

(Translation)

Islands District Council
Minutes of Meeting of Traffic and Transport Committee

Date : 12 August 2025 (Tuesday)
Time : 2:30 p.m.
Venue : Islands District Council Conference Room,
14/F, Harbour Building, 38 Pier Road, Central, Hong Kong

Present

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 CHOW Yuk-tong, SBS, MH
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

Attendance by Invitation

Mr LIU Chi-yuen, Stanley	Senior Engineer/13 (South and Sustainable Lantau), Civil Engineering and Development Department
Mr AU Jim-shing, Jason	Engineer/21 (South and Sustainable Lantau), Civil Engineering and Development Department
Mr HON Chin-wai, Willis	Engineer/40 (South and Sustainable Lantau), Civil Engineering and Development Department
Mr WONG Chun-yip, Mike	Senior Land Executive/Land Enforcement 3 (District Lands Office, Islands), Lands Department
Mr TANG Chi-sum, Terence	Property Service Manager/S(HKI) 5, Housing Department
Mr YAN Ka-kit, Ric	Chief Health Inspector (Islands)1, Food and Environmental Hygiene Department
Mr YEUNG Yan-ning, Owen	District Operations Officer, Lantau District, Hong Kong Police Force

Ms Echo LU	Head of Hong Kong Business Development, HelloRide
Mr Kevin CHEN	Hong Kong Operations Supervisor, HelloRide
Mr Ken CHING	Chairman, Locobike
Mr Steve NG	General Manager, Locobike
Mr William HO	Head of Community Relations and Sustainable Development, Locobike

In Attendance

Mr MOK Mong-chan	Assistant District Officer (Islands)1, Islands District Office
Mrs RADFORD Kit-ye, Kitty	Administrative Assistant/Lands (District Lands Office, Islands), Lands Department
Mr WONG Chi-hung	Engineer/Islands(3), Highways Department
Ms YEUNG Yuk-shan	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
-----------------------	----------------------------------------------------------------

Absent with Apology

Ms WONG Chau-ping, MH
Mr TSANG Chiu-yuk, Ray

~~~~~

**Welcoming Remarks**

The Vice-Chairman said that the Chairman was unable to attend the meeting due to illness, and that he would preside over the meeting in her place. He welcomed Members and representatives of government departments to the meeting.

2. In accordance with the Islands District Council Standing Orders, the Committee agreed to accept the application for absence from the meeting submitted by Ms WONG Chau-ping but did not agree to accept the application for absence submitted by Mr TSANG Chiu-yuk, Ray.

I. **Confirmation of the Minutes of Meeting held on 10 June 2025**

3. The Vice-Chairman said that the captioned minutes had been distributed to the government departments, representatives of organisations and Members for perusal before the meeting. Members did not propose any amendment, and the captioned minutes were confirmed unanimously.

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

4. The Vice-Chairman advised that at the Islands District Council (IsDC) meeting in May 2024, the Chairman of the IsDC had referred the item “Road Traffic Congestion Problem in Tung Chung Town Centre and Nearby Areas” to the Traffic and Transport Committee (TTC) for follow-up. Since the TTC meeting held in June last year, the Committee had been holding discussions with the Transport Department (TD) regarding the aforementioned issue, 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. Following discussion by IsDC members on the reports at the IsDC meeting held on 8 July 2025, the Chairman of the IsDC had referred the captioned item to the TTC for follow-up. The relevant paper (IsDC Paper No. 37/2025) was tabled for Members’ perusal.

5. The Vice-Chairman welcomed Mr LEE Lap-man, Engineer/Islands 2 of the TD, Mr WONG Chi-hung, Engineer/Islands (3) of the Highways Department (HyD) and Mr YEUNG Yan-ning, Owen, District Operations Officer, Lantau District of the Hong Kong Police Force (the Police) to the meeting for the discussion. The further improvement proposals put forward by members of the IsDC in their reports could be broadly grouped into four main areas: strengthening enforcement and public education, improving road design within the district, implementing traffic control measures and enhancing road facilities, and improving ancillary transport facilities within the district. A list of these proposed improvements, along with the written reply of the Civil Engineering and Development Department (CEDD), were tabled for Members’ perusal.

6. Mr LEE Lap-man said that the TD was studying some of the improvement proposals raised by IsDC members, including opening Chui Kwan Drive and widening Tat Tung Road. The Department would review other improvement proposals in due course and coordinate with the relevant works departments to further implement them. At present, the Department was mainly focused on handling the widening works for Tat Tung Road. According to the latest information provided by the Airport Authority Hong Kong (AAHK), the AAHK had awarded the works contract for the Airport Tung Chung Link project on 29 July this year. As such, the Department had to coordinate with the AAHK on the construction arrangements for the related works.

7. Mr WONG Chi-hung said that, according to the latest information from the AAHK, the Airport Tung Chung Link project had just completed the tendering process. The works were expected to commence in August this year and be completed in 2028. As the construction area for the widening of Tat Tung Road overlapped with one of the major site entrances of the Airport Tung Chung Link project, the AAHK’s engineering team indicated that the HyD had to wait until the road works for the project had been completed before carrying out the Tat Tung Road widening works. The HyD would coordinate with the AAHK and strive to commence the widening works immediately after the AAHK completed the works.

8. Mr Owen YEUNG said that the Police would continue to work with other stakeholders and government departments to implement the relevant measures. The Police would also strengthen enforcement as well as publicity and education efforts to remind road users to use the roads safely, thereby improving the traffic conditions in the Tung Chung area.

9. Members expressed their views as follows:

- (a) When severe traffic congestion or even gridlock occurred in Tung Chung West, opening Chui Kwan Drive would help divert traffic. In this regard, Members enquired when the TD would set the conditions for opening Chui Kwan Drive and implement the opening arrangement.
- (b) The Airport Tung Chung Link project planned to use two escalators to divert passengers, but Members considered this arrangement unsatisfactory. They had therefore suggested that the AAHK construct a footbridge instead, and had been informed that this suggestion had been included in the AAHK's study. In this regard, Members enquired about the progress of the study on this suggestion.
- (c) As numerous works were currently taking place on Cheung Tung Road from time to time, Members would like to take this opportunity to explore whether improvements to Cheung Tung Road could help ease traffic congestion in the district.

10. The Vice-Chairman said that the arrangements for opening Chui Kwan Drive would be discussed in detail under Agenda Item IV(c). He thanked the departments for giving initial responses to the improvement proposals raised by members of the IsDC and asked the relevant departments to provide more concrete information, such as detailed implementation plans and timelines. He also suggested that the departments formulate more detailed planning regarding the implementation of traffic control measures and the improvement of ancillary transport facilities in the district. In addition, he asked the relevant departments for details on improving the district's traffic signal control system, adopting smart lampposts, consolidating bus routes, and increasing the number of parking spaces in the district.

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

- (a) It was understood by the TD that the AAHK was currently exploring the feasibility of connecting the Airport Tung Chung Link with the footbridge of MTR Tung Chung Station. The TD was presently consulting relevant departments regarding this proposal.
- (b) As Cheung Tung Road served as an auxiliary road to North Lantau Highway rather than a primary trunk road, the TD had no plans to utilise Cheung Tung Road to accommodate the general traffic demand of the Tung Chung area. Furthermore, as many public utilities were located at Cheung Tung Road, the section frequently underwent works. The TD

and the Police would review and approve various temporary traffic arrangements, aiming to balance the necessity of the works while minimising the impact on traffic.

