

(Translation)

Islands District Council
Minutes of Meeting of Traffic and Transport Committee

Date : 22 May 2023 (Monday)

Time : 2:00 p.m.

Venue : Islands District Council Conference Room,
14/F, Harbour Building, 38 Pier Road, Central, Hong Kong

Present

Chairman

Ms WONG Chau-ping

Vice-Chairman

Mr HO Siu-kei

Members

Mr YU Hon-kwan, MH, JP

(Left at around 5:00 p.m.)

Mr CHOW Yuk-tong, SBS, MH

Mr WONG Hon-kuen, Ken

Mr HO Chun-fai

Mr NG Man-kit

Mr WAN Yeung-kin

Mr KWOK Ping, Eric

Mr FONG Lung-fei

Ms LAU Shun-ting

Attendance by Invitation

Mr LEE Sun-fu, Joe

Senior Executive Officer (District Management),
Islands District Office

Ms CHAN Hoi-yan, Janice

Executive Officer (Development)1, Islands District Office

Ms CHOI Siu-man, Sherman

Senior Transport Officer/Planning/Ferry 2, Transport Department

Mr LAM Hon-chau, Calvin

Transport Officer/Planning/Ferry 1, Transport Department

Mr KWONG Yuk-fai, Samson

Senior Engineer/18 (Lantau),

Civil Engineering and Development Department

Ms Hedy LI

Assistant to General Manager,

Hong Kong and Kowloon Ferry Limited

Mr Peter CHU

Senior Manager (Operations and Administration),

New Lantao Bus Company (1973) Limited

In Attendance

Mr LI Ho, Thomas	Assistant District Officer (Islands)1, Islands District Office
Mr NG Kin-fung	Engineer/Islands(1), Highways Department
Ms YEUNG Yuk-shan	Senior Transport Officer/Islands 1, Transport Department
Ms FUNG Sin-yee, Mini	Senior Transport Officer/Islands 2, Transport Department
Mr WONG Yui-him, Tim	Engineer/Islands 1, Transport Department
Ms HUI Shuk-yee	Engineer/Islands 2, Transport Department
Mr WEN Jinxing, Terry	Engineer/22 (Lantau), Civil Engineering and Development Department
Mr LUE Yat-fung	District Operations Officer (Lantau District), Hong Kong Police Force
Mr IP Ngai-chung	Assistant District Operations Officer (Lantau District), Hong Kong Police Force
Ms Anthea CHAU	Senior Corporate Communications Manager, Sun Ferry Services Company Limited
Ms LAM Wai-ling	General Manager, Hong Kong and Kowloon Ferry Limited

Secretary

Ms CHEUNG Hoi-kam, Nicole	Executive Officer (District Council)3, Islands District Office
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Absent with Apology

Mr WONG Man-hon, MH

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**Welcoming remarks**

The Chairman welcomed Members, representatives of the government departments and organisations to the meeting, and introduced Mr NG Kin-fung, Engineer/Islands(1) of the Highways Department (HyD) who succeeded Mr CHAN Chun-yin.

2. Members noted that Mr WONG Man-hon was unable to attend the meeting due to other commitments.

I. **Confirmation of the Minutes of Meeting held on 15 March 2023**

3. The Chairman said that the captioned minutes had incorporated the amendments proposed by the government departments, guests and Members and had been distributed to Members for perusal before the meeting.

4. Members voted by a show of hands. The minutes were endorsed unanimously.

(Members who voted in favour included: the Chairman Ms WONG Chau-ping, the Vice-chairman Mr HO Siu-kei, Mr YU Hon-kwan, Mr CHOW Yuk-tong, Mr Ken WONG, Mr HO Chun-fai, Mr NG Man-kit, Mr WAN Yeung-kin, Mr Eric KWOK, Mr FONG Lung-fei and Ms LAU Shun-ting.)

II. Proposed temporary pedestrian crossing at the junction of Tung Chung Waterfront Road and Wai Tung Road  
(Paper T&TC 16/2023)

5. The Chairman welcomed Mr KWONG Yuk-fai, Samson, Senior Engineer/18 (Lantau) of the Civil Engineering and Development Department (CEDD) and Mr LEE Sun-fu, Joe, Senior Executive Officer (District Management) and Ms CHAN Hoi-yan, Janice, Executive Officer (Development)<sup>1</sup> of the Islands District Office (IsDO) to the meeting to present the paper.

6. Mr Samson KWONG briefly presented the paper with the aid of PowerPoint presentation.

7. Mr FONG Lung-fei expressed his views as follows:

- (a) He objected to the addition of a pedestrian crossing at the proposed location. The above project would seriously affect the traffic of the road section concerned and the travelling of residents of Tung Chung West and Tung Chung North, especially during rush hours.
- (b) There was already a footbridge at the road section. He questioned whether the addition of a pedestrian crossing near a footbridge was in compliance with the Hong Kong Planning Standards and Guidelines (HKPSG).
- (c) He put forward three alternative options: option 1 was retrofitting of lifts to the footbridge; option 2 was to construct a pedestrian subway; and option 3 was to construct the temporary pedestrian crossing to the east of the proposed location.
- (d) The paper of the CEDD did not mention the presence of a fire hydrant at the proposed location of the pedestrian crossing. He queried about the distance to the nearby fire hydrants if the fire hydrant concerned was removed due to the construction of the temporary pedestrian crossing. He questioned if the department was concerned about fire safety.
- (e) The CEDD had said that the purpose of providing a pedestrian crossing was to facilitate the grassroots citizens' access to the Tung Chung Community Services Complex (the Complex). However, there were mainly private premises whose residents were not grassroots citizens' in

the vicinity of the pedestrian crossing. Residents of Yat Tung Estate and Mun Tung Estate could take Route No. 37H to reach the Complex or the waterfront promenade. They only needed to get off at the Tung Chung Development Pier stop and walk for around 200 metres without crossing the road.

- (f) He asked the departments what services were provided by the organisations in the Complex and whether their service targets included elders and persons with disabilities.

8. Mr Eric KWOK said residents could go to the Complex via Citygate, but there was no clear road signs for pedestrians between the proposed temporary pedestrian crossing and the junction at the Citygate. He suggested the departments to consider optimising the pedestrian link connecting Citygate when adding a temporary pedestrian crossing on Wai Tung Road.

9. The Vice-chairman Mr HO Siu-kei hoped the Police could provide the statistics on traffic accidents at the proposed location. He opined that traffic safety was the prime consideration in the provision of additional pedestrian crossing facilities. In addition, according to the paper provided by the CEDD, the department had conducted a study on the traffic flow of the relevant road section. If it was proven in the in-depth study conducted by the department that traffic impact caused by the project was minimal, and its design had complied with safety standards and would not have any insurmountable environmental impact, he believed Members would support the project.

