

(Translation)

**Islands District Council**  
**Minutes of Meeting of Traffic and Transport Committee**

Date : 14 April 2025 (Monday)  
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 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

**Co-opted Member**

Mr TSANG Chiu-yuk, Ray

**Attendance by Invitation**

Ms WONG Tsui-ying, Catherine	Senior Transport Officer/Bus/Lantau 1, Transport Department
Ms Janice LAW	Senior Transport Officer/Bus/Lantau 2, Transport Department
Mr AU Kak-loi, Peter	Senior Transport Officer/Planning/Ferry 2, Transport Department
Ms Gigi YEUNG	Transport Officer/Bus/Lantau 1, Transport Department
Mr Ryder MA	Transport Officer/Bus/Lantau 2, Transport Department
Mr NG Cheuk-ting, Jonathan	Transport Officer/Planning/Ferry 8, Transport Department

Mr CHENG Yuk-lung, Stanley	Chief Engineer/Lantau 1, Sustainable Lantau Office, Civil Engineering and Development Department
Ms TANG Yuen-ki, Phoebe	Senior Engineer/9 (Lantau), Sustainable Lantau Office, Civil Engineering and Development Department
Mr HON Chin-wai, Willis	Acting Senior Engineer/6 (Lantau), Civil Engineering and Development Department
Mr LIU Chi-yuen, Stanley	Senior Engineer/16 (South and Sustainable Lantau), Civil Engineering and Development Department
Mr YEUNG Yan-ning, Owen	District Operations Officer, Lantau District, Hong Kong Police Force
Ms Gloria TANG	Chief Resident Engineer , AECOM Asia Company Limited
Mr Brian NG	Manager, Planning, Citybus Limited
Mr Albert YU	Operations Manager - Cityflyer & Airport Services. Citybus Limited
Mr Calvin TSANG	Senior Corporate Communications Officer, Citybus Limited
Mr Dennis YIP	Planning Officer, Citybus Limited
Mr Hubert HU	Manager, Operation Department, Fortune Ferry Company Limited
Ms Rennis LIP	Assistant Manager, Public Affairs, Long Win Bus Company Limited
Mr Desmond TANG	Assistant Manager, Operations Support, Long Win Bus Company Limited
Mr Stephen WAN	Manager, Operations, Long Win Bus Company 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
Mr CHAN Kai-chung	Senior Land Executive /Acquisition 1 (District Lands Office, Islands), Lands Department
Ms LO Sze-yan, Jane	Engineer/Islands(2), 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
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## Welcoming Remarks

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

### I. Confirmation of the Minutes of Meeting held on 17 February 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. 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”

3. The Chairman advised that at the Islands District Council (IDC) meeting on 6 May 2024, the Chairman of the IDC had referred the captioned item to the Traffic and Transport Committee (TTC) for follow-up and suggested that Members should give priority to exploring ways to address the traffic problem of Tat Tung Road. The relevant paper (IDC Paper No. 25/2024) was tabled for Members’ perusal. At the TTC meetings held on 11 June, 13 August and 14 October, the Transport Department (TD) had explained to Members its short, medium and long-term improvement measures for the traffic congestion problem at Tat Tung Road, and Members had indicated their support for the measures.

4. The Chairman welcomed Mr LEE Lap-man, Engineer/Islands 2 of the TD and Ms LO Sze-yan, Jane, Engineer/Islands (2) of the Highways Department (HyD) to the meeting for the discussion. It had been pointed out at the last meeting that due to the overlap in construction site locations between the “Airport Tung Chung Link” project implemented by the Airport Authority Hong Kong (AAHK) and the widening works of the section of Tat Tung Road outside the car park of the Citygate, the HyD had to wait for the award of the works contract before it could further discuss the project details with the AAHK’s engineering team and its contractor. In this regard, the Chairman invited the two guests to provide an update on the latest progress.

5. Mr LEE Lap-man said that the TD and the HyD were currently focusing mainly on dealing with the widening works of the section of Tat Tung Road outside the car park of the Citygate. It had been mentioned at the last meeting that, according to the latest information provided by the AAHK, the “Airport Tung Chung Link” project had been scheduled to commence in the third quarter of 2025. The AAHK had not updated the aforementioned schedule since then.

6. Ms Jane LO said that it had been mentioned at the last meeting that the

“Airport Tung Chung Link” project implemented by the AAHK had been scheduled to commence in the third quarter of 2025 and was expected to be completed as early as the fourth quarter of 2028. There had been no update to the aforementioned schedule so far. At the current stage, the HyD had to wait for the award of the works contract by the AAHK before it could further discuss the project details with AAHK’s engineering team and its contractor.

7. The Chairman requested the Department to report the latest progress to Members and the Secretariat in a timely manner after the meeting. In addition, during the discussion of Agenda Item V, namely “Reports on the Work of the IDC Committees / Working Groups”, at the meeting of the Islands District Council (IDC) held on 11 March, the Chairman of IDC had pointed out that although the two issues of community concern handled by the TTC (i.e., Agenda Items II and III of the current TTC meeting) had started to yield results, the causes of these issues had been relatively complex and it required longer time to explore and implement the various response measures. Therefore, it had been decided that the two aforementioned issues would continue to be followed up by all members of the IDC (not limited to the 16 members of the TTC). Apart from the aforementioned issue, she would also discuss other local traffic matters with Members after the meeting and assign the relevant follow-up work, with a view to improving traffic congestion and addressing the problem of illegal bicycle parking in the district. Furthermore, as she had earlier asked the Vice-Chairman to follow up on the issue of uneven road surfaces in Tung Chung Town Centre, she asked the Vice-Chairman to update Members on the latest progress.

8. The Vice-Chairman said that, following the Chairman’s assignment of the aforementioned road issues to him at the TTC meeting on 10 December last year, he had conducted a site inspection of Ying Hei Road, Chung Yan Road, Shun Tung Road and Tat Tung Road on 15 January this year, together with staff from the HyD. During the inspection, the HyD had identified several road sections that could be followed up in the short term. Currently, resurfacing works on Man Tung Road, Chung Yan Road and the section of Tat Tung Road near Fu Tung Estate had been completed. Furthermore, he learned that the HyD had originally scheduled to resurface Wai Tung Road the previous week, but the works had been slightly delayed due to weather conditions. In this regard, he would maintain close communication with the HyD to expedite the implementation of the aforementioned road improvement works.

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

9. The Chairman advised that at the IDC meeting held on 6 May 2024, the Chairman of the IDC had referred the issue regarding “The Use and Parking Problems of Bicycles (including Electric Bicycles)” to TTC for follow up. The relevant paper (IDC Paper No. 25/2024) was tabled for Members’ reference. Members had conducted a site inspection of Mui Wo Ferry Pier together with the staff of relevant departments on 21 November 2024, and had invited the Civil Engineering and Development Department (CEDD) to report to Members on the progress made in obtaining legal advice on the management of illegally parked bicycles around Mui Wo Ferry Pier at the

TTC meeting held on 10 December. The Department had submitted a written reply to the Committee on 14 February 2025, indicating that it still required time to study and discuss the details of the legal advice.

10. The Chairman welcomed Mr HON Chin-wai, Willis, Acting Senior Engineer/6 (Lantau) of the CEDD to the meeting for the discussion. The written reply of the CEDD had been distributed to Members for perusal before the meeting.

11. Mr Willis HON briefly presented the written reply of the CEDD.

12. Members enquired about the length of the notice period referred to by the CEDD in its written reply regarding the requirement to “remove the bicycle before the specified date”.

13. Mr Willis HON said that the relevant notice period was determined in accordance with the Land (Miscellaneous Provisions) Ordinance (Cap. 28). As the CEDD was not an enforcement department, it was unable to provide details of the exact length of the notice period. However, he believed that a reasonable notice period would be approximately one week.

14. Members expressed their views as follows:

- (a) Apart from Mui Wo, based on the experience of handling illegal parked bicycles in Peng Chau and Lamma Island, many individuals would remove their illegally parked bicycles before the date specified in the notices posted by the relevant departments. As such, Members considered that the aforementioned ordinance had not been effective in addressing such behaviour.
- (b) The legislation governing the regulation of illegally parked bicycles was considered outdated. Members therefore suggested that the relevant legislation should be amended to strengthen its deterrent effect; for example, by requiring the offenders to collect their bicycles from designated locations and pay fines. In this regard, Members enquired about the procedure for making amendment to the relevant legislation.
- (c) Members suggested that red cross-hatched markings should be painted at locations where bicycle parking was prohibited, so as to warn cyclists that parking in those areas was not allowed and any bicycles found there would be removed.
- (d) Members suggested that, in the long term, the ferry companies should be made responsible for organising bicycles parked along the pier passageways.

