

另一方面，愉景灣航運服務有限公司提供的渡輪服務，仍然是愉景灣對外的主要交通工具。雖然愉景灣至中環的航線載客量錄得跌幅，但愉景灣對外交通的整體載客量，包括對外巴士服務，卻錄得輕微增長。另外，該航線位於中環的渡輪碼頭，將於今年七月遷至中環民光街十一號三號碼頭。

On the other hand, ferry service provided by Discovery Bay Transportation Services Limited remained a major transportation link between Discovery Bay and urban areas. Although the Discovery Bay/Central ferry route recorded a decrease in passenger volume, the overall passenger volume of external transports showed a mild increase when external bus service was also taken into account. In July 2002, the Central landing point of the route will be removed to Pier No. 3, 11 Man Kwong Street, Central.



三號碼頭外貌。
The exterior of Pier No. 3.

搬遷碼頭主要是配合政府中環填海計劃的工程需要，同時亦標誌著愉景灣發展的一個里程碑。從此愉景灣至中環航線將可擁有座落於中環的永久獨立碼頭。新碼頭將有完善的配套設施，包括空調候船室、公共交通設施和電梯等，為乘客提供更方便和更舒適的服務和環境。

The move to Pier No. 3 is at the request of the Government to make way for Central Reclamation. It also marks another milestone for the development as it would be the first time a permanent pier in Central is dedicated to the Discovery Bay/Central ferry service. Ancillary facilities like an air-conditioned waiting hall, public transport facilities and elevators would be provided to enhance passengers' convenience and comfort.

其他航線方面，尖沙咀東至中環的渡輪服務深受市民歡迎，載客量大幅增長了百分之四十九；而梅窩至愉景灣航線載客量亦保持平穩。愉景灣航運亦為員工提供了多項有關安全及顧客服務的訓練。

The Tsim Sha Tsui East/Central ferry route was very popular, reporting a substantial 49% increase in passenger volume. There continued to be a stable demand for the Discovery Bay/Mui Wo route. More staff training programmes were introduced to further enhance safety and customer service during the year.