

(Translation)

Islands District Council
Minutes of Meeting of Traffic and Transport Committee

Date : 17 February 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

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| Dr YIP Kwok-leung, Joseph | Country Parks Officer (Vegetation Management), Agriculture, Fisheries and Conservation Department |
| Ms CHUNG Wai-tung, Cleo | Property Service Manager /S(HKI) 4, Housing Department |
| Ms MA Yee-kwan | Assistant Housing Manager /S(HKI) 4(1) , Housing Department |
| Mr YEUNG Yan-ning, Owen | District Operations Officer, Lantau District, Hong Kong Police Force |
| Mr CHENG Chun-wai | Senior Engineer/RS(14), Highways Department |

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| Ms HA Chung-wan, Joanne | District Leisure Manager (Islands), Leisure and Cultural Services Department |
| Mr HO Chun-hin, Hugo | Assistant Leisure Manager I(Tree)NTW2, Leisure and Cultural Services Department |
| Mr Allan LAU | Chief Construction Manager-TCE, MTR Corporation Limited |
| Mr Mike BEZZANO | Chief Construction Manager-TCW, MTR Corporation Limited |
| Mr Kevin LEUNG | Assistant Senior Corporate Communications Manager – Capital Works, MTR Corporation Limited |
| Mr FUNG Wai-chung | Senior Liaison Manager, MTR Corporation Limited |
| Ms Serene FU | Liaison Engineer, MTR Corporation Limited |
| Ms Grace KWONG | Chief Operation Manager – AEL, TCL & DRL, MTR Corporation Limited |
| Mr Gary WONG | Manager – External Affairs, MTR Corporation Limited |

In Attendance

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| 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

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| 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 10 December 2024

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 said that Members had discussed the question on the planning of transport ancillary facilities for Tung Chung East at the TTC meeting held on 10 December last year. Members had subsequently conducted an on-site inspection and a meeting with the departments concerned on 13 January this year, during which the departments concerned had proposed a series of improvement measures in respect of the transport-related issues in Tung Chung East. The details would be discussed further in a subsequent agenda item.

5. 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 of the section of Tat Tung Road outside the car park of the Citygate, the HyD had coordinated the details of the relevant works with the AAHK. As regards the implementation timeframe for the widening of Tat Tung Road, the Department was currently awaiting the AAHK to provide the implementation timetable for the “Airport Tung Chung Link” project. In this regard, the Chairman invited the two guests to provide an update on the latest progress.

6. Mr LEE Lap-man said that TD was currently focusing mainly on dealing with the widening of the section of Tat Tung Road outside the car park of the Citygate. As the AAHK’s “Airport Tung Chung Link” project was currently under development and the location of the construction site of the project overlapped with that of the widening of Tat Tung Road, the Department had held another meeting with the engineering team of the “Airport Tung Chung Link” project after the last meeting to exchange project details. Supplementary information would be provided by the representatives of the HyD in due course. In the long run, in order to further explore solutions to the traffic congestion problem along Tat Tung Road, the Department had to take into account the development projects implemented in the vicinity.

7. Ms Jane LO said that according to the latest information provided by the AAHK, the “Airport Tung Chung Link” project was scheduled to commence in the third

quarter of 2025 and was expected to be completed as early as the fourth quarter of 2028. The HyD would further discuss the project details with the AAHK's engineering team and its contractor after the AAHK awarded the works contract, so as to expedite the completion of the widening works of Tat Tung Road.

8. The Chairman thanked the departments concerned for their active cooperation in implementing and advancing various measures, and requested the departments concerned to report the latest progress to Members and the Secretariat in a timely manner after the meeting.

### 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 the TTC for follow up. The relevant paper (IDC Paper No. 25/2024) was tabled for Members' reference. At the TTC meeting held on 10 December, Members had requested the Civil Engineering and Development Department (CEDD) to report to Members after the meeting on the progress of its consultation with the Department of Justice for legal advice on the handling of illegally parked bicycles in the vicinity of the Mui Wo Ferry Pier.

10. The Chairman welcomed Mr CHAN Kai-chung, Senior Land Executive/Acquisition 1 (District Lands Office, Islands) of the Lands Department (LandsD) and Mr WONG Yui-him, Tim, Engineer/Islands 1 of the TD to the meeting for the discussion. The written reply of the CEDD had been distributed to Members for perusal before the meeting.

11. Mr MOK Mong-chan said that the Islands District Office had continued to follow up on the matter with the CEDD. Prior to the current meeting, the CEDD had indicated that, as the Department required time to study and discuss the details of the legal advice with the Department of Justice, it was not yet ready to report the relevant progress to the TTC. The Secretariat had issued several reminders to the CEDD and would continue to remind the CEDD to report to the TTC as soon as there was any progress.

