(Translation)

Islands District Council
Minutes of Meeting of Traffic and Transport Committee

Date : 14 April 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 WONG Wai-man, Raymond	Senior Engineer/Islands, Transport Department
Mr AU Siu-fung, Kelvin	Chief Transport Officer/Islands, Transport Department
Ms YEUNG Sze-ki, Gigi	Senior Transport Officer/Bus/Lantau 1 (Acting) and Transport Officer/Bus/Lantau 1, Transport Department
Ms LAW Hoi-ching, Janice	Senior Transport Officer/Bus/Lantau 2, Transport Department
Ms CHUNG Man, Emily	Senior Transport Officer/Planning/Ferry 3, Transport Department

Ms WONG Shuk-man, Suman	Engineer/Lantau Development, Transport Department
Mr MA Kwan-hang, Ryder	Transport Officer/Bus/Lantau 2, Transport Department
Mr LIU Chi-yuen, Stanley	Senior Engineer/13 (South and Sustainable Lantau), Civil Engineering and Development Department
Mr AU Jim-shing, Jason	Engineer/21 (South and Sustainable Lantau), Civil Engineering and Development Department
Mr LEUNG King-ho, Horis	Assistant Engineer/4 (South and Sustainable Lantau), Civil Engineering and Development Department
Mr Gilbert KWOK	Divisional Commander, Lantau North Division, Hong Kong Police Force
Mr YEUNG Yan-ning, Owen	Assistant Divisional Commander, Lantau North Division, Hong Kong Police Force
Ms NG Pui-yee, Candy	District Operations Officer, Lantau District, Hong Kong Police Force
Mr JIANG Guifu	General Manager/Operations, Marine Department
Mr NG Yiu-lun	Senior Marine Officer/Licensing and Port Formalities, Marine Department
Ms Sara LAI	Senior Principal Manager - Community Relations, Hong Kong Resort Company Limited
Mr Gary WONG	Manager – External Affairs, MTR Corporation Limited
Mr Albert YU	Operations Manager – Cityflyer and Airport Services, Citybus Limited
Mr Calvin TSANG	Assistant Corporate Affairs Manager, Citybus Limited
Mr Dennis YIP	Senior Planning Officer, Citybus Limited
Ms Sophia WOO	Assistant General Manager – Transportation, Discovery Bay Transit Services Limited
Mr Peter TSANG	Senior Executive Manager – Transportation, Discovery Bay Transit Services Limited
Mr Ernest LEE	Assistant General Manager, Discovery Bay Service Management Limited
Mr Daniel MA	Senior Executive Manager - Estate, Discovery Bay Service Management Limited
Mr Peter CHU	Senior Manager (Operations and Administration), New Lantao Bus Company (1973) Limited
Ms Carmen CHU	Director of Consulting, Ove Arup & Partners Hong Kong Limited
Mr Damon WONG	Senior Engineer, Ove Arup & Partners Hong Kong Limited
Mr Ken SIN	Manager, Operations, Long Win Bus Company Limited
Ms Rennis LIP	Assistant Manager, Public Affairs, Long Win Bus Company Limited
Mr Desmund TANG	Assistant Manager, Operations Support, Long Win Bus Company Limited

In Attendance

Mr WONG Hon-kuen, Ken	Islands District Council member
Mr MOK Mong-chan	Assistant District Officer (Islands)1, 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

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Welcoming Remarks

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

I. Confirmation of the Minutes of Meetings held on 10 February and 10 March 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.

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

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

4. The Chairman welcomed Mr LEE Lap-man, Engineer/Islands 2 of the TD to

the meeting for the discussion. She asked the TD to report on the latest progress regarding the following matters: the Department's plan to provide a temporary car park at Tung Chung Area 59; the conversion of bicycle parking spaces with low utilisation rates in Tung Chung West into motorcycle parking spaces; trial runs prior to the implementation of temporary traffic arrangements at each phase of the "Airport Tung Chung Link" project of the Airport Authority Hong Kong (AAHK); and follow-up work on making good use of the site of the Lantau taxi stand at Tat Tung Road during the works period to minimise the impact of the works on traffic there.

5. Mr LEE Lap-man reported as follows:

(a) At present, the TD and the Highways Department were focusing on the widening works of a section of Tat Tung Road outside the car park of Citygate, as well as co-ordinating with the AAHK on the "Airport Tung Chung Link" project. The AAHK had earlier optimised the temporary traffic arrangements for the project, including the use of the boarding/alighting area adjacent to the Lantau taxi stand outside the Tung Chung MTR Station Exit D on Tat Tung Road as part of the temporary arrangements. The TD and the Police would continue to review the arrangements for each phase of the project carefully, with a view to minimising the impact of the works on the traffic in the area.

(b) Regarding the planned provision of a temporary car park at Tung Chung Area 59, the relevant tendering process commenced on 11 March 2026, and the Department would report the progress to Members in a timely manner.

(c) The TD, the Highways Department, and relevant departments would continue to explore feasible options for converting bicycle parking spaces with low utilisation rates in Tung Chung West into motorcycle parking spaces in light of the area's actual demand and land conditions, and would report to Members in a timely manner.

6. Members asked the TD about the timetable for the tendering for the temporary car park at Tung Chung Area 59, the date on which it would be opened to the public, and whether parking spaces for heavy goods vehicles had been set aside during the planning stage.

7. Mr LEE Lap-man said that the tender period for the temporary car park at Tung Chung Area 59 concluded at the end of March 2026. The TD would further discuss the commissioning timetable for the temporary car park with the Lands Department after the meeting and would report to Members. Furthermore, the temporary car park would be open for use by private cars, taxis, and light goods vehicles.

(Post-meeting note: The TD replied after the meeting that the short-term tenancy for the temporary car park at Tung Chung Area 59 was awarded on 20 April 2026, and the

car park commenced operation in May.)

8. The Chairman asked the TD to report to Members on the latest developments regarding the above matters in a timely manner.

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. As of the end of June 2025, all IsDC members had submitted interim review reports to the Secretariat on the captioned item, summarising the progress achieved and proposing further improvement measures.

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. She said that, in response to Members' earlier concerns regarding the low utilisation rates of some bicycle parking spaces in Tung Chung and their suggestion that the TD should consider converting them into shared bicycle parking spaces, the Department had replied at the previous meeting that more time was still required to study the relevant locations. She invited the guests to report the findings of the relevant study and the basic criteria for the provision of additional shared bicycle parking spaces.

11. Mr LEE Lap-man reported as follows:

(a) In response to Members' suggestion, the TD would review the overall supply and demand situation for bicycle parking spaces in Tung Chung, with a view to identifying suitable and feasible locations for the provision of additional public bicycle parking spaces. These parking spaces were intended for users of all types of bicycles (including shared bicycles and conventional rental bicycles).

(b) Given the limited availability of land, the TD considered that providing a large number of additional bicycle parking spaces across all districts was not the most effective or feasible solution. However, the Department would conduct regular reviews to identify suitable locations and provide additional public bicycle parking spaces where conditions permitted.

(c) Regarding the follow-up work on the use of geofences to restrict the parking of shared bicycles, the TD's relevant section had required the shared bicycle operators to strengthen management and publicity efforts, reminding users to park their bicycles properly to avoid obstructing pedestrians. In addition, the TD and the shared bicycle operators might, upon request, establish parking restriction zones at specific locations. In response to the local parties' suggestions, the

Department had earlier explored the possibility of establishing parking restriction zones in public housing estates and considered that the suggestion was technically feasible. It would therefore discuss the precise scope and implementation details with Members in due course.

12. Mr Tim WONG said that the TD had drawn up a preliminary plan in response to the situation of illegal parking of bicycles at the vicinity of the Cheung Chau Ferry Pier, which included the painting of white box markings and the provision of additional bicycle parking spaces in the area. The Department had completed the first round of internal consultation and gathered Members' views at the previous meeting, and subsequently adjusted the boundaries of the white box markings and the locations of the bicycle parking spaces in response to the relevant feedback, and was currently preparing to consult the relevant departments again on the revised proposal.

13. Members expressed their views as follows:

(a) With the growing popularity of shared bicycles and their rising utilisation rates in the area, Members expressed concern that haphazard parking by users, coupled with poor management and regulation by the Departments, might lead to community issues.

(b) Members enquired with the TD whether it could formally establish the relevant electronic parking restriction zones in the short term.

(c) Conventional bicycle parking spaces featured individual bays separated by railings where users could lock their bicycles. However, shared bicycles locked automatically after use and did not need to be parked at conventional bicycle parking areas with hardware facilities. Therefore, Members considered that providing simple bicycle parking areas would be sufficient to meet the public's need for parking shared bicycles.

(d) Some residents reported that shared bicycles were frequently parked illegally on the sidewalk of the landscaped area near Tat Tung Road, opposite the Tung Chung MTR Station. Members suggested that the TD should discuss the installation of geofences with the shared bicycle operators to resolve the issue of illegal parking.

(e) Members thanked the TD for its active follow-up on the issue of illegal parking of bicycles near the Cheung Chau Ferry Pier. In view of the upcoming large-scale events held on Cheung Chau, such as the Pak Tai Festival and the *Jiao* Festival, coupled with the approaching summer holidays, Members asked about the department's revised implementation timetable for the improvement measures as discussed during the meetings of the Traffic and Transport Committee on 9 December 2025 and 10 February 2026, as well as the site inspection on 18 December 2025.

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

(a) The TD's relevant section would review the time required for establishing parking restriction zones for shared bicycles after the meeting. The Department believed that the relevant arrangements which did not involve complex technical procedures could be implemented in the near future, and it would report the progress to Members in a timely manner.

(Post-meeting note: The TD replied after the meeting that it had established shared bicycle parking restriction zones within the public housing estates of Members' concern at the end of April.)

(b) The TD was aware that local parties held differing views on bicycle parking locations. Therefore, it would hold further discussions with Members after the meeting to identify suitable locations in the area (e.g. public housing estates, areas near the MTR station or black spots of illegal parking) for setting up geofences, and would follow up the situation with the shared bicycle operators.

15. Mr Tim WONG said that, regarding the situation of illegal parking of bicycles near the Cheung Chau Ferry Pier, the TD was preparing to conduct another round of departmental consultation on the latest revised proposal, with the aim of completing it between late April and early May 2026. As the Department must await the conclusion of the district consultation before confirming the feasibility of the proposal, it was not yet able to provide a timetable in this regard.

16. Mr MOK Mong-chan said that he understood the relevant departments required time to implement the aforementioned long-term improvement measures for bicycle parking. In view of the upcoming large-scale festive events held on Cheung Chau, the Islands District Office would, as always, collaborate with the relevant departments to carry out large-scale joint clearance operations before the events to help ensure their smooth operation.

17. The Chairman said that if Members had any further suggestions regarding the installation locations for geofences, they might convey them to the Department via the Secretariat for further consideration.

IV. Follow-up Items

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

18. The Chairman said that after a Member had raised the above-mentioned question at the meeting of the Traffic and Transport Committee (T&TC) on 14 April 2025, the Transport Department (TD), the Hong Kong Police Force and the Hospital

Authority (HA) had sent representatives to attend the T&TC meeting in June 2025. The TD indicated earlier that it had held a meeting with the Police and the HA in October 2025 to discuss the specific details for opening Chui Kwan Drive to divert the traffic under emergency situations, with the aim of implementing the arrangements in the first quarter of 2026.

19. The Chairman welcomed Mr LEE Lap-man, Engineer/Islands 2 of the TD and Mr LEUNG King-ho, Horis, Assistant Engineer/4 (South and Sustainable Lantau) of the Civil Engineering and Development Department (CEDD) to the meeting to respond to the question. She invited the guests to report on the latest progress of the proposal to open Chui Kwan Drive under emergency situations, as well as the specific date for the implementation of the relevant arrangement.

20. Mr LEE Lap-man reported as follows:

(a) Regarding the arrangement for opening Chui Kwan Drive to divert the traffic under emergency situations, the TD updated the existing list of emergency action items on 11 March 2026 to facilitate the implementation of the arrangement.