10. Mr YU Hon-kwan asked the CEDD about the long-term arrangement for the above-mentioned temporary pedestrian crossing. As there were several non-governmental organisations in the Complex and a community liaison centre, and the waterfront promenade was a popular open space in Tung Chung with more facilities to be provided in the future, he opined that the above project could provide convenience to residents. In addition, two of the non-governmental organisations located in the Complex had filmed short videos to show residents how to reach the Complex via the footbridge. It could be seen from the videos that the route was rather complicated and long, which was very inconvenient for most residents (including elders and persons with disabilities). He had once driven through the road section and there was not much traffic at the time. Therefore, he opined that the project would have limited impact on the traffic of the road section. However, he hoped the department would provide information on the traffic impact of the above-mentioned project, so that Members could consider whether to support it.

11. Ms LAU Shun-ting supported the above project. Since the opening of the waterfront promenade in Tung Chung, the IsDO and local organisations had organised activities there from time to time, and Members had also attended such activities. She said that the walking route to the promenade was quite complicated, and the location of the footbridge was inconvenient to the public. She had witnessed some people stepping over the planters in central divider to cross Tung Chung Waterfront Road.

The situations were very dangerous.

12. Mr Samson KWONG made a consolidated response as follows:

- (a) The CEDD had conducted a traffic impact assessment for the above project. The results showed that the relevant road section would still have sufficient capacity to cope with the vehicular and pedestrian flows after the addition of the pedestrian crossing. During the design process, the department had optimised the cycle time of traffic signals, with a view to minimising the impact on drivers. In addition, the department would also install pedestrian push buttons at the pedestrian crossing. The traffic signal controller would give a green signal to pedestrians only when a pedestrian push button was pressed, thereby the impact on vehicular traffic could be reduced.
- (b) The proposed pedestrian crossing was temporary in nature because there was no long-term development plan for the waterfront area between the Tung Chung Development Pier and the SHERATON Hong Kong Tung Chung Hotel. The existing waterfront promenade in Tung Chung, the Tung Chung Community Liaison Centre (Tung Chung CLC) and the Complex were all temporary facilities, and thus the pedestrian crossing to be built for such facilities was also classified as temporary in nature. The department would discuss with relevant departments the follow-up arrangement for the pedestrian crossing at an appropriate time having regard to the traffic capacity of the junction and the future development of the waterfront area in Tung Chung.
- (c) The CEDD had relayed to the HyD the Member's suggestion on the installation of a lift to the footbridge. The HyD noted and would consider the suggestion at an appropriate time.
- (d) For the suggestion to construct the pedestrian crossing on the eastward side of the junction, as trees were planted on both sides of the road and the central divider, there was no suitable space for adding a pedestrian crossing. If a pedestrian crossing was to be added there, a number of trees would need to be felled or transplanted, which was not environmentally-friendly and would involve extensive preliminary work and a longer construction time. As a result, the department considered the current proposed location preferable.

13. Mr Joe LEE said that there were currently three non-governmental organisations (namely the Jockey Club Women's Integrated Service Centre of Hong Kong Outlying Islands Women's Association, the Hong Kong Sheng Kung Hui Tung Chung Integrated Services, and the Neighbourhood Advice-Action Council Tung Chung Integrated Services Centre) in the Complex, providing a wide range of community services and programmes on family, children and youth development as well as career development for Tung Chung residents. The activities organised

included homework guidance, employee retraining courses and integration activities for ethnic minorities to meet the needs of all sectors of the community.

14. Ms HUI Shuk-ye said that development projects (including short-term development projects) in the area were under the purview of the respective proponents and departments. The proponents would review the traffic demand brought about by the development projects and suggest appropriate improvement measures. The above project was under the purview of the CEDD and the IsDO, and the Transport Department (TD) had received the proposal and traffic data submitted by the CEDD for the project. The TD requested the CEDD to continuously monitor the traffic capacity as well as the flows of people and vehicles at the junction, and to review and plan the follow-up arrangement for the temporary pedestrian crossing concerned in a timely manner based on the anticipated traffic flow.

15. Mr FONG Lung-fei expressed his views as follows:

- (a) The above project should be under the purview of the TD instead of the CEDD.
- (b) The department did not mention in its paper that the Fire Services Department (FSD) had been consulted on the removal of the fire hydrant. If the project required the removal of the fire hydrant, would the rescue work in the area be affected? The above-mentioned project would only bring convenience to a small number of residents, but in return, it would affect more people who needed to travel through the road section to school or work.
- (c) The relevant departments had the responsibility to educate the public on the proper use of road crossing facilities. He suggested that when organising activities, the IsDO could arrange the distribution of souvenirs near the Tung Chung CLC, for example on the footbridge, and educate the public on how to use road crossing facilities correctly. On the contrary, the departments should not add a pedestrian crossing just because the walking distance to the footbridge was too long or because some people would illegally climb over the kerbs to cross the road. The Government should take enforcement actions against the offenders to combat jaywalking by pedestrians.

16. Mr Ken WONG agreed that the current route from Wai Tung Road to the Complex via the footbridge was long and circuitous. It was the Government's responsibility to provide suitable road crossing facilities to facilitate the public's access to community facilities. Apart from residents of Tung Chung, people from other outlying islands or other districts would also visit the location. He said that the project aimed to meet the needs of the public and provide a safe and convenient facility for crossing the road. He supported the project, but hoped the departments would look for a more suitable location for the facility.

17. Mr Eric KWOK expressed his views as follows:

- (a) Tung Chung West residents would be attracted by the above project to go to the Tung Chung CLC via Citygate, and some of them would pass through the junction of Man Tung Road and Wai Tung Road. He urged the departments to take into account the traffic at the location when planning the above project and provide clear traffic signs for road users to reduce the chance of accidents.
- (b) He suggested that the departments should improve the Tung Chung New Development Pier, increase the number of bus routes and enhance the bus stop facilities, so as to attract residents to take a bus ride to the pier and then walk to the Tung Chung CLC.

18. The Chairman said that with the increase in the population of Tung Chung, there would be a corresponding increase in the number of people visiting the waterfront promenade. The above benefiting project would provide residents with a convenient road crossing facility.

19. Mr Samson KWONG responded as follows:

- (a) If the pedestrian crossing was to be located to the east of the proposed location, not only would more trees be affected, but also two pillar boxes would need to be relocated. The department considered that the location currently proposed was the most appropriate and would have the least impact. The department would consult the relevant departments on the fire protection facilities, but it was believed that the above-mentioned fire hydrant would have little impact on the project.

(Post-meeting note: The CEDD consulted the FSD after the meeting. The FSD expressed no objection to the current design of the project, and suggested that the CEDD should take appropriate measures during the construction to avoid obstructing the use of the fire hydrant. The CEDD would follow the instructions of the FSD to take appropriate measures during the construction.)

- (b) The design of the pedestrian crossing was in compliance with the prevailing design standards and guidelines.