12. Members expressed their views as follows:

- (a) Members understood that the CEDD might face certain limitations in clearing the illegally parked bicycles under the current legal framework, and expressed their appreciation to the CEDD and the Islands District Office for actively following up on the matter.
- (b) Members noted that the CEDD and the contractor had deployed two to three workers to tidy up the illegally parked bicycles outside the Mui Wo Ferry Pier every morning over the past six months to ensure that the entrance, the exit and the passageways were unobstructed and safe. In

this regard, Members thanked the CEDD and the contractor for their efforts.

13. The Chairman asked the Secretariat to maintain contact with the CEDD after the meeting to follow up on the progress of the Department's consultation with the Department of Justice for legal advice.

#### IV. Reporting Items

a) Question on the "Peng Chau - Mui Wo - Chi Ma Wan - Cheung Chau" licensed ferry service and the relaxation of restrictions on the roads in Chi Ma Wa

14. The Chairman advised that after Members had raised the captioned question at the last meeting, Members of the TTC, together with representatives from the TD and Sun Ferry Services Company Limited (Sun Ferry), had conducted an on-site inspection at the Chi Ma Wan Pier on 20 January this year discussed the possible solutions. The TD was currently following up on the findings of the on-site inspection and planned to hold a meeting with Members after the meeting. She welcomed Mr LUK Cheuk-man, Eric, Senior Transport Officer/Islands 2 of the TD to the meeting to respond to the question.

15. Mr Eric LUK gave his response as follows:

- (a) The TD understood Members' concerns regarding the matter. In accordance with the suggestion of the Chairman, the Department had carried out an on-site inspection at the Chi Ma Wan Pier on 20 January this year together with Members and representatives from Sun Ferry. During the inspection, the representatives from Sun Ferry had explained to Members that, due to the geographical constraints of Chi Ma Wan Pier, it had been more difficult for ferries to berth safely at the pier during typhoons or adverse weather conditions. On the other hand, Sun Ferry would, as far as safety and feasibility allowed, endeavour to maintain normal inter-islands ferry service. If Sun Ferry considered it necessary to make temporary adjustments to the inter-islands ferry service after assessing wind speed and sea conditions, it would release relevant information to the public as early as possible to allow sufficient time for preparation. In addition, Sun Ferry had earlier reviewed its ferry deployment arrangements for the inter-islands ferry service to better cope with the varying tidal conditions.
- (b) To improve the berthing conditions for ferries at Chi Ma Wan Pier, the TD had followed up with the CEDD on the improvement proposals for Chi Ma Wan Pier put forward by Sun Ferry after the on-site inspection. The proposals included inspecting and repairing the pier's berthing facilities; increasing the number of mooring bollards and optimising the railings at the pier. Earlier, the CEDD had inspected the berthing

facilities at the pier, and would progressively carry out repair and improvement works. In addition, the CEDD would explore the feasibility of optimising the railings at the pier with the Electrical and Mechanical Services Department within the current month.

16. Members expressed their views as follows:

- (a) Gratitude was extended to the TD for actively following up on the matter in question.
- (b) Regarding the arrangement of land-based feeder transport during ferry service suspension, Members stated that a consensus had been reached with New Lantau Bus Company (1973) Limited (NLB), and an on-site inspection at Chi Ma Wan would be carried out in the coming week. Upon completion of the site inspection report, Members would meet with the TD and the NLB to jointly explore the feasibility of the proposed feeder transport arrangements. Members added that they would maintain close communication with the NLB and continue to follow up on the captioned matter.

17. The Chairman requested the TD and relevant departments to hold a meeting with Members after the current meeting to continue following up on the captioned matter.

b) Question on the planning of transport facilities in Tung Chung East

18. The Chairman said that after Members had raised the captioned question at the last meeting, Members of the TTC, together with representatives from the CEDD, the TD, the Housing Department (HD), the HyD, the Hong Kong Police Force (HKPF), the Environmental Protection Department and three bus companies (NLB, Long Win Bus Company Limited, and Citybus Limited), had conducted an on-site inspection in Tung Chung East on 13 January this year and had held a meeting with the departments concerned. Various follow-up proposals had been put forward by the departments to improve the traffic congestion problem in Tung Chung East. She welcomed Mr LEE Lap-man, Engineer/Islands 2 of the TD, Ms Cleo CHUNG, Property Service Manager /S(HKI) 4 and Ms MA Yee-kwan, Assistant Housing Manager /S(HKI) 4(1) of the HD, Mr Owen YEUNG, District Operations Officer, Lantau District of the HKPF and Mr CHAN Kai-chung, Senior Land Executive /Acquisition 1 (District Lands Office, Islands) of the LandsD to the meeting to respond to the question. The written replies of the CEDD and the District Lands Office, Islands (DLO/Is) had been distributed to Members for perusal before the meeting.

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

- (a) The current traffic congestion on Ying Tung Road during peak hours was primarily caused by vehicles waiting to enter the Ying Tung Estate car park and stopping at the “No Stopping” restriction zone (i.e., with

double yellow line markings), thereby obstructing the traffic behind them. On 23 January this year, the TD, the Police and Members had a discussion with the property management office of Ying Tung Estate on the improvement of the operation of the estate car park to alleviate the traffic congestion on Ying Tung Road. The Department would review the relevant traffic conditions and the corresponding measures with the Police after improvement to the operation of the car park had been implemented.