15. The Chairman said that, according to her understanding, the Lands Department (LandsD), when handling cases of illegally parked bicycles, would allow a

24-hour notice period to the bicycle owners in accordance with the relevant ordinance. In this regard, she enquired why the CEDD had earlier indicated that the notice period was approximately one week.

16. Mr Willis HON gave a consolidated response as follows:

- (a) The Department had painted yellow cross-hatched markings at the no-bicycle-parking zones along the pier passageways at the end of last year, and had deployed staff to reposition bicycles parked within the covered areas at the pier entrances and exits on a daily basis, in order to maintain a wide and unobstructed passageway for public use. As this approach had proven effective, the Department would continue to use yellow cross-hatched markings as a warning at this stage. The Department would continue to monitor the effectiveness of the aforementioned measure and consider painting red cross-hatched markings at relevant locations if necessary.
- (b) As the proposed amendment to the relevant legislation would not only affect the Mui Wo Ferry Pier, it would be more appropriate to discuss the matter in conjunction with other locations.
- (c) During the implementation of the “Improvement Works at Mui Wo, Phase 2 Stage 2”, the CEDD would continue to deploy staff to regularly reposition bicycles parked outside the Mui Wo Ferry Pier.
- (d) Observations indicated that the majority of bicycles parked outside Mui Wo Ferry Pier belonged to local residents, who had parked their bicycles at the pier in the morning before taking the ferry to work, and rode them home from the pier after work. Consequently, the number of illegally parked bicycles significantly decreased in the evening compared to daytime. The Department considered it might not be appropriate if the aforementioned ordinance was applied to clear these bicycles, which were used by residents for daily commuting. Therefore, the Department had not further looked into the length of the notice period.

17. Members expressed understanding of the practical considerations the Department had to take into account when handling illegally parked bicycles. They requested the Department to expedite the completion of planned works to add approximately 600 bicycle parking spaces in the vicinity of the pier. Upon completion, the total number of bicycle parking spaces would reach around 1 900, which was expected to help meet residents’ demand for bicycle parking.

#### 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

18. The Chairman said that following a question raised by a Member at the TTC meeting on 10 December 2024, the representatives from the TD had collected Members' views at the meeting in respect of the proposed limited relaxation of the current restrictions on the use of the captioned access road by village vehicles. A comprehensive study and consultation had subsequently been carried out after the meeting. She welcomed Mr WONG Yui-him, Tim, Engineer/Islands 1 of the TD to the meeting to respond to the question.

19. Mr Tim WONG said that the TD had completed the relevant departmental consultation in early April. The preliminary proposal currently formulated was primarily based on traffic management considerations and would allow village vehicles to use the captioned access road in a single direction during non-peak hours. The Department was in the process of consolidating feedback from various departments and would commence local consultation on the preliminary proposal as soon as possible.

20. Members said that the Lamma Island Rural Committee was highly concerned about the captioned issue, which had also been raised for discussion multiple times at TTC meetings. Members therefore requested the Department to actively address the issue.

21. The Chairman enquired about the expected timeframe for the TD to report to Members the substantive progress on the issue.

22. Mr Tim WONG said that the Department would strive to commence district consultation before the next meeting.

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

23. The Chairman said that following a question raised by a Member at the last meeting, the CEDD had, in its written reply, indicated that the on-site trial test of the captioned system had been completed in the third quarter of 2024. The Department was currently discussing with the TD and the Hong Kong Police Force (the Police) the implementation details of the system, including its integration with the relevant law enforcement systems to ensure the system's smooth operation in future. She welcomed Mr LUK Cheuk-man, Eric, Senior Transport Officer/Islands 2 of the TD, Mr HON Chin-wai, Willis, Acting Senior Engineer/6 (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 written reply of the CEDD had been distributed to Members for perusal before the meeting.

24. Mr Eric LUK said that the TD had no further comments in respect of the written reply submitted by the CEDD.

25. Mr Willis HON briefly presented the written reply of the CEDD.

26. Mr Owen YEUNG said that the Police had no further comments in respect of

the written reply submitted by the CEDD.

27. Members expressed their views as follows:

- (a) Although the captioned surveillance system had completed its field trial in the third quarter of last year, it had not yet been officially put into operation. As the installation of the system involved public funds, and the related test signage had been in place for some time, the public was very concerned about the official launch date of the system. In this regard, Members requested the relevant departments to finalise the official commissioning date as soon as possible.
- (b) In view of the Police's ongoing promotion of smart policing, which advocated the effective use of technology to enhance work efficiency and effectiveness, the captioned surveillance system not only assisted the Police in achieving these objectives but was also expected to alleviate manpower shortages in law enforcement departments in the long run.
- (c) Members noted that the CEDD had completed the preliminary installation work of the captioned surveillance system, and enquired about the difficulties encountered by the Department during the current stage of linking the system with the Police's law enforcement systems.
- (d) Members enquired about the difficulties encountered by the relevant departments in system integration, as well as the anticipated challenges in future system updates and regular maintenance.
- (e) A fatal traffic accident occurred last year on a closed road in Lantau Island. Members noted that most of the roads on Lantau Island had been designated as closed roads due to their limited vehicle capacity. Members believed that the captioned surveillance system could help improve traffic safety in the area.
- (f) Given the advancement of technology and the fact that the time-based tunnel toll system had already been in operation for some time, Members enquired why the relevant departments had still not been able to officially commission the captioned surveillance system.
- (g) Members suggested that the Secretariat should follow up with relevant departments on the progress of work prior to each TTC meeting, with a view to confirming the official launch date of the captioned surveillance system at the earliest opportunity.

28. The Chairman said that the captioned surveillance system had been installed at the current location for some time and had attracted considerable concern from the residents of Lantau Island. She therefore urged the relevant departments to respond to



Members' enquiries one by one.

29. Mr Eric LUK said that the commissioning arrangements for the captioned surveillance system were yet to be finalised.

30. Mr Willis HON gave a consolidated response as follows:

- (a) The CEDD had completed the field trial and confirmed that the captioned surveillance system had passed the technical tests.
- (b) The captioned surveillance system needed to be linked with two other systems, i.e., the TD's data system for Lantau Closed Road Permits and the Police's law enforcement system. Linkage with the TD's system had been completed; as for the system of the Police, the CEDD still needed to discuss with the Police the arrangements for sharing the related costs, including those for system linkage, as well as expenses associated with manpower and maintenance after the system was put into operation.

31. Mr Owen YEUNG said that the Police's enforcement system required an upgrading before it could be linked with the CEDD's system, which would involve additional costs. Furthermore, the Police and the CEDD needed to further discuss the recurrent expenses of the captioned system (such as maintenance and repair costs), as well as the manpower arrangements and costs associated with processing related penalty tickets.

32. Members considered that the TD should play a coordinating role regarding the captioned matter to assist the relevant departments in discussing the cost-sharing arrangements for the system, so as to facilitate the prompt commissioning of the surveillance system.

33. The Chairman pointed out that the captioned item had been discussed on multiple occasions and at various meetings. To expedite the progress, she urged the department concerned to submit a written reply to Members before the next meeting, and suggested that the matter should be included as a follow-up item on the agenda for the next meeting. She also invited the relevant departments to attend the meeting to report the latest developments to Members, including the official commissioning date of the captioned surveillance system.

V. Tung Chung New Town Extension - Tai Ho Interchange (Contract No. NL/2020/07)  
Temporary Traffic Arrangement for Construction of Bridges of Tai Ho Interchange and  
Road Sign Gantries  
(T&TC Paper No. 6/2025)

34. The Chairman asked the attendees to refer to T&TC Paper No. 6/2025.

35. Ms Phoebe TANG briefly presented the paper with the aid of PowerPoint

slides.