- (c) Regarding the implementation of road control measures and the improvement of traffic facilities in the district, the TD was continuously enhancing the district's traffic signal control system and real-time adaptive traffic signal system. Additionally, the Department had been coordinating traffic signals at various junctions to facilitate traffic flow. The Department would continue to study and improve traffic facilities within the district.
- (d) The Department had recently added a temporary car park in Area 89 and would actively identify more suitable locations within the district (such as land without a specific development timetable) to provide additional temporary parking spaces. Furthermore, development projects in the district had provided the required number of parking spaces in accordance with the Hong Kong Planning Standards and Guidelines. The TD would continue to monitor the demand for parking in the district and take appropriate measures to increase supply of parking spaces as necessary.

12. Mr WONG Chi-hung said that the HyD would continue to provide technical support for the TD's traffic improvement plan and would commence relevant works as soon as possible after receiving the Works Request Forms for minor traffic improvement works issued by the TD.

13. Members said that the installation of smart lampposts could facilitate the TD's understanding of the traffic situation in the Tung Chung area, and therefore enquired whether the TD had plans to install smart lampposts in the Tung Chung area.

14. Mr WONG Chi-hung said that matters related to smart lampposts were handled by the Digital Policy Office (DPO). Therefore, the Secretariat was requested to forward Members' views to the DPO after the meeting and request a response from the DPO.

(Post-meeting note: The Secretariat forwarded the written reply of the DPO to Members for perusal on 10 September 2025.)

15. The Vice-Chairman thanked the departments for their active cooperation in implementing and advancing various measures, and urged the TD to provide a more concrete response on increasing parking spaces at the next meeting, such as specifying the identified locations and commencement dates.

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

16. The Vice-Chairman advised that at the IsDC meeting held in May 2024, the

Chairman of the IsDC had referred the captioned item to the TTC 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. Following discussion by IsDC members on the reports at the IsDC meeting held on 8 July 2025, the Chairman of the IsDC had referred the captioned item to the TTC for follow-up. The relevant paper (IsDC Paper No. 37/2025) was tabled for Members' perusal.

17. The Vice-Chairman welcomed Mr WONG Chun-yip, Mike, Senior Land Executive/Land Enforcement 3 (District Lands Office, Islands) of the Lands Department, Mr WONG Yui-him, Tim, Engineer/Islands 1 of the TD, Mr YAN Ka-kit, Ric, Chief Health Inspector (Islands)1 of the Food and Environmental Hygiene Department (FEHD) and Mr YEUNG Yan-ning, Owen, District Operations Officer, Lantau District of the Police to the meeting for the discussion. The further improvement plans put forward by members of the IsDC in their reports could be broadly grouped into four main areas: providing additional bicycle parking spaces, strengthening publicity and education, enhancing management and enforcement, and improving road and community planning. Prior to the meeting, the Secretariat had requested the TD to consolidate information on bicycle parking spaces in the Islands District, while the written reply of the CEDD was tabled for Members' perusal.

18. Mr Mike WONG said that, in terms of enhancing management and enforcement, relevant departments including the Islands District Office (IsDO), the District Lands Office, Islands (DLO/Is), the FEHD, the TD and the Police would, in accordance with the existing mechanism and having regard to actual circumstances and needs, take joint operations as appropriate to clear illegally parked or abandoned bicycles. In addition, from January to mid-August this year, the DLO/Is had participated in a total of 15 regular interdepartmental joint operations coordinated by the IsDO to clear illegally parked bicycles, during which a total of 3 183 notices had been posted and 707 bicycles had been removed under the Land (Miscellaneous Provisions) Ordinance (Cap. 28). In response to Members' suggestions to step up the clearance of illegally parked bicycles, the DLO/Is would continue to participate in the interdepartmental joint operations in accordance with the existing mechanism.

19. Mr MOK Mong-chan said that the IsDO would continue to coordinate the interdepartmental joint operations to clear illegally parked bicycles. Although the frequency and scope of enforcement actions might be constrained by existing legislation as well as the resources and manpower of the various enforcement departments, the IsDO would work with the relevant departments to make the best use of available resources and accord priority to more frequent enforcement actions at black spots for illegal bicycle parking. In addition, the IsDO expressed support for the suggestion made by some Members in the interim review reports that relevant departments should provide additional bicycle parking spaces in the district to meet the reasonable demand of the public for bicycle parking.

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

(a) The TD understood that bicycles were one of the important modes of

transport in the Islands District and had therefore been paying close attention to the needs of bicycle users in the district. To this end, the Government had increased bicycle parking spaces at locations with higher demand through various means, for example by incorporating relevant facilities into the improvement works at Mui Wo Pier and Yung Shue Wan Pier on Lamma Island. In addition, the Department would carry out minor works in places such as Cheung Chau and Peng Chau to further increase bicycle parking spaces in the district.

- (b) The TD had all along participated in interdepartmental operations to clear illegally parked bicycles, so as to prevent obstruction of important access routes. Moreover, staff of the Department had conducted site inspections with Members at locations where illegal bicycle parking problems were more serious, and had relayed Members' suggestions to the relevant section for further follow-up. The Department would continue to maintain close liaison with various departments and Members in future to address the captioned issue.

21. Mr Ric YAN said that the FEHD would continue to actively participate in interdepartmental operations to clear illegally parked bicycles, and would review the hygiene conditions of some bicycle parking spaces and arrange street cleansing works as necessary.

22. Mr Owen YEUNG responded as follows:

- (a) The Police would continue to cooperate with the relevant departments in joint operations and provide support when necessary to prevent any acts that might disrupt public order during the clearance of illegally parked bicycles and enforcement actions.
- (b) The Police would enhance public awareness of the proper and safe use of bicycles through regular surprise enforcement actions, including enforcement against users of electric mobility devices (EMDs), as well as publicity and educational efforts.

23. Members expressed their views as follows:

- (a) On Cheung Chau, electric tricycles used for transporting goods were from time to time seen travelling at high speeds among crowds, with estimated speeds of up to 30 to 40 kilometres per hour. Their rear wheels could easily strike pedestrians and cause accidents. Cheung Chau had experienced multiple accidents involving electric bicycles (including electric tricycles), and in some cases the drivers concerned had fled the scene.
- (b) Illegally parked bicycles along Tung Wan Road on Cheung Chau (near Cheung Chau Central Square) often obstructed access. There had been an incident where a mini ambulance transporting patients to St. John

Hospital had been blocked by illegally parked bicycles at this location, forcing ambulance personnel to get out and move the bicycles before the vehicle could pass.

- (c) Illegal bicycle parking also frequently occurred outside the McDonald's on Cheung Chau. Although the Police had placed railings at the above locations, the effectiveness had been limited. Recently, more bicycles had been illegally parked near the mailboxes beside the railings, making it difficult for the public to approach and use the mailboxes.
- (d) The TD had earlier deployed staff to conduct site inspections in Cheung Chau to understand the situation of illegally parked bicycles. Members urged the TD to take appropriate measures as soon as possible in conjunction with the Police to address the problem, with priority given to obstruction of emergency access routes.