- (b) Following discussions and coordination among the TD, the Police and the CEDD, the CEDD had set up a temporary loading and unloading zone for goods vehicles at the former roundabout location on Ying Tung Road on 7 February this year, with a view to further alleviating the traffic congestion problem.
- (c) Regarding Members' suggestion to explore the feasibility of converting Road L3, Road L4 and Ying Tung Road into one-way roads, the TD noted that the proposal would have an impact on the overall planning of the development and public transport in the surrounding areas. In this connection, the Department would review the pedestrian flow, road user habits and the progress of other roadworks in the area after the connection of Roads L3 and L4 to Ying Tung Road was completed, before further studying other suitable options.
- (d) The DLO/Is had recently replied that the short-term tenancy for the temporary car park located in the southern part of Area 89 in Tung Chung would be put out to tender at the end of February this year.

20. Ms Cleo CHUNG said that, in respect of the management of the car park concerned, HD had coordinated with the commercial tenants of Ying Tung Estate. Vehicle registration numbers had been collected from the commercial tenants, and information on vehicles that involved in goods loading/unloading activities had been registered, so that registered vehicles would be allowed to enter the car park for unloading even when the car park was full. In addition, the Department would adjust the number of vehicles allowed to enter the estate according to actual circumstances, such as during peak hours.

21. Mr Owen YEUNG said that the Police would adjust the time for Police personnel to monitor the traffic outside Ying Tung Estate car park, changing it from 10:30 a.m. to 12:00 noon to 11:00 a.m. to 1:00 p.m. To ensure that the security personnel of Ying Tung Estate could effectively manage traffic at the car park entrance and exit, the Police would also deploy personnel to the locations at irregular intervals outside the aforementioned time period to assist the car park security personnel in directing traffic.

22. Mr CHAN Kai-chung referred to the temporary car park in the southern part of Area 89 in Tung Chung mentioned earlier by the TD, and said that the relevant short-

term lease would be put out to tender by the end of February 2025, with the tender closing in mid-March. The LandsD expected that the tender would be awarded in April.

23. Members expressed their views as follows:

- (a) Appreciation was extended to the departments concerned for their active follow-up and coordination efforts on the matter concerned, and noted that visible progress had been made within a short period of time, for example, the congestion involving buses in the area had already shown signs of improvement.
- (b) The measures currently being implemented by the departments concerned were mainly short-term measures. In view of the imminent intake of residents in Area 99 of Tung Chung, Members hoped that the departments concerned would actively consider improvement measures in the medium and long term, such as making better use of the former roundabout and studying the feasibility of converting Road L3, Road L4 and Ying Tung Road into one-way roads.

24. The Chairman summarised the discussion as follows:

- (a) Gratitude was expressed to the departments concerned for coming up with a series of solutions swiftly following the on-site inspection, and for their active follow-up and coordination efforts, which had helped to alleviate traffic congestion in the short term.
- (b) TD was urged to conduct further studies on the effective use of the vacant land for the former roundabout near Ying Chui House, and to coordinate with Members on the matter.

c) Question on the uneven road surfaces in Tung Chung Town Centre

25. The Chairman said that, after a Member had raised the captioned question at the last meeting, the Vice-Chairman of the TTC, together with personnel from the HyD, had conducted on-site inspections of various blackspots on roads in Tung Chung and had followed up on the progress of the relevant road repair works. She welcomed Ms LO Sze-yan, Jane, Engineer/Islands (2) of the HyD to the meeting to respond to the question. The Vice-Chairman had compiled information on the blackspots on various roads, and the relevant paper (the briefing paper) had been distributed to Members for perusal before the meeting.

26. Ms Jane LO gave her response as follows:

- (a) Regarding the third inspection location mentioned in the briefing paper, namely the pedestrian crossing near Mun Yat House on Chung Yan Road in Tung Chung, the HyD had completed the road surface repair works on 27 January this year and would continue to monitor the road



surface condition of the carriageway at the aforementioned location.

- (b) As regards the fifth inspection location mentioned in the briefing paper, namely the pedestrian crossing at the junction where traffic on Tat Tung Road turned left onto Shun Tung Road in Tung Chung, the HyD was currently carrying out preparatory work for the road resurfacing works, which was expected to commence in March this year.

27. The Chairman asked the Vice-Chairman and the HyD to continue following up on the aforementioned matter.

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

28. The Chairman said that, after a Member had raised the captioned question at the last meeting, the representative from the TD had sought Members' views at the meeting regarding the limited relaxation of the current restrictions on the use of the captioned vehicular access road by village vehicles, and had subsequently conducted a comprehensive study and consultation on the matter after the meeting. The Chairman welcomed Mr WONG Yui-him, Tim, Engineer/Islands 1 of the TD to the meeting to respond to the question.