20. Ms HUI Shuk-ye reiterated that the above project was proposed by the CEDD and the IsDO having regard to the short-term facilities in the vicinity of the Tung Chung waterfront promenade. As such, the relevant proposal (including the calculation of the traffic flow) was taken care of by the departments. The TD would comment on the proposal from the traffic and transportation perspectives. As to whether the addition of a pedestrian crossing near a footbridge was in compliance with the design criteria, the TD currently had no established criteria for the locations of temporary pedestrian crossings. The department noted the views of Members and

would remind the relevant departments to take into account the above factors when devising the project.

21. The Vice-chairman Mr HO Siu-kei hoped the Police could provide the data on past traffic accidents on Tung Chung Waterfront Road and Wai Tung Road. Members needed to know the frequency of traffic accidents in the area to decide whether to support the above project.

22. Mr LUE Yat-fung said the road section where the project was located was not a traffic accident black spot site.

23. Ms HUI Shuk-yee said that a pedestrian crossing controlled by traffic signals had been set up to the west of the junction of Man Tung Road and Wai Tung Road. The department would work with relevant departments to collect the data on people flow, traffic flow and accidents at the location and review the relevant arrangements.

24. Mr WAN Yeung-kin opined that the above-mentioned project could bring convenience to the public and was worth supporting.

25. Mr NG Man-kit said that he had once walked past the above-mentioned road section and it was very inconvenient to reach the Complex via the footbridge because of the long distance. He had also once driven through the above-mentioned road section, and there was not much traffic at the time. He opined that the pedestrian crossing would have little impact on the vehicular flow as the CEDD would add pedestrian push buttons to the facility, therefore, he supported the project.

26. Mr HO Chun-fai said that he had once taken a bus to the Tung Chung waterfront promenade and the Complex nearby, but the walking distance after alighting was very long. He opined that the above project could facilitate public access to the Tung Chung waterfront promenade, especially those who brought along their elders and kids. Therefore, he strongly supported the project. As to whether the project should necessarily be undertaken by any particular department, as long as it was a measure that would benefit the public, there was nothing inappropriate for other departments to provide assistance.

27. Mr FONG Lung-fei was in favour of the addition of a pedestrian crossing, but he said the facility should be located to the east of the location proposed by the CEDD.

28. Members voted by a show of hands. There were nine votes in favour, one against and one abstention. The project was endorsed by Members.

(Members who voted in favour included: the Chairman Ms WONG Chau-ping, the Vice-chairman Mr HO Siu-kei, Mr YU Hon-kwan, Mr CHOW Yuk-tong, Mr Ken WONG, Mr HO Chun-fai, Mr NG Man-kit, Mr WAN Yeung-kin and Ms LAU Shun-ting; Mr FONG Lung-fei voted against; and Mr Eric KWOK abstained.)



III. Question on the applications for substantial fare increase for outlying island ferry routes (Paper T&TC 17/2023)

29. The Chairman welcomed Ms CHOI Siu-man, Sherman, Senior Transport Officer/Planning/Ferry 2 and Mr LAM Hon-chau, Calvin, Transport Officer/Planning/Ferry 1 of the TD; Ms Anthea CHAU, Senior Corporate Communications Manager of Sun Ferry Services Company Limited (Sun Ferry); and Ms LAM Wai-ling, General Manager and Ms Hedy LI, Assistant to General Manager of Hong Kong and Kowloon Ferry Limited (HKK) to the meeting to respond to the question. The written replies of the TD, Sun Ferry and the HKK had been distributed to Members for perusal before the meeting.

30. Mr Eric KWOK briefly presented the question.

31. Ms Sherman CHOI briefly presented the written reply of the TD.

32. Ms Anthea CHAU briefly presented the written reply of Sun Ferry.

33. Ms LAM Wai-ling briefly presented the written reply of the HKK.

34. Mr YU Hon-kwan expressed his views as follows:

- (a) Members learnt from news reports in mid-April this year that Sun Ferry and the HKK had submitted applications for a substantial fare increase. However, since the issue could not be added to the agenda for the Islands District Council (IDC) meeting on 17 April 2023 in time, he proposed in the afore-mentioned meeting to hold a special meeting with the Transport and Logistics Bureau (TLB) and the TD to discuss the fare increase. The special meeting was held on 19 May this year.
- (b) He briefly outlined the highlights of the discussion at the special meeting: Members opined that the Government was in lack of a comprehensive ferry policy, and what the TD had done in the past was just providing a series of funding and subsidies to ferry companies. Members strongly requested the Government to introduce a comprehensive ferry policy, including assisting ferry companies to open up sources of non-fare revenue, so that ferry companies could make reasonable profits and thereby the fare increase rates would be brought down. In addition, a fare stabilisation fund should be set up for ferry services, so as to offset part of the fare increase and relieve the burden of transport expenses on the public.
- (c) Apart from residents of Lantau Island, residents of other outlying islands could only rely on ferry services operated by commercial carriers for travelling to and from the islands. There was no other means of transport for them to choose from. He considered the situation

extremely unsatisfactory, especially for taxpayers. He hoped the Government could stabilise the ferry fares.

- (d) As far as he understood, the use of new vessels procured by the Government would increase the manpower requirement and operating costs.
- (e) When Sun Ferry and the HKK submitted their applications for fare increase in September and October 2022, the ferry companies were facing operating difficulties due to the high oil price and low passenger volume. Therefore, they applied for a substantial fare increase. However, with social and economic activities resuming full normalcy, the increase rates applied for then was out of line with the present situation.
- (f) He understood that the TD and the ferry companies had not communicated on the fare increase rates before the ferry companies submitted their applications. The TLB and the TD indicated that they would play their monitoring roles. He hoped that the TLB and the TD would perform their roles not only in vetting the applications, but also by strengthening communication with the ferry companies before they submitted their applications, taking into account residents' concerns and managing their expectations properly.
- (g) The economy had just started to recover, but the fare increase rates applied for were far beyond the affordability of residents. Members unanimously opposed the fare increase. If a fare increase was inevitable, Members hoped the increase rates would be lower than 10%.

35. Mr Eric KWOK expressed his views as follows:

- (a) He fully agreed with Sun Ferry that a sound financial position was very important for maintaining ferry services for outlying islands, but the fare increase rates applied for by the ferry companies were beyond the affordability of the public. Sun Ferry applied for a 45% fare increase, while the HKK applied for a 100% fare increase. If the applications were approved, the adult fare for a fast ferry trip to Peng Chau from Monday to Saturday would increase from \$31 to \$62, and such fare on Sunday and public holidays would increase from \$45.6 to \$91.2. He believed that if the above-mentioned increase rates were approved, residents of the outlying islands would be forced to move out and the number of tourists to the outlying islands would drop significantly. By that time, shops and restaurants that relied on tourism would also close down.
- (b) The written replies of the two ferry companies both mentioned that the high-standing oil price had led to an increase in the fuel expense.

