(Translation)

Islands District Council
Minutes of Meeting of Traffic and Transport Committee

Date : 9 June 2026 (Tuesday)
Time : 2:30 p.m.
Venue : Islands District Council Conference Room,
14/F, Harbour Building, 38 Pier Road, Central, Hong Kong

Present

Chairman
Ms WONG Chau-ping, MH

Vice-Chairman
Mr YIP Pui-kei

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

Co-opted Member
Mr TSANG Chiu-yuk, Ray

Attendance by Invitation

Mr AU Kak-loi, Peter	Senior Transport Officer/Planning/Ferry 2, Transport Department
Mr LO Wai-pun	Divisional Commander (Marine and Diving) (Acting), Fire Services Department
Mr CHAM Ho-wan, Hugo	Deputy Divisional Commander (Marine and Diving)2 (Acting), Fire Services Department
Mr TANG Wan-kin	Police Community Relations Officer (Marine Port District), Hong Kong Police Force

Ms Lily CHEUNG	Senior Hospital Administrator, North Lantau Hospital, Hospital Authority
Ms April LAM	General Manager, Hong Kong and Kowloon Ferry Limited
Ms Hedy LI	Assistant to General Manager, Hong Kong and Kowloon Ferry Limited
Mr ZHENG Rui-heng	Director of Operation Department, Fortune Ferry Company Limited
Mr Leo LEE	Director, Commerce, Fortune Ferry Company Limited
Ms SO Ka-lee, Carrie	Deputy Manager/Corporate Communications Department and Safety Department, Sun Ferry Services Company Limited
Mr HU Xiao-bo	Manager/Operation Department, Sun Ferry Services Company Limited
Mr XIAO Yong-qing	Port Captain, Safety Department, Sun Ferry Services Company Limited

In Attendance

Mr IP Cheuk-man, Ryerson	Assistant District Officer (Islands)1 (Acting), Islands District Office
Mr WONG Keng-san	Administrative Assistant/Lands (District Lands Office, Islands), Lands Department
Mr WONG Chi-hung, Philix	Engineer/Islands(3), Highways Department
Ms YEUNG Yuk-shan, Doris	Senior Transport Officer/Islands 1, Transport Department
Mr LUK Cheuk-man, Eric	Senior Transport Officer/Islands 2, Transport Department
Mr WONG Yui-him, Tim	Engineer/Islands 1, Transport Department
Mr LEE Lap-man	Engineer/Islands 2, Transport Department

Secretary

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

～～～～～～～～～～～～～～～～～～～～～～～～～～～～～～～～

Welcoming Remarks

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

I. Confirmation of the Minutes of Meetings held on 14 April 2026

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.

3. The Chairman advised that paragraph 113 of the captioned minutes stated that

the Transport Department (TD) would, based on Members' suggestions on extending the time for the trial use by village vehicles on the vehicular access between Sok Kwu Wan and Yung Shue Wan on Lamma Island, formulate a revised proposal and report to Members in a timely manner. She asked the TD to report on the latest progress of the follow-up work.

4. Mr WONG Yui-him, Tim said that the TD was currently gathering information on road usage in response to Members' suggestions. The Department anticipated that a preliminary proposal could be formulated before the next meeting and would report to Members in due course.

(Post-meeting note: The TD replied after the meeting that it was currently collating the road usage data collected. It would formulate a preliminary proposal taking Members' views into account and subsequently consult the relevant departments as soon as possible to assess the feasibility of the proposal. The Department would arrange for district consultations upon confirmation of a feasible proposal.)

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

5. The Chairman advised that at the meeting of the Islands District Council (IsDC) in May 2024, the Chairman of the IsDC had referred the item of "Road Traffic Congestion Problem in Tung Chung Town Centre and Nearby Areas" to the Traffic and Transport Committee for follow-up. Since the meeting in June 2024, the Committee had been discussing with the Transport Department (TD) the captioned item, and had formulated short-, medium- and long-term improvement measures, which were being implemented progressively. At the IsDC meeting held on 12 May this year, the Chairman of the IsDC had requested all IsDC Members to select the current agenda item, the next one, or both for research and collection of public views, and to submit their reports to the Secretariat on or before 12 June. The Chairman reminded Members that there were only three days left before the deadline for submitting their reports, and welcomed those who had made preliminary observations on the item to share their findings at the meeting.

6. The Chairman welcomed Mr LEE Lap-man, Engineer/Islands 2 of the TD to the meeting for the discussion. As mentioned at the last meeting, the TD would, after the meeting, further discuss the commissioning timetable for the temporary car park at Tung Chung Area 59 with the Lands Department. She asked the TD to report on the latest progress of the follow-up work.

7. Mr LEE Lap-man reported as follows:

(a) Regarding the plan to establish a temporary car park at Tung Chung Area 59, the relevant short-term tenancy had been awarded on 20 April 2026, and the temporary car park had commenced operations in May. The TD would continue to identify suitable sites in the area to establish

additional temporary car parks to better meet the parking needs of different types of vehicles.

(b) At present, the TD and the Highways Department were focusing on the widening works of a section of Tat Tung Road outside the car park of Citygate, as well as co-ordinating with the Airport Authority Hong Kong on the "Airport Tung Chung Link" project. The Airport Authority Hong Kong had previously optimised the temporary traffic arrangements for the project concerned, which had been implemented in phases. The TD and the Police would continue to review the temporary traffic arrangements implemented in different phases and would closely monitor the latest traffic conditions to minimise the impact of the works on the traffic in the area.