(b) Under this arrangement, if a major incident occurred on Yu Tung Road requiring a prolonged full closure, the Police commanding officers at scene would assess the traffic situation to determine whether to open Chui Kwan Drive. Through its Emergency Transport Co-ordination Centre, and in accordance with the list of emergency action items, the TD would co-ordinate with the HA, government departments, and public transport operators to take appropriate contingency measures.

(c) The TD did not recommend the use of Chui Kwan Drive by large vehicles such as buses under this arrangement. It recognised the public's need for public transport and would continue to study and optimise the relevant arrangement, as well as review the utilisation of Chui Kwan Drive, Yu Tung Road, and neighbouring roads. It would report to Members in a timely manner.

(d) With regard to increasing the capacity of Yu Tung Road in coping with emergency incidents, Members as well as representatives of the CEDD and the TD conducted a joint site inspection on 5 March 2026 and reached a consensus. The relevant departments would actively follow up on the provision of an additional traffic lane on Yu Tung Road eastbound, and would study the technical feasibility of extending the right-turn lane leading from Yu Tung Road into Yat Tung Estate and the right-turn lane leading from Chung Yan Road into Yu Tung Road. In addition, the TD would commence the relevant works for extending the area of the North Lantau Hospital bus stop on Chung Yan Road as soon as possible.

21. Mr Horis LEUNG reported as follows:

(a) To dovetail with the Tung Chung New Town Extension project, a contractor commissioned by the CEDD was currently carrying out drainage works on the eastbound section of Yu Tung Road between Chung Yan Road and Shun Tung Road. To minimise the impact of the works on traffic in Tung Chung, the contractor had converted part of the central median greening zone on the aforementioned road section into a temporary traffic lane to ensure that two-lane traffic was maintained during the works period. In accordance with the contractual requirements and the original construction plan, the contractor was required to remove the temporary traffic lane and restore the central median greening zone upon completion of the drainage works, thereby reinstating the original two-lane traffic arrangement. In response to Members' suggestion on widening Yu Tung Road to three lanes, the CEDD had, in collaboration with relevant departments, drawn up a detailed design for the widening works on the eastbound section of Yu Tung Road between Chung Yan Road and Shun Tung Road. The Department was currently actively following up on the proposed construction programme.

(b) Regarding the suggestion on extending the right-turn lane leading from Yu Tung Road into Chung Yan Road (towards Yat Tung Estate) and the right-turn lane leading from Chung Yan Road into Yu Tung Road (towards Mun Tung Estate), as these works involved modifying existing drainage facilities and waterworks, the CEDD, the TD, and relevant departments were actively reviewing their technical feasibility.

22. Members expressed their views as follows:

(a) The arrangement for opening Chui Kwan Drive to divert the traffic would help improve the transport network in Tung Chung. Members were pleased to note the progress and direction of the TD's implementation of this contingency plan, and asked the Department to report the latest progress to Members in a timely manner.

(b) Members reiterated that the purpose of opening Chui Kwan Drive was to provide an alternative route for residents and students using public transport (including buses) when severe traffic congestion occurred on Yu Tung Road. Although the Department was currently unable to permit buses to enter Chui Kwan Drive, Members acknowledged that the current progress represented a first step towards achieving the aforementioned objective.

(c) Various road users expressed the hope that the departments would remove barriers and lift restrictions to ultimately convert Chui Kwan Drive into a public road, allowing all vehicles to pass through. Members

understood that once Chui Kwan Drive was converted into a public road, even if the TD did not recommend regular diversions of public bus routes, public buses would still be able to pass through under emergency situations, which would be sufficient to resolve the traffic problems faced by residents of Tung Chung West. In this regard, Members urged the Department to work progressively towards the full opening of Chui Kwan Drive.

(d) Members were pleased to note that the CEDD was actively following up on the project for widening Yu Tung Road and conducting further studies on the suggestion on allowing vehicles to make a right turn from Chung Yan Road into Yu Tung Road. Furthermore, they noted that the drainage works on Yu Tung Road were scheduled for completion in the third quarter of 2026, and they enquired about the Department's timetable for converting the central median greening zone into a permanent traffic lane.

23. Mr LEE Lap-man said that the TD and the HA would continue to optimise the arrangement for opening Chui Kwan Drive. At present, the TD was reviewing the utilisation of Chui Kwan Drive, Yu Tung Road, and neighbouring roads, and was conducting studies geared towards the full opening of Chui Kwan Drive. The Department would actively take follow-up actions and report to Members in a timely manner.

24. Mr Horis LEUNG gave a consolidated response as follows:

(a) To reduce the frequency of future road maintenance works and the inconvenience caused to the public, the CEDD and relevant departments planned to upgrade the temporary traffic lane, which was converted from the central median greening zone, to meet permanent road standards.

(b) To reduce the impact on the traffic in Tung Chung and maintain two-lane traffic throughout the works period, the CEDD could commence the road widening works only after the completion of the drainage works. The CEDD would monitor the contractor to ensure that the relevant drainage works were completed as soon as possible, so that the subsequent road widening works could commence at an early date.

25. The Chairman thanked the CEDD and the TD for actively following up on Members' views.

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

26. The Chairman said that Members had raised the captioned question at the T&TC meeting on 9 December 2025, pointing out that the lift and ramp of the Mui Wo Vehicular Ferry Pier had been idle for many years, and expressing concern over its utilisation rate and subsequent follow-up arrangements. At that meeting, she asked the

Secretariat to write to the TD to convey Members' views and suggestions. In this regard, the TD's written reply had been distributed to Members for perusal before the meeting.

27. The Chairman welcomed Ms CHUNG Man, Emily, Senior Transport Officer/Planning/Ferry 3 of the TD to the meeting to respond to the question. A Member declared an interest, stating that his employer, the Henderson Land Development Company Limited, held more than 30% of the shares of the Hong Kong Ferry (Holdings) Company Limited, of which the Hongkong and Yaumati Ferry Company Limited was a founding member. He therefore said that he would not speak on this agenda item. The Chairman invited the guest to report on the follow-up work carried out in response to Members' views.

28. Ms Emily CHUNG responded as follows:

(a) Having considered Members' views and suggestions, the TD considered the Mui Wo Vehicular Ferry Pier to be a vital public facility for dangerous goods vehicles to provide emergency support and rescue services in the event of road traffic disruptions. Therefore, the Department considered it necessary to retain the pier.

(b) The TD was currently conducting a comprehensive review of the condition of the Mui Wo Vehicular Ferry Pier in collaboration with the relevant works departments, and would follow up on subsequent work such as the repair and maintenance of the pier in a timely manner, in order to ensure that it could operate normally when required.

29. Members expressed their views as follows:

(a) The Mui Wo Vehicular Ferry Pier had been idle for over 20 years. Its facilities had fallen into disrepair and were no longer operational. The repair costs were roughly estimated to be as high as HK$100 million. As the transport network was already well-developed, there was no longer any need to retain the pier. Members therefore questioned the TD's failure to make good use of public resources.

(b) Citing the situation of Cheung Chau as an example, Members pointed out that there were already numerous barges on the market providing vehicle transport services, while the Mui Wo Vehicular Ferry Pier had been idle in recent years. Therefore, they disagreed with the TD's decision to spend a substantial amount of public funds on pier maintenance merely for the use by a single vehicular ferry operated by the Hongkong and Yaumati Ferry Company Limited under hypothetical emergency situations, and suggested that the Department should consider demolishing the pier. Furthermore, vehicular ferries of a similar type had previously transported vehicles to Discovery Bay. However, taking the high maintenance costs of the pier's lifting platform

into account, the operator had ultimately switched to using barges for vehicle transport. The above example demonstrated that vehicular ferry pier's lifting platform was now obsolete and was gradually being phased out by the market.

(c) Members urged the relevant departments to examine whether the substantial maintenance costs for the pier were being spent wisely. They also considered that, given that the current economy showed no signs of recovery, the Department should allocate resources to more cost-effective projects, such as considering the conversion of the pier for use by vessels transporting vehicles approved to participate in the "Northbound Travel for Hong Kong Vehicles" scheme.

(d) Members asked whether the TD had explored other alternative options, and whether, given the current transport network of Lantau Island, it was indeed necessary to retain the Mui Wo Vehicular Ferry Pier to meet public demand. Furthermore, they asked the Department to explain the reasons for commencing pier refurbishment works after the pier had been unutilised for many years. They also requested the Department to provide data on service demand for the pier, such as the utilisation rates over the past one to two decades and projected annual utilisation figures, to demonstrate that refurbishment and maintenance works for the pier were indeed necessary.

(e) The TD should draw up a more comprehensive plan to explain the details of the entire maintenance project to the public, including the estimated maintenance costs, the works timetable, and annual maintenance expenditure. Furthermore, Members expressed concern that the maintenance works might not be co-ordinated with the improvement works currently underway at the vicinity of the Mui Wo Ferry Pier.

(f) Members said that they had put forward a number of comments and suggestions in detail to the TD at the previous meeting, yet the Department had not provided a corresponding response to those discussions.

(g) It was understood that the TD had carried out minor refurbishment works on the lifting system of the Mui Wo Vehicular Ferry Pier approximately five years ago. However, the facility had remained unutilised since the completion of the works. Furthermore, considering that the current site of the vehicular ferry pier was no longer suitable for such a facility, Members suggested that the TD should allocate the maintenance funds towards the relocation of the pier.

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

(a) Regarding Members' concerns about maintenance costs, she said that the TD would arrange the relevant works as soon as possible, subject to the Government's overall allocation of resources and the approval of the relevant budget application. Therefore, she was unable to provide an estimated works cost for the time being.

(b) Unlike ordinary passenger ferry piers, vehicular ferry piers were designed and constructed specifically for ferries carrying vehicles. The pier access was equipped with facilities such as roads for vehicles as well as ramps for vehicle embarkation and disembarkation. Furthermore, there were a wide range of dangerous goods categories, including flammable substances, explosives, compressed gases and radioactive materials. According to the regulations, storing incompatible dangerous goods in the same space was strictly prohibited, and appropriate segregation measures must be taken during transport; furthermore, vehicles carrying particular categories and quantities of dangerous goods were prohibited from entering tunnels. Therefore, if land transport was disrupted due to an emergency incident, maritime transport became a crucial means of providing support. The TD comprehended Members' concerns about the use of public money. However, infrastructure was vital for maintaining public transport operations and providing emergency support services.

31. The Chairman asked whether the TD needed to conduct a public consultation on the maintenance works programme for the Mui Wo Vehicular Ferry Pier.

32. Ms Emily CHUNG said that the TD was willing to listen to Members' views, and pointed out that the written reply provided to Members prior to the meeting presented the outcome of the Department's internal discussions after the previous meeting.

33. The Chairman reminded the TD that it must conduct adequate consultation before using public funds and should consider whether the expenditure was in the public interest.

34. Ms Emily CHUNG said that the TD noted Members' views and suggestions.

35. Members expressed their views as follows:

(a) Members were concerned that the TD's maintenance plan might fail to secure funding in the future due to its high cost and lack of cost-effectiveness. They urged that the Department to comprehensively assess the feasibility of the plan in terms of resources and technology before commencing maintenance or demolition works at a reasonable cost.

(b) Members asked the TD whether the Mui Wo Vehicular Ferry Pier was

the only facility on Lantau Island permitted for use by vehicles carrying the aforementioned four categories of dangerous goods.

(c) Given the Government's current financial constraints, the Department should re-consider whether to proceed with the maintenance works programme for the Mui Wo Vehicular Ferry Pier to avoid incurring substantial maintenance costs in the future. Therefore, the most ideal solution would be to demolish the pier.