- (e) Members thanked the FEHD for its assistance and requested the Department to clear bicycles that had been abandoned, damaged or left unused for long periods on the streets.
- (f) Members thanked the IsDO for coordinating numerous joint operations to clear illegally parked bicycles. Members reported that some Cheung Chau residents believed that enforcement actions alone could not fundamentally resolve the problem, and that some residents were dissatisfied with the confiscation of their illegally parked bicycles. Members considered that, in the long term, the relevant departments should designate and increase bicycle parking locations, and enhance public awareness of proper bicycle parking through publicity and education.
- (g) Members urged the Government to implement the regulatory regime for electric bicycles as soon as possible.

(Post-meeting note: The Secretariat forwarded the TD's written reply on the implementation of the regulatory regime for electric bicycles to Members for perusal on 15 September 2025.)

- (h) At present, several illegally parked bicycles outside Mui Wo Pier were obstructing access, affecting wheelchair users and people with trolleys. Although yellow box markings had been painted on the road surface outside the pier to remind the public not to park bicycles within the marked area, the illegal parking problem had not been fully brought under control. In addition, contractors of the CEDD carrying out works at Mui Wo Pier were only able to move bicycles away from the main access routes, and could not eradicate the problem entirely. In this regard, Members urged the relevant departments to strengthen cooperation, and suggested that the Police deploy uniformed officers to patrol the pier area and advise people who illegally parked bicycles, with

a view to enhancing the deterrent effect and alleviating the situation of illegal parking.

- (i) The temporary footbridge outside Yung Shue Wan Pier on Lamma Island was currently mainly managed by staff deployed by the CEDD contractor responsible for the pier improvement works, in order to ensure smooth pedestrian flow. As the scope of the CEDD's pier improvement works was about to be extended to the area in front of the pier, it was expected that the access leading directly to the existing bicycle parking area would soon need to be closed. This meant residents would have to take a detour to reach the parking area, which might reduce its utilisation rate and indirectly encourage some residents, for convenience, to park their bicycles illegally outside the pier. In this regard, Members suggested that the relevant departments install signage such as "No Bicycle Parking" along the walkway outside the pier to remind cyclists to comply with the law.

24. The Vice-Chairman said that the bicycle parking issue near Yung Shue Wan Pier on Lamma Island and Mui Wo Pier both fell within the works and management scope of the CEDD. However, as the CEDD had not sent representatives to attend the meeting, he requested the Secretariat to forward Members' relevant views to the CEDD for follow-up after the meeting. He also agreed that strengthening enforcement and increasing bicycle parking spaces would be effective in addressing the captioned issue. Regarding enforcement, he suggested that when the Police conducted enforcement actions targeting electric bicycles, they should pay particular attention to illegal activities within private residential developments and housing estates managed by the Housing Department (HD), and cooperate with relevant departments or property management companies to enhance enforcement effectiveness. As for increasing bicycle parking spaces, he asked the TD to provide Members with information on the locations and capacities of bicycle parking spaces that had been completed, were under construction, or were planned to be constructed, so that the discussion could be continued at subsequent meetings.

(Post-meeting note: On 3 September 2025, the Secretariat forwarded Members' relevant views to the CEDD for follow-up. The CEDD replied that the area around Yung Shue Wan Pier on Lamma Island (including the temporary footbridge) currently fell within the boundary of works site of the Department's redevelopment project for Yung Shue Wan Public Pier. In addition to posting notices near the ferry pier entrance of the temporary footbridge and marking the road surface of the footbridge to remind the public not to park bicycles, the Department had also put up new notices to further remind the public to use the bicycle parking area located in front of the North Lamma Public Library.

Regarding the bicycle parking issue at Mui Wo Pier, the Chairman of the TTC, Ms WONG Chau-ping, led a delegation of Members, together with representatives from the Mui Wo Rural Committee, the IsDO, the TD and the CEDD, as well as the CEDD's engineering consultant and contractor, to conduct a site inspection on 5 September 2025. During the inspection, Ms WONG Chau-ping and the attending

representatives reached a consensus with the CEDD for the Department to arrange the implementation of a series of additional improvement measures. These included installing warning bollards at the main entrances leading to the pier to prohibit bicycle entry, and deploying additional manpower to maintain on-site monitoring and guide the public not to park bicycles within the yellow box markings at Mui Wo Pier, so as to keep access routes safe and unobstructed. Following the implementation of these additional improvement measures, the bicycle parking situation at Mui Wo Pier had improved significantly.)

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

- (a) According to the information available, the number of bicycle parking spaces at Mui Wo Pier would be increased from about 1 300 to about 1 900, while those at Yung Shue Wan Pier on Lamma Island would be increased from 300 to about 500. The proposed additional parking spaces would be provided through pier improvement works implemented by the relevant departments. The TD also planned to add about 70 bicycle parking spaces on Peng Chau and about 45 on Cheung Chau respectively. In planning bicycle parking spaces, the Department took into account cyclists' usage habits and the convenience of locations. As such, the new parking spaces would, as far as practicable, be located near piers or bus stops to enhance convenience for users and reduce illegal bicycle parking.
- (b) Government departments had strengthened the clearance of illegally parked bicycles at locations on Cheung Chau where the problem was more serious, in accordance with the Summary Offences Ordinance (Cap. 228). At present, the Department was studying whether the area along Tung Wan Road (near Cheung Chau Central Square) was suitable to be designated as an illegal parking black spot subject to enforcement under the Ordinance. The Department noted Members' relevant views and would continue to take forward the above work.
- (c) In terms of strengthening publicity, government departments had posted posters explaining the details of enforcement actions and reminding the public to park their bicycles in proper locations. The posters also included layout plans clearly indicating designated bicycle parking areas for easy reference by the public.

26. Mr Owen YEUNG said that the Police would continue to take enforcement and arrest actions against EMD users, and were actively studying the inclusion of various locations (including public housing estates) within the scope of such operations. He cited Yat Tung Estate in Tung Chung as an example, noting that the Police were actively planning to carry out enforcement actions there.

27. Members expressed their views as follows:

- (a) Illegally parked bicycles along Tung Wan Road on Cheung Chau (near

Cheung Chau Central Square) were obstructing the passage of ambulances, which might delay the treatment of patients. Members urged the departments to expedite handling of the problem.

- (b) The deterrent effect of the current bicycle clearance operations was limited. It was suggested that the relevant departments make reference to the Road Traffic Ordinance and consider putting up warning notices at locations where bicycle parking was prohibited, stating that illegally parked bicycles would be confiscated immediately, so as to enhance the deterrent effect.

28. The Vice-Chairman said that the departments should cooperate with one another in accordance with the relevant legislation, and asked the Police to respond on whether they could coordinate with other departments to jointly address the issue.

29. Mr Owen YEUNG said that the Police would handle the matter in accordance with the Summary Offences Ordinance. The Police would first ascertain which department was responsible for managing the relevant road sections, and would then provide support when that department carried out enforcement actions, such as deploying officers on site and offering assistance to prevent any acts that might disrupt public order.

30. Mr Tim WONG said that after the meeting he would relay Members' views on the problem of illegally bicycle parking along Tung Wan Road on Cheung Chau to the relevant section within the Department, and would stress the impact of illegally parked bicycles on emergency rescue services to urge staff concerned to expedite review and follow-up actions. In addition, government departments had already put up banners at the above-mentioned locations to remind cyclists not to park illegally, and would further review the placement of these banners with a view to ensuring that more cyclists noticed the message.