36. Members expressed their views as follows:

- (a) As the temporary traffic arrangements mentioned above might alter motorists' driving habits and increase the risk of traffic accidents, Members enquired whether the CEDD would consider setting up an emergency task force or coordination team to enable immediate deployment of personnel for handling and coordination in the event of traffic accidents.
- (b) The departments concerned should liaise with the bus companies at the earliest opportunity to ensure that bus drivers are fully informed of the latest temporary traffic arrangements, thereby reducing the risk of traffic accidents.
- (c) Cheung Tung Road frequently underwent road excavation works, necessitating the use of temporary traffic signals to facilitate single-lane two-way traffic. In addition, multiple traffic accidents had occurred along this road section in the past. Therefore, Members suggested that the CEDD should conduct a fundamental assessment of the road section's traffic capacity, and recommended that the Police and relevant departments should coordinate with the CEDD when necessary to assist in traffic management.
- (d) Based on past experience, similar temporary traffic arrangements had made the roads more prone to accidents. Therefore, to reduce the risk of traffic accidents, the CEDD should implement road closures only during periods of lower traffic flow. In this regard, Members enquired whether the Department could postpone the start time of the road closure from the originally scheduled 7:30 p.m. to 8:30 p.m.

37. Ms Phoebe TANG gave a consolidated response as follows:

- (a) During the formal implementation of the temporary traffic arrangements, the CEDD, the TD and the Police would set up a dedicated emergency response team to handle related contingencies. Earlier, the CEDD had discussed coordination arrangements for handling contingencies with the Police and would continue to maintain close communication with both the Police and the TD.
- (b) The Department had earlier contacted the bus companies and arranged a trial run of the proposed temporary traffic arrangements with the companies in early April. The bus companies expressed satisfaction with various aspects of the trial, including road lighting and other ancillary facilities. Prior to the formal implementation of the temporary traffic arrangements, the Department would contact the bus companies

again to ensure they fully understood the relevant arrangements.

- (c) Regarding the traffic conditions on Cheung Tung Road, the Department would deploy staff to patrol the site during the implementation of the temporary traffic arrangements. The actual situation would be closely monitored and assistance from the Police would be requested, if necessary, to help manage the traffic flow.
- (d) The Department would further discuss with the contractor the feasibility of delaying the start time of road closures by one hour, with a view to minimising the duration of the closures.

38. Members expressed their views as follows:

- (a) The road closure arrangements were about to be implemented, but the information display panels along the route had yet to show the relevant notifications. Members therefore requested the CEDD to expedite the related publicity efforts, including the use of tunnel radio broadcasts, so that drivers could be informed of the road closure arrangements in advance.
- (b) Members suggested that the Department should liaise with the Airport Authority Hong Kong (AAHK) to broadcast announcements on the temporary traffic arrangements to people who intended to go to the airport to greet arriving passengers, so that they would be informed of the road closure arrangements.

39. Ms Phoebe TANG gave a consolidated response as follows:

- (a) In the past, the publicity for temporary traffic arrangements (including information display panels, online platforms such as TD's website, the "HKeMobility" mobile application, tunnel broadcasts and radio) would commence seven days prior to the official implementation date. The CEDD would work with the TD to explore the possibility of initiating such publicity efforts earlier to enable members of the public to be informed of the arrangements well in advance.
- (b) The Department had been maintaining regular communication with the AAHK and would discuss with the AAHK after the meeting the proposal to broadcast relevant announcements to people heading to the airport to receive the arriving passengers.
- (c) She added that on the evening when a road section of the North Lantau Highway Kowloon bound and its slip road leading to Kowloon needed to be closed, the Department would install temporary road markings on the Airport Island during the implementation of the temporary traffic arrangements and close the relevant junctions to prevent drivers from

having to turn back after reaching the North Lantau Highway only to find out about the closure arrangements.

VI. Bus Route Planning Programme 2025-2026 for Islands District  
(T&TC Paper No. 7/2025)

40. The Chairman asked the attendees to refer to T&TC Paper No. 7/2025.
41. Ms Catherine WONG and Ms Janice LAW briefly presented the paper with the aid of PowerPoint slides.
42. Members expressed their views as follows:
- (a) Members thanked the TD for conducting extensive research to optimise the bus service network in the Islands District, which had yielded some positive outcomes. However, Members considered that the Department had not fully addressed the concerns of residents in the district.
  - (b) As Members had frequently received complaints from residents of Mun Tung Estate about insufficient bus service frequency during the morning peak hours, they asked the TD whether it would consider increasing the frequency of Route E11 or E11S operated by the Citybus Limited (Citybus) during peak hours to improve the situation.
  - (c) Although the Department had proposed introducing a new Citybus Route E18 following the splitting of Route E11S, it also planned to reduce the frequency of City Bus Route E11S. Feedback from residents indicated that even if the route for Route E11S was shorter, the reduced frequency of the route would necessitate them to leave home earlier. Therefore, they considered the proposal ineffective in shortening residents' travel time.
  - (d) The captioned planning programme failed to address the needs of residents in Tung Chung West. The newly introduced Citybus Routes E18 and E28 did provide more convenient bus services for residents travelling to the urban areas. However, buses departing from Tung Chung, such as the Citybus Route E21 series, still followed highly circuitous routes, requiring detours through multiple locations within the district before reaching West Kowloon. In this regard, Members suggested that the Department should comprehensively re-organise the relevant routes.
  - (e) Members hoped that the Department's proposed service adjustment for Routes 37 and 37H operated by the New Lantao Bus Company (1973) Limited (NLB), as mentioned in the Programme, could more effectively connect Tung Chung West and Tung Chung North, thereby

strengthening the transport links between the two districts.

- (f) The captioned planning programme did not include proposals to enhance bus connectivity between the airport and Tung Chung. Therefore, Members were concerned that after the full commissioning of various airport facilities and surrounding development projects (such as Terminal 2 of the airport and the SkyCity), the existing bus services might not be able to cope with the increased passenger flow. Citing Citybus Route S56 as an example, Members noted that the service frequency on the route had yet to return to pre-pandemic levels. Members suggested that the TD should further improve the transport links between Tung Chung and the airport to ensure that bus services aligned with the airport's development and operational requirements.
- (g) The Department had adjusted the services of several bus routes in response to the population growth in Tung Chung, including Citybus Routes E11S, E18, E22S and E28, which would affect patrons of the routes. For example, the frequency of Citybus Route E11S on weekdays would be reduced from 11 departures to 9 departures per day, while Route E18, which detoured via Yu Nga Court and Ying Tung Estate, would be cut to only 3 departures, causing inconvenience to residents. Therefore, Members suggested that the Department should implement transitional arrangements by keeping the services of some bus routes unchanged during the initial phase of the route split. After the bus companies had reallocated the resources, the frequencies of the newly split routes could be increased to help residents adapt to the changes more easily.
- (h) According to the captioned planning programme, the frequency of overnight bus routes had not been increased. Currently, the majority of bus routes in the district operated only until 1:00 a.m. or 2:00 a.m., with very infrequent departures after mid-night. Residents in need primarily relied on a single overnight bus route operated by Long Win Bus Company Limited (Long Win). Furthermore, Members noted that bus services occasionally experienced delays and sudden cancellations. They requested the bus companies and the TD to review these issues to provide residents with more reliable overnight bus services.
- (i) Members suggested that a bus stop should be added at Mun Tung Estate for Long Win Bus Route E37.
- (j) Feedback had been received from villagers of Shek Mun Kap regarding insufficient bus service frequency at night in the area. Members asked the Department to review the situation.
- (k) Members suggested that double-decker buses should be deployed for NLB Route A35 during the morning peak hours.

- (l) Members noted that some routes mentioned in last year's Bus Route Planning Programme, such as LWB Route E42P, had yet to be implemented. In this regard, Members enquired whether the Department could provide a specific implementation timetable for Route E42P.

43. Ms Catherine WONG gave a consolidated response as follows:

- (a) In view of the imminent intake of Cheung Tung Estate and Chun Tung Estate in Tung Chung North, which would increase the population in the area, the TD had proposed introducing Citybus Route E18 to provide residents of Tung Chung North with direct bus service to Hong Kong Island during the morning peak hours. At the same time, the route of Citybus Route E11S in Tung Chung North would be shortened to offer more direct and faster bus service for residents of Tung Chung West and part of Tung Chung North. Currently, passengers boarding Route E11S at Yu Nga Court to Hong Kong Island could transfer directly to the newly introduced Route E18 during its service hours. Outside the service hours of Route E18, passengers could walk about 5 to 10 minutes to Ying Hei Road to take Route E11S. Regarding the suggestion to increase the frequencies of Citybus Routes E11, E11S and E18, the Department would continue to closely monitor the population growth following the intake of the new housing estates, as well as the changes in passenger demand for the bus routes concerned. Where necessary, the Department would discuss the arrangement of service frequencies with the bus company.
- (b) Currently, the Citybus Route E21 series operated at different times to serve residents of Tung Chung and passengers in the airport area, providing bus services to and from Kowloon. The Department would continue to closely monitor passenger travel patterns in Tung Chung and the airport vicinity, as well as the changes in passenger demand for the relevant bus routes. Where necessary, the Department would discuss service adjustments with the bus company to meet passenger needs.