8. The Chairman asked the TD to continue to follow up on the above matters.

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

9. The Chairman advised that at the meeting of the Islands District Council (IsDC) held in May 2024, the Chairman of the IsDC had referred the captioned item to the Traffic and Transport Committee for follow-up. At the IsDC meeting held on 12 May this year, the Chairman of the IsDC had requested all IsDC Members to select the current item, the previous one, or both for research and collection of public views, and to submit their reports to the Secretariat on or before 12 June. Further to the discussion at the IsDC meeting, Members could focus on examining the provision of bicycle parking spaces in the district, as well as issues relating to the use and parking of bicycles (including electric bicycles) in areas with high pedestrian traffic, such as within housing estates, with a view to ensuring pedestrian safety. The Chairman advised that the Secretariat had earlier consolidated the information provided by the department, including the locations, numbers and utilisation rates of existing bicycle parking spaces in the district, as well as details of proposed additional parking spaces. The information was placed on the table for Members' perusal. In addition, she reminded Members that there were only three days left before the deadline for submitting their reports, and welcomed those who had made preliminary observations on the item to share their findings at the meeting.

10. The Chairman welcomed Mr WONG Yui-him, Tim, Engineer/Islands 1 and Mr LEE Lap-man, Engineer/Islands 2 of the Transport Department (TD) to the meeting for the discussion. At the last meeting, some Members had raised concerns over the time required to install geofences to restrict the parking of shared bicycles. In this connection, she asked the TD to report on the latest progress of the follow-up work.

11. Mr LEE Lap-man said that, in response to local views, the TD and shared bicycle operators had, in late April, established shared bicycle parking restriction zones in the public housing estates that Members were concerned about, with a view to addressing the problem of improper parking of bicycles within the housing estates and

in the middle of roads. The Department and the operators would continue to review the regulatory measures relating to parking of shared bicycles.

12. Mr Tim WONG said that, regarding the issue of illegal parking of bicycles obstructing emergency access routes at the vicinity of the Cheung Chau Ferry Pier, the TD had refined the preliminary proposal formulated earlier, which was tabled for Members' perusal. Regarding the suggestion made by a Member at the last meeting that a section of the road between the Cheung Chau Ferry Pier and the public pier should be included within the box markings, the Department had taken this view into account when formulating the latest proposal. Furthermore, it had adjusted the locations of the parking spaces to avoid encroaching on areas where residents frequently held events. The Department was currently seeking the views of the relevant departments on the refined proposal and would report to Members on any further progress in due course.

13. Members expressed their views as follows:

(a) Members said that since the TD's establishment of the shared bicycle parking restriction zones in public housing estates in Tung Chung at the end of April, the problem of illegal parking of bicycles had improved significantly, and they considered that the Department should continue to strengthen regulation in this regard. Members further enquired about the actual effectiveness of the restriction zones established by the TD.

(b) Members pointed out that, following the ban on parking shared bicycles within public housing estates, some users, for the sake of convenience, had been parking their bicycles in inappropriate locations at the vicinity of the estates. At the last meeting, Members had suggested that the Government should designate specific parking areas for shared bicycles following the establishment of the restriction zones. At present, shared bicycle operators were mainly relied upon to conduct regular inspections and relocate illegally parked bicycles. However, the bicycles were often moved to traffic islands or roadsides, which was not satisfactory. Members urged the TD to discuss the designation of suitable areas for parking of shared bicycles with the operators, taking the needs of both users and business operation into account.

(c) Members thanked the TD for formulating a proposal to paint white box markings at the vicinity of the Cheung Chau Ferry Pier to address the long-standing issue of illegal bicycle parking obstructing emergency access routes. In addition, Members raised concerns over whether any departments would assist in following up on the situation of illegal parking of bicycles upon the implementation of the proposal. They suggested that the Government should adopt a range of proposals to enhance the effectiveness of its work, such as informing residents that bicycle parking was prohibited within the white box markings through launching publicity and education campaigns.

(d) Members were concerned about which department would be responsible for enforcing the ban on bicycles parked within the white box markings upon the implementation of the proposal. Citing the Praya Street Sitting-out Area on Cheung Chau as an example, Members pointed out that the situation of illegal parking of bicycles was serious there, with residents complaining that the parked bicycles obstructed their use of the facilities from time to time. They highlighted that the area was managed by the Leisure and Cultural Services Department, which had deployed staff to conduct daily enforcement operations there upon notification, resulting in a marked improvement. In addition, Members considered that the painting of box markings alone would not be sufficient to eradicate illegal parking of bicycles, and that the Department should step up and sustain enforcement efforts to ensure the effective implementation of the proposal.

14. Mr LEE Lap-man said that since the TD's establishment of the shared bicycle parking restriction zones at the end of April, the situation of illegal parking in housing estates had improved. However, some members of the public opposed a complete ban on bicycle parking in certain areas. The TD's relevant section would continue to gather public feedback and co-ordinate with the Housing Department to strike a balance between facilitating public use of shared bicycles and ensuring clear access. The TD would continue to discuss the situation with the Housing Department and the relevant local stakeholders.

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

(a) The roads at the vicinity of the Cheung Chau Ferry Pier were black spots of illegal bicycle parking. The Government would exercise the powers conferred by the Summary Offences Ordinance (Cap. 228) when carrying out clearance operations on public roads. In light of the TD's designation of no-bicycle-parking boxes to give clearer warnings to cyclists, the scope for enforcement action under Cap. 228 would also be adjusted accordingly to facilitate clearance operations within the box markings. If illegally parked bicycles posed an immediate danger to road users or obstructed the passage of emergency vehicles, the Police also had the power to handle the objects on the road in accordance with the law.

