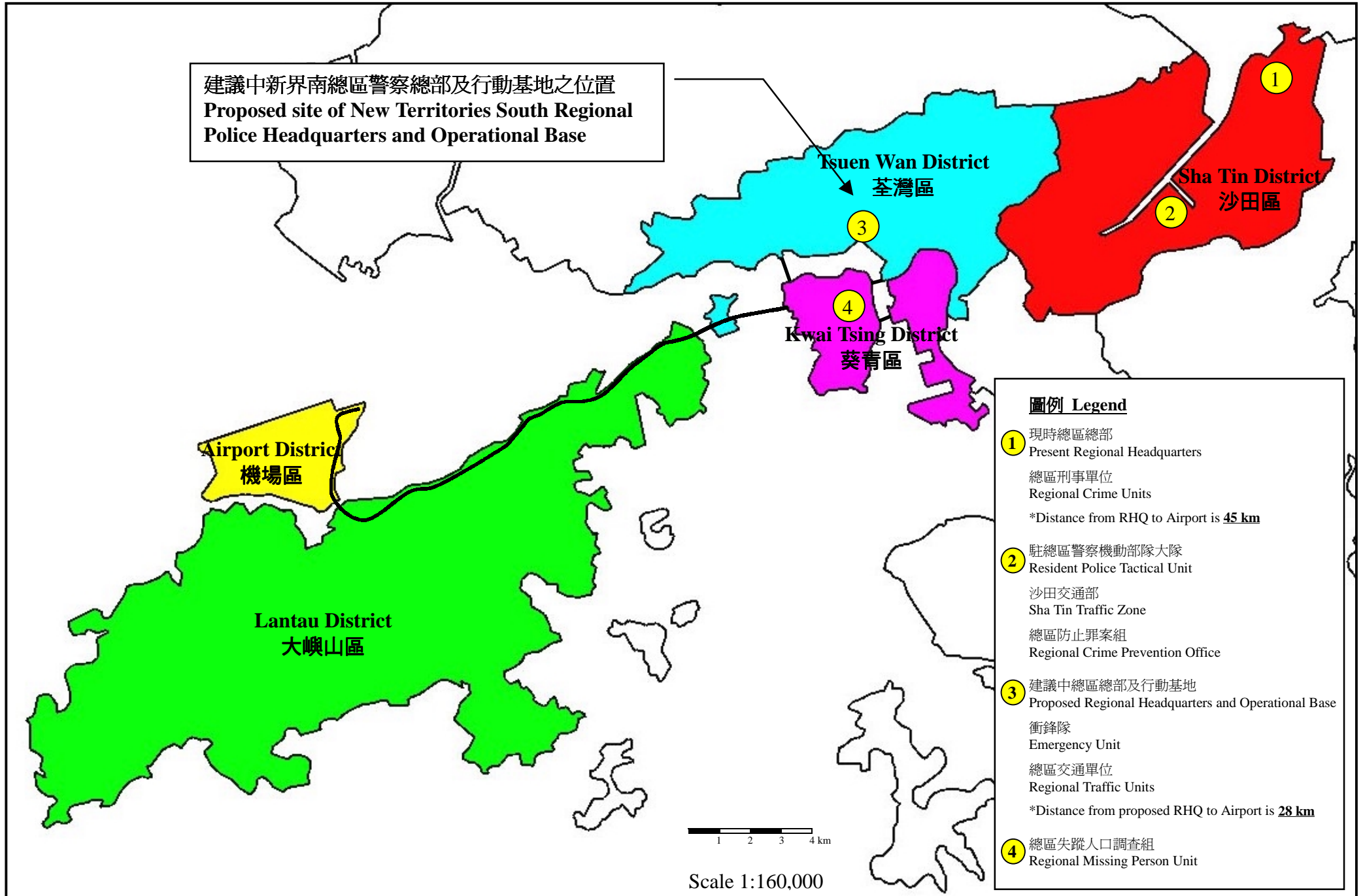
The Regional Crime offices at Ma On Shan Divisional Police Station are underprovisioned, and insufficient for the needs of the Units working there. A new RHQ co-locating all Regional Crime NTS units would not only improve command and facilities, but would also improve the environment in which Crime officers interact with the public.

Security Bureau

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現時及建議中新界南總區警察總部及行動單位之分佈位置
 Current and Proposed Locations of New Territories South Regional Police Headquarters and Operational Units



Travelling Times to Key Locations in NTS Region

To \ From	Present RHQ (Travelling Time in Minutes)	Proposed RHQ (Travelling Time in Minutes)	Change in Travelling Time in Minutes (in Percentage)
Shek Pik Prison Lantau South	80	60	-20 (-25%)
Hong Kong International Airport	45	25	-20 (-44.4%)
Lantau District HQ	42	22	-20 (-47.6%)
Disneyland	35	15	-20 (-57.1%)
Ma Wan	31	11	-20 (-64.5%)
Tsing Ma Bridge Control Centre	25	5	-20 (-80%)
Tsing Yi Island (South) Potentially Hazardous Installations	36	16	-20 (-55.6%)
Kwai Chung Container Port	31	11	-20 (-64.5%)
Tsuen Wan District HQ	25	5	-20 (-80%)
Kwai Tsing District HQ	25	10	-15 (-60%)
Sha Tin District HQ	10	15	+ 5 (+ 50%)

Workload of Emergency Unit NTS (1997 – 2001)