44. The Chairman said that, in addition to the aforementioned comments, Members had also raised various opinions and suggestions to the TD and bus companies at the briefing session on the Islands District Bus Route Planning Programme held on 31 March this year. Furthermore, to refine the captioned planning programme, she suggested that a follow-up meeting should be held after the meeting to allow Members and the TD to discuss the relevant matters in greater depth.

(Post-meeting note: The Secretariat has arranged for Members to hold a follow-up meeting with representatives of the TD, the Citybus, the NLB and the LWB on 30 April 2025.)

VII. Transport Department Traffic and Transport Working Plan 2025-26  
(T&TC Paper No. 8/2025)

45. The Chairman asked the attendees to refer to T&TC Paper No. 8/2025.
46. Ms YEUNG Yuk-shan briefly presented the paper.
47. Members expressed their views as follows:
- (a) The NLB had previously undertaken to install a shelter at the bus stop near Yu Tai Court on Chung Yan Road. However, the construction schedule for the related works had yet to be submitted. Members requested the TD to follow up with the NLB on the progress of the works and expedite the implementation of the construction arrangements, aiming to complete the project before summer so that passengers could wait for the buses at a sheltered bus stop.
  - (b) At a previous meeting, Members suggested that the Department should install a pedestrian walkway at the planters near Yu Tai Court on Chung Yan Road to facilitate convenient access for those in need, so that they did not need to take a detour. In this regard, Members enquired about the progress of the relevant works.
  - (c) Due to the insufficient space at the bus bays of the Mun Tung Estate bus terminus, buses occasionally had to pick up and set down passengers in the middle of the carriageway. In this regard, Members requested the Department to investigate whether the bus bays at the aforementioned terminus could be extended.
  - (d) There were occasional complaints from drivers that the green light duration at the junction of Yu Tung Road near Chung Yan Road was too short, necessitating vehicles to wait for two or three green light cycles before proceeding through the junction. Additionally, union representatives from the three bus companies had pointed out that one of the reasons some buses failed to arrive at bus stops on time during the morning peak was related to the traffic signal system design at the aforementioned junction. Members expressed concern that with the commencement of works in Areas 42 and 46 of Tung Chung West and other projects, the volume of construction vehicles in the area would increase, making the traffic at the aforementioned junction even busier and further worsening congestion. Therefore, Members requested the TD to look into the traffic situation at the aforementioned junction to alleviate congestion.
  - (e) There was a lack of suitable sites for establishing bus termini in Tung Chung town centre. To accommodate the newly completed housing

estates in the district, Members suggested that the Department should conduct a study on the site selection for the new terminus well in advance, and assess whether the space of the terminus would be sufficient during the design stage.

- (f) The Citybus had undertaken in the previous quarter to construct shelters for the two bus stops outside Man Tung Village and Kui Yat House of Yat Tung Estate respectively. However, the current progress of the works had been unsatisfactory. In this regard, Members urged the Department to follow up with the Citybus on the progress of the relevant works.
- (g) Members had conducted multiple site inspections on Ying Tung Road and had observed that the road design tended to cause traffic congestion. The Chairman, together with Members and representatives from various departments, had also conducted a site inspection in Tung Chung earlier. After the inspection, the Department had followed up on the various short-term improvement proposals put forward by Members. Member called on the Department to formulate long-term solutions, including the optimisation of the road design, such as studying the conversion of Ying Tung Road to a dual-lane one-way road to increase road capacity and alleviate traffic congestion.
- (h) The duration of the “green man” pedestrian signal time at some pedestrian crossings in Tung Chung was too short. Taking the “green man” pedestrian signal for the pedestrian crossing at Yi Tung Road near Yu Nga Court as an example, residents relayed to Members that they had been unable to cross the road within the allotted signal time. In this regard, Members requested the Department to extend the duration of the relevant signals.
- (i) With the population increase in Tung Chung, the demand for parking spaces had also risen. In addition to private car parking spaces, there was also a demand for parking spaces for goods vehicles in the area. Members learnt that the TD had planned to build a temporary car park in Area 89 of Tung Chung, but the goods vehicles were not allowed to use it. In this regard, Members requested the Department to consider reserving space in the car park to provide parking spaces for goods vehicles.
- (j) It was mentioned in paragraphs 12 and 13 of the paper that the plan implemented by the TD in respect of ferry services aimed at enhancing passenger experience and promoting environmental protection. The measures included a two-phase subsidy scheme for ten outlying island ferry routes to replace the existing vessels with more environmentally friendly and technologically advanced ones. Members understood that the new vessels were hybrid-powered ferries capable of operating on



both electric power and fuel. Members believed that, in theory, hybrid ferries could reduce fuel costs for ferry operators, helping them to moderate fare increases. However, Members expressed concerns about whether the piers would be equipped with the necessary facilities to charge the hybrid ferries. If the ferries ultimately still relied on fuel for power, it would not only contradict the Government's commitment to environmental protection but also fail to assist ferry companies in lowering fare increases. In this regard, Members enquired whether the Department would provide charging facilities at the piers to support the operation of the hybrid ferries

48. Ms YEUNG Yuk-shan gave a consolidated response as follows:

- (a) The TD had earlier requested the NLB to submit an application for the construction of a bus shelter at the bus stop near Yu Tai Court on Chung Yan Road as soon as possible. However, as of the time of the meeting, the Department had yet to receive the relevant application.
- (b) Regarding the construction of bus shelters at other bus stops in the Tung Chung area, the Department had completed all the approval procedures
- (c) As the CEDD was currently carrying out works within the boundary of the MTR Tung Chung West Station, the construction of the bus shelter at Yu Tung Road bus stop needed to be tied in with the progress of the aforementioned works and considered from a holistic perspective. The Department had maintained close contact with the bus company concerned and reminded it to commence the bus shelter construction as soon as possible. Should there be any further developments, Members would be informed accordingly.
- (d) Enquiries concerning ferry services and pier facilities fell within the remit of the Ferry Section of the TD. The Department would obtain information from the relevant section after the meeting to provide a response to Members.

(Post-meeting note: According to the consultancy study commissioned by the Government prior to launching the vessel subsidy scheme, hybrid-powered ferries were more suitable than electric ferries for outlying island ferry routes, as they would meet the operational requirements of higher speeds and longer voyages. Hybrid ferries were powered by fuel and recharge their batteries in stable high-speed environment outside Victoria Harbour, and would be powered by stored electricity when travelling at low-speed inside the harbour and near the shore. The propulsion system of the hybrid ferries had been custom-designed according to the operation mode recommended in the consultancy study to meet the battery charging requirement. Therefore, there was no need to charge the ferries at the piers.

Currently, the Government and the relevant ferry operators are conducting trials of hybrid-powered vessels to assess their effectiveness for use in outlying island ferry services.)

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

- (a) As regards the proposal of installing a pedestrian walkway at the planters near Yu Tai Court on Chung Yan Road, the TD had previously issued a consultation document and subsequently received and addressed a number of objections during the consultation period. Should no further objections be received during the remaining consultation period, the Department would discuss the arrangements for commencing the works with the HyD.
- (b) Regarding the proposal to extend the bus bay at the Mun Tung Estate bus stop, the Department would review the development situation of the MTR Tung Chung West Station nearby, including examining the retention of temporary pedestrian crossings set up during the construction period and reviewing the overall design of all project components, before conducting a comprehensive assessment.
- (c) The TD would follow up with the relevant sections of the Department regarding the traffic conditions at the junction of Chung Yan Road and Yu Tung Road, including a review on the appropriate signal timing arrangements. Additionally, the Department anticipated that the traffic congestion at the aforementioned junction would improve once the temporary traffic arrangements implemented by the CEDD for construction purposes were concluded.
- (d) As regards the long-term design plan for Ying Tung Road, the Department still required time to conduct detailed studies, including considering future road usage situations and bus route arrangements, as well as the feasibility of the significant change of converting the road into a dual-lane one-way carriageway.
- (e) In the short-term tenancy granted for Area 89 in Tung Chung, the Department had specified that the temporary car park could allow parking for both private cars and motorcycles. Considering the demand for light goods vehicle parking spaces in the district, the Department was currently in discussions with the CEDD to identify suitable land in Tung Chung North for use as a temporary car park for light goods vehicles under short-term tenancy.