(b) Prior to carrying out bicycle clearance operations under the Summary Offences Ordinance (Cap. 228), the Department would display banners at the scene to clearly indicate the scope of the operation, supplemented by maps and written descriptions for public publicity. If the relevant proposal was implemented, the TD would discuss ways to step up publicity efforts with the relevant departments.

16. The Chairman asked the TD to respond to Members' suggestion on the designation of shared bicycle parking spaces in public areas.

17. Mr LEE Lap-man said that, regarding the regulation of bicycle parking beyond the confines of public housing estates, the TD's relevant section would conduct a site inspection with the Members concerned and estate management staff to examine the situation of pedestrian crossing at the relevant locations, and would report on the matter in due course.

18. The Chairman said that the Department could contact individual Members directly after the meeting if they wished to gain a better understanding of the specific locations that Members were concerned about.

19. Members expressed their views as follows:

(a) When designating no-bicycle-parking boxes on Cheung Chau, the TD should carry out publicity work (e.g. displaying banners) concurrently, so that residents had a clearer understanding of how the Government handled illegally parked bicycles.

(b) Members expressed concern that some citizens might continue to park their bicycles within the no-parking boxes during the initial implementation of the proposal. If this situation was not addressed, the problem of illegal parking at the vicinity of the Cheung Chau Ferry Pier would remain. Members therefore suggested that the Department should strengthen inspections and review the effectiveness of the measures during the initial rollout of the improvement proposal.

20. Mr Tim WONG said that, if the proposal was implemented, the TD would discuss ways to step up publicity efforts with relevant departments. With regard to strengthening enforcement, the Department would discuss and follow up on the situation with the departments which were jointly responsible for clearance operations.

21. The Chairman urged the TD to ensure that publicity and enforcement arrangements were in place prior to implementing the improvement proposal for illegal bicycle parking at the vicinity of the Cheung Chau Ferry Pier, and to roll out the relevant arrangements concurrently with the proposal so that the new measures could take effect immediately.

IV. Follow-up Items
Question on the improvement of traffic congestion in Tung Chung West and South Lantau

22. The Chairman advised that after Members had raised the captioned question at the meeting of the Traffic and Transport Committee on 14 April 2025, the Transport Department (TD) reported at the last meeting that, on 11 March 2026, it had already updated the existing list of emergency action items and formally implemented the arrangements for opening Chui Kwan Drive to divert the traffic under emergency

situations. In addition, the Department had indicated at the last meeting that it was reviewing the utilisation of Chui Kwan Drive, Yu Tung Road and neighbouring roads and conducting studies geared towards the full opening of Chui Kwan Drive.

23. The Chairman welcomed Mr LEE Lap-man, Engineer/Islands 2 of the TD and Ms Lily CHEUNG, Senior Hospital Administrator, North Lantau Hospital (NLTH) of the Hospital Authority to the meeting to respond to the question. She invited the guests to report on the latest progress of the relevant studies.

24. Mr LEE Lap-man reported as follows:

(a) The arrangements for opening Chui Kwan Drive to divert the traffic under emergency situations had been implemented since 11 March 2026. The TD was working with the Hospital Authority to continue to take forward the arrangements for the full opening of Chui Kwan Drive.

(b) The TD had previously reviewed the utilisation of Chui Kwan Drive and neighbouring roads. To reduce the risk of increased traffic flow and accidents, the Department's preliminary recommendation was that, under the arrangements for the full opening of Chui Kwan Drive, vehicles travelling from Chui Kwan Drive towards Shun Tung Road would only be permitted to turn left; while eastbound traffic on Shun Tung Road would not be permitted to turn right into Chui Kwan Drive, except for emergency vehicles.

(c) The TD had previously consulted the relevant departments on the proposal and obtained preliminary approval. The Department would discuss the details of the relevant traffic works with the works departments in due course. In addition, to allow large vehicles to use Chui Kwan Drive, the Department proposed removing the existing gates there. It was understood that the NLTH was following up on the matter.

25. Members expressed their views as follows:

(a) Members were pleased to note that the Department had further developed an improvement proposal regarding the arrangements for opening Chui Kwan Drive. They considered that the road's full opening would effectively enhance traffic flow across Tung Chung West.

(b) Members enquired with the TD about the specific timetable for the full opening of Chui Kwan Drive.

(c) Members pointed out that the traffic accident near the petrol station on Chung Yan Road on 20 May had caused severe congestion across South Lantau. They considered that even if Chui Kwan Drive was fully opened, traffic would still be paralysed if an accident occurred at the junction near the petrol station (especially heading towards South

Lantau). In this regard, Members urged the Civil Engineering and Development Department to expedite the construction of Roads L29 and L30 to ensure that, in the event of traffic congestion at the junction near the petrol station, vehicles could use these two roads to enter the section of Chung Yan Road near Yat Tung Estate via Yu Tung Road, and then exit via Chui Kwan Drive. This would resolve the traffic congestion problem in Tung Chung West and South Lantau once and for all.

26. Mr LEE Lap-man said that the TD would conduct further public consultations on the arrangements for traffic works on public roads in due course. The arrangements would need to be co-ordinated with the NLTH's progress in removing the gates.

27. Ms Lily CHEUNG said that, regarding the arrangements for the removal of the gates on Chui Kwan Drive, the NLTH expected to commence the works concerned (involving the gates on both sides of the road) in August this year and complete them within two to three months. One traffic lane would be closed at a time during the works period, with the actual works progress subject to weather conditions. The NLTH hoped to complete the removal of the gates in the fourth quarter of this year, after which Chui Kwan Drive would be fully opened for public use. Meanwhile, the NLTH had liaised with the Health Bureau, with a view to handing over the management of Chui Kwan Drive to the Government.

