

(Translation)

Islands District Council
Minutes of Meeting of Traffic and Transport Committee

Date : 10 February 2026 (Tuesday)
Time : 2:30 p.m.
Venue : Islands District Council Conference Room,
14/F, Harbour Building, 38 Pier Road, Central, Hong Kong

Present

Chairman

Ms WONG Chau-ping, MH

Vice-Chairman

Mr YIP Pui-kei

Members

Mr HO Siu-kei
Mr HO Chun-fai
Mr YU Hon-kwan, MH, JP
Mr NG Man-kit
Mr CHOW Yuen-kuk, Jonathan
Mr HUI Chun-lung, MH
Ms KWOK Wai-man, Mealoha
Mr WAN Yeung-kin
Mr WONG Man-hon, MH
Mr LAU Chin-pang
Ms LAU Suk-han
Ms LAU Shun-ting
Mr LUO Chenghuan, MH

Co-opted Member

Mr TSANG Chiu-yuk, Ray

Attendance by Invitation

Mr YEUNG Yan-ning, Owen	Assistant Divisional Commander Lantau North Division (Operations), Hong Kong Police Force
Ms NG Pui-ye, Candy	District Operations Officer, Lantau District, Hong Kong Police Force
Ms CHUNG Man, Emily	Senior Transport Officer/Planning/Ferry 3, Transport Department
Mr KWAN Siu-kin	Senior Engineer/Transport Services E, Electrical and Mechanical Services Department

Ms Sophia WOO	Assistant General Manager - Transportation, Discovery Bay Transit Services Limited
Mr Peter TSANG	Senior Executive Manager - Transportation, Discovery Bay Transit Services Limited
Mr Peter CHU	Senior Manager (Operations and Administration), New Lantau Bus Company (1973) Limited
Mr HO Lee-yip	Manager, District Relations, New Lantau Bus Company (1973) Limited

In Attendance

Mr MOK Mong-chan	Assistant District Officer (Islands)1, Islands District Office
Mrs RADFORD Kit-yee, Kitty	Administrative Assistant/Lands (District Lands Office, Islands), Lands Department
Mr WONG Chi-hung, Philix	Engineer/Islands(3), Highways Department
Ms YEUNG Yuk-shan, Doris	Senior Transport Officer/Islands 1, Transport Department
Mr LUK Cheuk-man, Eric	Senior Transport Officer/Islands 2, Transport Department
Mr WONG Yui-him, Tim	Engineer/Islands 1, Transport Department
Mr LEE Lap-man	Engineer/Islands 2, Transport Department

Secretary

Ms SZE Hei-man, Annie	Executive Officer (District Council)3, Islands District Office
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### **Welcoming Remarks**

The Chairman welcomed Members and representatives of government departments to the meeting.

#### **I. Confirmation of the Minutes of Meetings held on 9 December 2025 and 17 December 2025**

2. The Chairman said that the captioned minutes had been distributed to the government departments, representatives of organisations and Members for perusal before the meeting. Prior to the meeting, the Secretariat had received proposed amendments to the post-meeting notes to paragraphs 8(a), 24(a), 29(b) and 30 of the minutes of the meeting held on 9 December 2025 from the Transport Department. Members did not propose any amendment, and the captioned minutes were confirmed unanimously.

3. The Chairman advised that the post-meeting note to paragraph 16 of the minutes of the meeting held on 17 December mentioned that, in response to requests

from various Rural Committees (including those of Mui Wo, Peng Chau, Tung Chung, Tai O, Cheung Chau, Lamma Island (North) and Lamma Island (South)), the Marine Department (MD) had met with and consulted them on its port layout optimisation plan, including the proposals on the rearrangement of port facilities south of Lamma Island and the establishment of the Hei Ling Chau Dangerous Goods Anchorage between late January and early February 2026. The MD planned to subsequently invite Members of the Traffic and Transport Committee to vote on the above item by way of circulation of papers once again. In this regard, the Chairman asked the Secretariat to follow up with the MD on the arrangements for the circulation of papers.

(Post-meeting note: The Secretariat forwarded the MD's circulation papers by email to Members for perusal and voting on 12 February 2026. Members raised no objections to the relevant proposals.)

## II. Follow-up on “Road Traffic Congestion Problem in Tung Chung Town Centre and Nearby Areas”

4. The Chairman advised that at the meeting of the Islands District Council (IsDC) in May 2024, the Chairman of the IsDC had referred the item of “Road Traffic Congestion Problem in Tung Chung Town Centre and Nearby Areas” to the Traffic and Transport Committee for follow-up. Since its meeting held in June 2024, the Committee had been holding discussions with the Transport Department (TD) regarding the captioned item, and had formulated short, medium and long-term improvement measures, which had been gradually implemented. As of the end of June 2025, all IsDC members had submitted interim review reports to the Secretariat on the captioned item, summarising the progress achieved and proposing further improvement measures.

5. The Chairman welcomed Mr LEE Lap-man, Engineer/Islands 2 of the TD to the meeting for the discussion. At the last meeting, the TD indicated that it had, together with the relevant departments, planned the provision of a temporary car park at Tung Chung Area 59, and the tendering exercise was expected to commence in the first quarter of 2026. Furthermore, at the last meeting, Members suggested that the TD should make better use of the bicycle parking spaces with low utilisation rates in Tung Chung West by converting them into motorcycle parking spaces. The Chairman asked the TD to report on the latest progress of the work concerned.

6. Mr LEE Lap-man reported as follows:

- (a) At present, the TD and the Highways Department were focusing on the widening works of a section of Tat Tung Road outside the car park of Citygate, as well as co-ordinating with the Airport Authority Hong Kong (AAHK) on the “Airport Tung Chung Link” project. The AAHK had earlier submitted proposed temporary traffic arrangements for the advance works for the project to the TD and the Police. The departments concerned were currently reviewing the temporary traffic arrangements

for each phase carefully, with a view to minimising the impact of the works on the traffic in the area.

- (b) Regarding Members' suggestion on providing additional motorcycle parking spaces in Tung Chung West, the TD and the Highways Department would continue to explore feasible options in light of actual demand in and land conditions of the area, and would report progress to Members in a timely manner.
- (c) Regarding the situation of heavy vehicles running in Tung Chung as reported by Members at the last meeting, the Civil Engineering and Development Department, the Housing Department and the TD held a meeting on 9 January this year to discuss relevant improvement measures. The departments responded that, unless absolutely necessary, the use of roads in the Tung Chung town centre by heavy vehicles would be minimised to avoid affecting the day-to-day traffic in the area.
- (d) Regarding the tender exercise for the temporary car park at Area 59, the relevant departments were actively working to launch the tender in the first quarter of this year.

7. Members said that, regarding the traffic congestion on Tat Tung Road, they had previously held the first meeting of the Community Liaison Group (CLG) in conjunction with the AAHK to discuss the progress of the works under the "Airport Tung Chung Link" project. At the meeting, the AAHK indicated that Tat Tung Road (particularly the section outside the Citygate) might be converted from two lanes to one when the aforementioned works were in progress. Furthermore, the AAHK also indicated that if traffic congestion arose while the aforementioned temporary traffic arrangements were in place, it would immediately suspend the works concerned and would only resume it once the roads were free of congestion. In this regard, Members suggested that the department should establish a sound communication mechanism with the Citygate and the AAHK's contractor to ensure smooth traffic flow during the works period and avoid congestion on roads in the Tung Chung town centre.

8. Mr LEE Lap-man said that the TD had previously discussed the communication mechanism for the temporary traffic arrangements with the Police and the AAHK's engineering team. The temporary traffic arrangements would be implemented in phases, and on-site trials would be conducted prior to the commencement of each phase to assess the actual situation and optimise the arrangements where necessary.