50. The Chairman added that the bus stop near Yu Tai Court on Chung Yan Road was situated in an open area with no shade-providing trees and no seating for waiting passengers. With summer approaching, it would be undesirable for passengers to wait

at the aforementioned bus stop under the scorching sun. Therefore, the Chairman urged the TD to negotiate with the NLB to expedite the installation of a shelter and seating facility for the bus stop.

51. Ms YEUNG Yuk-shan noted the comments of the Chairman.

52. Members expressed their views as follows:

- (a) Members suggested that the bus company should add bus stops for Routes 11A, 23, A35, and N35 at Yu Tai Court for the convenience of residents of Yu Tai Court and nearby villages.
- (b) Earlier, the bus company had indicated that due to insufficient space for buses to turn around near the petrol station on Chung Yan Road, it was unable to extend the bus routes to that location. Members had previously suggested modifying the road layout, including removing some planters at the end of the road sections to increase space for bus turnarounds. The TD had undertaken to conduct a feasibility study on this matter to enable some bus routes to pass through the aforementioned location. In this regard, Members asked the Department about the progress of the relevant study.
- (c) Members concerned about the time it might take for the Department to identify land for a temporary car park for light goods vehicles, and suggested that the Department should permit light goods vehicles to park at the temporary car park in Area 89 of Tung Chung to meet the urgent demand from light goods vehicle drivers for parking spaces.
- (d) Prior to the intake of Yu Nga Court, Members had suggested that the Department should add a bus stop at Ying Hei Road outside Yu Nga Court to save the current additional detour buses had to make via Yi Tung Road, thereby facilitating residents' travel. In this regard, Members requested the TD to reconsider the aforementioned suggestion.

53. Mr MOK Mong-chan invited the TD to provide Members with further information on the projects for the additional bicycle parking spaces mentioned in items (vii) and (viii) of paragraph 5 in the captioned paper, including the planned number of bicycle parking spaces to be added, their specific locations, and the anticipated commencement and completion dates, so that Members could be informed and follow up on the bicycle usage and parking issues discussed under Agenda Item (III) of the current meeting.

54. Mr Tim WONG responded that the TD planned to add approximately 45 bicycle parking spaces at San Hing Praya Street in Cheung Chau (at the road section near the office of the Water Supplies Department) and approximately 70 parking spaces at Lo Peng Street outside the Peng Chau Ferry Pier. Currently, the Department was

awaiting the delivery of the relevant road signs from the Correctional Services Department, and the delivery date remained unconfirmed. The Department anticipated that once the road signs were delivered, the works departments concerned would be able to complete the related works within three months.

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

- (a) The TD had been studying proposals to improve Chung Yan Road. Considering that the proposals shared similar engineering characteristics with certain development projects in South Lantau, the Department would consider expediting the implementation of some of proposals to improve the traffic conditions on Chung Yan Road.
- (b) The Department had established a temporary car park in Area 89 of Tung Chung because the public car park in Area 99 could not be opened as scheduled for use by the residents of Tung Chung North. Since the public car park in Area 99 did not provide parking spaces for light goods vehicles, the temporary car park in Area 89 adopted the same approach. The Department was in discussion with the CEDD, with a view to establishing a temporary car park in the vicinity for light goods vehicles as soon as possible, prior to the intake of the housing estates in Areas 99 and 100. The Department was also discussing further arrangements with the LandsD in respect of the identification of suitable sites nearby.
- (c) The Department had previously reviewed the proposal to add a bus stop at Ying Hei Road. As the CEDD had been carrying out multiple projects in the area at that time, the Department considered that it had to wait until the completion of the works before an assessment of the road conditions could be made. Currently, the Department considered it suitable to re-examine the addition of a bus stop at the aforementioned location, and would investigate further arrangements once the actual need for buses to serve this area had been confirmed.

56. Ms YEUNG Yuk-shan gave a consolidated response as follows:

- (a) The TD would actively liaise with the bus company and examine ways to optimise the bus routes, bus stop locations and bus parking bays to facilitate the use of public transport by the public.
- (b) In setting up a bus stop, the Department had to consider whether the location concerned provided sufficient space for buses to stop, and to take into account passenger safety, ensuring that the stop had adequate space for passengers to queue while waiting for buses. Regarding the proposal to add a bus stop at Ying Hei Road, the Department had considered factors such as whether the design of the stop would cause queuing passengers to encroach upon the adjacent cycle track, and whether it would be necessary to convert part of the planters for use as

a bus stop. The Department would review the feasibility of the proposal again after the meeting and report the progress to Members in due course.

57. Members expressed their views as follows:

- (a) Members thanked the TD for adding bicycle parking spaces in Cheung Chau, but considered that the number of spaces provided was still insufficient to meet residents' demand. They requested the Department to continue to collaborate with other departments to strengthen enforcement actions against illegally bicycle parking.
- (b) During holidays and festive periods, large crowds of passengers waiting for the ferries would gather at the bicycle parking area near Cheung Chau Ferry Pier, congesting the pedestrian passageways. The situation was undesirable.
- (c) The TD and other relevant departments conducted joint operations annually before the Cheung Chau Jiao Festival. Notices were affixed on all bicycles parked within the event area, requiring owners to remove them. Otherwise, the bicycles would be removed by the departments concerned. However, a small number of bicycles had been parked in the designated area after the conclusion of the joint operations, and as a result, they remained in the area early on the event days, and were eventually removed by the Police. Members reminded the departments concerned to monitor and properly handle such situation during the upcoming Cheung Chau Jiao Festival this year.
- (d) Previously, many bicycles were parked near the main square in Cheung Chau, some of which obstructed the passage of fire engines and ambulances. This situation was undesirable. Members called on the relevant departments to promptly clear the illegally parked bicycles in the area.

58. The Chairman suggested that as the Cheung Chau Jiao Festival was approaching, the relevant departments should conduct a site inspection in Cheung Chau with Members and the Police to discuss solutions to the aforementioned issues, including formulating preparatory measures and contingency plans during the event.

59. Members added that they had conducted a site inspection in respect of the Cheung Chau Jiao Festival earlier together with the relevant departments. During the inspection, a number of issues had been discussed, including the scope of clearance operations in respect of illegally parked bicycles, assessment of road conditions, and the clearance of signboards causing obstruction to the event.

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

- (a) The TD noted the seriousness of the illegal bicycle parking problem in Cheung Chau. The Government was currently invoking the Land (Miscellaneous Provisions) Ordinance (Cap. 28) and the Summary Offences Ordinance (Cap. 228) to clear illegally parked or abandoned bicycles in Cheung Chau. Among these, clearance operations conducted under the Summary Offences Ordinance applied to locations where bicycle parking had caused obstruction, inconvenience or danger to the public, including the Cheung Chau Ferry Pier and the Cheung Chau Public Pier.
- (b) Regarding Members' observations that some bicycles were parked within the event area after the conclusion of joint operations by departments prior to the Cheung Chau Jiao Festival, the Department stated that during the festival, the designated bicycle parking areas would be temporarily closed, and the public should not park bicycles at these locations. If bicycles were found within the enclosed area after the clearance operation, the Department would discuss follow-up actions with the Police and the relevant departments.
- (c) There were no bicycle parking spaces at the main square in Cheung Chau. The Department would communicate with the relevant sections after the meeting to discuss the feasibility of enhancing bicycle clearance actions in that area, so as to ensure that emergency rescue services would not be hindered.
- (d) The Department was aware of the gathering of people around the Cheung Chau Ferry Pier during the holiday period. Therefore, the additional bicycle parking spaces planned for San Hing Praya Street would be positioned closer to the waterfront to avoid obstructing pedestrian passageways. Furthermore, the Department would discuss the specific locations for these additional bicycle parking spaces with Members after the meeting.

61. Mr MOK Mong-chan said that the Islands District Office (IsDO) also participated in the inspection regarding the Cheung Chau Jiao Festival last week, as mentioned by Members, and requested the Secretariat to assist in conveying Members' views to the relevant departments for their reference after the meeting.

(Post-meeting note: The Secretariat forwarded Members' comments to the LandsD, the Hong Kong Police Force, the TD and the Food and Environmental Hygiene Department for their reference after the meeting.)

62. The Chairman urged the TD to maintain close communication with local communities and follow up on the aforementioned issues.