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

(a) The TD would commence the repair and maintenance works for the Mui Wo Vehicular Ferry Pier as soon as possible. In addition, the Department was currently unable to provide an estimated cost for the works, as this would ultimately depend on the Government's overall resource allocation and budget. At the same time, the repair and maintenance works for the vehicular ferry pier involved multiple processes (e.g. the application for and approval of project resources, relevant tendering and contractual arrangements by the works departments, as well as the subsequent works and acceptance procedures). All the above tasks would be carried out in accordance with the established mechanisms and procedures, and the TD would continue to maintain close liaison with the relevant works departments. However, no actual figures regarding the maintenance costs were available at this stage.

(b) As the Mui Wo Vehicular Ferry Pier was a vital piece of public infrastructure capable of serving as an emergency facility to facilitate the transportation of dangerous goods to South Lantau in the event of an emergency, the Department considered the maintenance of the pier to be an appropriate and feasible arrangement.

37. The Chairman asked the TD to give further consideration after the meeting to the views and suggestions put forward by Members during this meeting.

V. Hong Kong Resort Company Limited's Proposal for Rescinding Prohibited Zones for Taxis in Discovery Bay and Adding Taxi Stands in Discovery Bay South
(T&TC Paper No. 14/2026)

38. The Chairman asked the attendees to refer to T&TC Paper No. 14/2026, and welcomed Mr WONG Hon-kuen, Ken to the meeting.

39. The Chairman noted that the Secretariat had received a notification from the Transport Department (TD) on 2 April requesting that the aforementioned paper be discussed at this meeting, and that the TD had held a briefing session yesterday afternoon to brief Members and Islands District Council (IsDC) members on the paper.

She welcomed Mr WONG Wai-man, Raymond, Senior Engineer/Islands, Mr AU Siu-fung, Kelvin, Chief Transport Officer/Islands, Ms WONG Shuk-man, Suman, Engineer/Lantau Development and Mr LUK Cheuk-man, Eric, Senior Transport Officer/Islands 2 of the TD; Mr Gilbert KWOK, Divisional Commander, Lantau North Division, Mr YEUNG Yan-ning, Owen, Assistant Divisional Commander, Lantau North Division, and Ms NG Pui-yee, Candy, District Operations Officer, Lantau District of the Hong Kong Police Force (HKPF); Ms Sophia WOO, Assistant General Manager – Transportation and Mr Peter TSANG, Senior Executive Manager – Transportation of the Discovery Bay Transit Services Limited (DBTSL); Mr Ernest LEE, Assistant General Manager and Mr Daniel MA, Senior Executive Manager – Estate of the Discovery Bay Service Management Limited (DBSML); Ms Sara LAI, Senior Principal Manager - Community Relations of the Hong Kong Resort Company Limited (HKRCL); as well as Ms Carmen CHU, Director of Consulting and Mr Damon WONG, Senior Engineer of the Ove Arup & Partners Hong Kong Limited (the consultant).

40. Mr Kelvin AU and Mr Peter TSANG briefly presented the paper.

41. Mr Peter TSANG added that the HKRCL understood the concerns of some stakeholders regarding the impact of taxi operations on road safety within Discovery Bay. Therefore, the company would step up road safety education for drivers and the citizens in the area through measures such as putting up notices and distributing leaflets, and would remind taxi drivers to comply with the traffic regulations in Discovery Bay. In addition, following earlier discussions with IsDC members and stakeholders, the HKRCL had tentatively proposed a one-month adaptation period for the captioned plan. During this period, taxis would only be permitted to enter Discovery Bay South between 9:00 p.m. and 9:00 a.m. the next day. This time slot was selected in consideration of the lower traffic volume during those hours, while also meeting the needs of students travelling from outside the area to attend school in Discovery Bay.

42. Members expressed their views as follows:

(a) Given that the captioned proposal involved significant changes to the transport policy affecting the entire community, Members considered that it must be based on a reasonable, transparent and representative public consultation. Members reported that some residents of Discovery Bay had questioned the validity of the public consultation conducted by the HKRCL, citing flaws in its procedure, duration, scope and transparency.

(b) With reference to the specific requirements for public consultations set out in the codes of practice for government departments, the consultation period for major policies was generally not less than two to three weeks. The consultation documents must be comprehensive, and consultation conclusions must be published to accurately reflect the mainstream views and major dissenting views. Members pointed out that, in paragraph 14 of the paper, the HKRCL claimed that the consultation

document had been displayed at various locations, but the consultation period had not been specified, thus contravening the aforementioned procedural requirements for consultations. In addition, Members had received feedback from multiple village representatives in the area, stating that the DBSML had never formally sought their views. They therefore questioned the comprehensiveness and representativeness of this consultation. Citing Greenvale Village in Discovery Bay as an example, Members said that its village committee convened a meeting on its own initiative on the evening of 13 March 2026 to discuss the pros and cons of allowing taxis into Discovery Bay, with the majority of owners expressing clear opposition.

(c) Some property owners in the area pointed out that, according to Discovery Bay's Deed of Mutual Covenant, if the service operator wished to apply to rescind the existing prohibited zones for taxis in Discovery Bay, the applicant should be the DBSML, not the HKRCL. Members requested the TD to seek legal advice after the meeting to ensure that the application procedure complied with the regulations.

(d) Members asked the TD how it assessed the consultation process conducted by the HKRCL regarding the captioned proposal, and whether it considered the consultation to be reasonable and adequate. They also enquired whether the Department was aware that over 2 000 residents had signed an online petition calling on the HKRCL to conduct a genuine, open, transparent and representative public consultation. Furthermore, they asked whether the Department would, apart from the four taxi stands mentioned in the paper, permit taxis to pick up and drop off passengers at other locations, such as road sections without double-yellow-line markings.

(e) The captioned issue drew great public concern, and the Department, the HKRCL and Members received a large number of public comments through various channels, including voices both for and against the proposal. Members considered that the number of opposing or supporting views was not the sole focus of the discussion. They reminded the HKRCL and the TD that they should not view this matter as a "zero-sum game", and that they should properly consider the views received and balance the concerns of both sides as far as possible.

(f) Members expressed concern that the captioned proposal might have an impact on the environment of Discovery Bay, such as increased noise levels. Furthermore, if taxis failed to co-exist harmoniously with other road users, this could give rise to safety issues. In this regard, Members requested the Police to provide professional advice on the proposal to help improve enforcement and enhance road safety.

(g) Members hoped that all stakeholders would engage in more in-depth

discussions regarding the proposal and suggested that the HKRCL should implement the adaptation period in a more cautious manner, for example by extending it to three months or half a year. They also suggested that, in addition to a time-phased implementation of the proposal, consideration could also be given to phasing the implementation based on the number of taxis, their types (such as electric taxis) and pick-up and drop-off locations, in order to enhance local road safety during the implementation period.

(h) Members suggested that the HKRCL could arrange for residents to book designated taxi services, allowing the proposal to be implemented gradually in a more orderly manner while ensuring safety and reassuring residents.

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

(a) During the consultation period, the TD had received a range of views from sources other than the HKRCL. As of last week, the Department had received a total of approximately 370 submissions, of which about 30% expressed support, while the remaining 70% expressed opposition or conditional opposition. Among the submissions received by the TD were a letter of support signed by approximately 6 000 members of the public and an online petition against the proposal signed by approximately 2 000 citizens.

(b) Supporting views mainly argued that the proposal would improve transport convenience and complement public transport; opposing views, on the other hand, centred on road safety, infrastructure constraints, the impact on the concept of car-free environment, the modes of consultation, and environmental issues, etc. Some opponents stated that if restrictions on taxi access to Discovery Bay South were to be relaxed, certain conditions must be imposed accordingly, such as restricting the hours of access, the number of vehicles, or the permitted routes.

(c) The TD expected the HKRCL to maintain transparency throughout the consultation process and to respond actively to residents' views. The Department had also conveyed the relevant views to the HKRCL to facilitate appropriate follow-up and consideration. The HKRCL would take follow-up actions based on the consolidated consultation results and the views of other relevant government departments, and would announce the consultation results and address the concerns of various parties in a timely manner.

44. Mr Gilbert KWOK gave a consolidated response as follows:

(a) The Police shared the concern about road safety in Discovery Bay, and

considered that the HKRCL, as the area's managing body, was obliged to implement traffic management measures in accordance with the City Rules to ensure the safety of road users, and to establish appropriate administrative mechanisms to regulate the behaviour of taxis, including prohibiting non-compliant taxis from entering Discovery Bay. As regards the traffic management measures set out in the captioned paper, their actual effectiveness remained to be seen.

(b) The Police would continue to closely monitor the traffic and road safety conditions in Discovery Bay, and would take appropriate enforcement action against non-compliant acts where necessary.

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

(a) With regard to traffic management, the DBSML had, in accordance with the City Rules, set out in detail the procedures for dealing with non-compliant vehicles (including taxis).

(b) According to the consultant's detailed study, traffic volumes on the main roads in Discovery Bay, both currently and as projected for 2037, indicated that the existing infrastructure had sufficient capacity to handle the additional taxi traffic.

(c) The consultation lasted three weeks. In its consultation document, the company not only explained the proposal, the locations of the four proposed taxi stands and the specific operational arrangements in detail, but also attached a summary of the consultancy report (i.e. Appendix A of this paper) for residents' reference. The consultation document was mainly displayed in prominent locations, such as the pier, the bus terminuses and major bus stops. Furthermore, paragraph 14 of the document stated that the company would subsequently announce the consultation results to residents and respond to their views.

(d) Given that taxis provided a point-to-point service, and in order to maximise convenience for members of the public, particularly the elderly persons, mobility impaired persons, those accompanying the elderly persons or children, and those returning home late at night, taxis should be permitted to pick up and drop off passengers along road sections without double-yellow-line markings. This did not imply that taxis might drive or park arbitrarily. As was the case on other non-restricted road sections in Hong Kong, taxis or private cars were not permitted to stop or park for extended periods in a manner that obstructed traffic. The company's city management team conducted round-the-clock monitoring of every road with CCTV cameras, an artificial intelligence (AI) system and security personnel. Once taxis were found waiting for passengers at locations other than taxi stands, they would be immediately told to move on.

46. Mr Ernest LEE gave a consolidated response as follows:

(a) Road management in Discovery Bay was the responsibility of the DBSML. Therefore, the company had been taking timely and appropriate measures in response to community development and residents' needs. As stated in the paper, the company had implemented a number of measures to enhance road safety management in Discovery Bay, including providing prominent pedestrian crossings at key locations, introducing an AI system for real-time monitoring of major roads, as well as conducting six road patrols and at least four speeding checks daily.

(b) The company would step up its publicity efforts to remind residents and taxi drivers of the relevant requirements following the implementation of the new measures. In response to residents' feedback, the company would introduce an adaptation period to enhance education for residents and taxi drivers, thereby ensuring that taxis could travel safely and smoothly within Discovery Bay.

47. Ms Sophia WOO gave a consolidated response as follows:

(a) Regarding the traffic safety concerns raised by residents and Members, relevant legislation was already in place to regulate such matters. The company had received views from various parties, including support for the proposal as well as requests for further improvements and greater transparency. In this regard, the company had set out the proposed improvement measures in detail in the paper, including arrangements for enhancing travel safety and introducing an adaptation period. The company would give further consideration to Members' suggestion on extending the adaptation period.

(b) Many areas in Hong Kong were currently undergoing transformation. Some purely residential areas, formerly far from the hustle and bustle, had been developing into diverse, green living communities on a continuous basis, and Discovery Bay had also kept pace with these developments. The company was committed to enhancing transport standards in Discovery Bay and had engaged a consultant to assist in monitoring safety data and compiling professional safety reports. These were all components of a high-end, smart and leisure-oriented lifestyle.

48. Ms Carmen CHU added that, while reviewing the proposal of allowing taxis to access the Discovery Bay taxi stands or Discovery Bay South, the consultant had reviewed all the existing traffic signs in the area. In fact, vehicles from outside the area (such as goods vehicles and public transport vehicles) had been regularly entering and leaving the area and they had operated by using traffic signs that complied with road safety rules outside the area. Therefore, given the limited increase in the number of

taxis, the consultant considered that Discovery Bay was capable of accommodating the additional taxi traffic in terms of both road capacity and traffic regulations, and primarily recommended enhancing safety measures at pedestrian crossings.