28. The Chairman asked whether the TD could fully open Chui Kwan Drive immediately following the removal of the gates.

29. Mr LEE Lap-man said that the road markings and traffic signs at certain junctions would require minor alterations. The TD would align the alteration works with the removal of the gates by the NLTH, so that both parties would complete the necessary works concurrently and that Chui Kwan Drive could be fully opened in one go. The Department would maintain close liaison with the hospital.

30. The Chairman reminded the TD to complete the alterations to road markings and traffic signs at its earliest convenience, noting that the full opening of Chui Kwan Drive would be greatly welcomed by the entire district. She hoped that the hospital would complete the gate removal works smoothly, so that the arrangements for the full opening of Chui Kwan Drive could be implemented as soon as possible.

V. Question on travellers who mistakenly entered the closed roads on Lantau Island
(T&TC Paper No. 16/2026)

31. The Chairman asked the attendees to refer to T&TC Paper No. 16/2026.

32. The Chairman welcomed Mr WONG Yui-him, Tim, Engineer/Islands 1 of the Transport Department (TD) to the meeting to respond to the question.

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

34. Mr Tim WONG responded as follows:

(a) The TD regularly uploaded the latest Road Network dataset for Hong Kong (including traffic directions, turning restrictions at road junctions, stopping restrictions, on-street parking spaces and other road traffic data) to the Open Data Portal, and encouraged various map and navigation service providers to make good use of the data to update their route search functions.

(b) Regarding the closed roads on South Lantau that Members were concerned about, the TD had contacted the major map and navigation service providers of the Chinese Mainland in 2025. It was understood that the relevant map applications had incorporated alert messages into their navigation and route search functions for journeys involving the closed roads on South Lantau.

35. Members expressed their views as follows:

(a) In view of the Government's recent announcement of plans to extend the "Southbound Travel for Guangdong Vehicles" (STGV) arrangement to nine Mainland cities in the Guangdong-Hong Kong-Macao Greater Bay Area, the number of applications for driving into Hong Kong was expected to increase steadily. Members expressed support for the STGV arrangement, considering that it would help promote the motif of "tourism is everywhere". However, they were also concerned that the number of travellers mistakenly entering the closed roads on Lantau Island might increase accordingly. Therefore, they urged the relevant departments to plan ahead and put appropriate preventive measures in place.

(b) Members estimated that drivers mistakenly entering the closed roads on Lantau Island might result from unclear road signs. In this regard, they suggested that, apart from marking the closed areas on maps, the relevant departments should consider installing a large electronic display panel at the roundabout at the junction of Tung Chung Road and Shek Mun Kap Road to remind drivers that vehicles without a valid Lantau Closed Road Permit (LCRP) were prohibited from entering the relevant road sections, thereby reducing instances of travellers mistakenly entering the prohibited zones.

(c) The TD, the Civil Engineering and Development Department (CEDD) and the Police had long since installed a surveillance system to detect whether vehicles entering the closed roads on Lantau Island held a LCRP, and those without the relevant document would be prosecuted. Members noted that such initiative had been ongoing for over three years, but the departments had yet to provide any progress updates.

They therefore expressed concern as to when the system would be formally put into operation.

(d) Regarding a suggestion on installing a gate near the Shek Mun Kap roundabout put forward earlier, Members urged the relevant departments to give it due consideration.

(e) Given that many travellers wished to explore different parts of Hong Kong (including South Lantau) by self-driving, Members considered that the Government should make flexible arrangements within a controllable scope, such as allowing travellers to apply for driving into designated areas. This would enable them to experience Hong Kong's unique cityscape, thereby facilitating more effective implementation of the self-drive tour scheme and promoting economic development in the district. Members considered that the Government's designation of South Lantau as a closed area might be attributable to factors such as its traffic capacity. In this regard, they suggested that the relevant departments should consider carrying out improvement works (e.g. road widening works) on South Lantau to enhance its traffic capacity and further review the feasibility of allowing travellers to apply for LCRPs.

(f) Members expressed concerns about several issues in South Lantau, such as the shortage of parking spaces there, the safety risks posed by some roads to users, and the TD's strict vetting of local residents' applications for LCRPs. They considered that if the Department were to issue LCRPs to travellers in the future, it might give rise to conflicts at the district level. They also expressed concern over whether the roads on South Lantau could, in terms of safety and accessibility, cope with the increased traffic flow resulting from rising traveller numbers. They were of the view that the relevant departments should give full consideration to the roads and ancillary transport facilities in the district.

(g) In addition to self-drive travellers, local vehicles (including heavy vehicles) without a LCRP occasionally entered the closed roads on South Lantau by mistake. In this regard, Members suggested that the Government should step up publicity work targeting drivers to elaborate on the relevant regulations clearly.

36. Mr LUK Cheuk-man, Eric said that, regarding the use of technological devices to verify whether vehicles entering South Lantau held a valid LCRP, the CEDD, the TD and the Police had conducted research on the surveillance system and completed the necessary co-ordination work. It was understood that the Police had begun upgrading and interfacing the computerised enforcement system, and testing was underway. The departments would maintain close co-operation and hold regular meetings to monitor the contractor's progress with the system upgrade, with a view to putting the system into operation as soon as possible.

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

(a) Electronic map providers of the Chinese Mainland had already marked the roads on South Lantau as closed roads in their navigation applications. In addition to electronic maps, the TD would explore and follow up on the suggestion to install additional informatory signs for closed roads on-site after this meeting.

