

(Translation)

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

Date : 15 April 2024 (Monday)  
Time : 2:30 p.m.  
Venue : Islands District Council Conference Room,  
14/F, Harbour Building, 38 Pier Road, Central, Hong Kong

**Present**

**Chairman**

Ms WONG Chau-ping

**Vice-Chairman**

Mr YIP Pui-kei

**Members**

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

**Attendance by Invitation**

Mr LEE Sun-fu, Joe	Senior Executive Officer (District Management) , Islands District Office
Mr LAU Kin-cheung	Senior Land Executive/Land Enforcement 1 (District Lands Office, Islands), Lands Department
Mr LO Ka-kan, Gregory	Chief Transport Officer/Planning/Ferry, Transport Department
Ms CHU Lai-yee, Rachel	Senior Transport Officer/Planning/Ferry 3, Transport Department
Ms Isabel TSANG	Senior Transport Officer/Bus/Lantau 1, Transport Department
Ms Janice LAW	Senior Transport Officer/Bus/Lantau 2, Transport Department
Ms Gigi YEUNG	Transport Officer/Bus/Lantau 1, Transport Department
Mr Vincent YEH	Transport Officer/Bus/Lantau 2, Transport Department

Mr LUE Yat-fung	District Operations Officer, Lantau District, Hong Kong Police Force
Mr Louis KUNG	Head of Service Delivery (Kowloon & NT), Citybus Limited
Mr Brian NG	Manager, Planning, Citybus Limited
Mr Dennis YIP	Planning Officer, Citybus Limited
Mr Calvin TSANG	Senior Corporate Communications Officer, Citybus Limited
Mr Douglas MAK	Assistant Operations Director, Long Win Bus Company Limited
Mr Ken SIN	Assistant Manager, Operations, Long Win Bus Company Limited
Mr Desmond TANG	Assistant Manager, Operations Support, Long Win Bus Company Limited
Mr Karl HUEN	Assistant Manager, Public Affairs, Long Win Bus Company Limited
Mr Peter CHU	Senior Manager (Operations and Administration), New Lantao Bus Company (1973) Ltd.
Mr HO Lee-yip	Manager, District Relations, New Lantao Bus Company (1973) Limited

#### **In Attendance**

Mr LI Ho, Thomas	Assistant District Officer (Islands)1, Islands District Office
Mrs RADFORD Kit-yee, Kitty	Administrative Assistant/Lands (District Lands Office, Islands), Lands Department
Ms KANG Pu	Engineer/Islands(2), Highways Department
Ms YEUNG Yuk-shan	Senior Transport Officer/Islands 1, Transport Department
Mr LUK Cheuk-man, Eric	Senior Transport Officer/Islands 2, Transport Department
Mr WONG Yui-him, Tim	Engineer/Islands 1, Transport Department
Mr LEE Lap-man	Engineer/Islands 2, Transport Department

#### **Secretary**

Ms CHAN Ying-tung, Shadow	Executive Officer (District Council)1, Islands District Office
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#### **Absent with Apology**

Mr CHOW Yuk-tong, SBS, MH	
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#### **Welcoming Remarks**

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

I. Confirmation of the Minutes of Meeting held on 20 February 2024

2. The Chairman said that the captioned minutes had incorporated the amendments proposed by government departments, representatives of organisations and Members and had been distributed to Members for perusal before the meeting. Members did not propose any further amendments, and the minutes were confirmed unanimously.

II. Fare Increase Application of Licensed Ferry Service “Central - Discovery Bay”  
(T&TC Paper No. 16/2024)

3. The Chairman referred to T&TC Paper No. 16/2024.

4. Mr Gregory LO briefly presented the paper.

5. Members expressed their views as follows:

- (a) Members had collected residents’ views on the captioned ferry fare increase application through an online platform and had received a total of 974 responses so far, of which 99.5% indicated objection.
- (b) Members understood that the operator applied for fare increase due to reasons such as rising costs and declining patronage. However, taking the inflation rate into consideration, the rate of increase should be around 10%, and the increase proposed by the operator was unreasonable. Moreover, given the heavy burden of cost of living on Hong Kong people and the uncertain economic outlook, Members considered that the operator should not only focus on its own financial benefits, but also take into account the prevailing social conditions and adjust fares appropriately in the light of the actual situation.
- (c) Last year, six ferry routes serving the outlying islands applied for fare increases, with one of the operators applying for fare increases of up to 100%. However, the Transport Department (TD) had acted as the gatekeeper, and the rates of increase finally approved only ranged between 2.6% and 19.3%. Members were of the opinion that the ferry operators gave people the impression of adopting a strategy of “starting at sky-high prices to allow for price negotiation”. Members criticised the TD for failing to learn from the previous experience. As a result, the current fare increase application had once again triggered strong reactions and wide public concerns among residents in the district. In this connection, Members hoped that the TD could continue to act as an effective gatekeeper, and suggested that the TD should formulate a mechanism or guidelines to ensure that the rates of fare increase applied for by the operators were within a reasonable range.

- (d) Members asked why the average fare per trip using a “Transport Card” was higher than the single journey fare paid with a registered Octopus Card.