However, the international oil price had fallen from around US\$130 a barrel in March 2022 to about US\$80 a barrel in January this year, representing a decrease of 38.5%.

- (c) The Government had provided substantial subsidies to Sun Ferry and the HKK in the past, including subsidising the ferry companies to procure 22 new vessels (including hybrid vessels that used fuel and electric power) in order to reduce fuel consumption and achieve the targets of environmental protection and low emission. The funding provided for the above procurement was about \$2.5 billion. In addition, the Government would continue to provide Special Helping Measures (SHM) (including reimbursement of pier-related expenses, vessel-related expenses and fare concession-related expenses) for the six major routes for outlying islands in the new five-year licence period, which would involve an expenditure of \$102.08 million.
- (d) At present, the first floor of the Central Piers No. 4 to 6 had been vacant for a long time. Members hoped the ferry companies would optimise and develop the properties above the piers to increase their non-fare revenue.

36. Ms LAU Shun-ting expressed her views as follows:

- (a) Residents of Lamma Island were shocked by the ferry company's application to double the fare and considered it unacceptable.
- (b) In April this year, she had held a signature campaign against the substantial increase in ferry fares, during which a large number of signatures were collected from residents. In addition, she and other Members of the IDC had earlier petitioned at the Central Government Complex in this regard.

37. Mr NG Man-kit expressed his views as follows:

- (a) The Cheung Chau Rural Committee launched a signature campaign against the fare increase on the day it learnt about the ferry companies' applications for a substantial fare increase. More than 4 000 signatures were collected within three hours. The above-mentioned increase rates applied for had caused shock and anger among Cheung Chau residents. The ferries to and from Cheung Chau were often full, which should bring a lot of profit to the ferry company. Residents did not understand why it still applied for a substantial fare increase.
- (b) The fare increase would aggravate the burden on residents of Cheung Chau. Assuming that a family of four currently spent about \$5,000 a month on ferry services, this expense would increase to about \$7,000 after the fare increase. Coupled with other transport expenses, the total

transport expenses of a family of four could be as high as \$10,000 per month, which was simply unaffordable to residents.

38. Mr FONG Lung-fei expressed his views as follows:

- (a) The above fare increase rates would have a great impact on people's livelihood. At present, residents' transport expenses per month accounted for about 10% to 20% of their total monthly income. It was really difficult for low-income families to pay the increased fares.
- (b) Given that the Government provided high subsidies to ferry companies every year and also provided them with hardware (including subsidising the procurement of new vessels and the improvement of pier facilities), he suggested that the Government should recover the franchise of ferry services, engage management companies for the management and streamline the structure, thereby controlling the ferry fares.

39. The Vice-chairman Mr HO Siu-kei said the news of the ferry companies' applications for fare increase had caused social panic. Ferry companies, which provided public transport services, should consult Members before announcing the fare increase. In addition, he hoped the TLB could formulate a long-term ferry policy to ensure the stable operation of the ferry companies.

40. Mr HO Chun-fai said that the substantial increase in ferry fares had aroused public anger in South Lantau and residents had raised doubts about the gatekeeping work of the TD. The TD had the responsibility to monitor the ferry companies and maintain fare stability. He hoped the fare increase rates would be determined at 6% or below.

41. Mr Ken WONG expressed his views as follows:

- (a) The TD should set up a fare stabilisation fund for ferry services. When the ferry companies recorded sufficient surplus, part of the surplus should be allocated to the fund, which could be utilised to maintain fare stability in the future when necessary. The department might also consider subsidising the fuel and manpower expenses of the ferry companies.
- (b) He asked about the fuel consumption and passenger capacity of the newly procured vessels. At present, the vessels serving the Peng Chau route had sufficient capacity to cope with the passenger volume. If the use of new vessels in the future required additional manpower, the ferry company might increase the fares as a result, thereby aggravating the burden on residents.
- (c) He asked about the fuel prices at the time when the ferry companies tendered for the provision of the ferry services, and whether the ferry

companies had specified in their tenders the estimated fares corresponding to different fuel price levels.

42. Mr WAN Yeung-kin understood there was a need for the ferry companies to increase the fares, but he hoped the increase rates could achieve a balance between the interests of the ferry companies and those of residents. He opined that an increase rate not more than 10% would be acceptable.

43. Ms Sherman CHOI made a consolidated response as follows:

- (a) When Sun Ferry and the HKK applied for fare increase in September and October 2022, the oil price indeed stood at a high level. Coupled with the decrease in passenger volume caused by the social distancing measures implemented during the epidemic, the operators faced uncertainties in the operating environment and therefore made the applications. However, in view that the passenger volume had gradually recovered to normal levels with the gradual relaxation of social distancing measures from the end of 2022 and the fuel price had also started to fall, the TD would take into account the latest situation and perform its monitoring work strictly when approving the applications. In addition, the department had reminded operators to step up communication with Members before submitting applications for fare adjustment in the future.
- (b) The department had been encouraging operators to increase non-fare revenue by leasing pier facilities, and had also invited proposals for increasing non-fare revenue from operators, so that the department and the relevant departments could follow up. The department had been actively maintaining communication and following up with the operators in this regard.
- (c) The Government completed its review of the long-term operation model of outlying island ferry routes in 2019. It also explored the operation model in which the Government owned the fleet and outsourced the management and maintenance services. However, the Government opined that it was necessary to adhere to the established policy that public transport services (including ferry services) should be run by the private sector in accordance with commercial principles to enhance cost-effectiveness. After taking into account the various factors, the department considered it more appropriate to continue to provide SHM to the six major outlying island routes and launch a vessel subsidy scheme. She pointed out that the SHM, which were launched by the department for the six major outlying island routes in 2011, played an active role in maintaining the financial viability of ferry services. With regard to the fare increase applications submitted this time, the department would strengthen the SHM to bring down the fare increase rates, so as not to increase the burden of transport expenses on residents

of outlying islands.

- (d) The establishment of a fuel price stabilisation fund might not contribute to fare stability. As a result, there might be a lack of incentive for the operators to control their operating expenses properly, which deviated from the established policy that public transport services should be run in accordance with commercial principles. The department had to ensure the proper use of public funds and treat operators of different public transport modes fairly. Therefore, the department had no immediate plan to establish a fuel price stabilisation fund, but it would continue to provide SHM to maintain the financial and fare stability of ferry services.