(b) Regarding the issues on South Lantau raised by Members, including the shortage of parking spaces and road safety, the Government had been increasing the number of parking spaces in the district through various channels, including the construction of new car parks in Tai O and Mui Wo, which would be completed gradually. Meanwhile, the TD and the relevant works departments would continue to carry out minor road improvement works on South Lantau.

38. Members expressed their views as follows:

(a) Members hoped to learn about the specific operational details of the aforementioned surveillance system and considered that solely taking prosecution action against offenders on the basis of recorded evidence was a passive approach. In this regard, they suggested that the Department should consider adopting more proactive control measures, including installing gates at appropriate locations, moving the detection points of the surveillance system forward, as well as installing a display panel similar to those used on expressways at a suitable location before the Shek Mun Kap roundabout. Upon the system's detection of a vehicle without a LCRP, the display panel could immediately show an alert warning the driver concerned to turn back at the roundabout ahead of the closed area to avoid prosecution.

(b) Members understood the Department's reservations about the suggestion on gate installation, given the repair and maintenance requirements of the facility and the traffic flow of South Lantau during holidays. Nevertheless, they considered that installing a display panel would achieve a deterrent effect and that the Department should look into the suggestion.

(c) Members thanked the CEDD, the Police and the TD for their ongoing efforts in developing the aforementioned surveillance system and appreciated that the departments still needed time for administrative procedures. However, as the system had been installed for a long time without being put into service officially, they considered the delay to fall short of public expectations. Therefore, they urged the relevant departments to complete the necessary procedures expeditiously and provide a specific commissioning date for the system at the next meeting.

(d) Members hoped that more travellers would visit Lantau Island, yet the roads and parking spaces in the district were unable to cater for the demand. They considered that the Government should seize the current opportunity to explore upgrading the roads in the district to meet general standards as early as possible and adopt different measures to increase the number of parking spaces in the district, thereby boosting road capacity, enabling both local residents and travellers to travel around South Lantau without obstacles and realising the motif of "tourism is everywhere". While acknowledging that an immediate response might not be possible at the meeting, Members wished to put forward the suggestions for the departments' consideration.

39. The Chairman enquired with the TD about the installation date of the surveillance system and the expected date of its official commissioning.

40. Mr Eric LUK said that the installation date of the surveillance system would be provided to Members through the Secretariat after the meeting. He added that the CEDD, the TD and the Police would hold a meeting in late June to review the progress of the relevant work and would report the latest developments to Members after the meeting.

(Post-meeting note: The TD replied after the meeting that the installation and field testing of the surveillance system were completed in September 2024. Furthermore, the CEDD, the TD and the Police held a meeting on 26 June 2026 to review the progress of the work undertaken by various parties, with a view to ensuring that the system would be put into operation in late 2026.)

41. The Chairman summarised the discussion and expressed her views as follows:

(a) The District Council had been discussing the surveillance system for years, but it remained in the testing phase despite installation being completed. As the matter was of significant public concern, she urged the relevant departments to explore ways to expedite the testing process, so that the system could be put into service as soon as possible.

(b) Regarding how to provide outside vehicles with an express alert that the road section beyond the Shek Mun Kap roundabout was within a closed area, she suggested adopting short-, medium- and long-term measures. Members had already put forward suggestions for medium and long-term measures; as for short-term measures, she suggested exploring lower-cost options, such as displaying large banners along the road section approaching the Shek Mun Kap roundabout to clearly inform drivers that vehicles without a valid LCRP were prohibited from entering the closed area ahead.

42. Members expressed their views as follows:

(a) According to a paper of the Traffic and Transport Committee meeting held on 17 February 2025, the CEDD indicated that testing of the surveillance system had been completed in the third quarter of 2024. Members noted that the relevant departments had also indicated earlier that they would strive to commission the system in the middle of this year. They understood that the commissioning of the system had to be delayed, but hoped that the relevant departments could provide a specific date for its official launch at the next meeting. In addition, they reminded the relevant departments to take forward the work as pledged and, even if the project could not be implemented as scheduled, to provide an accurate account of the situation and an updated timetable.

(b) Members supported the Chairman's suggestion to install additional signs and pointed out that travellers had expressed difficulties in understanding Hong Kong's road signs across various platforms. In this regard, they requested the Department to pay closer attention to the wording of the signs to ensure that travellers could clearly recognise the closed area and avoid inadvertent entry.

(c) Members expressed concern as to whether the Government would be able to issue notices through existing mechanisms to STGV vehicle owners who had inadvertently entered the closed area once the surveillance system was officially put into service.

(d) In the long term, Members hoped that the departments would upgrade the roads on South Lantau to meet general standards, thereby enabling both local residents and travellers to travel around Lantau Island without obstacles.

43. Mr Eric LUK said that the TD noted Members' views and suggestions on the surveillance system and would further study the matter with the CEDD and the Police.

44. Mr Tim WONG said that the TD noted Members' views. The Department opined that some relatively simple follow-up actions could be considered at this stage, including the installation of additional traffic signs before the Shek Mun Kap roundabout to better alert drivers that the roads ahead were closed roads, and that vehicles without a valid LCRP must turn back immediately.

45. The Chairman asked the TD whether the aforementioned traffic signs were permanent signs or temporary ones that could be produced within a short timeframe (e.g. banners). Citing the example of the promotional banners previously hung on some of the railings along Tung Chung Road, she suggested that the Department should consider using temporary signs whose production and approval procedures were relatively straightforward, in order to yield results as quickly as possible.

46. Mr Tim WONG said that the TD would consider using temporary traffic signs and would actively follow up on the matter.

(Post-meeting note: The TD replied after the meeting that it had drawn up a preliminary proposal for installing the relevant traffic signs and was consulting the relevant departments to assess its feasibility. Once a specific proposal had been finalised, the Department would consult local parties in a timely manner.)