31. Members considered that distributing leaflets could have a certain promotional effect, but the deterrent effect was limited. They therefore suggested that the Police strengthen patrols at illegal parking black spots during peak hours to enhance deterrence.

32. The Vice-Chairman urged the Police to implement the details of the relevant enforcement actions as soon as possible, and to consider coordinating with other departments to take appropriate action at illegal parking black spots. In addition, Members, together with representatives from the IsDO, the Police and the TD, had distributed promotional leaflets outside Tung Chung MTR Station to promote proper bicycle parking and the good use of bicycle parking spaces on 29 July 2025. Following the activity, in light of the recent situation of illegal bicycle parking at Mui Wo Pier, some Members had suggested conducting a similar promotional activity in Mui Wo. In this regard, the Vice-Chairman welcomed the participation of all IsDC members and TTC Members, and requested the Secretariat to assist in liaising with the relevant departments and making the necessary arrangements. Members were also welcome to propose conducting similar promotional activities at other locations in the district in

future.

(Post-meeting note: The Secretariat arranged for the Committee, together with the CEDD and the TD, to distribute promotional leaflets at Mui Wo Pier on 5 September 2025.)

#### IV. Follow-up Items

##### a) Question on the opening of the vehicular access between Sok Kwu Wan and Yung Shue Wan on Lamma Island for use by village vehicles

33. The Vice-Chairman said that following a question raised by a Member at the TTC meeting on 10 December 2024, the TD had stated at the last meeting that it had completed the relevant departmental consultation in early April and would commence district consultation. He welcomed Mr WONG Yui-him, Tim, Engineer/Islands 1 of the TD to the meeting to respond to the question.

34. Mr Tim WONG said that the TD had completed the relevant district consultation in July, with positive results. The Department was preparing to notify in writing the relevant village vehicle owners about arrangements for replacing village vehicle licences, with the aim of completing the process next month and formally implementing the arrangement to open the captioned vehicular access.

35. Members thanked the TD for its proactive follow-up to enable village vehicles to use the captioned vehicular access.

(Post-meeting note: The TD issued notifications to village vehicle owners on Lamma Island and explained the arrangements for replacing village vehicle licences. The pilot measure commenced on 29 September 2025.)

##### b) Question on the surveillance system for the closed roads on Lantau Island

36. The Vice-Chairman said that following a question raised by a Member at the TTC meeting on 17 February 2025, the CEDD had reported in the last meeting that it had discussed with the Police and the TD details of integration of the captioned surveillance system with the relevant law enforcement system, and had already commenced the upgrading and integration works of the law enforcement system. At that time, the completion of the works had been expected in the second half of 2026. He welcomed Mr LUK Cheuk-man, Eric, Senior Transport Officer/Islands 2 of the TD, Mr HON Chin-wai, Willis, Engineer/40 (South and Sustainable Lantau) of the CEDD and Mr YEUNG Yan-ning, Owen, District Operations Officer, Lantau District of the Police to the meeting to respond to the question. The joint written reply from the CEDD, the TD and the Police had been distributed to Members for perusal before the meeting.

37. Members thanked the relevant departments for bringing forward the commissioning date of the captioned surveillance system to mid-2026, and enquired

whether there were any outstanding coordination tasks among the departments, as well as how the relevant departments would ensure that the captioned surveillance system could be officially commissioned by mid-2026.

38. The Vice-Chairman said that with the imminent implementation of the “Southbound Travel for Guangdong Vehicles” policy, the traffic in the district was expected to become busier. He therefore expressed concern as to whether the captioned surveillance system would be able to support the implementation of the policy.

39. Mr Eric LUK said that the TD would continue to coordinate with the CEDD and the Police, with a view to formally commissioning the captioned surveillance system by mid-2026.

40. Mr Willis HON said that the CEDD, the TD and the Police had held multiple meetings prior to the meeting and had completed the relevant coordination work. At present, the upgrading and integration of the Police’s law enforcement system had already commenced. To ensure the smooth commissioning of the captioned surveillance system, the relevant departments would maintain close cooperation and hold regular meetings to monitor the contractor’s system upgrade work, with a view to putting the system into operation by mid-2026.

41. Mr Owen YEUNG said that the Police would continue to coordinate with the CEDD and the TD, and would hold regular meetings to monitor the integration and upgrading of the law enforcement system, with the aim of formally commissioning the captioned surveillance system by mid-2026.

42. Members said that, as the “Southbound Travel for Guangdong Vehicles” policy was about to be implemented, they urged the relevant departments to expedite the integration and upgrading of the law enforcement system to ensure that ancillary facilities in the district could tie in with the implementation of the policy.

43. The Vice-Chairman said that the implementation of the “Southbound Travel for Guangdong Vehicles” policy might increase traffic flow in the district, and that the Police might need to strengthen patrols within the district. He therefore expressed concern that the Police might not have sufficient manpower or resources to set up roadblocks to intercept vehicles unlawfully entering the closed roads on Lantau Island. In this regard, he urged the relevant departments to further expedite the commissioning of the captioned surveillance system.

44. Members expressed their views as follows:

- (a) The Government had earlier announced that the implementation arrangements for the “Southbound Travel for Guangdong Vehicles” policy would be finalised by November this year. Given that the captioned surveillance system was expected to be formally commissioned only in mid-2026, Members were concerned that it might not be able to align with the implementation of the above policy, and therefore enquired whether the relevant departments had made early

planning for the interim gap period.

- (b) Members were concerned that, after the implementation of the “Southbound Travel for Guangdong Vehicles” policy, self-driving visitors to Hong Kong might inadvertently enter the closed roads on Lantau Island due to a lack of clear directions, thereby increasing traffic on those closed roads. Members were therefore very concerned about how the Police would respond should such situations arise. To prevent visitors from inadvertently breaching the law, Members suggested that the relevant departments provide applicants under the “Southbound Travel for Guangdong Vehicles” scheme with information on Hong Kong’s closed roads as soon as possible.
- (c) Members enquired whether the captioned surveillance system would be able to read the licence plate numbers of Mainland vehicles to facilitate law enforcement by the Police.

45. The Vice-Chairman said that matters relating to the “Southbound Travel for Guangdong Vehicles” policy would be discussed in detail under Agenda Item VI, and requested the CEDD to respond to Members’ technical questions regarding the captioned surveillance system.

46. Mr Willis HON said that the captioned surveillance system read licence plates through image capture, and was therefore technically capable of reading licence plate numbers of Mainland vehicles. As to whether the system would compare the captured licence plate numbers with the TD’s vehicle licensing database for subsequent coordination between the TD and the Police to confirm vehicle ownership, these matters still required further discussion with the relevant departments.

(Post-meeting note: After the meeting, the Secretariat reminded the CEDD, the TD and the Police to continue following up on the commissioning of the surveillance system, and to report to the TTC in the second quarter of 2026.)