9. Members expressed their views as follows:

- (a) The construction of the AAHK's "Airport Tung Chung Link" project would commence alongside Tat Tung Road. During the works period, parking spaces and bus stops on the road would need to be relocated, which was expected to affect traffic along the entire trunk road. To

minimise the impact of the works on traffic on Tat Tung Road, Members had earlier suggested that the TD should make good use of the site of the Lantau taxi stand at Tat Tung Road during the works period which would last for two to three years, so as to minimise road excavation, road closures and night-time works. Members urged the TD to consider reviewing the temporary traffic arrangements from the citizens' perspective in order to minimise the impact on them.

- (b) The representative of the property management company of Fu Tung Estate had previously raised with Members that, under the current project plan, the company would need to spend three hours at night dismantling the planters to facilitate the works. As the subject location was close to residential areas, Members were concerned that the dismantling works would affect residents. In this regard, Members suggested that the TD should take into account the views expressed by the AAHK earlier and make good use of the aforementioned site of the Lantau taxi stand, so that the property management company could avoid carrying out the works concerned at night.
- (c) Members observed that the area underneath the Citygate's footbridge was currently used as a boarding/alighting point for tour coaches. They were concerned that, following the implementation of the temporary traffic arrangements, the boarding/alighting point would be relocated to the location outside the Tung Chung MTR Station Exit A, which would exacerbate the traffic congestion there. In this regard, Members asked the TD to consider making effective use of the site of the Lantau taxi stand to serve as a backup buffer zone for diverting the tour coaches and traffic flow on Tat Tung Road.

10. The Chairman added that Members had previously raised their concerns with the AAHK at a meeting of the CLG, expressing their hope that the impact on nearby residents would be minimised as far as possible while the works were in progress. Members were particularly concerned about the traffic situation on Tat Tung Road and Cheung Tung Road. In this regard, the Chairman urged the TD to strengthen communication with the AAHK.

11. Mr LEE Lap-man gave a consolidated response as follows:

- (a) The TD noted Members' suggestion on the optimisation of the site of the Lantau taxi stand and would further discuss with the Police and the AAHK and consider the suggestion.
- (b) One of the night-time works under the "Airport Tung Chung Link" project involved the extension of the area of a bus stop. As the AAHK planned to relocate a bus stop to the bus stop at Fu Tung Estate, the area of such bus stop had to be extended. Since the implementation of the works during the daytime would affect residents and that one of the

procedures that had to be completed at night could not be avoided by optimising the site of the Lantau taxi stand, night-time works would still be required.

12. Members added that the AAHK had previously indicated that night-time works could be avoided if the construction machinery could be placed at the Lantau taxi stand. In this regard, Members urged the TD to strengthen communication with the AAHK to resolve issues arising from the works.

13. The Chairman summarised that the AAHK had previously stated at a meeting of the CLG that placement of construction machinery at the Lantau taxi stand would help maintain the normal operation of Tat Tung Road during the works period. In this regard, she and Members urged the TD to consider this arrangement in order to minimise the impact of the works on the traffic on Tat Tung Road.

### III. Follow-up on “The Use and Parking Problems of Bicycles”

14. The Chairman advised that at the meeting of the Islands District Council (IsDC) held in May 2024, the Chairman of the IsDC had referred the captioned item to the Traffic and Transport Committee (T&TC) for follow-up. As of the end of June 2025, all IsDC members had submitted interim review reports to the Secretariat on the captioned item, summarising the progress achieved and proposing further improvement measures.

15. The Chairman welcomed Mr WONG Yui-him, Tim, Engineer/Islands 1 and Mr LEE Lap-man, Engineer/Islands 2 of the Transport Department (TD) to the meeting for the discussion. She noted that Members had pointed out at the previous meeting that the utilisation rates of some bicycle parking spaces in Tung Chung were relatively low, and had suggested that the TD should consider converting them into shared bicycle parking spaces. She invited the guests to report the findings of the relevant study to Members.

16. Mr LEE Lap-man said that the TD’s relevant section was currently identifying suitable sites in response to Members’ suggestion, and would report the latest progress to Members at the next meeting.

17. Members expressed their views as follows:

- (a) At present, shared bicycles were mainly found in the Tung Chung town centre. Citing the traffic island near the Tung Chung MTR Station as an example, Members pointed out that more than 20 shared bicycles were often parked there, raising concerns among residents nearby.
- (b) Members noted that the issue of illegal parking of shared bicycles had been discussed on numerous occasions at previous meetings, and that operators of shared bicycles had deployed additional staff to regularly

clear or re-organise the shared bicycles in the area at present. However, there appeared to be no suitable locations for parking shared bicycles in the area. In this regard, Members requested the TD to put forward proposals regarding specific locations where shared bicycle parking areas could be established at the next meeting, in order to facilitate in-depth discussion by Members.

18. The Chairman asked the TD whether it had identified any suitable site for the provision of shared bicycle parking areas at this stage.

19. Mr LEE Lap-man said that the TD's relevant section still needed time to prepare the relevant information at this stage. The Department would first review the bicycle parking spaces currently available for public use, and would review the bicycle parking spaces planned for the Tung Chung new development areas (such as Tung Chung East and Tung Chung West), in order to explore the feasibility of converting some of these spaces into shared bicycle parking areas.

20. Members expressed their views as follows:

- (a) In response to the TD's statement that it would explore the feasibility of providing additional shared bicycle parking areas in the Tung Chung new development areas, Members noted that the problem of illegal parking of shared bicycles was mainly concentrated in the Tung Chung town centre at present. Furthermore, they noted that the bicycle parking spaces on Yu Tung Road (near Yat Tung Estate) had a relatively low utilisation rate, with some parking spaces being occupied by abandoned bicycles or used by nearby residents for drying clothes. In this regard, the TD should consider converting these spaces into shared bicycle parking areas.
- (b) The T&TC had previously followed up on the issue of illegal parking of shared bicycles. Back then, Members suggested that the shared bicycle operators should set up more geofences in the area to manage the illegal parking of bicycles by users in housing estates and in the middle of roads, and the operators responded that such arrangements were technically feasible. Nonetheless, Members noted that the situation of illegal parking of shared bicycles continued to occur from time to time recently. In this regard, they enquired with the TD about the operators' progress in setting up additional geofences, and requested the operators to assist in the installation of geofences before the TD identified suitable sites for parking of shared bicycles.

(Post-meeting note: The TD replied after the meeting that it had requested the operators to strengthen management and publicity efforts, reminding users to park their bicycles properly after use to avoid impeding the use of pedestrian passages, so as to ensure that the bicycle-sharing service continued to provide convenience to nearby residents

while safeguarding public safety and maintaining unobstructed passages. The Department might also, in response to Members' suggestions, require the operators of shared bicycles to establish restricted zones in specific areas.)

- (c) Members enquired about the TD's requirements and criteria for establishing shared bicycle parking areas, so that they could refer to them when identifying suitable locations within the area.

21. Mr LEE Lap-man said that he was unable to provide the information requested by Members for the time being, and that he would report back to Members at the next meeting.

22. The Chairman summarised as follows:

- (a) While the TD was identifying suitable locations for the provision of or conversion into shared bicycle parking areas, Members might simultaneously identify other sites within the area and forward relevant information to the TD for consideration through the Secretariat, in order to facilitate further discussions at the next meetings.
- (b) To facilitate the progress of discussion, the Chairman urged the TD to report on the specific locations it had identified for the provision of or conversion into shared bicycle parking areas to Members at the next meeting.

23. The Chairman said that the T&TC, together with representatives of the Islands District Office and the TD, had conducted a site inspection at Tung Wan Road on Cheung Chau on 18 December 2025, in order to assess the situation of illegally parked bicycles obstructing the emergency access routes. During the inspection, the Chairman had led Members, together with the Assistant District Officer (Islands)<sup>1</sup>, in suggesting to the TD that additional measures should be implemented to keep the road clear and prevent illegally parked bicycles from obstructing the emergency access routes at any time. The suggested measures included, but were not limited to, the Department designating the road as a parking black spot as soon as possible to facilitate enforcement and painting box markings at the areas concerned to designate them as parking prohibition zones. This was to change the citizens' habit of parking illegally there under a two-pronged approach. Following the site inspection, the TD had drawn up a preliminary enforcement and follow-up plan, which was tabled for Members' perusal and discussion.