44. Ms Anthea CHAU made a consolidated response as follows:

- (a) Sun Ferry had been maintaining communication with the TD since it submitted the fare increase application last year, and hoped to have a preliminary discussion with the department before discussing it with Members. However, the TD included in its response to an inquiry of the Finance Committee of the Legislative Council the increase rates proposed by ferry companies, which Sun Ferry was not informed of in advance. She apologised for not being able to explain to Members in time. In addition, after the announcement of the fare increase applications, Sun Ferry had immediately made a preliminary explanation through the media, explaining to the public that the increase rate announced was just the rate preliminarily applied for, rather than the final rate approved.
- (b) With regard to some Members' query about the need for the ferry companies to apply for fare increase despite the various subsidies from the Government, she explained that the SHM provided by the Government to ferry operators did not cover fuel or staff salary and benefits, but fuel and staff costs accounted for as much as 70% of Sun Ferry's operating costs. They were the key factors in the company's application for the fare increase.
- (c) As for the oil price, it stood at US\$40 per barrel when Sun Ferry submitted its tender in June 2020, and rose to US\$68 per barrel when the new license period began. The oil price even hit the peak at US\$176 per barrel in June 2022, and still remained at US\$98 per barrel in April this year. Therefore, from the beginning of the new license period to April this year, the oil price had increased by 44%, and it had the greatest impact on ferry fares.
- (d) As for manpower, the company currently had a vacancy rate of 11%. In order to maintain the services, some staff were required to work overtime. Overtime payment was higher than the ordinary rate of pay,

which resulted in an increase in the overall manpower cost. In addition, some frontline employees were about to retire. The company was facing difficulties in recruitment since frontline employees needed to perform manual labour work. Therefore, there was a need to increase salary level in order to attract new employees.

- (e) Sun Ferry always hoped to lease out the pier space to increase non-fare revenue, but the facilities (including floors, walls and lighting) of the Central Piers operated by Sun Ferry were not in good condition. Sun Ferry had reported the situation to the TD many years ago, hoping that renovation works would be carried out by the relevant departments, but nothing concrete had been done. In addition, since the piers were constructed a long time ago, the limitation in the power supply had posed difficulties on shop leasing. There had been several potential tenants who refrained from renting the shops due to the above problems. The company had also reported the above problem to the department, but the problem had not yet been resolved. Although the leasing situation of the Central Pier No. 5 was relatively good with a tenant running a small supermarket there, the tenant had indicated that it would not continue the operation.
- (f) In conclusion, with the unsatisfactory non-fare revenue and the increase in fuel and staff costs, Sun Ferry had to apply for fare increase. Sun Ferry was willing to communicate with the TD and Members to explore an increase rate acceptable to all parties.

45. Ms LAM Wai-ling said that it was during the outbreak of the epidemic when the HKK applied for fare increase. The company had afterwards provided the TD with data to explain the reasons for the fare increase, and hoped to review the increase rate with the department before discussing it with Members. Regarding the fare increase application, the company would continue to explore a feasible increase rate with the department. In addition, the HKK had been striving to increase its non-fare revenue, and had also put forward some proposals to the department in a hope to attract people flow and increase non-fare revenue by improving the accessibility of the piers and increasing the space available for lease.

46. Mr YU Hon-kwan suggested that Members should follow up on two issues during the remaining term of the current District Council: First, to oversee the gatekeeping work of the TD in this fare increase application and to give an account to residents in the short term. Second, to urge the department to introduce a comprehensive ferry policy (covering non-fare revenue) in the medium and long term. According to the department, it always encouraged the operators to increase non-fare revenue, but no professional assistance had been provided to them. He opined that the ferry companies were in lack of tenancy-related expertise and experience. Therefore, it was difficult for them to proceed with the matter. In addition, he said that the accessibility and facilities (including fire protection, lifts, water and power supply and decoration) of the piers were not up to standard, there was still a big gap to fill in order

to achieve the goal of commercial operation. He opined that the Government should set out a comprehensive long-term ferry policy in the Policy Address to be delivered next year.

47. Mr Ken WONG said that he had reported to the TD 12 years ago that the insufficient power supply at Peng Chau Ferry Pier had prevented tenants from operating restaurants and had also posed limits on the operation of the tenants. He was disappointed that the Electrical and Mechanical Services Department (EMSD) had not yet improved the power supply at the piers. In addition, he opined that the Central Piers needed to be renovated as soon as possible, so as to provide more toilet facilities and improve the environmental hygiene. He hoped the EMSD and the Architectural Services Department (ArchSD) would solve the above problems as soon as possible.

48. Mr FONG Lung-fei expressed his views as follows:

- (a) In terms of non-fare revenue, he suggested that the ferry companies could attract local tourists by holding carnivals and leasing out small stalls in synergy with the Hong Kong Observation Wheel and other amusement facilities in the vicinity of the Central Piers.
- (b) He also suggested that the ferry companies could lease out space at the piers to the courier companies for placing e-lockers or to laundries, or install claw machines and sell clothes under their own brand names at the piers.

49. Mr CHOW Yuk-tong hoped the Government would review the ferry policy.

50. Ms WONG Chau-ping opined that the ferry companies should consult local stakeholders before applying for fare increase and should try to set the increase rates at reasonable levels.

51. Ms Sherman CHOI made a consolidated response as follows:

- (a) With regard to the improvement of facilities at the Central Piers, the TD had been actively following up with relevant departments. In mid-May this year, the department conducted site visits with Sun Ferry, the HKK, the power company, the EMSD and the ArchSD to explore feasible options for increasing the power supply at the piers.
- (b) The power supply capacity at Peng Chau Ferry Pier had been increased from 100A to 200A in 2021. The department had proposed to further increase the power supply capacity to 400A in the future improvement works for Peng Chau Ferry Pier. In fact, the Government had been implementing improvement projects for ferry piers, including the renovation project for Yung Shue Wan Ferry Pier that was completed in 2021 and the renovation project to be implemented for Peng Chau Ferry Pier. The department noted Members' suggestions for the



improvement of the Central Piers, and would consider renovating more ferry piers, including the Central Piers, subject to the project outcome and passengers' feedback after the completion of the renovation project for Peng Chau Ferry Pier. In addition, the department had also coordinated with the ArchSD to renovate the toilets at the Central Piers No. 4 to 6, among which, the works at the Central Pier No. 5 had been completed and the works at the Central Piers No. 4 and 6 would be launched in succession.

- (c) As for the department's announcement of the operators' applications for fare increase as alleged by Members, she clarified that the department did not make such announcement, but just responded to an inquiry received from the Finance Committee of the Legislative Council in April this year. The department noted Members' wish that the operators should consult them before applying for fare increase in the future, and reminded the operators to strengthen communication with Members.

52. Ms Anthea CHAU said that Sun Ferry had once leased the space at the Central Piers to courier companies and other tenants for placing e-lockers and holding bazaars. However, since there was no lift at the piers, stall owners needed to use the stairs to convey heavy goods when a bazaar was held on the first floor, and they therefore decided not to rent the space any more. The courier companies also terminated the leases due to facilities problems. Also, tenants were unable to operate laundry shops due to the restrictions on sewage discharge. Sun Ferry noted Members' views and said it would strengthen communication with local stakeholders in the future.