49. The Chairman invited the TD to respond to Members' questions and explain how the Department assessed the consultation process conducted by the HKRCL regarding the captioned proposal, and whether it considered the consultation to be reasonable and adequate.

50. Mr Kelvin AU said that the TD had held numerous discussions with the HKRCL, which considered the relevant consultation arrangements to be the most appropriate approach. During the consultation period, the Department had received views from various parties and identified a number of public concerns requiring follow-up. If Members considered that the consultation needed to be further optimised, the Department would discuss the matter with the HKRCL and take appropriate follow-up actions.

51. Members expressed their views as follows:

(a) Members considered that the DBSML had not yet allayed public concerns about the impact of taxis on road safety in the area at this meeting, and that the DBTSL had also failed to provide a clear response as to whether taxis were permitted to pick up or drop off passengers at any locations.

(b) Members enquired whether the DBSML had installed a 24-hour AI surveillance system, and whether, if the system captured taxis arbitrarily stopping by the roadside to pick up or drop off passengers, the company would blacklist the taxis concerned and prohibit them from entering Discovery Bay in future.

(c) Recent traffic accidents in Discovery Bay had been a cause for concern among many residents. To allay these concerns, the DBSML must strengthen safety and security measures to reassure residents and put their minds at rest. To this end, Members opined that the HKRCL should consider extending the adaptation period and establishing a "stop-and-review mechanism". If any major accident or loss of life occurred after the full lifting of restrictions on taxi access, the relevant arrangements must be suspended immediately for review, and implementation could only resume once the relevant issues were properly addressed.

(d) Members considered that, before the discussion on rescinding the existing prohibited zones for taxis in Discovery Bay, it was essential to review the arrangement approved by the TD on 26 December 2014, which permitted urban and Lantau taxis to enter Yi Pak in Discovery Bay. At that time, for road safety reasons, the TD had installed signs of

prohibited zones for taxis outside Yi Pak to separate taxis from golf carts, thereby reducing the risk of accidents arising from both using the same roads. In this regard, Members asked the DBSML what specific, effective and enforceable measures had been implemented under the captioned proposal to ensure road safety.

(e) Paragraphs 9 to 12 of the paper stated that the DBSML had installed an AI surveillance system, deployed additional security personnel to step up patrols, and collaborated with the Police to implement a dual-track enforcement strategy. Regarding the aforementioned measures, Members asked the representatives of the TD and the HKPF whether the evidence of offences collected by the AI system mentioned in the paper would be admissible in court. Members considered that if evidence collected by the system were clearly inadmissible in court, the system would fail to deter offences and would struggle to effectively ensure road traffic safety in the area.

(f) Many residents doubted the effectiveness of enhancing pedestrian crossing facilities mentioned in paragraph 13 of the paper (such as the installation of "LOOK LEFT" and "LOOK RIGHT" markings, and the surfacing of roads in deep red) in regulating the driving practices of taxi drivers. They generally believed that the DBSML should introduce stricter road safety measures, such as adding traffic lights and signal-controlled crossings, and that the Government should permit the installation of legally binding speed enforcement cameras and traffic enforcement equipment to truly allay public concerns.

(g) Members asked the HKPF's representatives how they assessed the content of the Traffic Impact Assessment (TIA) Report set out in Appendix A, and whether the data in the report could prove that the roads would remain safe after taxis were allowed into Discovery Bay.

52. Mr Gilbert KWOK said that any evidence used for prosecution must meet the court's requirements for completeness and reliability. Speed measurement instruments must be certified and calibrated, with a complete chain of evidence, including operating procedures, record-keeping and the qualifications of technical staff, to ensure that the measurement results were accurate and admissible in court. Therefore, it was anticipated that the speed measurement records from the aforementioned AI system could not, in general, be directly admissible as evidence for prosecution.

53. Ms Suman WONG said that all roads in Discovery Bay were private roads managed by the HKRCL. The HKRCL had engaged a traffic consultant to conduct a TIA, which concluded that the proposal concerned would not have a significant adverse impact on traffic in the area. The company had also sought the views of relevant government departments. The TD had provided feedback to the HKRCL on the TIA report and had informed the company that it must first obtain clearance from the relevant government departments before implementing the proposal. The Department

would closely monitor the developments, and might, where necessary, rescind the prohibited zones for taxis if the HKRCL secured consensus among residents.

54. Mr Ernest LEE reiterated that road management was one of the DBSML's responsibilities. The company applied a consistent approach to all vehicles (including taxis) and would regulate non-compliant vehicles in accordance with the City Rules. In the most extreme cases, if repeated warnings proved ineffective, the company would blacklist the non-compliant vehicles and prohibit them from entering Discovery Bay.

55. Mr Daniel MA added that, whether monitored via an AI system or manually, violations were primarily categorised into three types: speeding, overtaking by crossing double white lines, and stopping along road sections with double yellow lines. As the Government had established procedures for prosecuting speeding offences, the information provided by the company to the Police might not necessarily be sufficient for direct enforcement. As regards overtaking or illegal parking, the company had been maintaining contact with the Police and providing relevant information to them, and there had already been cases of successful prosecution. He therefore wished to clarify that some non-compliant cases could be dealt with by the Police through enforcement, while others were first addressed by the DBSML through verbal and written warnings. In serious cases, the vehicles in question would be prohibited from entering Discovery Bay.

56. Members expressed their views as follows:

(a) Members hoped that the DBSML could strike a balance among public views, which were rather polarised currently. With road safety as the foremost consideration, Members suggested that the DBSML should consider adjusting the adaptation period by, for example, extending it to three to six months, and/or restricting the trial hours to between 9:00 p.m. and 6:00 a.m. (to avoid the morning school rush hour). A review should also be conducted at the end of the adaptation period, in order to assess the safety situation before deciding whether to continue implementing the proposal.

(b) Members emphasised that road safety was a core concern shared by various parties, and that creating a safe environment was a joint responsibility of residents, road users and the DBSML, rather than the responsibility of any one party alone.

(c) Members pointed out that the actual transport needs of some elderly residents must not be overlooked, particularly when they travelled for medical appointments or healthcare services. They cited residents of Peng Chau as an example, noting that they needed to travel via Discovery Bay to Tung Chung regularly, and that the transport arrangements directly affected their daily lives.

57. An attendee expressed the following views:

(a) This was not the first time vehicles had been permitted to travel in Discovery Bay. The current proposal merely added "taxis" as a new category of vehicle. In fact, there was already an established mechanism within the area to manage road traffic safety. A recent traffic accident involving drink-driving in the area demonstrated the practical and effective collaboration between the Police and the DBSML. It was hoped that this would allay the concerns of Members and residents about road management and law enforcement.

(b) Regarding residents' concerns about the public consultation arrangements, the attendee requested the HKRCL to provide a more detailed explanation of the consultation process (including the rationale behind the locations for displaying the consultation document). The attendee also asked the TD to explain what advice it had previously provided to the HKRCL, as well as the established consultation procedures, in order to avoid any perception of making uninformed decisions behind closed doors.

58. Ms Sophia WOO gave a consolidated response as follows:

(a) The company had reservations regarding the view that the proposal lacked transparency or had been developed behind closed doors. It was precisely because the consultation process was sufficiently transparent that a large volume of feedback had been received.

(b) The company had received a total of over 10 000 signatures in support of the captioned proposal before and during the consultation period, which amply reflected the community's genuine demand for point-to-point taxi services.

(c) With regard to public consultation, the company had maintained close communication with the TD. Following the discussions, the number of locations for displaying the consultation document was increased from the six initially proposed by the Department to cover most places frequented by residents, including the Discovery Bay Plaza, the pier, the bus terminuses and clubhouses in the area. The company had taken photographs of these locations and provided them to the TD for review. This constituted an effective two-way communication mechanism.

(d) Since the opening of the Discovery Bay Tunnel in May 2000, the DBSML had been working closely with the HKPF to jointly oversee road safety in the area. The City Management Office in Discovery Bay had established a comprehensive system for monitoring and reporting, as well as co-ordinating with the Police to ensure that traffic accidents were dealt with promptly.

(e) Taxis were merely one of the modes of transport in the area. There were goods vehicles and other vehicles using the roads in Discovery Bay as well, and all road users must bear their respective responsibilities when using the roads. Ensuring community safety was a top priority for the DBSML and the developer. Therefore, from the outset, the company had worked closely with a professional consultant to collect data and compile expert reports for the captioned proposal.

59. Ms Suman WONG said that the measures proposed by the HKRCL aimed to monitor the relevant traffic conditions and improve pedestrian safety. If the HKRCL proposed further measures following the collection of residents' views, the TD would continue to provide advice in this regard.

60. Mr Gilbert KWOK gave a consolidated response as follows:

(a) The consultant's TIA report was based on data from peak periods in 2019. However, information from the Police indicated that 2019 might not have been the busiest year for traffic, and traffic volumes in subsequent years might have been higher. He therefore enquired as to the consultant's rationale for selecting data from 2019.

(b) The Police's procedures for handling traffic accidents occurring in Discovery Bay were the same as those in other districts; that was, upon receiving a report, officers were dispatched to the scene to investigate and follow up.

61. Mr Kelvin AU said that the TD attached great importance to the transparency of the aforementioned public consultation and had maintained close communication with Members and IsDC members. The TD was keen to listen to views and suggestions from various parties, and would actively follow up on Members' suggestions regarding the public consultation.

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

(a) The current arrangements for the adaptation period were merely preliminary proposals. The DBTSL would give due consideration to further views expressed by Members and IsDC members.

(b) Regarding the "stop-and-review mechanism" suggested by Members, traffic accidents involved numerous causes which might not necessarily be related to taxis. The company would independently examine the specific causes of each accident, such as whether driver error or vehicle mechanical faults were involved. Its focus was on traffic management after taxis entered Discovery Bay, as well as the identification of the causes of accidents as quickly as possible when they occurred.

63. Ms Carmen CHU added that, after comparing data from different years, the

consultant found that the data for 2019 were the highest and most representative, and could therefore be used as the most conservative estimate. As citizens' travel patterns and habits had changed since the pandemic, travel times were now more spread out. This, coupled with the relatively small number of vehicles in the area, meant that changes in the data were not significant. Therefore, the company had not utilised post-pandemic data. Instead, the daily average and peak-hour data patterns from 2019 could serve as a valid basis for analysis.

64. Mr Ernest LEE added that, regardless of whether taxis operated in the area, the DBSML had always worked closely with the Police. Goods vehicles, buses, golf carts and other vehicles had always used the roads in Discovery Bay. While accidents did occur occasionally, the DBSML reported each incident to the HKPF, which would intervene to investigate and take appropriate action.

65. Members expressed their views as follows:

(a) With regard to the suggestion relating to the "stop-and-review mechanism", this did not mean that the proposal would have to be suspended immediately whenever any form of traffic accident occurred. However, in the event of a traffic accident involving a taxi which resulted in serious casualties, the relevant arrangements should be suspended immediately, during which time an investigation should be conducted to determine whether a taxi was at fault. Members pointed out that if a taxi caused an accident by stopping arbitrarily to pick up or drop off passengers after entering Discovery Bay, this would precisely reflect that the management mechanisms in the area had failed to effectively prevent such situations from occurring. Members said that the aim of their suggestion was to instil public confidence by identifying the accident causes and resolving the issues, thereby making them feel comfortable about accepting the new traffic arrangements.

(b) Traffic flow in Discovery Bay was low, and the area's unique road layout mainly consisted of two-lane two-way traffic. Furthermore, the estimated flow of taxi traffic differed from that of goods vehicles and buses. As there were currently a total of 18 000 taxi licences in Hong Kong, Members doubted the effectiveness of the DBSML's current mechanisms in managing the traffic. Furthermore, they expressed concern about the arrangement for allowing taxis to pick up and drop off passengers indiscriminately, fearing that this would lead to traffic congestion in the area and affect bus services.