24. Mr Tim WONG reported as follows:

- (a) In response to concerns raised by the local parties, the TD preliminarily proposed to paint white box markings and the words "Main Access Route - Do Not Block" on certain sections of Praya Street and Tung Wan Road near the Cheung Chau Ferry Pier to remind members of the public.



- (b) In addition, the TD proposed to extend the scope of the current bicycle clearance operations, which were carried out under the Summary Offences Ordinance (Cap. 228), to the locations with white box markings.
- (c) At the same time, the Department recognised the local community's need for bicycle parking spaces and had therefore drawn up plans to provide several additional bicycle parking areas in the vicinity.
- (d) The TD was currently consulting relevant departments on its preliminary proposal and would revise it based on their suggestions. The Department hoped to gather Members' views and suggestions on the proposal at this meeting, so as to make further revisions and provide a basis for the Department's next phase of formal district consultation.

25. Members expressed their views as follows:

- (a) Members were pleased to note that the TD was actively exploring optimisation of the proposal, and thanked the Department for conducting multiple site inspections at Cheung Chau.
- (b) Ambulances occasionally entered the Cheung Chau Public Pier to transport patients who were not suitable for air transfer by helicopter to the pier, where they were transferred to a police launch. However, as there were currently a large number of illegally parked bicycles at the pier, the road was just wide enough for a single ambulance to pass through. Furthermore, elderly persons frequently used the seating area within the pier which was also surrounded by illegally parked bicycles. This situation gave cause for concern. Members were concerned that painting white box markings on the roads outside the Cheung Chau Public Pier would exacerbate the problem of illegal parking of bicycles within the pier area. In this regard, they enquired with the TD about its jurisdiction over the pier and suggested that the Department should paint white box markings within the pier area.
- (c) The TD should, in conjunction with the proposed improvement measures (including painting white box markings on the roads and providing additional bicycle parking areas near the pier), step up publicity and education efforts in the area to ensure that residents understood and co-operated with the relevant initiatives, while raising their safety awareness.

26. Mr Tim WONG gave a consolidated response as follows:

- (a) The TD noted Members' views. Regarding Members' suggestion on stepping up publicity and education efforts, the Department would

discuss the matter with other relevant departments and draw on the practices of other districts; for example, by producing banners to remind residents not to park their bicycles illegally and to inform them of the locations of the bicycle parking areas nearby.

- (b) As the Cheung Chau Public Pier mentioned by Members was not a public road, the Department would convey Members' suggestions to the relevant departments or sections.

27. Members enquired with the TD why the Department had no plans to paint white box markings on the section of Praya Street situated between the two sections where white box markings were to be painted. As the area concerned was close to the Cheung Chau Pier, Members were concerned that illegal bicycle parking might occur there once the proposal was implemented. In this regard, they suggested that the TD should consider painting white box markings at such location as well.

28. Mr Tim WONG said that, when designating bicycle parking prohibition zones (i.e. areas painted with white box markings), the TD had taken into account the current scope of bicycle clearance operations, as well as the seriousness of the obstruction to emergency rescue operations caused by illegally parked bicycles as previously highlighted by Members. At the same time, the Department had taken public perception into account and endeavoured to avoid painting such markings over an excessively large area of the road. The Department noted Members' suggestion and would further examine its feasibility and the level of public acceptance.

29. Members expressed concern that the TD's current arrangement of leaving a gap between the two road sections on Praya Street where white box markings were to be painted would lead to confusion at regulatory level. Therefore, the Department should paint white box markings across the entire section in question, so that residents could clearly distinguish the boundaries of the parking prohibition zones and enforcement by the departments could be facilitated.

30. The Chairman thanked the TD for actively formulating improvement measures and asked the Department to take Members' views and suggestions into consideration.

#### IV. Follow-up Items

##### a) Question on the improvement of traffic congestion in Tung Chung West and South Lantau

31. The Chairman said that after a Member had raised the above-mentioned question at the meeting of the Traffic and Transport Committee (T&TC) on 14 April 2025, the Transport Department (TD), the Hong Kong Police Force and the Hospital Authority (HA) had sent representatives to attend the T&TC meeting in June 2025. The TD indicated earlier that it had held a meeting with the Police and the HA on 16 October

2025 to discuss the specific details for opening Chui Kwan Drive to divert the traffic under emergency situations, with the aim of implementing the arrangements in the first quarter of 2026.

32. The Chairman welcomed Mr LEE Lap-man, Engineer/Islands 2 of the TD to the meeting to respond to the question. It had been mentioned at the last meeting that the relevant department would further review whether single-decked buses would be permitted to use Chui Kwan Drive under emergency situations. In addition, the TD indicated that it would explore how to increase the capacity of Yu Tung Road in coping with emergency incidents under a two-pronged approach, including increasing its capacity to improve traffic flow and working with relevant departments to explore the construction of alternative roads.

33. Mr LEE Lap-man reported as follows:

- (a) Regarding the arrangements for opening Chui Kwan Drive to divert the traffic under emergency situations, the TD, after further reviewing and considering the actual environment and circumstances, still did not recommend the use of Chui Kwan Drive by large vehicles (including single-decked buses) under emergency situations.
- (b) The TD was actively making the relevant preparations, with the aim of implementing the arrangements in the first quarter of 2026.
- (c) With regard to increasing the capacity of Yu Tung Road in coping with emergency incidents, the TD was collaborating with relevant departments, having taking into account available resources and needs, to explore feasible options, such as adding traffic lanes to enhance Yu Tung Road's flexibility in responding to emergency situations. In relation to the construction of additional link roads, the Department had, as part of the South Lantau Eco-recreation Corridor project, raised the need to study the construction of a new link road to divert the traffic flow between South Lantau and the Tung Chung town centre with the Civil Engineering and Development Department (CEDD). The TD asked the CEDD to take these views into consideration and to study the feasibility of road construction.

34. Members expressed their views as follows:

- (a) Members were pleased to note that the TD planned to implement the emergency response plan of opening Chui Kwan Drive in the first quarter of 2026, and expected that Chui Kwan Drive could serve as a backup route in emergencies in the future, thereby reducing the likelihood of traffic gridlock in Tung Chung West and South Lantau caused by incidents.
- (b) Members were pleased to learn that the TD had suggested that the

CEDD should study the construction of a new road under the South Lantau Eco-recreation Corridor project. However, they expressed concern that traffic congestion frequently occurred on Yu Tung Road in Tung Chung West and the roads at the vicinity of Tung Chung Road North. The situation was expected to worsen with the development of Tung Chung. In this regard, they urged the relevant departments to expedite the studies and implementation of the works for new roads, and suggested that the Government should not tie such studies to the South Lantau Eco-recreation Corridor project, in order to resolve the traffic congestion problem as soon as possible.

- (c) Members enquired about the TD's plans to increase the capacity of Yu Tung Road, for example, whether consideration would be given to prioritising improvements to the 50-metre-long right-turn lane leading from the westbound carriageway into Yat Tung Estate, in order to alleviate congestion on the middle lane during peak hours, and to increase the usage rate of the right lane.
- (d) Members enquired whether the TD would consider improving the right-turn lane leading from Chung Yan Road into Yu Tung Road (towards Mun Tung Estate), including extending the current right lane of approximately 50 metres in length. This would alleviate congestion caused by vehicles having to queue in the middle lane as buses used the left lane for stopping at bus stops in the morning and that vehicles on the right lane had to wait to turn right.
- (e) At present, the CEDD had reserved road space on Yu Tung Road (towards Mun Tung Estate) outside Yat Tung Estate for the parking of heavy works vehicles. However, the traffic lane on Yu Tung Road between Mun Tung Estate and Yat Tung Estate was frequently occupied by illegally parked vehicles, narrowing the originally two-lane road into a single lane. In addition, some heavy construction machinery left on the carriageway sometimes obstructed the passage of buses, affecting the traffic flow. Members suggested that the TD and the Highways Department should discuss the provision of additional parking spaces suitable for use by heavy works vehicles with the CEDD, so as to alleviate occupation of traffic lanes by and illegal parking of heavy vehicles.