#### VIII. Question on the lost trips of the "Tuen Mun – Tung Chung – Sha Lo Wan – Tai O"

ferry service

(T&TC Paper No. 9/2025)

63. The Chairman asked the attendees to refer to T&TC Paper No. 9/2025.
64. The Chairman welcomed Mr AU Kak-loi, Peter, Senior Transport Officer/Planning/Ferry 2 and Mr NG Cheuk-ting, Jonathan, Transport Officer/Planning/ Ferry 8 of the TD, and Mr Hubert HU, Manager, Operation Department of Fortune Ferry Company Limited (Fortune Ferry) to the meeting to respond to the question. The written reply of the TD had been distributed to Members for perusal before the meeting.
65. Mr YU Hon-kwan briefly presented the question.
66. Mr Peter AU briefly presented the written reply of the TD.
67. Members expressed their views as follows:
- (a) Members understood the difficulties faced by the Fortune Ferry in operating the captioned route and considered that its parent company, the Pearl River Shipping Enterprises (Holdings) Limited, had not provided sufficient support for the captioned route.
  - (b) It was the ferry company's fundamental responsibility to notify passengers at the earliest opportunity through various channels when services were suspended. Members considered that the primary task of the ferry company at such times should be deploying backup vessels to maintain normal services. Members were aware that the TD had previously deployed vessels to transport passengers during emergency situations. Members therefore requested the TD to assist the ferry company in arranging backup vessels in the event of similar incidents in the future.
  - (c) In its written reply, the TD stated that the two lost trips were caused by the slower speed of the backup vessel of the Fortune Ferry. Members considered the explanation unconvincing. Members believed that if the vessel was unable to complete the scheduled trips at the same speed as the regular passenger vessels, it should not be used as a backup vessel; otherwise, it would be considered a case of making up the numbers.
  - (d) The captioned route had previously cancelled its trips ahead of an approaching typhoon, and Members understand that this situation occurs frequently, causing inconvenience to residents who relied on the route for their commute. In this regard, Members requested the Department to undertake to improve the service quality of the captioned route.
  - (e) Given that lost trips occurred from time to time on the captioned route,

Members requested the Fortune Ferry and the TD to improve their contingency measures for emergencies to prevent similar situations from occurring again. Members were of the opinion that, even though the passenger volume on the captioned route was not high, both the Fortune Ferry and the TD should still take the related issues seriously and address them accordingly.

- (f) Members enquired whether the Fortune Ferry would arrange shuttle buses to transport affected passengers when trips were cancelled.

68. Mr Hubert HU gave a consolidated response as follows:

- (a) The service of the captioned route was primarily provided by a single vessel. In other words, the trip from Tuen Mun to Tung Chung at 7:00 a.m. and the return trip from Tung Chung to Tuen Mun at 7:30 a.m. were served by the same vessel. Upon discovering a mechanical failure on the vessel at 6:54 a.m. on the day of the incident, the Fortune Ferry immediately decided to dispatch a backup vessel which had been berthed at the Tuen Mun Ferry Pier to provide service. After personnel inspected the vessel and started the engine, the backup vessel commenced service at 7:08 a.m.
- (b) He clarified that the reason for the cancellation of the trips was not due to the slower speed of the backup vessel, but due to the vessel's departure later than the scheduled time (i.e., 7:00 a.m.). At that time, the Fortune Ferry anticipated that the next trip from Tung Chung would not reach Tuen Mun until 8:08 a.m. As the company could not ensure that the long-haul trip from Tuen Mun to Tai O could depart on time at 9:00 a.m., it decided to cancel the short-haul trips scheduled for 8:00 a.m. and 8:30 a.m., with early notice given to passengers. Furthermore, as there had been passengers waiting at Tuen Mun Ferry Pier for the first short-haul trip (i.e., the 7:00 a.m. departure), the Fortune Ferry had not cancelled that trip.
- (c) On the day of the incident, after being informed of the vessel's breakdown, the Fortune Ferry had immediately notified passengers waiting at Tuen Mun Ferry Pier and advised them to use alternative public transport.
- (d) Since the opening of the Tuen Mun–Chek Lap Kok Tunnel on 27 December 2020, the passenger numbers for the captioned route from Tuen Mun to Tung Chung had significantly decreased, with an average of only about 10 passengers per trip. The trips from Tung Chung to Tuen Mun had even fewer passengers, with only one or two passengers on average per trip.
- (e) As residents of Sha Lo Wan and Tai O primarily relied on the captioned



route to travel between Tung Chung and Tuen Mun, the Fortune Ferry hoped to prioritise the relevant service to ensure that the trip from Tuen Mun (via Tung Chung and Sha Lo Wan) to Tai O may depart on time at 9:00 a.m.

- (f) On the day of the incident, approximately 8 passengers had been waiting at Tuen Mun Ferry Pier to board the vessel. After being informed of the mechanical failure, they immediately proceeded to the nearby bus stop to transfer to a bus. The affected passengers could take either Bus Routes A33 or E33 at the aforementioned bus stop to travel to Tung Chung.
- (g) Currently, the Fortune Ferry did not provide shuttle bus service for the passengers affected by ferry service disruptions.
- (h) Since the introduction of the new vessel, the captioned route had not experienced any cancellations due to seasonal winds. In the event of a typhoon, the Fortune Ferry would follow the established procedures to determine whether service suspension was necessary.
- (i) To further improve the service of the captioned route, the Fortune Ferry had suggested to the TD that the company should operate the route with two vessels on an alternating basis. In this way, even if one vessel encountered a mechanical failure, the other vessel could continue to provide regular service. In addition, to meet the needs of residents in Sha Lo Wan and Tai O, the Fortune Ferry planned to introduce a third vessel as a backup for the relevant trips. The Fortune Ferry believed that this would help to enhance the current ferry service and reduce the occurrence of trip cancellations.

69. Mr Peter AU said that the Fortune Ferry had another regular vessel available to provide service during the operational period, but the vessel had been undergoing its annual inspection on the day of the incident, and therefore could not be deployed. Additionally, the Department would discuss with the Fortune Ferry how to strengthen its responses to unforeseen situations.

70. Members stated that they had a responsibility to relay passengers' feedback to the Department and the ferry company. They hoped that the Fortune Ferry would learn from experience and take measures to prevent similar incidents from occurring in the future.

71. The Chairman enquired the Department and the Fortune Ferry whether the service disruption could have been avoided had another backup vessel not been undergoing its annual inspection, and asked about the frequency of such inspections and their duration.

72. Mr Peter AU said that the ferry service disruption was an isolated incident,

and no similar occurrences had been reported since the day of the incident.

73. Mr Hubert HU stated that the smaller-scale annual inspections took one week to complete, while the larger-scale annual inspections took three weeks.

74. Members said that some Tai O residents had reported a recent decrease in the number of service disruptions on the captioned ferry route, and therefore considered the disruption an isolated incident. Nevertheless, the Committee would continue to maintain close communication with the Fortune Ferry.

IX. Question on the introduction of a water taxi route between Cheung Chau and Lamma Island  
(T&TC Paper No. 10/2025)

75. The Chairman asked the attendees to refer to T&TC Paper No. 10/2025.

76. The Chairman welcomed Mr LUK Cheuk-man, Eric, Senior Transport Officer/Islands 2 of the TD to the meeting to respond to the question.

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

78. Mr Eric LUK gave a consolidated response as follows:

- (a) Water taxis were primarily tourist-oriented, providing licensed ferry services across Victoria Harbour for both residents and visitors. Currently, the water taxis had been operating a route between “Tsim Sha Tsui East and Central (via Wan Chai)”, offering seven trips daily. On Saturdays, Sundays and public holidays, the first two departures of the route would call at West Kowloon as an extra stop.
- (b) Given that water taxi service was one of the measures outlined in the “Development Blueprint for Hong Kong’s Tourism Industry” released by the Government, which primarily aimed at providing services to tourism attractions in the Victoria Harbour area, the TD decided to keep the existing role and service of the water taxis unchanged at the current stage.
- (c) The Department had noted Members’ suggestion to introduce a water taxi service between Cheung Chau and Lamma Island, and would explore the feasibility of providing such service in the form of kaito ferry service, with regard to the actual circumstances. Should any ferry operators apply to the TD for the establishment of the route, the Department would carefully examine the feasibility of introducing the service.