29. Mr Tim WONG said that the TD was currently working on a preliminary proposal primarily from a traffic management perspective, aiming to moderately relax the current restrictions on the use of access road concerned by village vehicles under safe conditions. The Department was in the process of formulating a proposal for the relaxation of the relevant restrictions and would further consult the relevant departments and local stakeholders where practicable.

30. Members thanked the TD for actively following up on the captioned matter and hoped that the vehicular access between Sok Kwu Wan and Yung Shue Wan on Lamma Island would be opened to village vehicles as soon as possible for the convenience of local residents.

31. The Chairman thanked the TD for its active follow-up efforts and requested the Department to report the latest progress to Members at the next meeting.

V. MTR Tung Chung Line Extension Project Progress and the Second Turnout Installation with Service Adjustment on the Tung Chung Line  
(T&TC Paper No. 1/2025)

32. The Chairman asked the attendees to refer to T&TC Paper No. 1/2025.

33. Ms Serene FU and Mr Kevin LEUNG briefly presented the paper with the aid of PowerPoint slides.

34. Members expressed their views as follows:

- (a) Reminders were given to the MTR Corporation (MTRC) that when conducting district consultations on major infrastructure projects in Tung Chung, the views of residents in Tung Chung East should be taken into account. Therefore, the scope of consultation should cover the three villages in the area, namely Pak Mong Village, Ngau Kwu Long Village and Tai Ho Village, which were in rural areas not belonged to the Tung Chung Rural Committee.
- (b) Feedback was received from residents of the aforementioned villages expressing dissatisfaction with the placement of tower cranes and safety barriers set up by the MTRC during the construction period. In this regard, Members hoped that the MTRC would strengthen communication with residents of Tung Chung East in the future, including consulting villagers on the construction arrangements, such as the positioning and orientation of tower cranes, organising more community activities to engage with villagers, and paying closer attention to noise and air pollution issues at the construction sites during the works implementation period.
- (c) The MTRC would carry out the second turnout installation during the Easter public holidays this year. In this regard, Members enquired whether the MTRC had assessed the passenger flow during the installation period.
- (d) The MTRC's works had caused a certain impact on nearby residents, noting that some residents had complained about noise disturbances caused by late-night construction activities. Noting that the MTRC had previously mentioned that the night-time works involved the installation of noise barriers, Members enquired about the progress of the noise barrier installation works.
- (e) The MTRC was urged to strengthen its communication efforts in the district to enable residents to have a better understanding of the works concerned. At the same time, the MTRC should closely monitor the impact of the works on local residents, including issues such as light pollution, noise, and air pollution.
- (f) The future Tung Chung East Station would be situated at a certain distance from nearby residential areas. Therefore, they urged the MTRC and relevant departments to provide the public with detailed information on the planning of station entrances and exits, as well as the connection arrangements between the station and the surrounding residential developments at a later stage of the project.
- (g) They had received occasional feedback from residents of Yat Tung

Estate regarding the noise issues at the Tung Chung West Station construction site. In this regard, Members enquired whether the MTRC had anticipated to complete the topping-out works for the Tung Chung West Station in the second quarter of this year, and the effectiveness of the noise reduction measures implemented so far.

- (h) Noting that the site of the Tung Chung West Station was situated at a lower elevation than Yat Tung Estate, Members expressed concerns that the completed station might cause inconvenience to residents, especially wheelchair users. In this connection, Members enquired whether the MTRC would provide barrier-free access at the entrances and exits of the station to facilitate the access of wheelchair users. Members also urged the MTRC to provide the public with more specific information regarding the planning of the entrances and exits of the station.

35. Mr Kevin LEUNG gave a consolidated response as follows:

- (a) The MTRC noted the concerns raised earlier by local villagers regarding the placement of tower cranes and arrangements for the construction works. It had maintained close communication with residents over such matters and pledged to continue strengthening the communication with nearby residents and give due consideration to the traditional culture of the surrounding villages.
- (b) The MTRC would provide Members with further information on the planning of the entrances and exits of the new station at a later date, and would make arrangement to introduce the features and characteristics of the station to local residents.

36. Mr Allan LAU advised that, currently, approximately 80% of the noise barrier installation works for Tung Chung East Station had been completed. The remaining works mainly involved connecting the two sides of the stations to the existing noise barriers, which were expected to be completed in the second quarter of this year.

37. Mr Mike BEZZANO said that the MTRC was currently carrying out the topping-out works for Tung Chung West Station. Since the construction of the station adopted a “top-down” approach, the MTRC would commence excavation works only after the completion of the station’s top-floor slab. It was anticipated that the top-floor slab and the exterior wall structure of the station would form an outer barrier, effectively reducing the noise generated by the excavation works.

38. Ms Grace KWONG said the MTRC expected that the passenger volume on 19 April this year (i.e. the night of service adjustment for Tung Chung Line) to be similar to that during the first turnout installation, at the level of around 2 000 to 3 000 passengers. With reference to the arrangements made during the first turnout installation, the MTRC would arrange shuttle buses to transport passengers between Tung Chung and the Sunny Bay Station.