(c) Members understood residents' need for point-to-point taxi services and therefore hoped that the TD and the HKRCL would conduct a more in-depth study of the captioned proposal, such as considering a phased implementation to help different stakeholders adapt gradually. Members considered that the TD had an important responsibility as the gatekeeper and should first engage in active communication with the

DBSML and conduct adequate consultations, in particular by seeking the views of the various owners' committees in the area, before consulting the IsDC. The DBSML must also take forward the proposal with a more transparent and an open manner.

(d) Regarding residents' concerns about air pollution caused by taxis, Members suggested that the HKRCL should consider allowing only electric taxis to enter Discovery Bay.

(e) Members suggested that the adaptation period should be accompanied by a regular, monthly review mechanism, and that an effective communication platform should be established between residents and the DBSML to enable residents to voice their views and allow the DBSML to explain the arrangements and safety measures in detail.

(f) Residents of Discovery Bay had all along welcomed improvements to the community's accessibility, provided that the proposal must be implemented safely, and that adequate public consultation on the proposal must be conducted. Members agreed on the necessity of catering for the needs of the elderly persons in the area and improving transport accessibility. However, they considered that the HKRCL should first comprehensively improve the existing hire car services, enabling the elderly persons and mobility impaired persons to book taxis at the existing taxi station in Discovery Bay North, prior to considering the introduction of new measures.

(g) Members considered it essential to ensure that evidence collected by the AI system would be admissible in court to convince both Members and residents of the capability of the DBSML and the Police to carry out effective enforcement on traffic offences in the area. On this new basis, the HKRCL should conduct a formal public consultation again on the captioned proposal.

66. Mr Kelvin AU said that the TD noted Members' views on road safety and public consultation. After the meeting, the Department would collate the views from various parties for further analysis and follow up with the HKRCL.

67. Members expressed their views as follows:

(a) Members expressed concern that increased police operations in Discovery Bay would place a heavier burden on public funds due to additional tunnel tolls.

(b) Members raised concerns regarding the appropriateness of the public consultation previously conducted by the HKRCL, and whether its data collection methods complied with government-approved survey practices. They also requested the TD to clearly define what constituted

an appropriate consultation model and fulfil its duty of oversight.

(c) Data collected by the HKRCL showed that the majority of views were in favour of the proposal. The TD, however, had received over 2 000 objections during the same period, and the views received by Members were also predominantly against the proposal. In view of the relatively divided public opinion, Members considered that a more rigorous consultation approach should have been adopted, and suggested that, if there was an opportunity to conduct consultations in the future, reference should be made to the Government's past consultation experience in rolling out new policies. Consideration should also be given to adopting a more neutral and appropriate approach.

(d) Members suggested that the HKRCL should consider adjusting the hours of the adaptation period from the original "9:00 p.m. to 9:00 a.m." to "9:00 p.m. to 6:00 a.m.", in order to ensure a safe passage for children on their way to school in the morning, and to allow all parties to adapt to the new traffic arrangements easier.

(e) Members considered that the adaptation period should be subject to an independent review mechanism, and expected the TD to take up a more proactive role by actively participating in monthly reviews to assess the feasibility of the measures. They also suggested that different arrangements made under the adaptation period could be implemented in phases. For example, the hours of the first phase of the adaption period could be from "9:00 a.m. to 6:00 p.m.", with further adjustments to be made in the second phase. Members emphasised that only through continuous communication and appropriate reviews could an ideal balance be struck between persons requiring taxi services and those who were concerned about road safety.

(f) Clear rules and mechanisms must be established before implementing the new measures, or effective operation would be difficult. Members pointed out that both supporters and opponents of the proposal were questioning the authenticity of each other's views at present. The absence of objective criteria would only lead to endless disputes. Members suggested adopting the most direct approach, such as allowing all residents of Discovery Bay to vote in a "one person, one vote" referendum to decide whether to implement these measures on the principle of majority rule.

68. Mr Eric LUK said that the TD noted Members' views and would carefully analyse them after the meeting. The Department expected the HKRCL to maintain transparency throughout the consultation process and would follow up with the company on Members' views after the meeting.

69. Mr Kelvin AU said that the TD noted Members' views on road safety and public consultation. The Department would follow up on such views after the meeting and would report the latest progress to Members in a timely manner.

70. Mr Gilbert KWOK gave a consolidated response as follows:

(a) The Police would continue to review the operational needs of the Lantau District, deploy resources flexibly, and take appropriate enforcement action against traffic offences in Discovery Bay where necessary.

(b) At present, all government vehicles using the Discovery Bay Tunnel to enter Discovery Bay on official business were required to pay a tunnel toll of $50. As these vehicles were used to serve local residents, the Police hoped that the DBTSL would review this arrangement and, in accordance with the Discovery Bay Tunnel Link Ordinance (Cap. 520), exempt government vehicles from the tunnel toll, so that they could provide more effective support for services to residents of Discovery Bay.

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

(a) He thanked Members and IsDC member for their views on the captioned proposal. The company would hold further discussions with the TD regarding the duration of the adaptation period, the permitted hours for taxi access and the mechanism for regular reviews during the adaptation period.

(b) Regarding the issue of tunnel tolls raised by the Police, the company would hold further discussions with the TD and the Police on another occasion.

72. The Chairman asked whether the DBTSL would actively consider waiving the relevant tunnel tolls.

73. Mr Peter TSANG said that the company would consider the suggestion and would further discuss the relevant arrangements with the TD and the Police.

74. Members added that, pursuant to Section 24(11) of the Discovery Bay Tunnel Link Ordinance (Cap. 520), the DBSML shall not charge a toll or fee in respect of a vehicle carrying persons who were employed by or in the service of the Government and who were performing any duty in the tunnel area pursuant to the Ordinance or in relation to an emergency or the enforcement of the law.

75. Mr Peter TSANG clarified that the company would not charge any fees to the Police, the Fire Services Department or ambulances while they were performing their duties in the tunnel area. However, the current discussion concerned vehicles passing through the tunnel to enter Discovery Bay.

76. The Chairman summarised as follows:

(a) The DBTSL was asked to hold further discussions with the relevant departments regarding the collection of tunnel tolls from government vehicles.

(b) The TD was asked to fulfil its gatekeeping role and carefully consider Members' views and suggestions after the meeting. Where necessary, the relevant departments or organisations might, through the Secretariat, invite the Committee to conduct a follow-up meeting for further communication.

VI. Developing Yacht Economy
(T&TC Paper No. 5/2026)

77. The Chairman asked the attendees to refer to T&TC Paper No. 5/2026.

78. The Chairman welcomed Mr JIANG Guifu, General Manager/Operations and Mr NG Yiu-lun, Senior Marine Officer/Licensing and Port Formalities of the Marine Department (MD) to the meeting to present the paper. She noted that, prior to the meeting, the Secretariat had received comments from a member of the public regarding the captioned matter and had forwarded them by email to Members for perusal.

79. Mr NG Yiu-lun briefly presented the paper.

80. Members expressed their views as follows:

(a) Developing the yacht economy was one of the essential pathway toward fostering Hong Kong's economic diversification, and it also served as an important foundation for boosting the economy of the Islands District. At present, the yacht economy was gradually taking shape across various places in Hong Kong, such as Lamma Island and Victoria Harbour. Members pointed out that those arriving in Hong Kong by yacht were predominantly high-end consumers from the Mainland with stronger spending power. Implementing the relevant measures would not only inject vibrancy into Hong Kong's economy but also help promote economic integration with the Mainland and explore new models of co-operation. Members expressed their support for the measures and expected that they would be implemented as soon as possible.

(b) Members asked the MD about the expected number of yachts visiting Hong Kong from the Mainland annually following the implementation of the measures, and the anticipated scale of the economic benefits.

(c) There were still fishing vessels carrying out inshore operations in the waters off Tai O. Some residents were concerned that the two proposed yacht anchorage areas might affect the livelihoods of fishermen. Nevertheless, fishermen's organisations and residents in the area generally supported the measures. In this regard, Members considered that as long as the MD maintained close communication with stakeholders in the area, the measures could be implemented smoothly. Given that Hong Kong already had the "Northbound Travel for Hong Kong Vehicles" and the "Southbound Travel for Guangdong Vehicles" policies in place, Members anticipated that the "northbound/southbound" travel for yachts would become a future trend and therefore expressed their support for the measures.

(d) The paper mentioned plans to establish additional anchorage areas for visiting yachts in the southern part of Hong Kong (namely Tai Tam Bay, Stanley Bay and Repulse Bay), which had long been used as yacht anchorages; another proposed location was Kei Ling Ha Hoi in Sai Kung, where fishermen's operations were carried out and a traditional environment had been preserved. Members therefore reminded the MD that it must maintain close liaison with stakeholders near the anchorage areas to minimise the impact on them.

(e) Members suggested that additional anchorage areas should be gradually introduced to allow visiting yachts to anchor at more locations (such as Lamma Island and Cheung Chau), thereby facilitating visitors from various regions who arrived at Hong Kong by yacht. Members hoped that visiting yachts would gradually be granted the same arrangements as local yachts, namely permission to anchor at all locations outside the prohibited zones.

(f) In the past, the anchorage areas were mainly concentrated along the coastline at the vicinity of Sai Kung, while few were near Lantau Island. Members considered that the measures would foster tourism development across the Islands District and boost Hong Kong's tourism economy. They therefore expressed support for the relevant measures.

(g) The anchorage areas for visiting yachts at Sai Kung and Victoria Harbour were not convenient for yacht routes to Hong Kong from Hainan Island, the Pearl River Estuary, Guangzhou, Taishan and Guangxi, etc. Therefore, Members suggested that the MD should consider establishing additional anchorage areas in Mui Wo, South Lantau, Cheung Sha and Shap Long to facilitate anchoring of yachts. As Shap Long was close to Mui Wo, Peng Chau, Hei Ling Chau and Cheung Chau, Members specifically suggested establishing an additional anchorage area there to boost tourism development in the surrounding areas.

(h) Citing the incident five years ago when eight to ten yachts were anchored off the coast of Cheung Chau and caused discontent among residents, Members emphasised the importance of identifying suitable locations for anchorage areas. In this regard, Members were pleased to learn that the MD had conducted an in-depth study for the captioned paper. They reminded the Department that when implementing new measures in the district, it should fully explain such measures to local parties and maintain close cooperation with Islands District Council members to ensure that residents could adapt smoothly to the new developments.

(i) The MD pointed out in the paper that the five locations identified as suitable anchorage areas for yachts visiting Hong Kong could accommodate a total of approximately 115 yachts. Members considered this estimate rather conservative and were concerned that the anchorage area in Tai O might not be able to accommodate more than 20 yachts at the same time. They therefore suggested that the Department should explore the feasibility of expanding the anchorage areas to accommodate more vessels. Furthermore, they suggested that the MD should establish a booking system and monitor the anchoring of yachts in real time.

(j) Members were aware that certain organisations believed the measures might affect the habitat of Chinese white dolphins. They noted that such dolphins were highly intelligent and swam faster than ordinary slow-moving vessels could travel (about ten knots or so), enabling them to avoid collisions with vessels. In addition, they noted that the dolphins had migrated to other habitats during the construction of the Hong Kong-Zhuhai-Macao Bridge, but gradually returned to their original ones after the completion of the works.

(k) The yacht anchorage area in Tai O proposed in the paper was not located in a prohibited anchorage area. At present, vessels (including the sightseeing boats from Tai O) occasionally navigated and anchored there, and Members were informed that this had not caused harm or disturbance to the dolphins. Therefore, Members considered that the relevant measures would not affect the ecological environment for dolphins. Members stated that if there were concerns that the marine ecosystem would be affected, the relevant parties might consider proposing the designation of specific waters as prohibited anchorage areas to the MD at an early stage. Such discussions should be based on a comprehensive assessment of the actual circumstances, rather than a complete negation of the proposed measures in their entirety.