35. Mr LEE Lap-man gave a consolidated response as follows:

- (a) The TD noted Members' views on avoiding tying the feasibility study on road construction to the South Lantau Eco-recreation Corridor project, and hoped that the CEDD would take these views into consideration.
- (b) In order to enhance the flexibility of Yu Tung Road in coping with

emergency incidents, the TD was working with the departments concerned to examine the feasibility of adding an additional lane to its eastbound carriageway. In addition, the TD would hold further discussions with the departments concerned regarding the extension of the right-turn lane from the westbound carriageway of Yu Tung Road to Chung Yan Road.

- (c) Regarding the improvement works at the junction where vehicles turned right from Chung Yan Road towards Mun Tung Estate, the TD would, together with the CEDD, review whether any facilities at that location were obstructing the extension of the right lane, and would consider this in conjunction with the above suggestions.
- (d) At present, some parking spaces on Yu Tung Road were temporarily allocated for use by goods vehicles carrying prefabricated components. The Department agreed with Member's view and hoped to open the facilities concerned for parking by large vehicles as soon as possible, so as to alleviate the problem of illegal parking by works vehicles. The TD noted the relevant views and would discuss the matter with various stakeholders in Tung Chung West, including the CEDD, the Housing Department and the MTR Corporation Limited, with a view to opening the facilities concerned for public use as soon as possible.

36. The Chairman asked the TD to explain in detail the reasons for not permitting single-decked buses to use Chui Kwan Drive under emergency situations, and on which date it would officially implement the arrangement of opening Chui Kwan Drive under emergency situations.

37. Mr LEE Lap-man responded as follows:

- (a) The road facilities on Chui Kwan Drive differed from those on public roads. For example, the gate at the entrance would obstruct the entry and exit of large vehicles. Therefore, the use of the road by large vehicles was not recommended at this stage. If there were any further developments, the TD would report to the Committee in a timely manner.
- (b) The TD was currently liaising with its Emergency Transport Co-ordination Centre to discuss the detailed arrangements for opening the section of the road. The Department anticipated that the relevant measures could be implemented in the first quarter of 2026. The exact date had not yet been finalised and would be reported to Members at or before the next meeting.

38. The Chairman noted that the proposal, with the aim of allowing vehicles to go via Chui Kwan Drive in the event of emergency incidents and providing residents of Tung Chung West with a backup route to the Tung Chung town centre or other areas,

had been discussed for many years. If vehicles such as buses or school buses were not permitted to use Chui Kwan Drive in the event of traffic accidents during peak hours, the proposal would lose its original purpose even if it was implemented. In this regard, the Chairman suggested that the relevant departments should actively explore ways to optimise the proposal.

39. Members expressed their views as follows:

- (a) Members agreed with the Chairman's suggestion and considered that the departments concerned should focus on implementing the measures in the first quarter of 2026 at this stage, and consider how to optimise the various arrangements at the next stage.
- (b) The management power of the gate at Chui Kwan Drive should rest with the HA. Under emergency incidents, the gate should be opened to allow access by fire appliances and/or ambulances. Members therefore could not understand how the gate could obstruct the passage of large vehicles.
- (c) During the construction of the North Lantau Hospital, a considerable number of heavy vehicles ran along Chui Kwan Drive. Members therefore considered that single-decked buses running along Chui Kwan Drive would not pose a hazard. In this regard, they requested the relevant departments to first officially implement the measures concerned and subsequently explore optimised options, including the feasibility of allowing buses to pass through Chui Kwan Drive.
- (d) In the event of serious traffic incidents, the departments should prioritise the diversion of traffic, and public transport should be given priority over private vehicles.
- (e) Members commended the work of the departments concerned and asked them to collaborate to resolve issues concerning road facilities through means such as replacing the gate, so that all vehicles could pass through Chui Kwan Drive.

40. The Chairman summarised as follows:

- (a) If the departments concerned did not permit buses and school buses to use Chui Kwan Drive in the event of emergency incidents, the measures would lose their original purpose even if they were implemented. She emphasised that Chui Kwan Drive would only be opened to vehicular traffic in the event of emergency traffic incidents, in the same way that fire appliances and/or ambulances were permitted to use the road for rescue operations. She therefore could not understand why the departments concerned decided not to allow buses to pass through Chui Kwan Drive. In this regard, she urged the TD to liaise with the departments concerned after the meeting to jointly explore optimised

proposals so that all vehicles could use Chui Kwan Drive.

- (b) At the meeting of the District Infrastructure and Development Planning Committee (DIDPC) on 9 February, the Chairman and Members of the DIDPC as well as departments attending the meeting agreed to arrange a site inspection to follow up on the suggestions on widening the traffic lanes on Yu Tung Road and preventing heavy vehicles from entering Tung Chung West during the morning peak hours, etc.. As the above suggestions were related to traffic and transport, the Chairman of the T&TC, the Chairman of the DIDPC and the Members putting forward the suggestions had reached a consensus that the T&TC should take over and follow up on the above matters. In this regard, the Chairman asked the Secretariat to follow up with the CEDD and the TD on the arrangements for the site inspection.

(Post-meeting note: The Secretariat arranged for the Committee to conduct a site inspection at Yu Tung Road in Tung Chung together with representatives of the CEDD and the TD on 5 March 2026. The TD, in conjunction with the CEDD and departments concerned, would actively follow up on the provision of an additional traffic lane on Yu Tung Road (roughly between Shun Tung Road and Chung Yan Road) eastbound. To facilitate further discussion, they would also study the technical feasibility of extending the right-turn lane leading from Yu Tung Road into Yat Tung Estate and the right-turn lane leading from Chung Yan Road into Yu Tung Road (towards Mun Tung Estate), in order to facilitate further discussion. Regarding Members' suggestion on extending the area of the North Lantau Hospital bus stop (Chung Yan Road), the departments would commence work as soon as possible. As for parking arrangements for heavy works vehicles, the departments would make available the parking bays on Yu Tung Road for the parking of large vehicles as soon as possible.)

b) Question on the maintenance progress of the south bridge at the Mui Wo Ferry Pier

41. The Chairman said that Members had raised the above question at the T&TC meeting on 9 December 2025, pointing out that the lift and ramp of the Mui Wo Vehicular Ferry Pier had been idle for many years, and expressing concern that it might pose a danger to the public due to ageing. Members therefore suggested that the relevant departments should consider demolishing it and making good use of the space thus freed up to improve the operation of the Mui Wo Ferry Pier.

42. The Chairman welcomed Ms CHUNG Man, Emily, Senior Transport Officer/Planning/Ferry 3 of the TD and Mr KWAN Siu-kin, Senior Engineer/Transport Services E of the Electrical and Mechanical Services Department (EMSD) to the meeting to respond to the question. The Chairman invited the guests to report on the follow-up work carried out for the above suggestions.

43. Ms Emily CHUNG responded as follows:

- (a) The Mui Wo Vehicular Ferry Pier was located adjacent to the Mui Wo Ferry Pier to facilitate the operation of the “North Point/Kwun Tong - Mui Wo/Kau Shat Wan” route (dangerous goods vehicular ferry service) run by the Hongkong and Yaumati Ferry Company Limited (HYF) under emergency situations. Unlike ordinary passenger ferry piers, vehicular ferry piers were designed and constructed specifically for ferries carrying vehicles. The pier access roads were equipped with facilities such as roads for vehicles as well as ramps for boarding and disembarking for the use by vehicles. Furthermore, vehicular ferry piers were not designed to provide general passenger facilities, such as pedestrian walkways and waiting areas.
- (b) The Mui Wo Vehicular Ferry Pier served social/planning functions. The TD was willing to listen to Members’ views for further consideration.