39. The Chairman summarised the discussion and put forward the following suggestions:

- (a) Most of the villages in the district had a long history and a strong presence of traditional rural culture. Therefore, she reminded the MTRC to fully respect and understand the importance villagers placed on feng shui in traditional rural culture. She urged the MTRC to pay particular attention to the placement and orientation of construction equipment during the construction period, taking into consideration the feelings of the villagers.
- (b) The construction works implemented by the MTRC in Tung Chung in recent years had had a certain impact on the local residents. As such, she urged the MTRC to maintain close and ongoing communication with residents beyond the District Liaison Group meetings, and to listen extensively to residents' opinions.

VI. Question on the enhancement of the Tung Chung Line train service  
(T&TC Paper No. 2/2025)

40. The Chairman asked the attendees to refer to T&TC Paper No. 2/2025.

41. The Chairman welcomed Ms YEUNG Yuk-shan, Senior Transport Officer/Islands 1 of the TD, and Ms Grace KWONG, Chief Operation Manager – AEL, TCL & DRL and Mr Gary WONG, Manager – External Affairs of the MTRC to the meeting to respond to the question. The written reply of the MTRC had been distributed to Members for perusal before the meeting.

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

43. Ms YEUNG Yuk-shan gave her response as follows:

- (a) The TD and the MTRC had been closely monitoring passenger volumes and travel patterns on the Tung Chung Line in order to make timely service adjustments to meet passenger demand. In addition, the MTRC had implemented a series of crowd management measures at various stations during peak hours to help divert passengers to train carriages with more space, thereby achieving a more even distribution of passengers across train carriages.
- (b) In view of the higher passenger volume on the Tung Chung Line between Hong Kong Station and Tsing Yi Station during peak hours on weekdays, the MTRC had arranged short-haul train services operating between Hong Kong Station and Tsing Yi Station to meet passengers' travel needs. Currently, during morning peak hours on weekdays, the

Tung Chung Line operated at an average interval of 3 to 4 minutes between Hong Kong Station and Tsing Yi Station, and 6 to 8 minutes between Hong Kong Station and Tung Chung Station. During weekday afternoon peak hours, train intervals averaged 3 to 5 minutes between Hong Kong Station and Tsing Yi Station, and 4 to 9 minutes between Hong Kong Station and Tung Chung Station.

- (c) According to a field survey conducted by the TD during weekday peak hours at Tung Chung Station and Hong Kong Station, based on the capacity assumption of four standing passengers per square metre, the average train occupancy rate at the time of departure from Tung Chung Station during the morning peak period (8:00 a.m. to 9:00 a.m.) was approximately 40%. During the afternoon peak period (6:00 p.m. to 7:00 p.m.), trains departing from Hong Kong Station had an average occupancy rate of around 70% at the time of departure, while trains heading towards Tung Chung Station had an average occupancy rate of around 30% at the time of arrival at the terminal station.
- (d) Based on observations by the TD and the MTRC, the current service operation on the Tung Chung Line had been running smoothly and was sufficient to meet passenger demand. Both the TD and the MTRC had taken note of Members' views and would continue to closely monitor passenger volumes on the Tung Chung Line, conduct timely reviews, and adjust services as necessary.
- (e) Tung Chung currently benefited from a convenient and diverse public transport network. In addition to using the railway to travel to various districts across Hong Kong Island, Kowloon, and the New Territories, residents of Tung Chung could also choose from a range of franchised bus, ferry, green minibus, and taxi services to reach different destinations. In response to the population growth and ongoing development in Tung Chung, the TD would continue to closely monitor the operation and service levels of public transport services in Tung Chung area, as well as the changes in passenger demand for public transport services. The Department would request public transport operators to enhance or optimise their services as appropriate, such as by increasing service frequency, to further improve public transport services in Tung Chung, enhance overall efficiency and meet passenger needs.

44. Mr Gary WONG gave his response as follows:

- (a) According to the latest data, and based on the capacity assumption of four standing passengers per square metre, the train occupancy rate during the busiest period in the morning on the busiest section of the Tung Chung Line (i.e. between Olympic Station and Kowloon Station) was approximately 70%. The average monthly passenger volume on the

Tung Chung Line was around 6.5 million passenger trips.

- (b) The MTRC had been closely monitoring the increasing transport demand arising from the population growth in Tung Chung. It would continue to monitor passenger volumes on the Tung Chung Line and implement appropriate train service arrangements in a timely manner, such as scheduling short-haul train services during peak hours to help manage passenger flow.
- (c) To tie in with the Tung Chung Line Extension Project and accommodate the increased passenger volume resulting from the population growth in Tung Chung area, the MTRC would procure new trains for the Tung Chung Line. The MTRC planned to gradually deploy the new trains into service in an orderly manner, taking into account passenger demand and actual circumstances.