Year	Workload	Kwai Tsing District	Tsuen Wan District	Lantau District	Sha Tin District	Total
1997	999 Calls Responded To	2236 (30.8%)	2666 (36.8%)	2 (0.1%)	2345 (32.3%)	7249
	Crime Arrests	219 (23.5%)	402 (43.2%)	0 (0%)	310 (33.3%)	931
	Miscellaneous Arrests	Not Available	Not Available	Not Available	Not Available	600
1998	999 Calls Responded To	2080 (28.9%)	2627 (36.6%)	4 (0.1%)	2474 (34.4%)	7185
	Crime Arrests	159 (23.1%)	269 (39.1%)	0 (0%)	260 (37.8%)	688
	Miscellaneous Arrests	Not Available	Not Available	Not Available	Not Available	855
1999	999 Calls Responded To	2050 (27.5%)	2879 (38.5%)	7 (0.1%)	2536 (33.9%)	7472
	Crime Arrests	201 (24.6%)	336 (41.2%)	0 (0%)	279 (34.2%)	816
	Miscellaneous Arrests	227 (23.6%)	458 (47.5%)	1 (0.1%)	278 (28.8%)	964
2000	999 Calls Responded To	1925 (28.5%)	2441 (36.1%)	10 (0.1%)	2379 (35.2%)	6755
	Crime Arrests	231 (30.2%)	263 (34.4%)	0 (0%)	270 (35.4%)	764
	Miscellaneous Arrests	197 (20.3%)	483 (49.7%)	292 (30.0%)	0 (0%)	972
2001	999 Calls Responded To	2119 (29.1%)	2441 (33.6%)	3 (0.1%)	2702 (37.2%)	7265
	Crime Arrests	209 (25.5%)	263 (32.1%)	0 (0%)	348 (42.4%)	820
	Miscellaneous Arrests	220 (21.6%)	483 (47.3%)	0 (0%)	317 (31.1%)	1020

PTU NTS Deployment by Platoon Shift (1997 – 2001)

Year	Kwai Tsing District	Tsuen Wan District	Lantau District	Airport District	Sha Tin District	Total
1997	340 (33.4%)	312 (30.6%)	69 (6.8%)	0 (0%)	298 (29.2%)	1019
1998	216 (29.3%)	211 (28.6%)	26 (3.6%)	73 (9.9%)	211 (28.6%)	737
1999	269 (30.2%)	282 (31.7%)	31 (3.5%)	12 (1.3%)	296 (33.3%)	890
2000	264 (28.5%)	336 (36.2%)	17 (1.8%)	10 (1.1%)	300 (32.4%)	927
2001	290 (31.2%)	318 (34.2%)	16 (1.7%)	6 (0.6%)	300 (32.3%)	930

Annex E

Breakdown of Cases Taken Over by Regional Crime Units NTS (1997 – 2001)

Year	Kwai Tsing/ Tsuen Wan Districts	Lantau/ Airport Districts	Sha Tin District	Total
1997	19	9	8	36
1998	16	9	21	46
1999	22	5	16	43
2000	27	1	14	42
2001	18	4	18	40
Total	102 (49.3%)	28 (13.5%)	77 (37.2%)	207

Annex F**Breakdown of Operations Conducted by
Regional Crime Units NTS (1999 – 2001)**

	Operation	Kwai Tsing/ Tsuen Wan District	Lantau/ Airport Districts	Sha Tin District	Total
1999	Covert	9 (33.3%)	6 (22.2%)	12 (44.4%)	27
	Anti-Crime	30 (68.2%)	0 (0%)	14 (31.8%)	44
	Total	39 (54.9%)	6 (8.5%)	26 (36.6%)	71
2000	Covert	14 (35.9%)	11 (28.2%)	14 (35.9%)	39
	Anti-Crime	31 (83.8%)	0 (0%)	6 (16.2%)	37
	Total	45 (59.2%)	11 (14.5%)	20 (26.3%)	76
2001	Covert	7 (63.6%)	1 (9.1%)	3 (27.3%)	11
	Anti-Crime	10 (47.6%)	5 (23.8%)	6 (28.6%)	21
	Total	17 (53.1%)	6 (18.8%)	9 (28.1%)	32

Missing Person Reports Received by RMPU NTS (1997 –2001)

Year	Kwai Tsing District	Tsuen Wan District	Lantau District	Airport District	Sha Tin District	Total
1997	445 (32.4%)	349 (25.4%)	19 (1.4%)	N/A	560 (40.8%)	1373
1998	459 (29.4%)	419 (26.8%)	34 (2.2%)	N/A	649 (41.6%)	1561
1999	473 (30.2%)	386 (24.7%)	33 (2.1%)	2 (0.1%)	672 (42.9%)	1566
2000	563 (33.6%)	387 (23.1%)	33 (2.0%)	0	693 (41.3%)	1676
2001	557 (31.2%)	513 (28.7%)	45 (2.5%)	3 (0.2%)	667 (37.4%)	1785

Traffic Accident Statistics NTS Region (1997 - 2001)

Year	Kwai Tsing District	Tsuen Wan District	Lantau District	Airport District	Sha Tin District	Total
1997	1344 (25.1%)	1998 (37.2%)	111 (2.1%)	-	1911 (35.6%)	5364
1998	1325 (28.0%)	1640 (34.6%)	211 (4.4%)	147 (3.1%)	1415 (29.9%)	4738
1999	1422 (23.7%)	1930 (32.2%)	174 (2.9%)	184 (3.1%)	2283 (38.1%)	5993
2000	1614 (25.3%)	2075 (32.5%)	186 (2.9%)	210 (3.3%)	2291 (36.0%)	6376
2001	1684 (25.8%)	1994 (30.6%)	206 (3.1%)	187 (2.9%)	2448 (37.6%)	6519