79. Members expressed their views as follows:

- (a) The captioned water taxi route could attract tourists to visit both Lamma Island and Cheung Chau on the same day, which would not only help boost the economies of the two islands but also promote the development of Hong Kong's tourism industry. Therefore, Members supported the proposal.
- (b) Coincidentally, Mr Xia Baolong, Director of the Hong Kong and Macao Affairs Office of the State Council, had recently expressed particular concern about how Hong Kong could leverage its natural resources, such as the outlying islands and coastlines, to promote tourism. The proposed water taxi route was seen as directly addressing this concern. Although water taxis had traditionally operated only within the Victoria Harbour, it was believed that their tourism and sightseeing-oriented role aligned with the concept of the captioned proposal and the service they provided should not be geographically restricted.
- (c) The economic and tourism development of the outlying islands relied heavily on water transport. Members further pointed out that some regions also provided ferry services for tourists, enabling them to explore through island-hopping or round-the-island tours. In light of this, Members suggested that the TD should consider introducing the captioned water taxi service on public holidays or on a temporary basis, in order to better utilise the tourism resources of the outlying islands and promote the development of the area.
- (d) The captioned proposal aligned with the Government's recent promotion of the concept of "Tourism is Everywhere". Members noted that while the various islands within the outlying islands area had rich tourism resources, there was a lack of effective connections among the islands, which had hindered the potential for synergy.
- (e) Members understood that cultural, sports and tourism matters fell outside the remit of the TD. However, they hoped that, through this discussion, they could convey their views on the development of the tourism industry in the outlying islands area to the Department.
- (f) Members emphasised that there was no land-based transport connection between Cheung Chau, Peng Chau and Lamma Island, making waterborne transport the sole means of connection. They therefore suggested the inclusion of Peng Chau in the service scope of the proposed route to simultaneously promote the economic development of all three islands.
- (g) Members suggested that the TD should conduct a detailed study on the passenger volume and trip schedule of the proposed ferry route to avoid ferry companies arranging ferries to operate during low-demand periods

due to the need to adhere to fixed schedules, resulting in wastage of fuel and human resources.

- (h) Currently, the transport between Yung Shue Wan and Sok Kwu Wan on Lamma Island was extremely inconvenient. Residents on the island, apart from taking a ferry to Central and transferring to another ferry, could either choose to walk for an hour or bear the high fuel costs of taking a speedboat between the two locations.
- (i) There had been frequent complaints from visitors regarding the lack of transport connections between Yung Shue Wan and Sok Kwu Wan on Lamma Island, which had made it difficult for people with limited mobility to explore the entire island in one day. Additionally, Members had noted that the current transport arrangements on the island were also highly inconvenient for the District Council members representing Lamma Island, making it challenging for them to manage affairs in the constituency effectively.

80. Mr Eric LUK said that the vast majority of kaito ferry and water taxi routes (i.e., licensed ferry services) had been operated using Category I vessels. The TD welcomed interested operators to submit applications for the aforementioned route and, depending on the berthing facilities of the piers, would allow operators to use larger and more comfortable vessels for the service.

81. Members expressed their views as follows:

- (a) As far as Members understood, water taxis were primarily tourism and sightseeing-oriented, mainly serving tourists, whereas the kaito ferry service mentioned by the TD in the reply was primarily aimed at local residents. Members had expressed concern that the service targets and operation models of the two were different. They were worried that operating the captioned route as a kaito ferry service would not provide enough financial incentives to attract applications from operators for the provision of the service.
- (b) The concept of water taxi service was proposed by the Hong Kong Tourism Board and implemented by the TD. In this regard, Members enquired about the procedures for tendering the operation of the water taxi service, and requested the TD to actively formulate a concrete plan for the captioned proposal, in order to attract operators to participate in the tender process.

82. Mr Eric LUK said that, in addition to maintaining fixed routes, kaito ferry operators could also offer services for tourism purposes, with most of these services not having fixed schedules. TD's regulation of kaito ferries was relatively flexible, allowing operators to make adjustments to the trips and service charges based on market demand. The Department published tender notices in the Government Gazette every

six months, inviting interested operators to submit applications.

83. Members expressed their views as follows:

- (a) The Government had first proposed the concept of water taxi service in the “Focus Study on Aberdeen Harbour” released in 2001. At that time, the study recommended using water taxis to connect various attractions in Aberdeen, with the aim of promoting the development of the local tourism industry. In 2019, the Financial Secretary, Mr Paul Chan, had revisited the idea and relocated the proposed routes from Aberdeen to Victoria Harbour, to better leverage Hong Kong’s tourism resources. Members opined that the original intention behind the provision of water taxi services was to promote the development of regional tourism, and therefore disagreed with the TD’s reply that the scope of service should be limited to the Victoria Harbour. They emphasised that the captioned proposal aligned with the original concept when water taxis had been first introduced by the Government, which had aimed to connect various tourist spots through water taxi service to promote tourism and economic development in the districts.
- (b) Members asked the TD whether interested ferry operators could submit a proposal directly to the Department, with the option to provide services only on weekends for residents and tourists, without the requirement to maintain a fixed schedule every day.
- (c) Members requested the TD to conduct a study on the transport connections among various islands in the outlying island area and convey their views to the relevant departments responsible for policy-making to promote the implementation of the captioned proposal.

84. Mr Eric LUK gave a consolidated response as follows:

- (a) Kaito ferry service had a different operation model. Operators could provide ferry services daily according to a fixed timetable, or they could operate only on weekends and public holidays, or offer services based on demand.
- (b) Currently, water taxi operators were only allowed to operate fixed routes within the Victoria Harbour. As for kaito ferry services, the TD welcomed applications from any interested operators. The Department would assess the applications in accordance with the established procedures, considering various factors during the approval process, such as the availability of suitable berthing points, passenger demand, the nature of the service, and whether alternative public transport services were available.

85. The Chairman suggested that Members could contact representatives of the

TD directly after the meeting to further discuss the details of the related matters.

X. Question on the improvement of the road network planning for Lantau Island  
(T&TC Paper No. 11/2025)

86. The Chairman asked the attendees to refer to T&TC Paper No. 11/2025.

87. The Chairman welcomed Mr WONG Yui-him, Tim, Engineer/Islands 1 of the TD and Mr LIU Chi-yuen, Stanley, Senior Engineer/16(S) of the CEDD to the meeting to respond to the question.

88. Mr YU Hon-kwan briefly presented the question.

89. Mr Tim WONG gave his response as follows:

- (a) The southern part of Lantau Island was largely a region with natural conservation elements, and the road network had been designed with a rural layout. Considering the conservation of the tranquil environment in southern Lantau and the road capacity on Lantau Island, the roads in the southern part (including Tung Chung Road, South Lantau Road and Keung Shan Road) had been designated as closed roads. Only motorists holding a valid “Lantau Closed Road Permit” were allowed to drive vehicles into these areas.
- (b) The TD had been closely monitoring the usage of roads on Lantau Island. Currently, the main roads in the southern part of Lantau Island still had considerable remaining capacity, and the TD had considered that they were sufficient to meet the current traffic demand.
- (c) Generally, all development projects required a traffic impact assessment to examine their potential effects on local traffic and corresponding traffic improvement measures. The TD would provide traffic-related advice to project proponents. If necessary, the TD would require the project proponents to implement road improvement works to ensure that the development would not have a negative impact on the local road network.
- (d) In addition, to improve the driving conditions of roads on South Lantau, the TD, in collaboration with the HyD, had completed several road improvement projects along South Lantau Road and Keung Shan Road since 2007, and had been continuously studying other improvement proposals.

90. Mr Stanley LIU gave his response as follows:

- (a) To strengthen the resilience of the South Lantau road network in

response to emergency incidents, the CEDD had commissioned the “Feasibility Study on Road Network Enhancement to South Lantau” in March 2023. The study aimed to explore the feasibility of improving north-south traffic connectivity in the eastern and western parts of Lantau Island.

- (b) Since the commencement of the aforementioned research, the research team had not only reviewed Lantau Island’s existing transport network and planned transport projects, but had also conducted relevant desk studies and field investigations to understand the development constraints. In addition, the team had explored alternative alignment options for the proposed eastern and western Lantau Island schemes and carried out preliminary evaluations of their technical feasibility, as well as the impacts on the environment, traffic, and other areas. Currently, the research team continued to evaluate factors such as environmental ecology, technical feasibility, cost estimates and community impact, and at the same time gather feedback and recommendations from relevant departments regarding the preliminary route alignment. The TD expected that the entire study would be completed by the end of this year. In the coming years, based on the findings of the study, the research team would develop a strategy for the implementation of the project.