45. Members expressed their views as follows:

- (a) With population growth and the official commissioning of the Three-Runway System at the Hong Kong International Airport, public demand for Tung Chung Line train services would increase. Therefore, Members were of the opinion that the passenger data provided by the MTRC in its written reply regarding passenger volume for 2023 did not accurately reflect the latest actual situation.
- (b) The population of Tung Chung was expected to increase from the current figure of over 100 000 to nearly 300 000 by 2029, and thus it was estimated that the transport demand would double by then. In this regard, Members hoped that the MTRC would provide detailed information on the service enhancement plan, such as whether it would increase train services by a certain percentage annually, to allow the public to better understand the future transport situation in Tung Chung.
- (c) The occupancy rate of 70% mentioned in the MTRC's written reply represented, from the public's perspective, a very crowded situation. Therefore, they hoped the MTRC would strengthen its train services accordingly.
- (d) Members noted that between 2025 and 2029, tens of thousands of people would move into the Tung Chung area each year. Coupled with the upcoming completion of 11 SKIES and the "Airport City" development, there would be a corresponding increase in demand for Tung Chung Line train services from both residents and tourists. In light of this, Members hoped that the MTRC would make good use of the existing advanced technology to forecast passenger growth over the coming years, so as to formulate detailed plans at an early stage.

46. Ms YEUNG Yuk-shan said that she would relay Members' views to the Railway Division of the TD and would actively coordinate with the MTRC, with a view to providing Members and the public with a concrete timetable for the enhancement of train services on the Tung Chung Line as soon as possible.

47. Mr Gary WONG gave his response as follows:

- (a) Data on passenger volume for 2024 was still being compiled. However, preliminary figures indicated that the numbers were similar to those of 2023.
- (b) Apart from the implementation of special train service arrangements during peak hours, the MTRC would closely monitor the passenger flow at Tung Chung Station. Based on the passenger flow within the station, the MTRC would put in place appropriate crowd control measures, such as adjusting the entry and exit arrangements for ticket gates and the up/down directions of escalators in the station, with the aim of providing passengers with a more comfortable and smooth travel experience.
- (c) During the construction period of the Tung Chung Line Extension project, the MTRC would closely monitor passenger transport demand and examine the feasibility of enhancing train services on the Tung Chung Line upon completion of the project.

48. The Chairman asked the MTRC and the TD to maintain close communication with Members after the meeting.

VII. Question on the management of trees along the roads on Lantau Island  
(T&TC Paper No. 3/2025)

49. The Chairman asked the attendees to refer to T&TC Paper No. 3/2025.

50. The Chairman welcomed Ms LO Sze-yan, Jane, Engineer/Islands (2) of the HyD, Ms Joanne HA, District Leisure Manager (Islands) and Mr Hugo HO, Assistant Leisure Manager I(Tree)NTW2 of the LCSD, and Dr Joseph YIP, Country Parks Officer (Vegetation Management) of the Agriculture, Fisheries and Conservation Department (AFCD) to the meeting to respond to the question. The written replies of the LandsD, the LCSD and the AFCD had been distributed to Members for perusal before the meeting.

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

52. Ms Jane LO gave her response as follows:

- (a) The HyD was responsible for managing trees and vegetation on slopes under its purview. The Department conducted tree risk assessments

annually before the rainy season (i.e. from October to May of the following year), including tree group inspections and individual tree risk assessments. If any trees were found to have health or structural issues, the Department would implement appropriate risk mitigation measures before the rainy season, such as pruning or removing dead branches, and, where necessary, removing trees that posed a potential hazard.

- (b) The roads on Lantau Island mentioned in the question, including Tung Chung Road, South Lantau Road, Keung Shan Road, Tai O Road and Sham Wat Road, involved approximately 440 slopes managed by the Department and about 15 000 trees. The Department would closely monitor the progress of tree risk assessments to ensure that both the risk assessments and the corresponding risk mitigation measures would be completed before the rainy season.

53. Members expressed their views as follows:

- (a) As Lantau Island had a large number of trees, whenever a tree collapse incident occurred in Tai O, especially on a road section with no alternative access points, it could paralyse the traffic in the area, seriously affecting people's travel and even endangering their safety. In this regard, Members hoped that the relevant departments would increase the frequency of tree inspections on Lantau Island and designate Lantau Island as a priority inspection area.
- (b) Recently, a tree collapse incident occurred in Tai O, resulting in a member of the public sustaining a head injury that required hospitalisation, while two others suffering minor injuries. Although the incident occurred at night, Members were concerned that if a similar incident were to happen during peak midday hours when tourist numbers were high, the consequences could have been far more serious. Members noted that local residents had previously reported the condition of the tree to the relevant departments. Although follow-up pruning work had been carried out, the unfortunate incident still occurred afterward. In light of this, Members urged the departments concerned to review the procedures for tree removal, expedite follow-up actions in response to concerns raised by local residents, and promptly remove trees that posed a danger to drivers, residents, and pedestrians to ensure public safety.
- (c) Members noted that the HyD would carry out tree maintenance and inspection work before the rainy season. However, they pointed out that trees might be affected by rainwater erosion during the rainy season, which could adversely impact their health or growth. Given that the HyD was responsible for managing a large number of slopes and trees under its purview, conducting maintenance and inspections only before the rainy season might not be sufficient. In this regard, Members hoped



that the Department would also carry out timely inspections of tree conditions during the rainy season.