53. Ms LAM Wai-ling said that many parties had shown interest in renting the commercial space on the first floor of the piers, but were deterred in the end because of the absence of lifts. In addition, the HKK would maintain communication with Members.

#### IV. Question on the fare increase of the New Lantao Bus Company (1973) Limited (Paper T&TC 18/2023)

54. The Chairman welcomed Mr Peter CHU, Senior Manager (Operations and Administration) of the New Lantao Bus Company (1973) Limited (NLB) to the meeting to respond to the question. The written replies from the TD and the NLB had been distributed to Members for perusal before the meeting.

55. Mr Eric KWOK briefly presented the question.

56. Mr Peter CHU said despite the fare increase implemented in April 2021 and the government subsidies received, the NLB had been suffering from losses in the past five years. In the financial forecast included in the NLB's application for fare increase, it was envisaged that the boundary routes would resume services in the first quarter of 2023 and generate revenue with the gradual recovery of patronage in 2023.

Nevertheless, the NLB expected to continue to record losses in the next four years, mainly due to the continuous increase in various operating expenses (including salary expense). The NLB hoped to restore financial viability through this fare increase with a view to maintaining stable services.

57. Ms Mini FUNG responded as follows:

- (a) The Government approved the NLB's fare increase application in March 2021. However, due to the decline in patronage amid the epidemic and the increase in operating costs (including fuel cost and staff cost), couple with the termination of relief measures under the Anti-epidemic Fund last year, the NLB was still facing financial difficulties.
- (b) On 2 September 2022, the NLB applied to the TD for a fare increase of 9.8%. The department would assess and approve the application in a stringent manner, and would also take into account and strike a balance among various factors, including public acceptability and the financial position of the operator. If the department considered the increase rate proposed by the NLB to be too high, it would propose lowering the rate of increase or even reject the application. The department would also adjust the rates of increase for individual routes as appropriate, effecting higher rates of increase for airport, boundary, holiday and recreational routes and lower rates of increase for routes for daily commuters, so as to reduce the impact of the fare increase on people's livelihood.
- (c) The Public Transport Fare Subsidy Scheme of the TD and the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities of the Labour and Welfare Bureau could also help to alleviate the burden of transport expenses on the public.

58. Mr Eric KWOK expressed his views as follows:

- (a) According to the written replies of the NLB and the TD, the fuel cost and maintenance expense of the NLB in 2013 and 2014 were higher than those in 2021 and 2022. Therefore, he opined that the increase in fuel and maintenance costs could not justify the NLB's application for fare increase, not to mention that the international oil price had already seen a significant drop.
- (b) The NLB's depreciation, interest expense and other expenses were very high from 2018 to 2022. He opined that the reason for the NLB's application for fare increase was not the increase in staff and fuel costs, but the surge in depreciation, interest expense and other expenses, among which other expenses were hefty. The department needed to look into the items actually included in the other expenses of the NLB.

- (c) According to the written reply of the department, the NLB had, since October 2022, retrofitted upper-deck seats with seat belts on all of its existing double-decked buses registered in or after 2016. However, only the upper-deck seat next to the stairs and the seat in the middle of the last row were retrofitted with seat belts on the buses of Route No. 3M, and only one seat near the stairs on the upper deck was equipped with armrests. In contrast, all seats were installed with seat belts and the seats along the corridor were fitted with armrests on the buses of the Kowloon Motor Bus Company (1933) Limited and Citybus Limited. He enquired whether the department had monitored the quality of compartment facilities on the buses of the NLB. In addition, seat belts used for the buses of the NLB were not retractable, which were difficult for passengers with a larger body size to use. He asked the NLB why it did not adopt retractable seat belts.
- (d) He had once reported to the NLB that the bus arrival time forecast system was inaccurate, especially that for Route Nos. 39M and 11. Mr Peter CHU had promised him that he would review the problem, but so far no improvement had been made.
- (e) Since many passengers taking the bus routes of the NLB to Lantau Island for outing would carry large luggage, the wheelchair parking spaces inside bus compartments were always occupied as there was insufficient space for luggage storage. Therefore, he had suggested that the NLB should provide luggage racks on the lower deck of buses of Route No. 3M.
- (f) The higher fares charged by the NLB during holidays were unfair to residents of Lantau Island. Although fare concession was offered by the NLB during morning hours, residents still had to pay higher fares when traveling at other time. He hoped the NLB would only charge tourists extra fares on holidays.
- (g) The NLB had undertaken to follow up on the priority boarding arrangement for residents of Lantau Island and the introduction of monthly pass concession, but no concrete action had been taken so far. In addition, the patronage of Route No. 3M was high, residents were often unable to board the bus at en-route stops (especially at the Pui O stop) because the buses were full.

59. Mr Peter CHU responded as follows:

- (a) The significant drop in the staff cost, fuel and maintenance expenses of the NLB in 2021 and 2022 was mainly due to the substantial frequency reduction on the boundary and Ngong Ping routes (including Route No. 23) during the epidemic. However, as the routes resumed services, such expenses had risen significantly.

- (b) The NLB would re-examine the overall compartment facilities (including seat belts and armrests) of its fleet and the arrival time forecasting system.
- (c) The NLB had initiated the trial run of a new bus model equipped with luggage racks. If the bus model was found suitable for running Route No. 3M, the NLB would purchase more buses of the same model in a timely manner. He believed that the problem of passenger luggage occupying wheelchair parking spaces would be improved then.
- (d) The original intention of charging extra fares on holidays was to provide subsidies for the lower fares charged on weekdays. The NLB and the TD would explore ways to optimise the existing same-day return fare concession, including extending the concessionary hours or extending the concession to more routes.

60. Ms Mini FUNG responded as follows:

- (a) According to the financial statements of the NLB, the company's major operating costs included staff cost, fuel and depreciation expenses. Staff cost accounted for about 50% of the total operating costs, while fuel and depreciation expenses each accounted for 10-20% of the total operating costs.
- (b) The NLB had been suffering from losses in the past few years. Although its patronage had recovered upon the resumption of normal cross-boundary travel between Hong Kong and the Mainland, the NLB would continue to record losses over a period of time in the future if the fares remained unchanged. In addition, after the completion of the Tung Chung Line Extension in 2029, the passenger volume of the NLB would be affected. The TD opined that an appropriate fare increase could improve the financial position of the NLB, thus enabling the company to cope with the rising costs and future challenges.
- (c) With regard to the cancellation of extra fares on holidays for Lantau residents, the current fare scales of the NLB had stipulated the respective fares charged on weekdays (Mondays to Saturdays) and on Sundays and public holidays for the bus routes for South Lantau Island (South Lantau). Since the routes concerned, especially the routes to outing locations, mainly served Lantau residents on weekdays and local tourists on holidays, the different fare levels imposed on weekdays and holidays could alleviate the daily transport expenses of Lantau residents and improve the overall financial position of the NLB. The department had no immediate plan to change the fare charging model of the NLB. However, the department would encourage the NLB to provide more fare concessions to passengers (including Lantau residents), with a view

to alleviating the burden of transport expenses on passengers.