91. Members expressed their views as follows:

- (a) The roads in South Lantau were considered closed roads, so it was expected that these routes still had sufficient capacity. However, there was currently only one road connecting Tung Chung urban area and South Lantau. Whenever there was a serious traffic accident on this road, the traffic between South Lantau and the urban area would often be blocked for hours. Therefore, Members believed that the cause of the congestion on this road was not related to its capacity but rather the lack of alternative routes to divert traffic. When the only road connecting South Lantau and the urban area was blocked, it not only severely affected residents’ travel but also obstructed emergency service vehicles. Members pointed out that the design of this road differed from that of other roads in Hong Kong, and felt that the standard replies provided by the relevant departments did not accurately address the public’s concerns.
- (b) Members asked the CEDD whether the traffic optimisation plans for the eastern and western parts of Lantau Island were part of the “Two Tunnels and One Viaduct” project.
- (c) In addition to the traffic accidents mentioned in the question, which had occurred on 13 March 2025 on Keung Shan Road and Tung Chung Road, near Lung Tseung Tau Village, there were also two fatal accidents

on Keung Shan Road and Tung Chung Road on 15 September 2024 and 23 January 2025, respectively. Members also noted that a concrete mixer and large transport vehicles had overturned on these road sections. Therefore, they suggested that the TD should designate these road sections as accident black spots.

- (d) Members raised concerns about the TD's assertion that the roads on Lantau Island met design standards. They questioned whether the safety of these roads had been adequately considered during the design process. Members suggested that the TD should conduct a thorough study to explore potential improvements to road safety on Keung Shan Road and Tung Chung Road.
- (e) Members requested the relevant departments to expedite the commissioning of the surveillance system for Lantau closed roads, in order to strengthen the regulation of vehicle access to these roads. They hoped the measure would help reduce the risk of traffic accidents.
- (f) Members expressed concern about the contingency measures adopted by the relevant departments in response to accidents occurring on the aforementioned roads. They had suggested enhancing the roads' resilience to emergencies through the implementation of administrative measures and improvements to the transport infrastructure and facilities in the area. In addition, Members were of the view that, when taking forward infrastructure projects, the departments concerned should first review the overall road network in the area and ensure that the necessary roadworks were completed in advance of project commencement.
- (g) According to the information provided by the Police under Agenda Item XI, a total of 21 traffic accidents had occurred on Tung Chung Road between October 2024 and March 2025. Members noted that traffic in the area would become severely disrupted whenever an accident occurred. In this regard, Members urged the relevant departments to expedite the construction of a new road to address the issue.

92. Mr Tim WONG said that that the TD had taken note of Members' views and would examine the causes of each traffic accident, including whether they were related to the road design. He added that the TD would, where appropriate and based on actual circumstances, propose practical and feasible improvement measures.

93. Mr Stanley LIU gave his response as follows:

- (a) The feasibility study concerned included the exploration of options such as constructing a new road or vehicular tunnel in the eastern part of Lantau to connect Mui Wo with Discovery Bay, or the construction of a new vehicular tunnel directly linking Mui Wo and Siu Ho Wan.



- (b) In addition, the Department also explored the construction of a new vehicular tunnel in the western part of Lantau to connect Shek Pik and Tai O, and/or considered the construction of a viaduct to improve the steeper and more winding road sections of Keung Shan Road. These measures aimed at enhancing the road connectivity between southern Lantau and Tai O.

94. The Chairman acknowledged that the road planning issues mentioned above would be difficult to resolve in the short term. However, as traffic accidents involved casualties, the matter had been of grave concern to Lantau residents. In this regard, she urged the relevant departments to place greater importance on the overall planning of Lantau's road network, and hoped that interim and medium-term improvement measures could be jointly explored prior to the completion of the relevant study by the CEDD to ensure the safety of road users.

XI. Question on the improvement of traffic congestion in Tung Chung West and South Lantau  
(T&TC Paper No. 12/2025)

95. The Chairman asked the attendees to refer to T&TC Paper No. 12/2025.

96. The Chairman welcomed Mr YEUNG Yan-ning, Owen, District Operations Officer, Lantau District of the Hong Kong Police Force to the meeting to respond to the question. Written replies of the CEDD, the Police and the Hospital Authority (HA) had been distributed to Members for perusal before the meeting.

97. Mr LAU Chin-pang briefly presented the question.

98. Mr Owen YEUNG briefly presented the written reply of the Police.

99. The Chairman said that although the TD had not been invited to respond to this question, as the matter concerned the proposal to open Tsui Kwan Path, she requested Mr Lee Lap-man, Engineer/Islands 2 of the TD, to participate in the discussion.

100. Mr LEE Lap-man gave his response as follows:

- (a) The TD noted the suggestion raised by Members to temporarily open Tsui Kwan Path in emergency situations to ease traffic congestion. The TD understood that the section of Yu Tung Road between Shun Tung Road and Chung Yan Road was the only route connecting Tung Chung West to the urban areas. As such, the TD communicated with the Police and maintained an open attitude towards the aforementioned proposal.
- (b) As Tsui Kwan Path was currently the only road for ambulances accessing North Lantau Hospital, and with the Hospital Authority

Support Services Centre adjacent to the hospital about to be fully operational, the TD was concerned that opening Tsui Kwan Path might affect the access of emergency vehicles to the hospital. Accordingly, the TD, the HA and the Police had agreed to carefully examine the impact of the proposal. If the opening of Tsui Kwan Path were to be implemented, the TD would further discuss with the HA and the Police the criteria and conditions for opening the road.

101. Mr Owen YEUNG gave his response as follows:

- (a) The Police had likewise maintained an open attitude towards the aforementioned proposal to open Tsui Kwan Path.
- (b) As Tsui Kwan Path was the only road for vehicles accessing the North Lantau Hospital, the relevant departments needed to carefully examine the detailed plans and mechanisms for opening the road, with a view to easing traffic in emergencies without obstructing the hospital's provision of emergency rescue services.

102. The Chairman expressed concern over traffic and livelihood issues in Tung Chung. She said that whenever a traffic accident occurred on Tung Chung Road or nearby roads, the traffic throughout the entire Tung Chung area would come to a standstill. Therefore, she considered it necessary to open Tsui Kwan Path in emergency situations.

103. Members expressed their views as follows:

- (a) In the past, whenever a traffic accident occurred on Yu Tung Road, residents of Tung Chung West often had to walk to Tung Chung Town Centre, causing them inconvenience. Therefore, Members were pleased to note that the relevant departments maintained an open attitude towards the suggestion to open Tsui Kwan Path and requested these departments to discuss and formulate detailed plans and mechanisms for opening Tsui Kwan Path as soon as possible.
- (b) It was not recommended to fully open Tsui Kwan Pa, and it was considered that Tsui Kwan Path should only be opened under exceptional circumstances, such as severe traffic congestion. Additionally, Members suggested that under such circumstances, only one lane of Tsui Kwan Path should be opened for one-way traffic from Tung Chung West to Tung Chung Town Centre, while the other lane should continue to be reserved for emergency rescue services. This arrangement would ensure that outbound traffic from Tung Chung West would not be obstructed, while North Lantau Hospital and the Hospital Authority Support Services Centre could continue to operate normally.
- (c) In view of the upcoming large-scale infrastructure projects in Tung

Chung West, it was anticipated that traffic in the area would become highly congested. Therefore, Members requested the CEDD to conduct a long-term study on the geographical environment of Tung Chung West and explore the feasibility of constructing new roads to connect Tung Chung West with other areas.

- (d) Members hoped that while the relevant departments studied the feasibility of opening Tsui Kwan Path, they would also examine short, medium and long-term solutions to the traffic problems within the district.

104. The Chairman said that the TTC had discussed the proposal of opening Tsui Kwan Path on multiple occasions. As the relevant departments and organisations maintained an open attitude towards the proposal, and detailed studies and discussions on the arrangements for opening Tsui Kwan Path were required at this stage, she proposed that this matter be included as a follow-up item for the next meeting. She also requested the relevant departments to submit written responses and send representatives to attend the next meeting to report to Members the latest progress.

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

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

106. Members noted the relevant paper.

## XIII. Any Other Business

107. No further issues were raised by Members.

## XIV. Date of Next Meeting

108. There being no other business, the meeting was adjourned at 5:30 p.m. The next meeting would be held at 2:30 p.m. on 10 June 2025 (Tuesday).

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