(l) Members had received comments from an organisation regarding the captioned matter only shortly before the meeting and were therefore unable to review them in detail in time. They suggested that members of the public or organisations should submit their comments early in

future. In addition, they understood the organisation's concerns about dolphin conservation, but they considered that the impact of the relevant measures on dolphins could not be unilaterally ascertained in the absence of sufficient research.

(m) Members noted that the Agriculture, Fisheries and Conservation Department had already stipulated in its Code of Conduct that vessels must navigate at a slow speed when encountering white dolphins. They suggested that the Department should clearly explain to the relevant organisations that measures relating to the captioned matter would have limited impact on white dolphins. The Department should also clearly mark speed limits and issue appropriate alerts at the vicinity of the yacht anchorage areas to allay concerns.

81. The Chairman added as follows:

(a) She supported the concept of island tourism advocated by the Chief Executive and considered that, amid the current lacklustre performance of Hong Kong's economy, more flexible tourism routes should be promoted to boost the economy of the district.

(b) She agreed with Members' suggestion on the gradual establishment of additional yacht anchorage areas in the waters off Cheung Chau, Mui Wo and South Lantau, so as to enable visitors to experience the diverse tourism models of the Islands District.

(c) The above-mentioned measures would facilitate yacht anchoring for visitors, making it convenient for them to visit Tung Chung after touring Tai O, thereby helping to link up islands tourism routes and foster tourism development of the Islands District.

82. Mr JIANG Guifu gave a consolidated response as follows:

(a) He was pleased to learn that Members supported the relevant measures proposed by the MD. At present, visiting yachts wishing to navigate freely in Hong Kong waters must apply for a permit, and one of the conditions was that they must secure a berth at a yacht club. As the number of berths at yacht clubs was limited, the proposed establishment of the five additional yacht anchorage areas served as a measure to remove barriers and ease restrictions, which would help visiting yachts meet the relevant application criteria more easily.

(b) The MD's proposed measures to establish five additional yacht anchorage areas were not intended to restrict yachts to anchoring only in these designated areas, but rather to facilitate the granting of a permission to navigate to visiting yachts. Visiting yachts needed only to book a berth in an anchorage area and subsequently apply for a

permission to navigate freely in Hong Kong's unrestricted waters. For example, after the vessels anchored at Tai O, visitors could explore other places such as Tung Chung and Sai Kung.

(c) The above-mentioned five yacht anchorage areas were merely preliminary proposals put forward by the Department. The Department would identify further suitable locations in the future where necessary.

83. The Chairman suggested that if Members had any other ideas regarding the development direction of yacht economy, they could submit relevant documents to the MD via the Secretariat for further consideration. She also reminded Members to include their contact details in the documents to facilitate the Department's direct communication with them.

VII. Bus Route Planning Programme 2026-2027 for Islands District
(T&TC Paper No. 8/2026)

84. The Chairman asked the attendees to refer to T&TC Paper No. 8/2026.

85. Ms LAW Hoi-ching, Janice and Ms YEUNG Sze-ki, Gigi presented the paper with the aid of PowerPoint slides.

86. Members expressed their views as follows:

(a) Members noted that the adjustments proposed in the captioned programme were primarily intended to cater for the population growth in Tung Chung, particularly in Tung Chung East, which was experiencing rapid population growth. Given that the population of Tung Chung was projected to increase by approximately 37 000 this year, bus operators should prioritise enhancing existing services, including extending operating hours and increasing the frequency of services during peak periods, in order to meet the current surge in transport demand.

(b) Members received feedback from residents from time to time in respect of the unstable frequencies of feeder bus services in the area (particularly on routes operated by the New Lantao Bus Company (1973) Limited (NLB)) during peak periods. In this regard, Members requested the bus companies to improve their services to avoid long queues of passengers during peak periods.

(c) In the long term, the Transport Department (TD) and the bus companies should begin exploring the split of bus routes to establish a bus route network that would support Tung Chung's continued development. Furthermore, as an increasing number of residents were moving into the new development area, they generally considered that there were too

many stops for the bus routes. At present, most routes departed from Tung Chung West, and then travelled eastwards across the entire Tung Chung area before proceeding to the urban area. As a result, residents of Tung Chung West faced excessively long journey times, while residents of Tung Chung East found it difficult to board buses due to overcrowding, causing considerable inconvenience to both groups of residents. As Tung Chung's population continued to rise, future passenger volumes should be sufficient to support the split of routes.

(d) Members emphasised that they had repeatedly requested the bus companies to consider splitting the routes (particularly the E11 and E21 route series of the Citybus Limited (Citybus)), yet the captioned programme still did not propose any new bus routes in the various parts of Tung Chung that would provide direct access to the urban area without detours, which fell significantly short of residents' expectations. Furthermore, the TD planned to further extend existing routes to meet the needs of new development areas. It was anticipated that this move would further discourage residents from travelling by bus. In this regard, Members called on the bus companies and the TD to address the aforementioned issues.

(e) The captioned programme proposed adjustments to the services of NLB Routes No. 37 and 37A. At present, Route No. 37A mainly served residents of Cheung Tung Estate. However, residents had reported the frequent lost trips of the route and its failure to maintain its scheduled four-minute headways. Given that the intake of residents of Yu Hing Court was expected to commence between late April and early May this year, and that approximately 15 000 residents were expected to move into Chun Tung Estate in phases during the summer holidays, Members suggested that the NLB should actively improve bus services and make early preparations for the significant increase in the local population in the short term. In addition, during the evening peak period, Route No. 37A (with Tung Chung Station Bus Terminus being one of its stops) operated at 15-minute intervals, which represented a significantly lower frequency than the eight-minute intervals during the morning peak period. Therefore, the NLB should minimise the disparity in service frequencies across different time periods of the route concerned as soon as possible. Furthermore, the services of Routes No. 37A and 37M were currently poorly co-ordinated. In the long term, the NLB should make improvements to the operational details and co-ordination of these two routes.

(f) Members noted that one additional departure would be operated on each of Citybus Routes No. E18 and E28 during the morning peak period from Monday to Friday. They enquired whether these departures would be regular departures or special departures introduced based on actual circumstances. Furthermore, schoolchildren who had newly moved in

relied primarily on Citybus Routes No. E23A and E21D as feeder services. Although the Citybus had arranged additional services during the peak period before 7:00 a.m., the service hours for the relevant departures were unstable. The services were either too frequent or too infrequent, resulting in buses often being full. In this regard, Members requested the Citybus to improve the routes' services.

(g) Many residents of Tung Chung worked at the airport, but Citybus Route No. S56, which primarily operated between the airport and Tung Chung East, failed to meet the commuting needs of residents of that area. By comparison, the Long Win Bus Company Limited (LWB) operated several routes to and from the airport with better service quality. At present, it took residents of Ying Tung Estate wishing to travel to the airport over 45 minutes to wait for and travel on the bus. The situation was not only unsatisfactory but might also place additional strain on cross-district routes. To meet the substantial future demand for bus services in Tung Chung East, the Citybus should consider changing Route No. S56 from a circular to a bi-directional route and enhance the overall service level.

(h) As new residents mainly commuted between Tung Chung and the New Territories West on a daily basis, there was a pressing need for LWB Routes No. E32A and E36A. The continued population influx into Tung Chung drove rapid passenger growth, forcing Route No. E32A to increase its service frequency every two to three weeks. However, the route still frequently operated at full capacity. In this regard, the LWB should be more active in improving its existing services in order to cope with the steadily rising passenger numbers.

(i) Members asked the TD and the LWB when the proposed changes to Route No. E42P could be implemented, and whether the service of LWB Route No. E43 would be enhanced. In addition, they enquired about the specific plans of the Citybus and the NLB to strengthen their overnight services.

(j) As facilities in the Tung Chung East new development area gradually came into operation, it was expected that more vehicles would use new roads such as Kam Tung Street and Wui Tung Street. However, Members observed that traffic facilities along these roads, such as traffic lights, bus stop locations and pedestrian crossings, were not effectively co-ordinated at present. There had even been instances where vehicles were held up for as long as 30 minutes over a short distance before being able to pass. In this regard, Members requested the TD and the Highways Department to improve the overall road network to better support the development of bus routes in the area.

(k) The Citybus undertook to construct a shelter for the bus stop at Mun

Tung Estate last year. Furthermore, the shelter of the NLB bus stop at Yu Tai Court had been destroyed in a traffic accident and needed to be rebuilt. Members expressed concern over the progress of the above-mentioned two projects and requested the bus companies to take active follow-up actions.

(l) Members suggested that the bus companies should consider extending the operating hours of green minibus Route No. 901 to midnight on public holidays, as well as introducing bus routes between Tung Chung and various boundary control points (such as the Huanggang Port) to facilitate the travel of residents of Tung Chung.

(m) Members had received numerous complaints from residents regarding poor hygiene conditions inside the NLB's bus compartments. Some residents reported that refuse, such as instant cup noodle containers, were left unattended in the bus compartments for as long as a week without being cleared. Members urged the NLB to follow up on the matter and improve the hygiene conditions inside the bus compartments.

(n) The fares for most of the bus routes mentioned in the captioned paper (except NLB routes) exceeded $10, placing a considerable financial burden on residents of Tung Chung. Members took the opportunity to highlight that the "$2 Flat Rate or 80 Per cent Off" arrangement had a particularly significant impact on residents of the Islands District, and suggested that the Citybus should consider offering fare concessions and monthly pass schemes for elderly persons to alleviate the financial difficulties faced by the public.

(o) Although the proposed NLB Route No. T23 would pass through several tourist attractions and utilise single-decked open-top buses to provide sightseeing services, it would not cover Tai O. Members considered that tourists typically visited Tai O, Ngong Ping Village, and the Po Lin Monastery in one journey. Including Tai O in the routeing of Route No. T23 would provide a more complete experience for visitors. Given that single-decked buses could be used on the roads leading to and from Tai O and that Lantau Island had beautiful scenery, the NLB should consider including Tai O in the routing of Route No. T23.

(p) During weekday afternoons, there were often long queues of passengers waiting for buses passing by the Po Lin Monastery. Therefore, the NLB should consider increasing the service frequency of Route No. T23 to enable visitors travelling to Tai O to enjoy the scenery along the way. Furthermore, large tour coaches usually allowed passengers to alight for sightseeing before boarding again to proceed to the next attraction. In view of this, Members asked whether Route No. T23 would adopt this mode of operation.

(q) Residents of Mun Tung Estate had raised concerns that some departures of LWB Route No. S64X would not go to the airport after 8:00 a.m. on weekends and public holidays, causing inconvenience to those who needed to go to work at that time. In this regard, the bus company should improve its service arrangements to ensure that services to the airport were provided during the hours concerned.

(r) Members hoped that they would have more opportunities to further discuss the development of bus routes with the TD and the bus companies on other occasions in future.

87. Mr Calvin TSANG gave a consolidated response as follows:

(a) To meet the transport demand arising from the growing population in Tung Chung, the Citybus adopted the general approach of increasing resources as the key strategy for route planning in this year's Bus Route Planning Programme for the Islands District.

(b) Routes No. E18 and E28 would commence operation shortly. Furthermore, the Citybus would gradually increase the service frequencies of the routes according to passenger demand, so as to meet the additional transport demand arising from the intake of residents of Cheung Tung Estate and Chun Tung Estate.

(c) Regarding Members' concerns about the routes between Tung Chung and Kowloon, the Citybus had conducted site inspections with individual Members. This year, the Citybus continued to strengthen bus services in Tung Chung to accommodate the intake of residents of private and public housing estates in the area, and would continue to enhance its services in a timely manner in accordance with actual demand.

(d) As for the journey times and integration with the new road network, the Citybus had made corresponding arrangements in this year's Bus Route Planning Programme, including directing certain routes to use new roads (such as Road P1), with the aim of reducing the additional journey time caused by traffic congestion at Tung Chung Eastern Interchange.