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

47. The Vice-Chairman said that following a question raised by a Member at the TTC meeting on 14 April 2025, representatives from the TD, the Police and the Hospital Authority (HA) had attended the TTC meeting on 10 June 2025. During the meeting, the TD had said that opening Chui Kwan Drive would have significant impact and involve coordination among various departments and organisation. In this regard, at the previous meeting, the Chairman of the TTC had requested the TD to convene a meeting with the relevant departments and organisation after the meeting to discuss detailed arrangements for opening Chui Kwan Drive and to reach a consensus on those arrangements. He welcomed Mr LEE Lap-man, Engineer/Islands 2 of the TD to the meeting to respond to the question.

48. Mr LEE Lap-man said that the TD was currently discussing with its

Emergency Transport Co-ordination Centre how to appropriately apply the existing communication mechanism for handling major traffic incidents. The Department's preliminary plan was to amend or update the existing list of emergency action items to deal with the captioned emergency. Once the information required for the proposed amendments and the key stakeholders involved were broadly identified, the TD would arrange meetings among the relevant departments and organisation. The Department aimed to convene such a meeting within the next one to two months to discuss the detailed arrangements for opening Chui Kwan Drive.

49. The Vice-Chairman said that, with the "Southbound Travel for Guangdong Vehicles" policy set to be implemented, Members were concerned about its impact on traffic flow in the district, and considered that opening Chui Kwan Drive during emergencies would help relieve traffic congestion in the district. He therefore urged the TD to convene a meeting as soon as possible after the meeting to discuss with the relevant departments and organisation the detailed arrangements for opening Chui Kwan Drive.

V. Improvement to South Lantau Road (Between Cheung Sha and Mui Wo) - Phase 1  
(T&TC Paper No. 19/2025)

50. The Vice-Chairman asked the attendees to refer to T&TC Paper No. 19/2025, and welcomed Mr LIU Chi-yuen, Stanley, Senior Engineer/13 (South and Sustainable Lantau) and Mr AU Jim-shing, Jason, Engineer/21 (South and Sustainable Lantau) of the CEDD to the meeting to present the paper.

51. Mr Stanley LIU briefly presented the paper with the aid of PowerPoint slides.

52. Members expressed their views as follows:

(a) South Lantau Road was narrow and did not meet current road design standards. There were 23 bends along the section between Cheung Sha and Mui Wo, about three-quarters of which did not allow two vehicles to pass each other at the same time. Members therefore hoped that the captioned works would effectively address these issues.

(b) Vehicles were from time to time parked on pavements near Nam Shan, including vehicles of the Fire Services Department and the Agriculture, Fisheries and Conservation Department, ambulances, media vehicles and large coaches, causing inconvenience to pedestrians. Given the high usage of the Nam Shan Campsite and Nam Shan Barbecue Area, Members suggested that, when implementing Phase 2 of the works, the CEDD should consider providing additional parking spaces (including parking spaces for large vehicles) along the road sections near Nam Shan, or constructing a car park near the toilets within the country park, to facilitate vehicle parking and avoid affecting pedestrians.

53. Mr Stanley LIU said that the CEDD would complete the preliminary works

as soon as possible, with a view to commencing construction promptly and completing the relevant works as scheduled.

54. Mr Tim WONG said that the TD noted Members' suggestions on providing additional parking spaces. However, as there were many slopes near South Lantau Road and parts of the area fell within the boundary of the country park, the Department had to take these constraints into account when planning improvement works for South Lantau Road. The TD would also study the feasibility of providing additional parking spaces through the Department's minor works and other projects. Regarding Members' observation that some government departments had parked vehicles on pavements, the Department would relay the matter to the relevant departments and remind the personnel concerned to park vehicles at appropriate locations.

55. Members said that they had raised various issues concerning South Lantau Road with the relevant departments on many occasions in the past. In this regard, Members urged the CEDD to expedite the works and to take widening one bend per year as a target in implementing the South Lantau Road improvement works.

56. The Vice-Chairman requested the relevant departments to implement the South Lantau Road improvement works progressively, with priority given to the suggestion on providing additional parking spaces.

VI. Question on the details of the "Southbound Travel for Guangdong Vehicles" policy  
(T&TC Paper No. 20/2025)

57. The Vice-Chairman asked the attendees to refer to T&TC Paper No. 20/2025.

58. The Vice-Chairman welcomed Mr LEE Lap-man, Engineer/Islands 2 of the TD and Mr YEUNG Yan-ning, Owen, District Operations Officer, Lantau District of the Police to the meeting to respond to the question. The joint written reply from the Transport and Logistics Bureau (TLB) and the TD, as well as the written reply from the CEDD, had been distributed to Members for perusal before the meeting.

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

60. Mr LEE Lap-man briefly presented the joint written reply from the TLB and the TD.

61. Mr Owen YEUNG said that the Police would closely monitor the impact of the "Southbound Travel for Guangdong Vehicles" policy on Hong Kong's traffic flow and road safety. The Police would take appropriate enforcement action in accordance with the relevant legislation and guidelines and having regard to the circumstances of each case. In respect of illegal parking of vehicles, the Police would issue fixed penalty notices and/or tow away vehicles that posed a danger or obstruct traffic. As for other offences, the Police would issue verbal warnings, fixed penalty notices or summonses, and might even take arrest action.

62. Members expressed their views as follows:

- (a) The “Southbound Travel for Guangdong Vehicles” policy would help promote Guangdong–Hong Kong integration and foster economic, cultural and tourism development of the two places. To ensure smooth implementation of the policy, Members considered that the relevant departments should plan ahead and make early arrangements for tourism-related supporting facilities in the district, with a view to enhancing visitors’ travel experience while minimising the impact on residents and drivers in the district.
- (b) In anticipation of the implementation of the “Southbound Travel for Guangdong Vehicles” policy, Members expressed concern about the shortage of parking spaces in the Tung Chung area. They therefore suggested that the relevant departments increase parking spaces in the district, and at the same time arrange for Guangdong vehicles to park at the airport car parks, so as to alleviate the shortage of parking spaces and traffic congestion in Tung Chung.
- (c) Members suggested that the relevant departments formulate response plans for cases where Guangdong vehicles mistakenly entered the closed roads on Lantau Island, such as widening the relevant roads and increasing parking spaces to cope with a possible increase in traffic flow, and granting limited approval for Guangdong vehicles to enter the closed roads on Lantau Island before the implementation of such response plans.
- (d) Traffic rules differed between Guangdong and Hong Kong. For example, vehicles in the Mainland were required to drive on the right, whereas in Hong Kong vehicles were required to drive on the left. Members were therefore concerned that travellers under the “Southbound Travel for Guangdong Vehicles” scheme might easily enter the wrong lane. To prevent traffic accidents, Members suggested that the relevant departments consider providing driving training to applicants under the “Southbound Travel for Guangdong Vehicles” scheme, so that they could familiarise themselves with Hong Kong’s traffic rules.
- (e) Members were concerned that, after the implementation of the “Southbound Travel for Guangdong Vehicles” policy, the traffic flow in the district would increase. Coupled with the fact that self-driving visitors to Hong Kong might not be familiar with how local car parks operated, this could lengthen vehicle queuing times at car park entrances and further aggravate traffic congestion. Members pointed out that most car parks in the Mainland were equipped with licence plate recognition systems or provide QR codes for drivers to scan when entering, whereas most car parks in Hong Kong required drivers to tap an Octopus card to gain entry. To help applicants under the “Southbound Travel for

Guangdong Vehicles” scheme understand key considerations when driving in Hong Kong, Members suggested that the Department include information in the applicant guide (the information kit) on car park entry methods in Hong Kong, as well as details on the closed roads.