- (d) The department would study with the NLB to improve the passenger queuing arrangement on holidays, so as to shorten the waiting time of Lantau residents.

61. Mr FONG Lung-fei expressed his views as follows:

- (a) He suggested that the NLB should expand its source of non-fare revenue, such as increasing advertising revenue, to subsidise its operating costs and mitigate the fare increase.
- (b) The charging of extra fares on holidays would increase the burden on residents of Lantau Island. Therefore, he suggested that the NLB should consider launching a monthly pass to balance the financial position of the company and the burden of transport expenses on residents.

62. Mr Eric KWOK expressed his views as follows:

- (a) He requested the TD to review the depreciation expense of the NLB. The single-decked buses operating routes for South Lantau were dilapidated and aged at least 20 to 30 years old. The NLB should replace the buses to reduce its depreciation expense.
- (b) He asked whether the NLB would arrange separate queuing lines for passengers holding a monthly pass. He opined that it was necessary to set up separate queuing lines for monthly pass holders at the termini to give residents of South Lantau priority in bus boarding, while further consideration was needed for the arrangement for en-route stops.
- (c) The department said that the commissioning of the Tung Chung West Station in 2029 would affect the revenue of the NLB, but he opined that the actual situation would be the opposite. The Tung Chung New Town was currently under development and the NLB was going to provide franchised bus services for Areas 42, 46, 99, 100, 103, 113 and 117. Therefore, he did not share the view of Ms Mini FUNG.
- (d) He was dissatisfied that South Lantau residents had to pay extra fares on holidays and considered it unfair. He said that the practice of subsidising weekday fares with extra fares charged on holidays was like putting the cart before the horse.

63. Mr HO Chun-fai expressed his views as follows:

- (a) The NLB had indicated earlier that it would replace the buses and the maintenance cost of the new buses should be lower.

- (b) As more and more tourists travelled to Lantau Island by bus, residents of South Lantau were often unable to board the bus at en-route stops because the buses were full, whether it was a holiday or a weekday. The situation was most serious at Tong Fuk stop and the stops near Pui O. The above-mentioned problem had existed for a long time, and he hoped the NLB would follow up.

64. Mr YU Hon-kwan expressed his views as follows:

- (a) The NLB implemented a fare increase of 9.5% on 4 April 2021, which was ten years apart from its previous fare increase. Therefore, the voice of opposition from the IDC was not very strong. Now the NLB applied for fare increase again after a lapse of less than one and a half year, Members were very worried.
- (b) When the NLB applied for fare increase on 2 September 2022, the social distancing measures were still in place. But now the social distancing measures had been cancelled and all boundary control points were opened again, the revenue of the relevant bus routes had begun to pick up. With the resumption of normalcy in full, the NLB should significantly reduce the fare increase rate.
- (c) He hoped the NLB would provide return fare discounts to Lantau residents on holidays. In addition, without the extra fares charged on holidays, residents might have to pay higher fares on weekdays. Therefore, it was not feasible to cancel the extra fares for holidays completely. However, he hoped that the NLB would exempt Lantau residents from the extra fares for holidays.
- (d) He asked the NLB to provide the timetable and information on the bus replacement.
- (e) The report of the Study on Traffic, Transport and Capacity to Receive Visitors for Lantau indicated that a new road tunnel might be built at Shek Pik to link up with Tai O Road, and also a road might be constructed to connect Mui Wo with North Lantau. If the above-mentioned roads were constructed, he opined that the NLB could use low floor double-decked buses to operate the bus routes, so as to increase the passenger capacity and facilitate the travelling of the elders and wheelchair users. However, given that the options were still under study and would not be implemented until at least eight years later, he hoped the NLB could first improve the problem of water leakage in bus compartment and alleviate the boarding difficulties faced by the elders and wheelchair users.
- (f) He asked the NLB if it was able to set up separate queuing lines for

passengers holding monthly passes shortly.

65. Mr Peter CHU made a consolidated response as follows:

- (a) In respect of non-fare revenue, apart from advertising revenue, the NLB would also strive to develop other sources of revenue and would discuss its plans with the TD.
- (b) The depreciation expense was not a result of the dilapidation of buses. The NLB had purchased about 30 double-decked buses in 2018 and since then, its depreciation expense was significantly higher than before.
- (c) The NLB had been actively studying the launch of monthly pass concession and the setting-up of separate queuing lines for passengers with a monthly pass at the termini. The NLB would also consider setting up separate queuing lines for monthly pass holders at en-route stops during peak hours, so as to facilitate residents boarding at en-route stops. He hoped to provide Members with further information in the next quarter.
- (d) As for the extra fares for holidays, the NLB would study the feasibility of extending the same-day return fare concession and providing the concession on more routes subject to its financial position.
- (e) The financial forecast of the NLB had taken into account the revenue of most routes (including boundary routes) for this year upon resumption of normalcy. It was expected that the revenue would recover to about 80% of the pre-epidemic level in the year.
- (f) As for the procurement of new buses, the NLB had initiated the tendering process. It was expected that all the new single-decked and double-decked buses would be delivered to Hong Kong by early 2024.

66. Ms Mini FUNG made a consolidated response as follows:

- (a) The TD noted Members' views on the fare scales of the NLB and would conduct further studies. The department would continue to encourage the NLB to offer passengers with more fare discounts where its financial position permitted, so as to reduce the burden of transport expenses on residents.
- (b) The passenger volume of the NLB had recovered after social and economic activities resumed normal. In vetting the application for fare increase, the department would take into account the company's projected passenger volume in the future as well as factors such as future expenditure, fuel costs and competition from other public transport modes.

67. Mr FONG Lung-fei expressed his views as follows:

- (a) He asked the TD whether the cancellation of extra fares charged by the NLB on holidays would affect the weekday fares.
- (b) He reiterated that he and Mr Eric KWOK only requested the exemption from the holiday extra fares for residents of South Lantau, rather than the complete cancellation of such fares.
- (c) Residents reported that a concert was held at the AsiaWorld-Expo on 21 May this year, which attracted many tourists from Zhuhai, Macau and other cities. However, the NLB Route No. B4 was operated with single-decked buses and could not ease the passenger flow to the Hong Kong Port of the Hong Kong-Zhuhai-Macao Bridge (HZMB). With the increase in the number of concerts and exhibitions to be held, he hoped the NLB could improve the service of the route or use double-decked buses to operate Route No. B4, so as to seize the opportunity for boosting its revenue.