VI. Question on the maritime accident involving the "First Ferry VI" vessel of the Sun Ferry Services Company Limited
(T&TC Paper No. 17/2026)

VII. Question on vessel-related safety issues in the Islands District
(T&TC Paper No. 18/2026)

47. The Chairman asked the attendees to refer to T&TC Paper Nos. 17/2026 and 18/2026.

48. The Chairman welcomed Mr AU Kak-loi, Peter, Senior Transport Officer/Planning/Ferry 2 of the Transport Department (TD); Mr LO Wai-pun, Divisional Commander (Marine and Diving) (Acting) and Mr CHAM Ho-wan, Hugo, Deputy Divisional Commander (Marine and Diving)2 (Acting) of the Fire Services Department (FSD); Mr TANG Wan-kin, Police Community Relationships Officer (Marine Port District) of the Hong Kong Police Force (HKPF); Ms SO Ka-lee, Carrie, Deputy Manager/Corporate Communications Department and Safety Department, Mr HU Xiao-bo, Manager/Operation Department and Mr XIAO Yong-qing, Port Captain, Safety Department of the Sun Ferry Services Company Limited (Sun Ferry); as well as Ms April LAM, General Manager and Ms Hedy LI, Assistant to General Manager of the Hong Kong and Kowloon Ferry Limited (HKKF) to the meeting to respond to the questions. The Chairman stated that, as Items VI and VII both concerned the safe navigation of vessels in the Islands District, she decided to combine the two items for discussion. The written replies of the TD, the FSD, the HKPF, the Marine Department (MD), the Sun Ferry and the HKKF had been distributed to Members for perusal before the meeting.

49. Mr YU Hon-kwan and Mr YIP Pui-kei briefly presented the questions respectively.

50. Mr Peter AU briefly presented the TD's written reply.

51. Mr LO Wai-pun briefly presented the FSD's written reply.

52. Mr TANG Wan-kin briefly presented the HKPF's written reply, adding that the Police Public Relations Branch would release timely updates on major incidents and events of public concern through various platforms (including the traditional media and social media).

53. Ms Carrie SO briefly presented the Sun Ferry's written reply.

54. Ms Hedy LI briefly presented the HKKF's written reply.

55. Members expressed their views as follows:

(a) Members were pleased to note that the TD and the Sun Ferry had promptly followed up on the marine incident and were actively implementing a number of improvement measures, including the installation of smart surveillance systems on vessels, enhanced crew training, and the establishment of a rigorous monitoring mechanism. Members hoped that these measures would be properly implemented to more effectively safeguard passenger safety.

(b) Marine and land incidents differed as rescue operations and communications were often more difficult at sea. In this regard, Members were concerned about how the departments and the ferry companies would improve their mechanisms for handling accidents and related safety measures.

(c) Members thanked the departments and the ferry companies for their positive responses regarding the mechanism for information dissemination, but noted that they had been unable to obtain the relevant information on the websites of the TD and the ferry company on the day of the incident. In this regard, they enquired whether the Department had published the relevant information on the "HKeMobility" mobile application. Furthermore, given that members of the public were often unable to ascertain the nature of marine incidents and the number of persons affected immediately, the ferry companies should disseminate accident information through faster means (e.g. by instant messaging applications or social media) to keep them informed of the latest developments.

(d) According to the FSD's data for the past three years, the number of marine incidents had increased significantly between 2025 and 2026, reflecting the necessity to further strengthen marine safety measures. Members enquired whether the increase in the number of incidents was attributable to the captains' technical proficiency or other objective factors and about the types of vessels primarily involved.

(e) In view of past incidents such as vessel collision with piers and passengers falling overboard, Members expressed concern about the TD's regulatory role in relation to vessel berthing and fairway capacity. They also urged the Department to strengthen its scrutiny of vessels' hardware configurations and optimise fairway arrangements.

(f) Given that the Government had a penalty mechanism for "careless

driving" on roads, Members asked whether it had a similar mechanism for penalising crew members involved in marine incidents and whether they would be held criminally liable.

(g) In addition to the safe navigation of vessels, Members raised concerns over the safety of pier facilities. The Pak Kok Pier on Lamma Island had experienced power outages consecutively on 6 and 7 June this year, rendering the lighting facilities inoperable. The ferry operator had immediately installed backup lighting to ensure that passengers could board and disembark safely. Members had also immediately contacted the Electrical and Mechanical Services Department for assistance, yet the issue had not been resolved promptly. As someone had fallen into the sea at this location, the TD should seriously follow up on the safety issues of the pier facilities, assess the safety risks for passengers boarding and disembarking there and conduct a review of the aforementioned power outages.

56. Mr Peter AU gave a consolidated response as follows:

(a) Regarding the incident on 11 May 2026, according to records from the TD's Emergency Transport Co-ordination Centre, the centre's staff had contacted the Sun Ferry after the incident to learn about the latest situation and enquire whether ferry services had been disrupted. During the process, the staff learnt that the ferry involved was carrying five crew members and 29 passengers at the time of the incident and that no one had been injured. The ferry concerned had been the last sailing of the day and the Sun Ferry expected ferry services to remain normal the following day. As subsequent ferry services were expected to remain unaffected, the Department did not issue any public announcements regarding service adjustments in response to the incident.

(b) The TD considered it more appropriate for the MD to respond to the enquiries relating to the monitoring of fairways, law enforcement and prosecution.

(c) Regarding vessel berthing at piers, the TD would work with the relevant departments to assess the suitability of new berthing locations. In addition, after an incident, the Department would work with ferry operators and the relevant departments to investigate the cause and examine the feasibility of implementing appropriate improvement measures across both infrastructure and operations (e.g. facilities and staff training).