(e) Regarding the suggestion on enhancing overnight bus services, the Citybus would continue to closely monitor changes in passenger demand for the bus routes concerned and would continue to discuss service adjustments with the TD to meet passengers' needs, providing residents of the Tung Chung new development areas with more comprehensive overnight bus services.

(f) The Citybus was also exploring the installation of a shelter at the bus stop at Mun Wo House, Mun Tung Estate.

(g) The Citybus noted Members' suggestion that the company should offer fare concessions to complement the "$2 Flat Rate or 80 Per cent Off" arrangement, and said that it would conduct further studies in this regard.

88. Mr Dennis YIP gave a consolidated response as follows:

(a) The Citybus noted Members' concerns regarding its service planning. As citizens started moving into Cheung Tung Estate by phases since the beginning of this year, the area's demand for bus services increased. In this regard, the Citybus allocated additional resources to optimise its services on a continuous basis, including increasing the service frequencies of Routes No. E21D and S56, and would continue to review passenger demand and service arrangements. With regard to Routes No. E18 and E28, the Citybus would closely monitor passenger demand following the service commencement of these two routes, and would subsequently review future service arrangements.

(b) The Citybus noted Members' suggestions relating to the service of Route No. S56. It would closely monitor the future development of Tung Chung's bus network and the population growth in the area, and would continue to discuss service adjustments with the TD to meet passengers' needs.

(c) The Citybus noted Members' suggestions on enhancing overnight bus services and would continue to explore feasible options with the TD to provide residents of Tung Chung with more convenient overnight bus services through the optimal use of resources.

89. Mr Desmund TANG gave a consolidated response as follows:

(a) The LWB had been paying close attention to the community development of Tung Chung and enhanced its bus services on a continuous basis to meet the population growth in the area. Over the past few months, the LWB had increased the service frequencies of several routes in an effort to meet the rapidly growing demand.

(b) The LWB had noted changes in passengers' travel patterns over the past few months, and therefore had been arranging for staff to conduct site inspections of the situation and strengthening services where necessary. To cope with the population growth in Tung Chung, the LWB had proposed increasing the service frequencies of different routes in the Bus Route Planning Programme for the year.

(c) In both the current and previous Bus Route Planning Programmes, the LWB had undertaken to increase the service frequencies of certain routes or improving their service levels (including increasing the service

frequencies of Routes No. E32A and E36A, and extending the operating hours of Route No. E42P). At this stage, the LWB would give priority to the implementation of the relevant programmes, and take the programmes forward in response to actual demand and subject to actual traffic conditions.

(d) With the opening of the new Terminal 2 of the airport, surrounding new roads would become operational. As the LWB required more time for bus captain training and other preparatory work, it would co-ordinate with the TD for introducing new routes and adjusting existing service timetables, in order to avoid the simultaneous implementation of multiple changes. The LWB would continue to maintain close communication with various parties to ensure that all of the programmes would be implemented in an orderly manner.

(e) The LWB noted Members' suggestions on the split of bus routes, and stated that it had previously split Routes No. E31 and E32A to provide better services to residents of Tung Chung East and Tung Chung West. It would also continue to explore the possibility of splitting other routes based on the area's actual demand and the company's available resources.

(f) LWB Route No. S64 primarily served residents of Yat Tung Estate during public holidays. The bus company would review the demand for this route and consider adjusting the service timetable for public holidays.

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

(a) In response to the intake progress of the new housing estates in Tung Chung, the NLB had recently made appropriate adjustments to the service frequencies by, for example, adding special departures for Route No. 37M during the morning period. As the housing estates with recent resident intakes were relatively close to the routeing of Route No. 37M, residents' demand for Route No. 37A was not as high as expected. However, the NLB would continue to monitor the latest situation and would increase the service frequency of Route No. 37A in a timely manner. In this connection, it planned to make minor adjustments to the service timetable for this route after the Easter holidays (by the end of April). Furthermore, to ensure that Route No. 37A delivered stable services, the NLB had deployed staff to the route's two terminuses to assist with traffic management and vehicle deployment, and had designated a timing point at Tung Chung Station Bus Terminus during the afternoon peak period.

(b) The NLB noted that the service frequencies of some bus routes had been irregular recently mainly because of other large vehicles running along

the relevant roads.

(c) Regarding Members' concerns about overnight bus services, the NLB planned to enhance services of Routes No. N37 and N38. It would report the specific arrangements to Members in a timely manner.

(d) The NLB was planning to carry out repair works for the shelter of the bus stop at Yu Tai Court. The works would be carried out in accordance with the established procedures.

(e) In response to Members' concern over the hygiene issues of the bus compartments, the NLB had recently stepped up inspections at the compartments to improve their hygiene conditions. In addition, it had reminded cleaning staff to pay special attention to covered areas where rubbish might accumulate and clean such areas thoroughly during inspections. The bus company hoped that strengthening inspections at the compartments would effectively improve their overall hygiene standards.

(f) At present, Route No. T23 only travelled to Ngong Ping. In future, the NLB would explore the feasibility of introducing a dedicated tourist bus service between Ngong Ping and Tai O to facilitate travel between the two places. As for whether passengers could alight at an intermediate stop for sightseeing and subsequently board the same bus to travel to another attraction, the NLB said that such an arrangement was not applicable to the current route. In other words, after alighting, passengers must wait for the next bus or choose another route to continue their journey.

91. Members expressed their views as follows:

(a) As the population in Tung Chung East (e.g. Cheung Tung Estate) continued to grow, the area's demand for bus services increased significantly. Members urged the TD and the bus companies to proactively review the service arrangements for all routes.

(b) Some residents of Cheung Tung Estate travelled on Citybus Route No. S56 to the airport for work every day. However, upon finishing work, they had to interchange at Tung Chung MTR Station in order to return to Cheung Tung Estate. In this regard, the Citybus should consider arranging the route to pass through Cheung Tung Estate on the return journey.

(c) Members noted that the NLB planned to increase the service frequency of Route No. 37A to one bus every three to four minutes and to extend the departure time of the last bus from 10:00 p.m. to midnight. They therefore expressed concern as to whether the NLB had sufficient staff

to cope with these arrangements. In addition, some residents noticed that the NLB mobile application indicated a 30-minute service frequency, implying that passengers who missed a bus would have to wait for half an hour for the next one. In this regard, Members reminded the bus company to deploy its manpower properly to ensure the smooth implementation of the aforementioned enhancement measures.

92. Mr Dennis YIP said that Citybus Route No. S56 was a circular route, allowing passengers boarding at the airport to return to Tung Chung North directly without interchange. The Citybus would review the operational model of the route with the TD and formulate a long-term plan accordingly.

93. Mr Peter CHU explained that the NLB mobile application had previously failed to display all departure times due to system errors. Furthermore, Route No. 37A mentioned by Members should operate at 15-minute intervals. If Members encountered similar issues in future, they might notify the NLB as soon as possible so that its staff could follow up on and resolve the matter immediately.

94. The Chairman added and summarised as follows:

(a) She was pleased to note that the NLB would actively follow up on the repair works for the bus stop at Yu Tai Court, and requested the NLB to expedite the progress of the works within the next one to two months.

(b) In view of the detailed contents of the Bus Route Planning Programme for the Islands District, the Chairman asked the Secretariat to arrange a follow-up meeting after the meeting to facilitate more in-depth discussions, and to invite representatives of the TD and the bus companies to further discuss matters relating to the captioned programme with Members.

(Post-meeting note: The Secretariat arranged a follow-up meeting among Members and representatives of the TD, the Citybus, the NLB and the LWB on 8 May 2026.)

(c) To support the development of Tung Chung East, it was necessary for the bus companies to review the demand for bus services. To this end, the Chairman asked the TD to arrange and conduct a site inspection at Tung Chung with representatives of the bus companies and Members after the meeting, in order to better understand the difficulties faced by residents of Tung Chung East when using bus services, and to jointly explore feasible solutions.

(Post-meeting note: The Secretariat arranged a site inspection in Tung Chung for Members and representatives of the TD, the Citybus, the NLB and the LWB on 11 May 2026.)

VIII. Transport Department Traffic and Transport Working Plan 2026-27
(T&TC Paper No. 9/2026)

95. The Chairman asked the attendees to refer to T&TC Paper No. 9/2026.

96. The Chairman welcomed Mr LUK Cheuk-man, Eric, Senior Transport Officer/Islands 2 of the Transport Department (TD) to the meeting to present the paper.

97. Mr Eric LUK briefly presented the paper.

98. Members expressed their views as follows:

(a) In light of the recent fare adjustments for ferry services, Members suggested that the TD should assist ferry operators in expanding their non-farebox revenue. Furthermore, Members urged the relevant departments to follow up on the operators' feedback received by them regarding unsatisfactory progress of some minor pier maintenance and improvements (such as toilet facilities).

(b) Apart from bus services, the MTR Tung Chung Line was also a major public transport service for the district. Therefore, Members considered that the TD should incorporate it into its working plan for long-term planning. With the continuous growth in Tung Chung's population and the number of visitors, passenger flow on the Tung Chung Line in both directions was very heavy during peak periods. Members anticipated that Tung Chung's population would increase by over 10 000 people annually in the future and considered it necessary to plan ahead for an increase in MTR train frequency to meet the demand.

(c) Members asked the TD to provide further information on the planning of bus stops. They pointed out that, although new roads in Tung Chung had been progressively opened to traffic, ancillary facilities, such as roads (particularly their widths), bus routes, and bus bays, often lagged behind the area's development. In this regard, Members called on the TD to pay greater attention to these details in its future planning.

99. Mr Eric LUK said that the TD noted Members' views and would forward their comments on ferry services to the Ferry Section for further follow-up.

IX. Improvement to South Lantau Road (Between Cheung Sha and Mui Wo) - Phase 2
(T&TC Paper No. 10/2026)

100. The Chairman asked the attendees to refer to T&TC Paper No. 10/2026.

101. The Chairman welcomed Mr LIU Chi-yuen, Stanley, Senior Engineer/13

(South and Sustainable Lantau) and Mr AU Jim-shing, Jason, Engineer/21 (South and Sustainable Lantau) of the Civil Engineering and Development Department (CEDD) to the meeting to present the paper.

102. Mr Stanley LIU briefly presented the paper.

103. Members expressed their views as follows:

(a) Discussions on the improvement works for South Lantau Road had been ongoing for six to seven years, and Members were pleased to note that the CEDD had now commenced the works and was making steady progress.

(b) Members pointed out that the works at two bends on South Lantau Road (near Lo Wai Village and Nam Shan, respectively) were originally expected to be completed within two months. However, the works had frequently been suspended over the past month or so, and had yet to be completed. Members had previously liaised with the Transport Department and the CEDD regarding these two bends, and had been informed that the works were in progress. They urged the departments to avoid intermittent work stoppages, and questioned whether there were issues with the division of responsibilities or co-ordination among the departments that resulted in sudden disruptions after the works commenced. They speculated that the disruptions were caused by the installation of cables by the CLP Power Hong Kong Limited (CLP), the approval of excavation permits, or the handover of works to other companies. In addition, they were concerned that the overall progress of the works would be delayed if the situation did not improve.

(c) Members expressed concern about the impact of the works on traffic on South Lantau Road, pointing out that passengers travelling by bus to catch the ferry during the works might be unable to make their ferry connections due to road congestion, which would severely disrupt their daily lives. Members also pointed out that the Drainage Services Department and the Water Supplies Department were carrying out works simultaneously on the same road sections, with temporary traffic lights installed at multiple locations. Buses had to wait for approximately three minutes at each set of lights, and the cumulative waiting time could reach 15 minutes, causing considerable inconvenience to passengers. Members had previously discussed the matter with the works companies, requesting each department to install only one set of traffic lights. However, the CEDD had installed two sets of traffic lights at the aforementioned locations.

(d) Members reminded the CEDD to strengthen its supervision of the works contractor and urge the company to address the issue of delays in the works schedule as soon as possible. They also requested the Department

to give priority to relevant works procedures, such as cable laying following road excavation, while minimising the number of traffic lights and relaxing the traffic signal arrangements. In addition, they suggested that the Department should consider completing the works at one location before proceeding to the next site, so as to minimise the impact on traffic.