68. Mr Peter CHU made a consolidated response as follows:

- (a) Regarding the service of Route No. B4, in general, the Citybus Route No. X1 was the major bus route for the evacuation of the audience at the AsiaWorld-Expo. As the NLB had not anticipated the increase in demand for the services of Route No. B4, it did not immediately strengthen the bus services from the Airport or the AsiaWorld-Expo to the Hong Kong Port of the HZMB on the day. After the incident, the NLB had contacted the relevant parties, requesting that the NLB be notified in advance if large-scale events were to be held in the future, so as to avoid the recurrence of similar situations.
- (b) Although the average increase rate applied for by the NLB was 9.8%, the increase rate for boundary control points and recreational routes would be higher, while the increase rate for routes serving local residents would be lower, so as to reduce the impact of the fare increase on residents.
- (c) The extra fares charged on holidays were the main source of revenue for the NLB. If the extra fares were to be cancelled, weekday fares would have to be increased to make up for the shortfall in revenue, which would have a greater impact on residents. Therefore, the NLB opined that it was more appropriate to maintain the existing fare charging model.
- (d) The NLB had been monitoring the boarding of passengers at en-route stops. It understood that the increase in the number of tourists visiting



South Lantau might make it difficult for residents to board the buses. The NLB would continue to send staff to en-route stops to monitor the queuing situation and increase service frequency as appropriate.

- (e) As for the addition of departures from en-route stops, the NLB had notified the office of Mr YU Hon-kwan of the proposal, and was consulting the Shek Pik Prison and the Tong Fuk Correctional Institution in the vicinity of the stops. It was hoped that additional departures would be arranged before the summer holidays.

69. The Vice-chairman Mr HO Siu-kei hoped the NLB could launch the monthly pass concession as soon as possible.

70. Mr Peter CHU said that the monthly pass scheme involved the development of software, which required a certain cost and time. When more details of the scheme were finalised, the NLB would inform Members as soon as possible and would regularly provide Members with the latest updates.

(Mr YU Hon-kwan left the meeting at around 5 p.m.)

V. Question on the acute shortage of parking spaces in Tung Chung North and Yu Nga Court  
(Paper T&TC 19/2023)

71. The Chairman welcomed Ms HUI Shuk-yee, Engineer/Islands 2 of the TD to the meeting to respond to the question. The written replies of the Housing Department (HD) and the Planning Department had been distributed to Members for perusal before the meeting.

72. Mr Eric KWOK briefly presented the question.

73. Ms HUI Shuk-yee made a consolidated response as follows:

- (a) In general, developments in the district (including Yu Nga Court) would provide the required number of parking spaces in accordance with the HKPSG. Yu Nga Court provided about 270 parking spaces for private cars and 30 parking spaces for motorcycles. The Hong Kong Housing Authority (HA) was responsible for the allocation and arrangement of the parking spaces. The department learnt that the HA was currently working on the month-to-month rental arrangement for the parking spaces, with a view to addressing the demand for parking spaces at Yu Nga Court after population intake.
- (b) According to the notice from the District Lands Office, Islands (DLO/Is), the site of the short-term tenancy car park at Hei Tung Street was needed to be recovered due to works related to the Tung Chung Line

Extension. The car park concerned had suspended operations. In addition, as the land in the vicinity of Hei Tung Street was currently used for development and works, the department and the DLO/Is had not yet identified a suitable site for a temporary short-term tenancy car park at the stage. The department would continue to maintain close liaison with the relevant departments and identify a suitable site for setting up a short-term tenancy car park as soon as possible.

- (c) The public car park at Tung Chung Area 99 was expected to be completed in late 2024 with 80 private car parking spaces to be provided. The public housing developments at Area 99 would also provide around 209 parking spaces for private cars, 21 parking spaces for light goods vehicles and 39 parking spaces for motorcycles as required by the HKPSG, in order to meet the demand for parking spaces at the developments.
- (d) The department would continue to monitor the parking needs in the district and take appropriate measures to increase the supply of parking spaces when necessary, including designating additional on-street parking spaces at locations with a demand for parking spaces with due regard for smooth traffic flow, road safety and other road users, and following the principle of “single site, multiple use” to provide public parking spaces in suitable “Government, Institution or Community” facilities and public open space projects.

74. Ms LAU Shun-ting said residents of Yu Nga Court had reflected that there was no parking space for light goods vehicles at the car park of the housing estate. She hoped light goods vehicle parking spaces would be provided by the HD.

75. Mr Eric KWOK said that according to the information, there were a total of 3 300 housing units at Yu Nga Court, but only 280 parking spaces for private cars and 30 parking spaces for motorcycles were provided. He opined that the HKPSG was outdated, resulting in a shortage of parking spaces. Given that the deadline for applying for monthly rental parking spaces under the HD was 23 May this year, only one working day from the date of the meeting, he hoped the HD would extend the deadline by one week.

76. Mr FONG Lung-fei said that residents of many public rental housing estates and Home Ownership Scheme estates were facing the shortage of parking spaces. He hoped the TD would communicate with other departments and look for improvement measures.

77. The Chairman said the HD had indicated in its written reply that the department had previously posted a notice, announcing the acceptance of applications for monthly rental parking spaces for a period of 21 days from 3 to 23 May this year.

78. Ms HUI Shuk-yee said she would contact the HD to see whether parking

spaces for light goods vehicles could be designated at other locations within the housing estate for the use of residents.

VI. Reports by Working Groups  
T&TC Working Group  
T&TC Bus Routes Working Group

79. The Chairman said that the reports of the above working groups were tabled at the meeting for Members' perusal.

80. Mr FONG Lung-fei said that in relation to the 2023-2024 Islands District Road Safety Publicity Programme and relevant matters, the IsDO would hand over souvenirs for constituencies with vacant seats in the IDC to local non-governmental organisations or property management companies for distribution. He suggested that the souvenirs should be distributed at events to be organised by the relevant departments to educate the public on the proper use of road crossing facilities.

81. The Chairman asked the Secretariat to take note of the views of the Member and follow up with relevant departments.

82. Members noted and endorsed the above working group reports.

VII. Any Other Business  
Highways Department's Minor Traffic Improvement Projects and Works Schedules

83. The Chairman welcomed Mr NG Kin-fung, Engineer/Islands(1) of the HyD to the meeting to respond to the question. The HyD had submitted prior to the meeting the Islands District Minor Traffic Improvement Projects and Works Schedules as at late April of the year. Members were invited to make enquiries and give their opinions.

84. Mr FONG Lung-fei said that there were works of the CEDD underway on Yu Tung Road near Hong Yat House of Yat Tung Estate, and asked the HyD whether the addition of motorcycle parking spaces at the above location could commence in June this year as scheduled.

85. Mr NG Kin-fung said he would communicate with the CEDD on the above matter and then provide Members with the latest information.

VIII. Date of next meeting

86. There being no other business, the meeting was adjourned at 5:35 p.m. The next meeting was scheduled for 17 July 2023 (Monday) at 2:00 p.m.

-END-