(d) In the evening of 5 June 2026, the TD had received a notification from the ferry operator regarding a power outage at the Pak Kok Pier on Lamma Island. Recognising that the surrounding area was relatively dark at night and that the failure of the lighting system would affect

vessel berthing, the TD had immediately contacted the relevant departments to resolve the problem as soon as possible.

57. Mr Eric LUK said that the TD would contact the relevant departments after the meeting to discuss appropriate improvement measures in relation to the power outages at the Pak Kok Pier on Lamma Island.

58. The Chairman said that the surrounding area of the pier was relatively dim at night and that the failure of the lighting system would seriously affect vessel berthing and compromise passenger safety. Apart from exploring ways to improve the pier facilities, the Department should further enhance its emergency response capabilities and adopt various measures, such as by providing immediate emergency support, including the activation of temporary lighting systems, in the event of a power outage.

59. Members thanked the FSD and the HKPF for providing emergency support (including a temporary lighting system) in response to the incident at the Pak Kok Pier on Lamma Island to ensure public safety.

60. Mr LO Wai-pun responded to Members' enquiries regarding the reasons for the upward trend in the number of special service incidents (vessels). He pointed out that the information provided by the FSD might not fully reflect the actual situation of maritime traffic accidents. This was because, upon requests for assistance, cases in which vessels were deployed to the scene for rescue operations would be included in the Department's call records and filed as incidents. However, incidents that were not reported to the FSD or were minor and did not require assistance would not be included in the records.

61. Mr TANG Wan-kin said that, according to information provided by the Police, a wide variety of vessels, including canoes and yachts, were involved in the incidents. Furthermore, many citizens engaged in water sports activities in the summer and accidents such as boat capsizing often occurred. Such accidents were also classified as vessel incidents.

62. Ms Carrie SO gave a consolidated response as follows:

(a) The time taken by the Sun Ferry to issue announcements on emergencies was subject to various factors. Shortly after an incident, the company had relatively fragmented information that required time for verification with on-site staff to ensure that the information released to the public was complete and accurate. Therefore, delays in issuing announcements could not be avoided. To improve the situation, the company proposed giving priority to instant messaging applications such as WhatsApp to issue brief reports on incidents in future, with a view to informing local parties of the situation as soon as possible.

(b) Regarding the incident on 11 May this year, as the ferry involved had been the last sailing of the day, the Sun Ferry had promptly adjusted the

service arrangements for the following day to ensure that passengers' journeys would not be affected. Therefore, no public announcement was issued about the incident. The company focused on handling the incident over the entire process and, upon review, considered that the information dissemination arrangements were less than satisfactory. It would make improvements accordingly in future.

63. Members expressed their views as follows:

(a) Many affordable portable electric lighting equipment and hand lamps were available on the market and could provide four to five hours of illumination on a single charge. In the event of a power outage at a public pier, the departments could consider using such equipment to provide temporary lighting.

(b) Members acknowledged the efforts made by the departments and ferry operators to improve the safe navigation of vessels, but considered that the stakeholders should work towards the common goal of "zero accidents".

(c) The Islands District not only had an extensive coastline but also numerous pier facilities, and residents relied mainly on marine transport to travel. With the Government's recent efforts to develop the yacht economy, marine traffic was expected to be heavier. The FSD's data showed an upward trend in the number of marine incidents, reflecting potential risks in navigation safety. The MD, despite not sending representatives to attend the meeting, was a key stakeholder in marine safety management and should have access to various types of information relating to marine incidents. In this regard, Members requested the MD to provide information on all vessel incidents in recent years (including groundings and collisions) to facilitate the Traffic and Transport Committee's investigation of the causes of such accidents and identification of corresponding improvement measures. In addition, they urged the MD to give due attention to matters such as vessel berthing and the management of piers and fairways, with a view to coping with the rising marine traffic.

(d) Members agreed with the Chairman's views on the emergency support measures concerned. They urged the relevant departments to explore enhancing the communication and co-ordination mechanisms after the meeting (including discussing ways to maintain close communication with local stakeholders during holidays and outside office hours). This was to facilitate a prompt emergency response by various parties and the provision of appropriate emergency support services.

64. The Chairman said that the Secretariat had invited the MD to attend the meeting. The Department had advised that it was unable to attend and had instead

provided a written response to Members' enquiries. In this regard, she requested the Secretariat to write to the Department after the meeting to convey Members' enquiries and suggestions and seek a written reply.

(Post-meeting note: The Secretariat forwarded the MD's written reply to Members for perusal on 27 July 2026.)

VIII. Question on the addition of a ferry point at the Tai O Public Pier
(T&TC Paper No. 19/2026)

65. The Chairman asked the attendees to refer to T&TC Paper No. 19/2026.

66. The Chairman welcomed Mr AU Kak-loi, Peter, Senior Transport Officer/Planning/Ferry 2 of the Transport Department (TD); as well as Mr ZHENG Rui-heng, Director of Operation Department and Mr Leo LEE, Director, Commerce of the Fortune Ferry Company Limited (Fortune Ferry) to the meeting to respond to the question. The TD's written reply had been distributed to Members for perusal before the meeting.

67. Mr HO Siu-kei briefly presented the question.

68. Mr Peter AU briefly presented the TD's written reply and added that berthing tests would be conducted later. The Department would maintain communication with the relevant Members to report on the progress of the work.