104. The Chairman added that the installation of numerous temporary traffic lights and the implementation of concurrent road works on the narrow and winding South Lantau Road would inevitably affect the overall traffic flow. In this regard, she asked the Department to expedite the works to minimise the impact on traffic in the area.

105. Mr Stanley LIU said that the CEDD noted Members' views. Regarding the remaining works under Phase 1, the Department would review the progress with the on-site engineering team and the contractor to ensure the remaining works were completed as scheduled as far as possible. As for the works under Phase 2, given the large number of locations involved, the Department would work closely with the contractor and the on-site engineering team to plan the works arrangements in order to minimise the impact of the works on road users.

106. Members expressed their understanding of the fact that the CEDD had commenced the road works in accordance with procedures, but that the works had stalled due to other works procedures, including the relocation of cables and lampposts. In this regard, they requested the CEDD to strengthen communication and co-ordination with the CLP to ensure that the company could immediately proceed with the relevant works procedures (e.g. cable installation) upon the Department's completion of the foundation works. To prevent project delays from affecting the public, Members suggested that the Department should consider awarding the relevant works to other companies.

107. Mr Stanley LIU said that the CEDD had learnt from the experience of Phase 1 of the works and would hold discussions with telecommunications and electricity companies prior to the commencement of Phase 2, so as to ascertain the locations of underground pipes as soon as possible and enhance mutual co-ordination to avoid affecting the progress of works under Phase 2.

X. Question on the extension of the time for the trial use by village vehicles on the vehicular access between Sok Kwu Wan and Yung Shue Wan on Lamma Island
(T&TC Paper No. 11/2026)

108. The Chairman asked the attendees to refer to T&TC Paper No. 11/2026.

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

110. Mr WAN Yeung-kin briefly presented the question.

111. Mr Tim WONG said that the TD was currently reviewing the first-phase trial arrangements for relaxing the use of the captioned access by village vehicles. The Department noted Members' suggestion on extending the access's operating days to four days and adjusting its opening hours. It would take the relevant views into account in the review, actively consider implementing such arrangements, as well as consult the relevant departments and local stakeholders on the revised proposal.

112. Members expressed their views as follows:

(a) Since the implementation of the scheme, many residents and drivers of village vehicles had expressed a desire to extend the opening hours of the access and add two opening days. Members pointed out that there was a significant difference in costs between sea and road transport. Such arrangements would facilitate residents' daily work and transportation, while facilitating business exchanges and economic activities between merchants in Yung Shue Wan and Sok Kwu Wan. Therefore, Members urged the TD to actively consider the suggestions.

(b) Members thanked the TD for introducing a trial opening arrangement on Mondays and Wednesdays in response to the community's actual needs. They considered that the trial scheme had operated smoothly to date in general without any incidents, for which there was no cause for undue concern over the safety issues initially raised.

(c) Members pointed out that Lamma Island received more visitors from Fridays to Sundays, and that the use of the aforementioned access by village vehicles might affect the visitors. They considered the captioned suggestion on opening the access from Mondays to Thursdays to be a prudent and reasonable arrangement, as this would allow village vehicles to avoid peak visitor periods. They urged the TD to consider and implement measures conducive to promoting tourism and the local economy on Lamma Island as soon as possible, and requested the Department to complete the review by end April and announce the specific arrangements for the next phase in a timely manner.

113. Mr Tim WONG said that the TD noted Members' views. The Department would formulate a revised proposal based on such views, and report to Members in a timely manner.

114. The Chairman asked the TD to actively follow up on Members' views and maintain close liaison with the relevant local parties.

XI. Question on the enhancement of the Tung Chung Line train service (T&TC Paper No. 12/2026)

115. The Chairman asked the attendees to refer to T&TC Paper No. 12/2026.

116. The Chairman welcomed Ms YEUNG Yuk-shan, Doris, Senior Transport Officer/Islands 1 of the Transport Department (TD) and Mr Gary WONG, Manager – External Affairs of the MTR Corporation Limited (MTRCL) to the meeting to respond to the question.

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

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

(a) The TD had been working closely with the MTRCL to monitor passenger volumes and travel patterns on the Tung Chung Line, so as to adjust services in a timely manner in accordance with actual needs to meet passenger demand. Meanwhile, during peak periods, the MTRCL implemented a series of measures for diverting passenger flows at various relevant stations to guide passengers towards parts of the platform with more available space, thereby ensuring a more even distribution of passengers across train compartments.

(b) Currently, during morning peak hours on weekdays, the Tung Chung Line operated at an average interval of three to four minutes between Hong Kong Station and Tsing Yi Station, and six to eight minutes between Hong Kong Station and Tung Chung Station. During weekday non-peak hours, train intervals averaged seven to ten minutes. According to the TD's earlier on-site surveys conducted at Tung Chung Station and Kowloon Station during weekday peak hours, 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 over 40% (based on the capacity assumption of four standing passengers per square metre). During the evening peak period (6:00 p.m. to 7:00 p.m.), the average occupancy rate of trains departing from Kowloon Station to Tung Chung Station was about 80%. Based on the observations of the TD and the MTRCL, the Tung Chung Line was currently operating smoothly, with sufficient carrying capacity during peak hours to meet the travel demand of residents of Tung Chung. The TD and the MTRCL noted Members' views. They would continue to closely monitor passenger volumes on the Tung Chung Line, as well as review and adjust the service as appropriate and where necessary.

(c) The MTRCL had been closely monitoring changes in passengers' travel needs and making corresponding arrangements, including enhancing train service on the Tung Chung Line in response to changes in passengers' travel patterns during long holidays or festive periods, i.e. by extending service hours or increasing train frequency to facilitate travel by the public.

(d) In light of Tung Chung's population growth and development, the TD would continue to closely monitor the operational standards of public transport services in the area and changes in passenger demand. It would also require operators to enhance their services in a timely manner to further improve Tung Chung's public transport network.

119. Mr Gary WONG briefly presented the MTRCL's written reply and added that, as passenger volumes were relatively high during peak hours on the section of the Tung Chung Line between Olympic Station and Kowloon Station, the MTRCL would arrange special short-distance train services from Tsing Yi Station to Hong Kong Station. These arrangements would help divert passengers and alleviate congestion on the platform and in the train compartments at Tung Chung Station, thereby enhancing passengers' overall travel experience.

120. Members expressed their views as follows:

(a) What distinguished Tung Chung from other districts was its sustained population growth and rapid changes. Members had conducted a site inspection during the morning peak period and observed that, in addition to residents, tourists, airport staff and a large number of construction workers involved in development projects in Tung Chung also needed to use the Tung Chung Line. Furthermore, noting that there were instances where passengers crowded the entry/exit gates even outside the MTR's defined peak period (i.e. 7:30 a.m. to 9:00 a.m.), Members requested the MTRCL to closely monitor the situation.

(b) The current population growth in Tung Chung was primarily driven by the intake of residents of public housing estates. As private development projects would be completed in succession during the next phase, the MTRCL should plan service enhancements well in advance in response to the resident intake schedules, and announce the relevant plans as early as possible.

(c) It was understood that the Tung Chung Line Extension project was in full swing. The main structure of Tung Chung East Station had been completed, and some of the rail crossings for trains heading towards Hong Kong Station had also been installed. Members hoped that, subject to the prevailing conditions, Tung Chung East Station could be commissioned earlier than originally scheduled, so as to alleviate the traffic pressure arising from the increase in population in Tung Chung East.

(d) In view of the continued population growth in Tung Chung and the upcoming commissioning of the Tung Chung Line Extension, Members asked whether the MTRCL had considered procuring new trains, and whether it could provide the relevant timetable and specific plans.

121. Mr Gary WONG said that, with regard to increasing train frequency, the MTRCL had already launched a procurement programme for new trains for the Tung Chung Line and commenced testing of such trains. Once the overall Tung Chung Line Extension project and the new signalling system were completed, the Tung Chung Line would be well-positioned to increase train frequency. The MTRCL would convey Members' views to its Operating Department for follow-up.

XII. Question on the setting up of diagonal crossings in Tung Chung
(T&TC Paper No. 13/2026)

122. The Chairman asked the attendees to refer to T&TC Paper No. 13/2026.

123. The Chairman welcomed Mr LEE Lap-man, Engineer/Islands 2 of the Transport Department (TD) to the meeting to respond to the question.

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

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

(a) Under the Tung Chung New Town Extension project of the Civil Engineering and Development Department, various improvement measures would be implemented at the three proposed locations, including the construction of a footbridge at the junction of Yi Tung Road and Ying Hei Road, and another at the junction of Ying Tung Road and Ying Hei Road. The relevant works had already commenced. As for the junction of Shun Tung Road and Tat Tung Road (near Fu Tung Estate), there would also be significant changes to pedestrian crossing facilities and traffic lanes.

(b) Furthermore, the introduction of diagonal crossings would require significant adjustments to traffic signal operations, including a reduction in the vehicular green time. Given the relatively heavy traffic flow at the aforementioned junctions, the TD had no plans to set up diagonal crossings at the three locations concerned for the time being.

126. Members expressed their views as follows:

(a) Based on on-site observations, a considerable number of pedestrians were already crossing diagonally at the three proposed locations, indicating a genuine need for such crossings. Members considered it necessary for the TD to conduct a site inspection to understand the situation.

(b) Members understood that footbridges were to be constructed at two of these locations. However, the works would take at least three years to complete upon commencement, and the cordon measures implemented

during the works period would further reduce road space. As such, Members considered that during the three-year transitional period prior to the completion of the footbridges, the TD should identify ways to address the issue of pedestrians crossing the roads improperly.

(c) The cost of setting up diagonal crossings should be limited, and would mainly involve simple works such as adjusting traffic signals and adding road markings. Therefore, Members asked the TD to re-consider implementing such time-saving and people-friendly measure.

127. The Chairman agreed that residents in the area had a clear demand for such crossings, and asked the Secretariat to arrange a post-meeting site inspection with the relevant departments in this regard. She also suggested that such site inspection should be conducted together with the one for Agenda Item VII (i.e. Bus Route Planning Programme 2026-2027 for Islands District).

(Post-meeting note: The Secretariat arranged for Members and TD's representatives to conduct a site inspection in Tung Chung on 11 May 2026.)

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

128. The Chairman advised that the Minor Traffic Improvement Projects and Works Schedules for the Islands District (Works Schedules) as at 20 March this year had been submitted by the Highways Department (HyD) prior to the meeting, and that Members were welcomed to make enquiries and provide comments.

129. Mr WONG Chi-hung, Philix added that the HyD had made further progress on the Minor Traffic Improvement Projects over the past two weeks. Project No. 4 on the Works Schedules concerning the provision of motorcycle parking spaces on Yi Tung Road near Yu Nga Court had been completed on 2 April; Project No. 8 had also been completed in early April. Furthermore, regarding Project No. 7 on the Works Schedules, the HyD had previously conducted a site inspection in Keung Shan Road with Members, and the relevant works had officially commenced at the end of March.

130. Members thanked the Transport Department and the HyD for their active follow-up on the construction of a footpath on Chung Yan Road near Yu Tai Court, and noted that the project had received a positive response from residents. In addition, they enquired about the progress of the works on the provision of a pedestrian crossing and bus stops at Yu Nga Court.

131. Mr Philix WONG said that the HyD was planning the provision of a pedestrian crossing and bus bay at Yu Nga Court, and would give priority to the works for the pedestrian crossing. The Department was currently carrying out advance work, including applying for excavation permits and temporary traffic arrangements, with a view to commencing the works as soon as possible. It would report the latest progress of the works to Members in a timely manner.

XIV. Any Other Business

132. No further business was raised by Members.

XV. Date of Next Meeting

133. There being no other business, the meeting was adjourned at 6:45 p.m. The next meeting would be held at 2:30 p.m. on 9 June 2026 (Tuesday).

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