- (f) Currently, drivers in Hong Kong could pay tolls at government toll tunnels via the HKeToll free-flow tolling system. In this regard, Members enquired whether travellers under the “Southbound Travel for Guangdong Vehicles” scheme would be able to use this tolling system.

(Post-meeting note: The TD replied after the meeting that Guangdong vehicles entering the urban area might also use the HKeToll free-flow tolling system to pay tolls at government toll tunnels and the Tsing Sha Control Area. To facilitate Guangdong vehicle owners, the HKeToll system was also undergoing system upgrades to support Mainland Chinese e-wallets, such as Alipay (Mainland) and WeChat Pay (Mainland).)

- (g) As some travellers under the “Southbound Travel for Guangdong Vehicles” scheme might choose to park their vehicles at the Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Port and then transfer to other modes of transport to travel to the town centre, Members were concerned about whether the existing transport facilities at the port would be sufficient to cope with traveller flows after the implementation of the policy. In addition, Members anticipated that some travellers under the “Southbound Travel for Guangdong Vehicles” scheme would choose Tung Chung as their first sightseeing destination upon arrival in Hong Kong. They therefore suggested that the TD strengthen bus services connecting the port and the Tung Chung area to meet such demand.
- (h) As the “Northbound Travel for Hong Kong Vehicles” had brought significant economic benefits to regions neighbouring Hong Kong, Members believed that the “Southbound Travel for Guangdong Vehicles” policy would be beneficial to Hong Kong’s economic development and therefore supported the policy. In addition, regarding the Departments’ plan to provide 1 800 parking spaces for Mainland visitors at the car park of HZMB Hong Kong Port and to roll out the “Southbound Travel for Guangdong Vehicles” policy with a quota of 100 vehicles per day, Members considered these arrangements appropriate and reasonable at the current stage, while at the same time reminding the Department to consider long-term response plans.
- (i) To ensure that the information kit covered more comprehensive content, Members suggested that the TD invite Members to provide comments on the content before its official release. Members considered that drawing on local knowledge would help provide effective suggestions for refining the draft information kit.

- (j) The “Airport City” development project launched by the AAHK included the construction of phase 2 of the AsiaWorld-Expo (AWE). Members considered that, upon completion, phase 2 of the AWE would complement the implementation of the “Southbound Travel for Guangdong Vehicles” policy and help attract Mainland visitors to Hong Kong to attend large-scale events. In this regard, Members suggested that the relevant departments maintain close liaison with the AAHK, plan parking provision and traffic diversion arrangements for the “Airport City” properly, and coordinate with the Immigration Department to ensure that boundary control points had sufficient capacity.

63. The Vice-Chairman summarised as follows:

- (a) The “Southbound Travel for Guangdong Vehicles” policy would bring significant opportunities to Hong Kong and therefore required the cooperation of all stakeholders.
- (b) He suggested that the departments strengthen bus services at boundary control points to transport visitors to popular attractions in the district, such as the Hong Kong Disneyland, the AWE and the “Airport City”.
- (c) To ensure that applicants under the “Southbound Travel for Guangdong Vehicles” scheme were familiar with Hong Kong’s traffic rules, he suggested that the departments make it mandatory for applicants to read the information kit before visiting Hong Kong, including watching the driving guide videos contained therein.
- (d) In response to Members’ concern about whether Hong Kong parking systems could recognise the licence plates of Guangdong vehicles, he asked the departments to provide relevant information to applicants.

64. Mr LEE Lap-man said that the TD noted Members’ views. The Guangdong and Hong Kong governments were currently actively working out arrangements to implement the “Southbound Travel for Guangdong Vehicles” policy in a prudent and orderly manner, and would strive to announce the details as soon as possible.

65. Mr Owen YEUNG said that the Police noted Members’ views.

66. Members hoped that the “Southbound Travel for Guangdong Vehicles” policy would attract more visitors to Hong Kong, thereby boosting the local economy. To facilitate tourists and stimulate economic activity in the Islands District, Members suggested making reference to the current practices at boundary control points such as Shenzhen Bay by arranging coaches at the HZMB Hong Kong Port to transport visitors directly to tourist attractions (such as Tai O, Po Lin Monastery and Mui Wo). This would allow visitors to reach these attractions without having to transfer to other public transport services in Tung Chung.

67. The Vice-Chairman said that the “Southbound Travel for Guangdong Vehicles” policy would bring various opportunities and economic benefits to the Islands District. He therefore urged the relevant departments to plan ahead, with a view to promoting local economic development while minimising the impact on residents’ daily lives as far as possible. He also noted that the TD still needed time to finalise the implementation details of the “Southbound Travel for Guangdong Vehicles” policy and had to consult the relevant Legislative Council panels, and therefore was unable to report the details to Members at this meeting. He asked the TD to liaise with the Secretariat in a timely manner to coordinate the timing for reporting the progress to Members.

(Post-meeting note: The “Southbound Travel for Guangdong Vehicles” policy would be discussed at the meeting of the Legislative Council Panel on Transport on 17 October. As the TD had earlier indicated that it had to first consult the relevant Legislative Council panel before reporting to TTC Members on the policy’s implementation details in the Islands District, the Secretariat would continue to liaise with the TD to coordinate the relevant timing.)

VII. Question on traffic accidents involving construction vehicles on North Lantau Highway and Lantau Link  
(T&TC Paper No. 21/2025)

68. The Vice-Chairman asked the attendees to refer to T&TC Paper No. 21/2025.

69. The Vice-Chairman welcomed Mr WONG Chi-hung, Engineer/Islands (3) of the HyD and Mr YEUNG Yan-ning, Owen, District Operations Officer, Lantau District of the Police to the meeting to respond to the question. The written reply of the HyD had been distributed to Members for perusal before the meeting.

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

71. Mr WONG Chi-hung said that the HyD had no supplementary information to add to the submitted written reply.

72. Mr Owen YEUNG responded as follows:

- (a) The Police would continue to collaborate with various stakeholders (such as the relevant units within the Tsing Ma Control Area).
- (b) The Police had reminded contractors that, during construction works, they had to comply with the HyD’s Code of Practice for Lighting, Signing and Guarding of Road Works (COP), including implementing adequate safety measures such as placing sufficient warning signs and traffic cones, and providing adequate buffer distances, for the safety of road works personnel and other road users.

73. Members expressed their views as follows:

- (a) Members noted that works vehicles sometimes travelled across more than one traffic lane, causing confusion among road users. It was therefore considered that the current COP provided unclear guidance on works vehicles. In this regard, Members asked the HyD to elaborate on the contents of the COP, including specifications relating to the traffic lanes to be used by works vehicles, construction hours, buffer distances, and the placement of traffic cones.
- (b) Although works vehicles were already subject to adequate safety measures, there were often vehicles speeding on the highways concerned, resulting in accidents. Members therefore suggested that the Police step up relevant enforcement and education efforts.
- (c) A considerable amount of gravel and tree branches had accumulated along both sides of the captioned highways, which could easily be kicked up by passing vehicles and strike windscreens. Members therefore suggested that the HyD strengthen the clearance of gravels on roads to protect driver safety. Members also requested that the HyD enhance the clearing of roadside weeds.