- (d) Members noted improvements in the tree pruning work carried out by the HyD and acknowledged that the Department had trimmed tree branches extending approximately one metre into the middle of the carriageway at the bend from Nam Shan towards Pui O on South Lantau Road, thereby improving drivers' visibility. In this regard, Members hoped that the Department would apply the same approach to other sections of South Lantau Road.
- (e) There were a large number of Acacia trees around South Lantau Road. According to their understanding, the typical lifespan of an Acacia tree was around 50 years. As such, Members suggested that the HyD should consider removing Acacia trees that had exceeded this age in order to prevent potential tree collapse incidents.
- (f) It was noted that most of the trees under HyD's management along the road section concerned were Acacia trees. Members pointed out that many of the Acacia trees along South Lantau Road were in poor health. Since Acacia trees were not native to Hong Kong, they were not entirely suitable for growth in the local environment. Furthermore, when Acacia seeds fell and germinated on slopes, they could affect the structural integrity and stability of the trees, increasing the risk of tree collapse. In light of this, Members urged the relevant departments to conduct systematic research on tree management. This could include classifying trees based on their risk level and systematically following up on them (including removal and maintenance of trees).
- (g) Members asked the HyD how it determined the extent to which trees needed to be pruned and whether there was a risk of tree collapse. Members pointed out that branches extending over the carriageway could pose a danger to road users, including bus drivers, and expressed concern that bus drivers might have to bear responsibility if their vehicles were scratched or the side mirrors damaged by such branches. In view of this, Members urged the Department to enhance tree pruning work.
- (h) Since the roadside along South Lantau Road was mostly sloped, the Department should consider using steel cables to secure the trees at the top of the slopes to reduce the risk of collapse. Additionally, Members noted that most of the trees on the slopes had grown leaning towards the carriageway, they urged the HyD to address the issue by establishing guidelines on the growth angles of trees and how to manage those growing at an incline.
- (i) Due to the large number of trees on Lantau Island, relying solely on

manual inspection or visual assessment was insufficiently accurate. It was understood that the HyD had explored the use of technology to monitor tree health. In this regard, Members enquired about the details of using remote sensing technology for tree health monitoring, as well as its current application in the management of trees on Lantau Island.

- (j) Tree management issues were challenges faced by both the Lantau Island and other outlying islands. Therefore, Members suggested that a working group should be set up after the meeting to look into tree management matters in the Islands District.

54. Ms Jane LO gave her response as follows:

- (a) As the issue discussed by Members was primarily related to the management of Acacia trees, she would convey the views to the landscape architect responsible for slope tree management in the Department.
- (b) Regarding the tree collapse incident in Tai O mentioned by Members, as the tree involved was not within the scope of tree risk assessment performed by the HyD, the Department was unable to follow up on the condition of that tree.

55. Ms Joanne HA gave her response as follows:

- (a) The LCSD would carry out annual comprehensive inspections of trees in accordance with the guidelines of the Tree Management Office, including inspections of tree roots, trunks, and branches. Routine inspections would also be conducted on a daily basis. If potential hazards or risks of collapse were identified during inspections or routine checks, pruning or removal work would be organised. The Department would also undertake such follow-up work prior to the rainy season and typhoon season.
- (b) If the Department found that a tree posed an immediate danger of collapse to the public, they would remove the tree to ensure public safety.

56. Dr Joseph YIP gave his response as follows:

- (a) The AFCD was responsible for managing trees within country parks and special areas, according to the division of duties and responsibilities set out in Development Bureau Works Technical Circular No. 6/2015. Prior to the typhoon season each year, the AFCD performed risk assessment and management for trees in high-traffic areas within the country parks, including those along roads on Lantau Island adjacent to country parks, in accordance with the 'Guidelines for Tree Risk Assessment and

Management Arrangement' issued by the Greening, Landscape and Tree Management Section under the Development Bureau. Based on the assessment results, appropriate maintenance and risk mitigation measures would be implemented to ensure public safety.

- (b) As Tai O did not fall within the boundaries of a country park, the trees in question were not under the management of the AFCD. Therefore, the Department had no further comments in that regard.

57. Members expressed their views as follows:

- (a) There were many withered or fallen trees on slopes and vacant lots along roadsides in Cheung Chau, and hoped that the relevant departments would pay more attention to this issue and strengthen inspections before and after the typhoon season.
- (b) In order to look more deeply into the tree management issues in the Islands District, Members suggested that the Secretariat should arrange a follow-up meeting at the end of March. Members also suggested inviting Mr Ken K.Y. SO, Chief Executive of the Conservancy Association, to attend the meeting.
- (c) The 'Guidelines for Tree Risk Assessment and Management Arrangement' (10th edition) provided detailed information on tree management arrangements of government departments and could serve as a reference. In 2022, the Development Bureau had responded to a legislator's enquiry, mentioning proactive exploration of tree management, the application of various smart technologies for tree management, regular meetings and exchanges among departments regarding tree management, and collaborative pilot projects, including the widespread use of various technologies by departments at present. In this regard, Members requested the relevant departments to provide a response in respect of the current application of relevant technologies for tree management, such as hyperspectral imaging.