69. Mr Leo LEE said that the Fortune Ferry had immediately reviewed its sailing arrangements following its discussions with the TD. The company pointed out that the shallow water levels at the Tai O Public Pier might not be suitable for vessel berthing (especially during low tide), and explained that with its fleet mainly comprising large and small vessels, only the small vessels would be able to berth at the pier according to its preliminary estimation. As the water level fluctuated, the Fortune Ferry needed to arrange on-site berthing tests with the TD and other relevant departments to assess whether the location was suitable for use as a ferry point.

70. Members noted the safety considerations of the TD and the Fortune Ferry regarding vessel berthing and would explain the situation to the public in a timely manner.

71. The Chairman asked the Department to continue maintaining close communication with the relevant Members.

(Post-meeting note: In early July 2026, the TD, in conjunction with the Fortune Ferry, the Marine Department and the Civil Engineering and Development Department, conducted berthing tests at the Tai O Public Pier. Owing to the shallow water levels and relatively rough sea conditions at the pier, it was unsuitable to serve as a stop for the "Tuen Mun-Tung Chung-Sha Lo Wan-Tai O" route.)

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

72. The Chairman advised that the Minor Traffic Improvement Projects and Works Schedules for the Islands District as at 22 May this year had been submitted by the Highways Department prior to the meeting, and that Members were welcomed to make enquiries and provide comments.

73. Members noted the paper.

X. Any Other Business

Matters relating to the reconstruction works of the Yung Shue Wan Public Pier on Lamma Island

74. Members advised that the reconstruction works of the Yung Shue Wan Public Pier on Lamma Island was expected for completion in late 2026. However, it had recently come to light that the pillar box in the middle of the pier catwalk had not been relocated as originally planned. Members pointed out that, in the early stages of the works in 2023, the relevant departments had indicated that they could relocate the pillar box to a spot near the hillside on the right to tie in with the pier reconstruction works. However, upon recent enquiry, Members were informed that no department had followed up on the matter. They considered that, upon completion of the new pier, the pillar box in the middle of the pier catwalk would not only be unsightly, but would also affect the overall layout of the pier. Therefore, they requested the Chairman to assist in liaising with the relevant departments, including the Electrical and Mechanical Services Department, the TD, the Architectural Services Department and the Civil Engineering and Development Department (CEDD), to explore the relocation of the pillar box before the completion of the works.

75. Mr WONG Yui-him, Tim said that he had just become aware of the situation raised by Members. He would contact the CEDD after the meeting to learn about the details and convey the relevant views.

76. Members said that the pier reconstruction works had entered the component installation stage. Some residents had expressed confusion as to why the pillar box had been placed in the middle of the road. In this regard, Members requested the relevant departments to conduct a site inspection and discuss possible solutions.

77. The Chairman said that the above matter fell under "Any Other Business". While no time had been set aside for participants' detailed discussion or in-depth follow-up, the TD had provided a preliminary response and the Secretariat was already aware of the situation. She asked the Secretariat and the TD to liaise with the relevant departments after the meeting to follow up on the relocation of the pillar box.

(Post-meeting note: The TD followed up on the above matter with the CEDD after the meeting and understood that the CEDD had been reviewing the feasibility of relocating the pillar box with the relevant stakeholders. The matter depended primarily on the upgrading and reconfiguration of the power supply network beyond the pier works. Up until April this year, after being informed of the new power supply network arrangements, the CEDD, in conjunction with the TD, had been actively discussing feasible options for relocating the pillar box with the relevant stakeholders and departments and would report the latest progress to the relevant Members.)

Matters relating to the progress of the bus stop shelter construction works in Tung Chung

78. Members noted that the Citybus Limited (Citybus) had previously undertaken at the meeting to construct shelters for the bus stops at Mun Tung Estate and Yu Tung Road (near Yung Yat House of Yat Tung Estate). However, as the progress of the works had been less than satisfactory, Members requested the relevant departments to assist in following up on the matter. In addition, on 23 May, Members received a complaint from a resident about a large pothole on the road section outside the bus terminus at Mun Tung Estate, posing a serious road safety hazard. After Members' referral to a representative of the Highways Department, the Department promptly followed up on the matter and arranged for road repair works to be completed within a day. Members thanked the Department for its prompt action.

79. The Chairman commended the Highways Department for promptly and efficiently handling and following up on emergency cases always in recent years.

80. Ms YEUNG Yuk-shan, Doris said that the TD had earlier approved the Citybus's application for installing a shelter for the bus stop at Mun Tung Estate. However, the works could not commence immediately due to the hoarding works at the Tung Chung West Station site. Upon receiving Members' comments, the Department had immediately written to the Citybus to remind it to commence the works as soon as possible. Regarding the suggestion on constructing a shelter for the bus stop at Yung Yat House on Yu Tung Road, the Long Win Bus Company Limited (LWB) had already installed a shelter at the bus stop. The Department would request the Citybus to review the feasibility of constructing a shelter at the aforementioned stop after the meeting. That said, after the LWB had applied for the installation of the aforementioned bus stop shelter, the Department circulated the application to the relevant departments for comments, and the departments indicated that there were quite a lot of underground utilities at the location concerned, leaving limited space for installing a shelter. The siting of the LWB shelter required multiple revisions before installation could be completed. Therefore, the Citybus might face certain difficulties if it intended to install a shelter at the bus stop concerned in the future.

81. The Chairman asked the TD to raise and follow up on the matter with the Citybus after the meeting.

(Post-meeting note: The TD replied after the meeting that it had requested the Citybus to expedite the shelter installation works at the bus terminus at Mun Tung Estate and to review the feasibility of installing a shelter at the bus stop near Yung Yat House on Yu Tung Road.)

XI. Date of Next Meeting

82. 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 11 August 2026 (Tuesday).

-END-