74. The Vice-Chairman expressed his views as follows:

- (a) Given that vehicles were often driven at high speeds on North Lantau Highway late at night, he enquired whether the COP required contractors to adjust safety measures according to different time periods, for example, by requiring contractors undertaking road works late at night to place warning and informatory signs further up the road, so that drivers could be alerted in advance to temporary traffic arrangements ahead.
- (b) He suggested that the Police coordinate with the HyD's road works by arranging patrol cars at road sections with ongoing works to heighten drivers' awareness.
- (c) He said that he had personally witnessed, late at night, works vehicles operating or road works being carried out on all three traffic lanes of North Lantau Highway, causing inconvenience to drivers. He therefore suggested that the HyD review the construction schedules of road works to avoid multiple works vehicles occupying several traffic lanes at the same time.
- (d) He also suggested that the TD remind bus service operators in a timely manner about temporary traffic arrangements on the relevant highways.

75. Mr WONG Chi-hung gave a consolidated response as follows:

- (a) The HyD attached great importance to road safety during construction works. Under the COP, when contractors carried out road works on expressways, they were required to deploy shadow vehicles equipped with truck-mounted attenuators to provide protection for road works personnel. If a vehicle collided with the shadow vehicle, the attenuator could effectively reduce damage to the vehicle concerned and its driver. Before works commenced, the shadow vehicle had to be positioned at appropriate and safe locations on the highway to facilitate the setting up of traffic signs and temporary traffic facilities by works personnel. As for the traffic accidents mentioned in the question, most of them involved vehicles colliding with the shadow vehicles rather than the works vehicles, and the attenuator had effectively mitigated the damage.
- (b) Both shadow vehicles and works vehicles were equipped with flashing arrow signs to alert drivers to road conditions. In addition, an appropriate buffer distance had to be maintained between shadow vehicles and works vehicles to prevent serious damage in the event of an accident.
- (c) Prior to implementation of temporary traffic arrangements, the HyD would, through the TD, upload relevant traffic notices to the Department's website to inform the public of the details.
- (d) To reduce traffic accidents involving works vehicles, the HyD would step up inspections of implementation of temporary traffic arrangements and safety measures, so as to ensure that contractors carried out works in accordance with the approved plans for temporary traffic arrangements and the COP. In addition, the Department would enhance safety training for relevant works personnel and remind shadow vehicle drivers to stay alert to road conditions at all times. If a shadow vehicle needed to stop, the driver had to, under safe conditions, activate the flashing arrow sign, switch on hazard warning lights, and only gradually slow down and stop after ensuring that no other vehicles were closely following.
- (e) The Department noted Members' views and suggestions on other safety measures, as well as on strengthening the clearance of gravels on roads and roadside weeds. They would be relayed to the relevant sections for follow-up in a timely manner.

76. Mr Owen YEUNG gave a consolidated response as follows:

- (a) Before carrying out road works, the HyD would provide the Police with detailed information on the temporary traffic arrangements and safety measures. During the works, the Police's Road Management Office would, subject to manpower availability, deploy officers to conduct site inspections to check whether contractors had implemented appropriate safety measures in accordance with the COP and relevant guidelines,

and to assess whether there were any other potential hazards on site.

- (b) To reduce traffic accidents, drivers had to remain alert at all times and pay close attention to warning lights and informatory signs on the road. If a vehicle collided with a works vehicle, the driver concerned might be prosecuted for careless driving or even dangerous driving.
- (c) To enforce speed limits on North Lantau Highway, speed enforcement cameras had been installed along both sides of the highway in the directions towards the airport and towards Kowloon. The Police would also arrange patrol cars to conduct irregular patrols on North Lantau Highway.
- (d) If Members received traffic-related complaints, they might report them through the “Project PROVE” platform.

VIII. Question on the parking of automated bicycles  
(T&TC Paper No. 22/2025)

77. The Vice-Chairman asked the attendees to refer to T&TC Paper No. 22/2025.

78. The Vice-Chairman welcomed Mr LEE Lap-man, Engineer/Islands 2 of the TD, Mr TANG Chi-sum, Terence, Property Service Manager/S(HKI) 5 of the HD, Mr YAN Ka-kit, Ric, Chief Health Inspector (Islands)1 of the FEHD, Mr Ken CHING, Chairman, Mr Steve NG, General Manager and Mr William HO, Head of Community Relations and Sustainable Development of Locobike, Ms Echo LU, Head of Hong Kong Business Development and Mr Keven CHEN, Hong Kong Operations Supervisor of HelloRide to the meeting to respond to the question. The written replies of the TD, the FEHD, LocoBike and HelloRide had been distributed to Members for perusal before the meeting.

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

80. Mr LEE Lap-man said that the TD would regularly review the operation of automated bicycle (also known as shared bicycle) rental service operators and would, taking into account public feedback, urge the operators to provide their services in accordance with the Code of Practice for Automated Dockless Bicycle Rental Services.

81. Mr Terence TANG said that bicycle parking spaces were provided within public housing estates for residents’ use. Estate office staff conducted inspections within the estates, and if shared bicycles were found to be parked on pedestrian walkways in public areas, causing obstruction or posing a danger, the bicycles would be immediately moved to nearby parking spaces to ensure unobstructed access. According to recent inspections by the HD, the problem of illegal parking of shared bicycles within the housing estates was not serious. Staff members of estate offices would step up inspections and continue to maintain communication with the relevant shared bicycle operators to ensure that access routes remained clear.

82. Mr Ric YAN said that the regulation of bicycle parking fell outside the purview of the FEHD. Nevertheless, the Department would continue to actively participate in interdepartmental joint operations to clear illegally parked bicycles.

83. Mr Ken CHING gave a consolidated response as follows:

- (a) Established in Hong Kong in 2017, LocoBike had been providing services in Tung Chung for seven years, with the operation of shared bicycles guided by the principle of fulfilling social responsibility. At the initial stage of its operation, LocoBike had deployed 50 shared bicycles in Tung Chung. Subsequently, in accordance with the TD's instructions and the needs of Tung Chung residents, the number of bicycles had been gradually increased to 250. At present, LocoBike operated and managed more than 10 000 shared bicycles across multiple districts in Hong Kong.
- (b) In March this year, another shared bicycle operator had begun providing services in Tung Chung. As the TD had approved the deployment of about 200 shared bicycles by that operator in Tung Chung, the total number of shared bicycles in the area had increased substantially, and the resulting problem of illegal parking was to be expected.
- (c) LocoBike had a dedicated patrol team that had been conducting patrols and monitoring the use of shared bicycles in the district. In addition, LocoBike's mobile application was equipped with a global positioning system and anti-illegal parking functions to ensure that users parked bicycles at designated locations. The company also strictly enforced penalties for illegal parking. Over its seven years of service in Tung Chung, LocoBike had maintained close liaison with various stakeholders in the district, and its customer service department proactively contacted users who parked illegally to educate them on correct bicycle parking practices. Going forward, LocoBike would continue to adopt its existing management approach, further strengthen patrols, and optimise bicycle deployment.
- (d) LocoBike welcomed Members to provide information on cases of illegal parking of shared bicycles, so that the company could further improve the relevant measures. If Members had any questions, they were welcome to contact him directly after the meeting.