44. Mr KWAN Siu-kin said that, according to the Service Level Agreement signed between the EMSD and the TD, maintenance work at the Mui Wo Vehicular Ferry Pier currently did not fall within the EMSD’s service scope. Nevertheless, the EMSD would work with other relevant departments to assist the TD in formulating maintenance programmes for the pier where necessary by, for example, providing technical advice on maintenance programmes for the lift and ramp system.

45. Members expressed their views as follows:

- (a) Since the commissioning of the Hong Kong International Airport at Chek Lap Kok, dangerous goods vehicles no longer needed to be transported from the urban area to Mui Wo by ferry. Therefore, the aforementioned vehicular ferry pier had been idle for many years. In addition, the pier had fallen into disrepair over time and its structure had been damaged. Maintaining its normal operation would likely require substantial public funds for repairs. Given the overriding principle of proper use of public funds and that the pier had been idle for some time, the departments should not waste resources on repairs unless they planned to refurbish the pier for other purposes, such as adding relevant facilities to support the Government in developing the low-altitude economy.
- (b) Members pointed out that the operator of the aforementioned vehicular ferry route appeared to be the Sun Ferry Services Company Limited rather than the HYF. In this regard, Members requested the TD to review and, where necessary, update the relevant information.
- (c) Renovation works were currently underway at the Mui Wo Ferry Pier, but there was no room reserved for addition of an access route connecting the ferry pier to the vehicular ferry pier. Members enquired



whether the vehicular ferry pier remained operational and expressed concern regarding its actual and planned uses. In this regard, they urged the TD to provide a detailed response.

- (d) Before speaking, a Member declared an interest, stating that his employer, the Henderson Land Development Company Limited, held more than 30% of the shares of the Hong Kong Ferry (Holdings) Company Limited (Hong Kong Ferry), and that the HYF was one of the founding members of the Hong Kong Ferry. He emphasised that he was expressing the following views in the public interest: the HYF was originally the title owner of the pavilion near the old Tai O Public Pier. When it subsequently constructed the Tai O Heritage Hotel, it relinquished ownership of the pavilion and converted it into back-of-house facilities for the hotel (i.e. the current location of the fire services pump room). Given that no vessels had used the Mui Wo Vehicular Ferry Pier in recent years, the TD should make reference to the example of Tai O and consider demolishing the pier and converting it into a more valuable public facility.
- (e) Members requested the TD to explain the main categories of dangerous goods carried by the dangerous goods vehicles currently using the Mui Wo Vehicular Ferry Pier, as well as the pier's actual utilisation rate. Furthermore, they asked the Department to consolidate the relevant information, assess public demand for the pier, and, on that basis, consider whether it should be demolished or repaired.

46. Ms Emily CHUNG gave a consolidated response as follows:

- (a) Although the Mui Wo Vehicular Ferry Pier was adjacent to the Mui Wo Ferry Pier, their operations were managed by different operators. The former was operated by the HYF which currently operated the "North Point - Kwun Tong" route (dangerous goods vehicular ferry service); while the "North Point/Kwun Tong - Mui Wo/Kau Shat Wan" route (dangerous goods vehicular ferry service) was operated under emergency situations.
- (b) Regarding the utilisation rate of the Mui Wo Vehicular Ferry Pier, there had been no need to activate the route concerned over the past 20 years. However, as an infrastructure for an emergency ferry route, the pier served social/planning functions.
- (c) As dangerous goods vehicles must comply with statutory requirements (such as the prohibition on running through tunnels), such vehicles must be transported by ferry.
- (d) The CEDD was currently carrying out works at the bus stop outside the Mui Wo Ferry Pier and had set up a temporary access route nearby to

facilitate pedestrian access to and from the pier. The TD had co-ordinated with the CEDD to ensure that, upon completion of the relevant works, a roadway connecting to the vehicular ferry pier would be provided to facilitate the passage of dangerous goods vehicles. In addition, the TD had also co-ordinated with the CEDD to install additional fencing around the vehicular ferry pier to enhance safety management and prevent pedestrians from mistakenly entering the pier.

47. Members expressed their views as follows:

- (a) Members observed that the facilities at the aforementioned vehicular ferry pier were in a very dilapidated state and might not be able to operate normally. If the pier was unable to operate, the TD should consider identifying other suitable berthing points.
- (b) Upon completion of the improvement works at Mui Wo, the dilapidated vehicular ferry pier might appear out of place with its surroundings and look unsightly.
- (c) Members asked the TD what the main categories of dangerous goods transported from Kwun Tong to Mui Wo were, and whether the emergency ferry route was still necessary.
- (d) The aforementioned vehicular ferry pier lacked economic viability, yet required substantial public funds for maintenance, which appeared to be a waste of public money. Given that the pier had been idle for the past 20 years, it should be considered for demolition as soon as possible.

48. Ms Emily CHUNG gave a consolidated response as follows:

- (a) A dangerous goods vehicle ferry was primarily used to transport vehicles carrying dangerous goods which had to comply with safety and statutory requirements. The dangerous goods transported included medical oxygen and petrol products, which posed a risk of combustion and explosion. The law therefore prohibited these vehicles from entering tunnels, and dangerous goods of different categories had to be handled separately as well. Furthermore, crew members had to strictly comply with relevant safety standards concerning vessel operations and the segregation of dangerous goods, etc..
- (b) The TD, together with the relevant works departments, had previously conducted a site inspection. Overall, the current condition of the Mui Wo Vehicular Ferry Pier was not suitable for vehicular ferry operations. At present, the Department was maintaining close communication with the relevant departments to jointly explore suitable options for carrying out repairs.

49. Members expressed their views as follows:

- (a) As the mode of delivery of certain categories of dangerous goods had changed to land transport and that vessels carrying liquefied petroleum gas no longer used the pier in question, the pier's existence might no longer have value. In this regard, Members considered that the TD should keep pace with the times and update the relevant policies in a timely manner in response to changes in the actual circumstances.
- (b) Members observed that, although the vehicular ferry pier had undergone repairs many years ago, inadequate maintenance in recent years gave rise to the facilities' current dilapidated state. This problem became even more apparent following typhoons. In addition, as there was already a dangerous goods store on the neighbouring Airport Island, the likelihood of the aforementioned vehicular ferry pier being used again in the future was even lower. As the pier's practical function was questionable, the departments concerned should use resources prudently by channelling resources towards improving other infrastructure rather than spending public funds on idle facilities to enhance overall efficiency.
- (c) Given that current dangerous goods ferry services were primarily concentrated in the eastern part of Hong Kong (i.e. North Point and Kwun Tong), Members did not understand the rationale for locating the berthing point of the emergency route in the western part of Hong Kong (i.e. Mui Wo). In this regard, Members requested the TD to clarify the specific conditions for activating the emergency route and the principles governing the selection of berthing points.
- (d) Regarding the TD's response that the Mui Wo Vehicular Ferry Pier was currently unsuitable for continued operation, Members asked whether the Department had any alternative berthing points that could be used under emergency situations and enquired about specific details of the relevant plans.

50. Ms Emily CHUNG gave a consolidated response as follows:

- (a) At present, the "North Point - Kwun Tong" (dangerous goods vehicle ferries) route operated daily, while the "North Point/Kwun Tong - Mui Wo/Kau Shat Wan" (dangerous goods vehicle ferries) route operated only under emergency situations.
- (b) The Mui Wo Vehicular Ferry Pier was a berthing point for dangerous goods vehicle ferries under emergency situations and served social/planning functions. The TD noted Members' views and would conduct further relevant studies and assessments.