58. The Chairman summarised the discussion and put forward the following suggestions:

- (a) As Members were highly concerned about the aforementioned matter, and tree management involved the safety of the general public and road users across the entire Islands District, the Chairman suggested that a follow-up meeting should be held after the meeting and the issue in question should be included as a follow-up item for the next meeting. The Chairman asked the Secretariat to arrange the follow-up meeting after the meeting.

(Post-meeting note: The Secretariat has arranged for the TTC to hold a

follow-up meeting with the HyD, the LCSD and the AFCD on 19 March 2025.)

- (b) As tree management issues involved the personal safety of members of the public and motorists, she urged the HyD, the LCSD and other relevant departments to pay attention to the safety conditions of trees on both sides of the roads mentioned above at the meeting. Furthermore, she urged the relevant departments to take immediate action when they received reports from local residents about tree problems, or when potentially hazardous trees posing immediate danger to the public were identified during routine inspections, to prevent accidents from happening.

VIII. Question on the surveillance system for the closed roads on Lantau Island  
(T&TC Paper No. 4/2025)

- 59. The Chairman asked the attendees to refer to T&TC Paper No. 4/2025.
- 60. The Chairman welcomed Mr LUK Cheuk-man, Eric, Senior Transport Officer/Islands 2 of the TD and Mr Owen YEUNG, District Operations Officer, Lantau District of the HKPF to the meeting to respond to the question. The written reply of the CEDD had been distributed to Members for perusal before the meeting.
- 61. Mr YIP Pui-kei briefly presented the question.
- 62. Mr Eric LUK and Mr Owen YEUNG did not have further comments in respect of the written reply of the CEDD.
- 63. Members expressed their views as follows:
  - (a) According to the written reply of the CEDD, the field trial of the monitoring system mentioned in the question had been completed last year. The CEDD, the TD, and the HKPF were currently discussing the details for the application of the system. In this regard, Members requested the relevant departments to provide a detailed account of the current status and progress of inter-departmental coordination, the difficulties encountered at the current stage, and when the system would be officially put into operation.
  - (b) The surveillance system had been installed for over a year but had not yet been officially activated. Members hoped that the relevant departments would explain to the public the details currently being discussed among the departments.
- 64. Mr Eric LUK gave a response regarding the coordination between the TD and the CEDD. He explained that the captioned surveillance system enabled the cross-

check of record on TD's record of closed road permits for Lantau Island so that verification could be made as to whether the vehicle concerned had a valid permit.

65. Mr Owen YEUNG gave a response in respect of the coordination between the HKPF, the CEDD and the TD, stating that after the TD had completed the aforementioned procedures, the Police would connect the captioned surveillance system with the system of the Central Traffic Prosecution Unit to detect vehicles that entered the closed roads of Lantau Island without a permit.

66. The Chairman enquired whether the TD and the HKPF would need to wait for the CEDD to decide on activating the captioned surveillance system before it could be officially put into operation.

67. Mr Owen YEUNG confirmed that the aforesaid description made by the Chairman was correct.

68. Members expressed their views as follows:

- (a) Members enquired whether the delay in the official commissioning of the system was due to the time required by the departments to address legal or personal privacy issues related to the use of the system.
- (b) According to Member's understanding, the original intention of installing the surveillance system was to make use of smart technology to monitor the closed roads on Lantau Island in order to reduce the demand on Police manpower. However, as the system had already been installed for some time, with its costs covered by public funds, yet it had not yet achieved its intended purpose. Therefore, Member requested the departments to provide a response regarding the current progress of system commissioning.

69. Mr Eric LUK said that the captioned surveillance system was currently managed by the CEDD. The TD would communicate with the CEDD before the next meeting to provide a detailed response to Member's enquiries.

70. The Chairman summarised the discussion and put forward the following suggestions:

- (a) The Chairman urged the CEDD, the TD and the Police to strengthen their communication after the meeting and submit written replies in respect of the captioned question to Members before the next meeting.
- (b) As the CEDD had not sent any representative to attend the current meeting, it was unable to give an immediate response to Members' enquiries. The Chairman suggested that the item should be included as a follow-up item for the next meeting. Representatives from the CEDD, the TD and the Police should be invited to attend the next meeting to

report to Members the latest progress regarding the captioned surveillance system.

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

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

72. Members noted the relevant paper.

X. Any Other Business

73. No further issues were raised by Members.

XI. Date of Next Meeting

74. There being no other business, the meeting was adjourned at 4:30 p.m. The next meeting would be held at 2:30 p.m. on 14 April 2025 (Monday).

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