84. Ms Echo LU gave a consolidated response as follows:

- (a) HelloRide had been officially established in Hong Kong in March this year. Although HelloRide's local operating history was relatively short, the company had nearly nine years of experience in operating shared bicycle services in the Mainland and managed more than seven million shared bicycles worldwide. In addition, HelloRide had extensive

operational experience in markets such as Australia and Singapore, with a mature and reliable technology and service system.

- (b) At present, HelloRide managed about 250 shared bicycles in the Tung Chung area. The number was determined according to actual demand in Tung Chung and had been approved by the TD. At the same time, the company strictly complied with the TD's requirements by adopting geo-fencing technology to designate no-parking zones. HelloRide had a mature shared bicycle management system. In addition to geo-fencing, it had also successfully applied QR code technology in its operations in Singapore to further regulate bicycle parking and usage. The company also arranged two to four patrollers and one driver dedicated to handling illegal parking of bicycles in Tung Chung, and had in place a customer service hotline to allow the public to report issues at any time and receive immediate support.
- (c) HelloRide noted Members' concerns regarding the illegal parking of shared bicycles in the Tung Chung area. As a company newly entering the Hong Kong market, HelloRide placed great importance on stakeholders' views and hoped that Members could provide more specific information on black spots for illegal parking, so that the company could follow up and make improvements accordingly.

85. Members expressed their views as follows:

- (a) As shared bicycles facilitated residents' daily travel, Members supported the promotion of shared bicycle development in the district. However, the existing management measures were inadequate, resulting in widespread illegal parking across the district. This not only obstructed passageways but also affected the streetscape. For example, illegally parked shared bicycles could be found outside the Tung Chung Municipal Services Building and beneath the footbridge at Mun Tung Estate. In addition, Members had from time to time received feedback from public housing estate management staff that similar situations also occurred within housing estates.
- (b) Relevant government departments and operators should jointly shoulder the responsibility for managing shared bicycles. To this end, the former should provide additional shared bicycle parking spaces in the district and offer users clear information and guidance on designated parking locations.
- (c) Relevant government departments and operators should make reference to practices adopted in the Mainland in managing shared bicycles, by deploying dedicated personnel to conduct patrols in the district and using light goods vehicles to relocate illegally parked shared bicycles to appropriate parking locations, thereby improving the current problem of illegal parking.

- (d) Relevant departments should step up publicity and education to enhance residents' awareness of proper bicycle parking, while also stepping up law enforcement to increase the deterrent effect.
- (e) Members shared their experience of using shared bicycles in the Mainland, noting that operators there had designated parking zones and required users to park within those zones; otherwise, they could not return the bicycle or rent another one. Members suggested that operators consider adopting similar measures. In addition, to ensure effective implementation of such measures in Hong Kong, operators should consider charging users a deposit and requiring bicycles to be parked in the correct locations, failing which the deposit would not be refunded.
- (f) Operators' patrol teams should report the parking situation of shared bicycles to the company in a timely manner, so that the operators could make appropriate adjustments.
- (g) While the current rental process for shared bicycles was convenient and efficient, it had led users to overlook their responsibility to park bicycles properly. In view of this, operators should manage the matter in accordance with the "user pays" principle, holding users accountable for their actions and avoiding the transfer of costs to society.

86. The Vice-Chairman summarised as follows:

- (a) As the population of the Tung Chung New Town continued to grow, and with the CEDD planning to develop a comprehensive cycling network in the district, Tung Chung was well suited for the development of shared bicycle services. However, Members had recently noticed a serious problem of illegal parking of shared bicycles in the district. The photos attached to the captioned question only represented the tip of the iceberg, and Members therefore hoped to take this opportunity to reflect the actual situation to the operators and relevant departments.
- (b) Operators should establish relevant platforms and optimise regulatory mechanisms to address the captioned issue, and should enhance publicity, such as by displaying banners, to raise users' awareness of proper bicycle parking. In addition, the operators might consider setting up complaint hotlines and encouraging the public and district stakeholders to make good use of these channels to resolve the problem of illegal parking more effectively.

87. Mr LEE Lap-man said that the TD would regularly collect data from the operators and hold meetings to remind them to operate their businesses in accordance with the code of practice promulgated by the Department and to enhance service standards. The Department would also follow up on views expressed by the relevant District Council and the community regarding the operators' operations, in order to

review the use of shared bicycles in Tung Chung in a timely manner. If Members had other views, they were also welcome to convey them directly to the operators.

88. Mr Ken CHING said that LocoBike had already established customer service hotlines in Tseung Kwan O and Tai Po, and was willing to set up a similar hotline in Tung Chung. In addition, he said that he could provide his personal contact details to Members after the meeting to handle the captioned issue more efficiently.

89. Ms Echo LU said that each HelloRide bicycle had a customer service hotline number affixed to it, and that the company also operated a customer service platform on the instant messaging application WhatsApp. Users could contact HelloRide through such means. In addition, she said that she could provide her contact details to Members after the meeting.

(Post-meeting note: The Secretariat forwarded the contact details provided by LocoBike and HelloRide to Members for reference after the meeting.)

90. Members expressed their views as follows:

- (a) The problem of illegal bicycle parking within public housing estates involved both shared bicycles and privately owned bicycles. To address both types of illegal bicycle parking at the same time, Members wished to know whether the impounding measures adopted by public housing estates and private residential developments for illegally parked vehicles could be applied to bicycles. Under the relevant regulations, offenders were required to pay a penalty before their vehicles were released. Members believed that such a penalty could hold those who parked bicycles illegally accountable for their actions.
- (b) As the population of Tung Chung continued to increase, the problem of illegal parking might further deteriorate. Members were concerned that the operators' manpower might be insufficient to cope with the situation, and therefore suggested that they make better use of technology and enhance their mobile applications to prevent users from parking bicycles illegally.

91. The Vice-Chairman summarised as follows:

- (a) He requested the operators to review the scope of application of geo-fencing and to consider including public housing estates and major roads in the district within its coverage.
- (b) He urged the TD and the operators to pay particular attention, during their regular meetings, to the illegal parking locations shown in the photos attached to the captioned paper, and to conduct timely reviews. In addition, the Department and the operators should consider the monitoring and penalty mechanisms proposed by Members.

- (c) He suggested that the operators establish customer service platforms on WhatsApp to facilitate the public in sending photos and location information to notify operators of the locations and details of illegally parked bicycles.

IX. Highways Department's Minor Traffic Improvement Projects and Works Schedules

92. The Vice-Chairman advised that the Minor Traffic Improvement Projects and Works Schedules for the Islands District (Works Schedules) as at the end of July this year had been submitted by the HyD prior to the meeting, and Members were welcomed to make enquiries and provide comments

93. Members noted the relevant paper.

X. Any Other Business

Irregular Bus Service Frequencies in the Discovery Bay Area

94. Members said that the Discovery Bay Transit Services Limited had explained at the last meeting the measures to optimise bus services in the area. However, recently some Discovery Bay residents had reported that the service frequencies of Routes 4 and 9 had failed to meet the target of one bus every 10 minutes. Members therefore urged the operator to follow up on the matter.

95. Mr Eric LUK said that the TD would, after the meeting, convey the issue to the Discovery Bay Transit Services Limited.

XI. Date of Next Meeting

96. There being no other business, the meeting was adjourned at 5:15 p.m. The next meeting would be held at 2:30 p.m. on 20 October 2025 (Monday).

-END-