51. The Chairman asked the Secretariat to write to the TD after the meeting to convey Members' views, include this agenda item as a follow-up item for the next meeting and to invite the TD to send representatives to the meeting to continue the discussion.

(Post-meeting note: The Secretariat forwarded the TD's written reply to Members for perusal on 8 April 2026. In addition, the Secretariat had included this agenda item as a follow-up item for the next meeting and invited the TD to send representatives to attend the meeting.)

V. Question on the road safety in Discovery Bay and the monitoring of the health condition of drivers of residents' coaches in the area  
(T&TC Paper No. 2/2026)

52. The Chairman asked the attendees to refer to T&TC Paper No. 2/2026.

53. The Chairman welcomed Mr LUK Cheuk-man, Eric, Senior Transport Officer/Islands 2 of the Transport Department (TD); Mr YEUNG Yan-ning, Owen, Assistant Divisional Commander Lantau North Division (Operations) and Ms NG Pui-ye, Candy, District Operations Officer, Lantau District of the Hong Kong Police Force; and Ms Sophia WOO, Assistant General Manager - Transportation and Mr Peter TSANG, Senior Executive Manager - Transportation of the Discovery Bay Transit Services Limited (DBTSL) to the meeting to respond to the question. The DBTSL's written reply had been distributed to Members for perusal before the meeting

54. Mr Jonathan CHOW briefly presented the question.

55. Mr Eric LUK responded as follows:

- (a) With regard to residents' bus service, the TD would closely monitor the residents' bus service and stability of bus frequencies through on-site surveys and by reviewing the citizens' suggestions and complaints. In addition, it would issue a Schedule of Service to every operator of residents' bus route, setting out the service details for the route concerned, including route arrangements, operating hours, headway information and number of vehicles.
- (b) The TD was very concerned about a traffic accident involving a residents' bus which occurred in Discovery Bay earlier this year. In this regard, the Department had held a meeting with the management of the operator and requested it to ensure that its drivers paid attention to safety at all times and strictly complied with traffic regulations. Furthermore, the Department had also requested the operator to strengthen its supervision of the driving attitude of all of its drivers.
- (c) To monitor the service quality of the route concerned and the drivers'

behaviour, the TD had deployed staff to conduct on-site investigations, the findings of which had shown that drivers of the route concerned maintained a good driving attitude, provided assistance to passengers in need and answered their enquiries. They also operated the vehicles normally.

- (d) The TD would continue to monitor the residents' bus service in Discovery Bay and maintain close liaison with the operator.

56. Ms Candy NG said that, according to the Police's records, the aforementioned traffic accident resulted in a total of three injured persons, and the injuries mainly involved abrasions on the face and neck. In addition, the front of the residents' bus involved in the accident was damaged and the cause of the accident was still under investigation.

57. Mr Peter TSANG briefly presented the DBTSL's written reply.

58. Members expressed their views as follows:

- (a) The DBTSL stated in its written reply that the driver involved in the accident signed in as usual on the morning of the incident and did not report any physical discomfort, for which he was arranged to be on duty by the supervisory staff. In this regard, Members asked the DBTSL to further clarify whether the company would consider suspending staff who did not report any physical discomfort upon signing in but were sighted by their supervisors to have obvious health problems from duty.
- (b) Some residents of Discovery Bay pointed out that the driver involved in the accident had returned to work, and they were therefore concerned about the road safety in the area. In this regard, Members asked the DBTSL whether the driver was still performing driving duties.
- (c) Given the difficulties involved in recruiting drivers to work in Discovery Bay, Members were concerned that the staff shortage might affect the service quality and therefore asked whether the DBTSL would consider enhancing their drivers' remuneration packages to address the issue. Furthermore, the DBTSL should also consider recruiting imported workers to ease the manpower pressure.
- (d) Members enquired with the Police about the expected completion date of their investigation on the traffic accident, and whether the driver involved was suspected of careless driving.
- (e) Members expressed concern about the road safety in Discovery Bay and asked the DBTSL to provide further details on the aforementioned traffic accident, including the cause of the accident, the traffic conditions at the time, the extent of damage to the bus, and whether other vehicles

or road users were involved in the accident.

59. Mr Peter TSANG gave a consolidated response as follows:

- (a) Following the accident, the DBTSL had urged frontline supervisors to pay close attention to the drivers' physical condition. If they noticed that the drivers felt unwell, they should immediately assess whether such drivers were still fit to continue working and, if necessary, suspend their driving duties immediately.
- (b) To date, the company had not assigned any driving duties to the driver involved. He was currently primarily responsible for internal duties at bus stops.
- (c) At the time of the accident, the bus in question had been running along Discovery Bay Road from Headland Drive towards the Discovery Bay Ferry Pier. As it passed the junction at Discovery Valley Road, it suddenly veered into the opposite lane and collided with a lamppost. As the Police were currently investigating the accident, the relevant details (including the cause of the accident) could not be disclosed until the completion of the investigation.
- (d) The driver involved did not report any physical discomfort when signing in on the day of the incident, for which he was assigned driving duties by the supervisory staff as usual. Following the incident, the company had reminded all supervisory staff that they must pay attention to the drivers' physical condition during inspections or when drivers signed in. If they suspected that the drivers' physical condition was abnormal, they must assess whether they were fit to continue performing their duties.

60. Ms Candy NG said that the Police would complete their investigation on the traffic accident by July this year. If there was sufficient evidence, they would institute prosecution.

61. Members expressed their views as follows:

- (a) The residents' bus drivers were generally advanced in age, and their physical condition might affect driving safety. In this regard, Members reminded the DBTSL that it must strictly comply with the current medical examination requirements for professional drivers, and that passenger safety must be the foremost priority. As such, drivers in poor health should not be assigned with driving duties.
- (b) Road safety was of the utmost importance, whether on private or public roads. Given that road safety issues in Discovery Bay had been a major concern for residents in recent years, Members wished to take the opportunity at this meeting to convey its importance to the Department

and the operator. They also emphasised that road safety must be the primary concern in all future development plans in the area, otherwise it would be difficult for them to support such plans.

- (c) Most roads in Discovery Bay were two-lane two-way roads. If a vehicle lost control, it could easily cross into the opposite lane and cause an accident. Furthermore, as Discovery Bay continued to develop, the traffic volume might increase further, thereby affecting road safety in the area. Members therefore urged the DBTSL and the departments concerned to carefully assess the safety conditions when adjusting traffic arrangements in the area, as well as to strengthen road safety measures, including widening roads, providing additional safety facilities (such as pedestrian crossings) and deploy additional manpower.
- (d) A review of the past records showed that traffic accidents involving buses occurred from time to time in Discovery Bay. In this regard, Members urged all parties to focus on improving the road safety to safeguard the travel safety of residents.

62. Mr Peter TSANG gave a consolidated response as follows:

- (a) The DBTSL had in place a strict medical examination system for the drivers, stipulating that those aged 55 or above must pass the annual medical examination in order to continue performing driving duties.
- (b) In addition, the company would remind the drivers to pay extra attention to their physical condition and deploy additional supervisory staff to carry out spot checks on vehicles, in order to assess drivers' driving attitude and skills, as well as to observe whether there were any abnormalities in their physical condition.
- (c) With regard to the road safety in Discovery Bay, the company would regularly remind the drivers to be aware of the movements of other vehicles in the area and require them to remain alert at all times, so that they could respond appropriately and promptly in the event of unforeseen circumstances. In addition, the company would provide training for drivers based on actual needs.

VI. Question on the installation of an automatic identification gate at the Shek Mun Kap roundabout on Tung Chung Road  
(T&TC Paper No. 3/2026)

63. The Chairman asked the attendees to refer to T&TC Paper No. 3/2026.

64. The Chairman welcomed Mr LUK Cheuk-man, Eric, Senior Transport Officer/Islands 2 and Mr WONG Yui-him, Tim, Engineer/Islands 1 of the Transport

Department (TD), and Mr YEUNG Yan-ning, Owen, Assistant Divisional Commander Lantau North Division (Operations) and Ms NG Pui-yee, Candy, District Operations Officer, Lantau District of the Hong Kong Police Force (HKPF) to the meeting to respond to the question.

65. Mr YU Hon-kwan briefly presented the question and added that he had noted that the Police occasionally had to deploy officers to Lantau Island to check whether the drivers possessed valid Lantau Closed Road Permits (LCRPs). He therefore considered that the installation of the captioned gate would effectively save manpower and help redeploy the Police's resources to meet other needs. Furthermore, he said that there had been a traffic accident on Lantau Island involving a Mainland driver who mistakenly entered the wrong lane and collided with an oncoming vehicle. In this regard, he urged the Department to reconsider the suggestion on installing the gate.

66. Mr Eric LUK responded as follows:

- (a) A surveillance system for detecting whether vehicles held LCRPs was currently in place at Shek Mun Kap (i.e. the point of entry to or departure from Lantau closed roads). The upgrade of this system was currently in the testing phase.
- (b) The Civil Engineering and Development Department, the TD and the HKPF had convened several meetings regarding the aforementioned surveillance system and had completed the relevant co-ordination work. At present, the work on upgrading and interfacing of the Police's enforcement system had commenced. The departments concerned would continue to co-operate closely and hold regular meetings to monitor the contractor's progress on the system upgrade, with a view to putting the surveillance system into operation in mid-2026.

67. Ms Candy NG said that the Police would continue to set up roadblocks on Lantau Island to check the vehicles' LCRPs. Since December 2025, the Police had increased the frequency and duration of setting up roadblocks to combat offences.

68. Members expressed their views as follows:

- (a) The setting up of roadblocks by the Police might place an unnecessary burden on the police manpower. Even with additional personnel, it would be difficult to carry out LCRP checks around the clock. Conversely, the installation of the captioned gate would help free up the HKPF's resources for other crime prevention work.
- (b) Members noted that the TD had mentioned the follow-up work on the surveillance system for the closed roads on Lantau Island undertaken by the department, but it had not directly responded to Members' suggestion on installing the captioned gate. As the use of the captioned gate and other technologies could effectively prevent vehicles without



LCRPs from entering Lantau Island while reducing the Police's manpower currently required to set up roadblocks for LCRP checks, Members urged the TD to indicate whether it would consider the suggestion concerned.

- (c) The TD stated in its response that the surveillance system for detecting whether vehicles had been issued with LCRPs was still in the testing phase. Members considered the progress unsatisfactory and therefore urged the Department to press ahead with the relevant work as soon as possible.
- (d) In managing the Lantau closed roads, the Department should keep pace with the times and make improvements in three areas, namely streamlining the LCRP application process, strengthening the monitoring of unauthorised entries into prohibited zones, as well as enhancing road safety. In this regard, Members considered that the installation of the captioned gate was one of the effective ways to improve the department's management of the closed roads on Lantau Island.
- (e) As a number of works projects were about to take place in Tung Chung West, the traffic flow in the area was expected to increase. Members suggested that the Department should make good use of technologies such as automatic number plate recognition systems and gates for access control to explore new measures to address the upcoming traffic challenges.
- (f) A significant number of cyclists and heavy vehicles with expired LCRPs, etc. were sometimes seen on Lantau Island on public holidays. These were issues that had been repeatedly raised at previous meetings. In this regard, Members considered that the installation of the captioned gate would effectively improve the management of roads on Lantau Island and easily resolve that the aforementioned issues.
- (g) The use of the captioned gate equipped with a high-tech surveillance system was a measure for building a smart city, which would help enhance the departments' regulatory efficiency.
- (h) With the implementation of the "Southbound Travel for Guangdong Vehicles" (STGV) policy, the number of southbound Guangdong vehicles travelling to Hong Kong would increase steadily. As Lantau Island was a popular tourist destination, Members predicted that the Government might consider opening up parts of the prohibited zones on Lantau Island to designated vehicles in the future. However, as the driving habits of foreign drivers differed from those of Hong Kong and that the roads on Lantau Island were narrow and steep in gradient with lots of bends, foreign drivers were prone to causing traffic accidents for

being unable to adapt to driving in Hong Kong. In this regard, Members considered that the installation of the captioned gate would effectively strengthen the management of the closed roads on Lantau Island while saving the Police's manpower and administrative costs.

69. Mr Tim WONG gave a consolidated response as follows:

- (a) Vehicles entering Hong Kong under the STGV scheme must comply with Hong Kong's traffic regulations. At present, certain road sections in Hong Kong were designated as "closed roads", and drivers were not allowed to access such roads unless they possessed the relevant permits. Clear traffic signs had been installed at the entrances of these prohibited zones, and drivers should pay close attention to them and comply with the regulations.
- (b) To assist drivers of the STGV scheme in familiarising themselves with Hong Kong's traffic rules and driving habits and equipping them with information on prohibited zones, etc., the TD had produced relevant promotional materials, including the Department's designated webpage for STGV, various leaflets and infographic materials, as well as instructional videos, which were distributed at various locations in the Mainland and posted on social media. The TD had also updated the "HKeMobility" mobile application and contacted map service providers frequently used by Mainland drivers, such as Amap and Baidu Maps, to require them to display "closed road" alerts on their navigation maps to remind drivers to be aware of the restrictions concerned and plan their journeys in advance.
- (c) The installation of the captioned gate involved law enforcement against persons without valid LCRPs accessing the closed roads on Lantau Island, for which it did not fall within the TD's jurisdiction. If the relevant departments planned to implement the measure, the TD would provide professional advice on traffic engineering matters.

70. Ms Candy NG said that the use of technology for traffic enforcement was one of the Police's top priorities, and that the Police expected that the aforementioned surveillance system for detecting whether vehicles had been issued with LCRPs would be implemented within this year. Before the implementation of this measure, the Police would continue to set up roadblocks to combat offences.

71. Members said that, as the TD stated it would not consider the suggestion as the enforcement work involved in the installation of the captioned gate fell outside its jurisdiction, they enquired with the HKPF whether such work fell within their jurisdiction, and whether they would consider the suggestion. If the relevant work did not fall within their jurisdiction, Members asked Assistant District Officer (Islands)<sup>1</sup> to assist in clarifying the division of responsibilities between the departments.

72. Mr MOK Mong-chan said that he would contact the departments concerned after the meeting to ask them to clarify the division of responsibilities between them and to provide written replies as appropriate.

VII. Question on the service adjustments of the bus routes no. 37 and no. 37H (T&TC Paper No. 4/2026)

73. The Chairman asked the attendees to refer to T&TC Paper No. 4/2026.

74. The Chairman welcomed Ms YEUNG Yuk-shan, Doris, Senior Transport Officer/Islands 1 of the Transport Department (TD); and Mr Peter CHU, Senior Manager (Operations and Administration) and Mr HO Lee-yip, Manager, District Relations of the New Lantau Bus Company (1973) Limited (NLB) to the meeting to respond to the question.

75. Mr YIP Pui-kei briefly presented the question.

76. Ms Doris YEUNG gave a consolidated response as follows:

- (a) In response to the increased passenger demand following the completion of new housing estates in Tung Chung, the NLB proposed the rationalisation and enhancement of Routes No. 37 and 37H operating between Tung Chung East and Tung Chung West in the Bus Route Planning Programme 2025-2026 for Islands District, with a view to improving the bus services connecting the two areas. The proposal included Route No. 37 being upgraded as whole day daily service and operating as a circular route departing from Tung Chung North (Ying Tung Estate). At the same time, in light of the above changes, the frequency of Route No. 37H would be adjusted and the route would be converted to a non-circular one, with its termini located at Tung Chung (Yat Tung Estate Public Transport Terminus) and Tung Chung North (Ying Tung Estate) respectively.
- (b) Following consultation with Members, the aforementioned bus route planning programme had been implemented. However, as the programme involved the introduction of a whole-day route departing from the Ying Tung Estate Bus Terminus, the utilisation rate of such bus terminus would increase accordingly. In this regard, the TD planned, upon the commissioning of the Cheung Tung Estate Bus Terminus and following the provision of additional bus parking facilities, to divert some of the bus routes currently terminating at the Ying Tung Estate Bus Terminus to the Cheung Tung Estate Bus Terminus in Area 99. The TD would maintain close liaison with the Housing Department to ensure that the bus route arrangements concerned were implemented as soon as possible upon the commissioning of the Cheung Tung Estate Bus Terminus, so as to meet the citizens' travel needs.

- (c) In addition, the NLB had earlier submitted a proposal regarding the rationalisation of Routes No. 37 and 37H. Once the TD reviewed the proposal, it would seek Members' views on the new proposal through district consultation.

77. Mr Peter CHU said that the NLB would continue to enhance its bus services in response to the intake of residents of the new residential estates in the area and the traffic conditions there. Regarding the proposed adjustments to Routes No. 37 and 37H, the NLB had submitted a revised proposal to the TD in light of the latest developments. Under the revised proposal, the NLB's service coverage would be further expanded. The NLB understood Members' concern about the stability of Routes No. 37H and therefore planned to apply to the TD, prior to the implementation of the new proposal, for the conversion of this route into a non-circular route with termini at both ends, so as to enhance service stability and to facilitate the travel of new residents. The NLB would continue to work closely with the TD, with a view to implementing the aforementioned revised proposal as soon as possible.

78. Members expressed their views as follows:

- (a) Since January this year, the number of residents moving into Cheung Tung Estate had continued to rise, and it was estimated that 70% to 80% of the households would have moved in by the Lunar New Year. Members had previously conducted a site inspection together with representatives of the TD and bus company and noted a growing demand for bus services among residents, with residents of Ying Tung Estate and Cheung Tung Estate having the most pressing need for morning bus services. In view of residents' urgent need for bus services, Members hoped that the captioned adjustments to the bus services could be implemented as soon as possible to facilitate the daily travel of new residents.
- (b) Given that the service adjustments to several bus routes could not be implemented until the completion of the Cheung Tung Estate Bus Terminus, Members asked the TD about the specific completion date of the terminus.
- (c) Residents often reported that the buses on the Route No. 37H of the NLB frequently suffered from air-conditioning failures and breakdowns due to their advanced age, which affected the stability of the service. In this regard, Members suggested that the NLB should consider purchasing new buses or make long-term plans to replace the buses on Route No. 37H completely.
- (d) Members noted that during the afternoon peak hours at the bus terminus at Citygate, the passenger queue for the Route No. 38 of the NLB often extended to the exit of the Tung Chung MTR Station, with the number

of waiting passengers observed to be 200 to 300 approximately. In this regard, Members urged the NLB to improve the stability of the route during the afternoon peak hours.

- (e) The Routes No. 39M and B6S of the NLB still failed to achieve complementarity in terms of service positioning. Members reminded the NLB that it must take into account the stability of existing bus services when planning adjustments to bus routes in new development areas.

79. Ms Doris YEUNG gave a consolidated response as follows:

- (a) Regarding Members' concerns about the completion and commissioning dates of the Cheung Tung Estate Bus Terminus, the TD and the bus companies had planned to conduct the second road test in early March according to the latest information from the Housing Department. Upon completion of the test, the TD planned to relocate the terminating points of the first batch of bus routes, including Routes No. 37A, 36M and S64P, to the Cheung Tung Estate Bus Terminus within one month. The Department would consult Members on the route adjustments concerned and report its overall plan to Members after view collection.
- (b) As Route No. 37H had to pass through the podium of the North Lantau Hospital, it had always been operated by single-decked buses. The TD had been urging the NLB to step up routine maintenance and management to reduce vehicle breakdowns and avoid disruption to passengers. The Department would continue to maintain close liaison with the NLB, and requested the bus company to consider the possibility of purchasing new vehicles.
- (c) The TD understood that residents of Tung Chung West relied heavily on the bus services of Routes No. 38, 39M and B6S of the NLB. The Department would pay extra attention to the service on Route No. 38 during the afternoon peak hours. Regarding the service positioning of Routes No. 39M and B6S, the NLB had earlier introduced a student discount scheme for Route No. B6S to enhance its role in diverting the passenger flow. The Department would further explore other feasible options with Members after the meeting to ensure that the two bus routes complemented one another.

80. Mr Peter CHU gave a consolidated response as follows:

- (a) In response to the continuous growth in the population in the area following the intake of residents of the new residential estates, the NLB had recently increased the service frequency of Route No. 37A, and planned to increase the frequency on a continuous basis in the future to

meet passenger demand.

- (b) Regarding the suggestion on replacing the buses of Route No. 37H, the NLB said that it had no plans to replace the single-decked buses in the short term, but would review the need for the introduction of newer bus models for that route after the meeting.
- (c) The NLB would deploy staff to pay closer attention to the service arrangements for Route No. 38 during the afternoon peak hours. Given that most delays were currently caused by traffic congestion and heavy road traffic, the NLB had deployed staff during the morning and noon peak hours to assist in diverting the traffic. For example, when two buses arrived at a stop simultaneously, a “cut-off” arrangement was made to allow the bus at the front to leave the stop as quickly as possible, thereby reducing congestion caused by buses waiting to approach the stop. The NLB would gradually roll out the above arrangement at different times and for different routes to alleviate the overall traffic congestion.
- (d) The NLB had been continuously monitoring the service on Routes No. 39M and B6S, and noticed a significant decrease in the number of relevant complaints recently. The bus company would continue to review the arrangements concerned and seek more effective ways of diverting the traffic to further enhance the overall stability of its bus services.

81. Members said that, in addition to Cheung Tung Estate, Chun Tung Estate and Yu Hing Court would also be ready for intake of residents this year, with the population in the area expected to increase by approximately 37 000 people. Members urged the TD and the NLB to explore enhancement of the services on various routes in next year’s bus route planning programme carefully so as to meet the demand arising from the population growth in the area.

#### VIII. Highways Department’s Minor Traffic Improvement Projects and Works Schedules

82. The Chairman advised that the Minor Traffic Improvement Projects and Works Schedules for the Islands District (Works Schedules) as at 31 January this year had been submitted by the Highways Department (HyD) prior to the meeting, and Members were welcomed to make enquiries and provide comments.

83. Members were pleased to note that the HyD had incorporated the suggestions raised by them into the Works Schedules, including plans on constructing a footpath at Yu Tai Court, adding road markings (yellow box markings) near Yu Nga Court and providing additional motorcycle parking spaces. In addition, Members enquired about the specific road signs the Department planned to add at Yu Nga Court, and asked whether Project No. 11 on the Works Schedules was the follow-up work on the

improvement of the pedestrian crossing concerned suggested by Members following their earlier site visit at Tung Chung.

84. Mr Philix WONG said that the Department planned to add road signs at Yu Nga Court to alert drivers to the presence of speed enforcement cameras in the vicinity. In addition, the Project No. 11 was a follow-up measure as a result of the earlier site visit. The main plan was to relocate the railings erected at the traffic island by a short distance in the near future, with a view to enlarging the standing space for pedestrians. At present, the HyD had formulated the Works Schedules for the improvement project and concurrently applied for road closure arrangements, with the aim of completing the works by April this year.

IX. Any Other Business

85. No further business was raised by Members.

X. Date of Next Meeting

86. There being no other business, the meeting was adjourned at 5:00 p.m. The next meeting would be held at 2:30 p.m. on 14 April 2026 (Tuesday).

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