6. Mr Gregory LO gave a consolidated response as follows:

- (a) As the majority of Transport Card users were non-residents who needed to access to Discovery Bay frequently, the average fare per trip using the Transport Card would be lower than that of a single journey paid with a non-registered Octopus Card, but higher than that of a single journey paid with a registered Octopus for Discovery Bay residents.
- (b) The TD thanked Members for their suggestions and undertook to exercise stringent “gate-keeping” in processing the fare increase application submitted by the operator of the Discovery Bay ferry service in a prudent manner. In addition, the TD had taken note of Members’ concern about the excessively high rate of fare increase proposed by the ferry operator and would enhance communications with the operator in respect of the rates of fare increase proposed in the applications in future.

7. Members expressed their views as follows:

- (a) The Discovery Bay Transportation Services Limited was not only the operator of the Discovery Bay ferry service but also the developer of Discovery Bay. It had been specified in the land lease for Discovery Bay that the developer had to provide public transport services, including ferry service, for the residents.
- (b) The issue of ferry fare increases involved both the Islands District Council (IDC) and the Central and Western District Council (C&WDC). The TD was supposed to consult both DCs at the same time, but the C&WDC had circulated the relevant documents to their members earlier, resulting in a misunderstanding among the residents of the Islands District that DC members of their own district had been ineffective in their work.
- (c) As far as Members understood, apart from the DC, the TD would also consult the Discovery Bay City Owners’ Committee (COC) on ferry fare increases. However, as the HKR International Limited held 40% of the seats in the COC, the voting results at the COC meetings might not truly reflect public opinions.
- (d) Members stressed that the proposed fare increase would cause unnecessary panic and anxiety among the residents.
- (e) Members reiterated that they hoped the TD would exercise stringent gate-keeping in respect of the captioned fare increase application and suggested that the Department should formulate a mechanism or

guidelines to ensure that the rate of increase proposed by the operator would be within a reasonable range.

- (f) The fare for the Discovery Bay ferry service was even higher than the fares for land transport services to places such as Zhuhai and Macau.

8. Mr Gregory LO gave a consolidated response as follows:

- (a) The consultation in respect of the COC was organised by the operator of Discovery Bay ferry service without the participation and attendance of the TD.
- (b) Regarding the district consultation arrangements, the TD advised that the Department had liaised with the secretariats of both C&WDC and the IDC at the same time for consultation on the fare increase application. In the light of the experience gained from this consultation exercise, the TD indicated that it would enhance the communications and coordination with the secretariats of DCs concerned when consultations were to be conducted in future.
- (c) The last time where “Discovery Bay – Central” ferry service route adjusted fares was in 2018, and it had been six years since the previous fare adjustment. He pointed out that the public transport sector had been severely hit during the three years of the epidemic, and a number of public transport operators had applied for fare increases during the epidemic to boost revenues and maintain services. The operator of Discovery Bay ferry service also hoped to improve its financial situation through this fare adjustment so that it could continue to provide sustainable ferry service for passengers.
- (d) In processing the fare increase application for the Discovery Bay ferry service, the TD would take into account factors such as the financial situation of the ferry operator and public acceptance, etc., and would perform stringent gatekeeping. In addition, the TD reiterated that it would enhance communications with the operator in respect of the rates of fare increase proposed in the applications in future.

9. The Chairman opined that the TD should expedite the vetting and approval process for the fare increase application to prevent residents from moving out of the Discovery Bay as a result of the application. She also enquired whether the Department would set up a task force to follow up on the matter as requested by her at the last meeting.

10. Mr Gregory LO gave a consolidated response as follows:

- (a) The Department would handle the fare increase application for the Discovery Bay ferry service prudently to minimise the impact of the fare increase on passengers.

- (b) In response to the request made by the Committee at its last meeting, the Department had communicated with the Secretariat to follow up on the setting up of a task force that comprised members from the IDC, ferry operator, the Secretariat and the TD. The Department planned to convene the first meeting of the task force within the current month at the earliest, and would invite, through the Secretariat, members of IDC to attend the meeting later.

(Post-meeting note: A task force meeting was held on 2 May this year with members including IDC members, representatives from the ferry operator and the TD.)

III. Bus Route Planning Programme 2024-2025 for Islands District  
(T&TC Paper No. 15/2024)

- 11. The Chairman referred to T&TC Paper No. 15/2024.
- 12. Ms Isabel TSANG and Ms Janice LAW briefly presented the paper.
- 13. Members expressed their views as follows:
  - (a) During the epidemic, the Long Win Bus Company Limited (LW) had amalgamated Route S65 with Route S64X to operate as Route S64X. With the commissioning of the SKYCITY in phases, Members anticipated that the existing service frequency of Route S64X might not be able to cope with the passenger demand. Members therefore hoped that the LW would increase the frequency of Route S64X (especially during the early morning hours), and suggested that the service of Route S65 should be resumed.
  - (b) The service frequency of the Citybus Limited (Citybus) Route S56 plying between Tung Chung and the Airport was low. Members suggested that the Citybus should increase the frequency to meet passenger demand.
  - (c) Both Routes 37A and 37M, operated by the New Lantao Bus Company (1973) Limited (NLB), ran between Tung Chung North and Tung Chung Station Bus Terminus. Under the Bus Route Planning Programme for the current year, the headway of Route 37A during morning peak hours had been proposed to gradually improve to an interval of 4 minutes to meet the actual passenger demand. However, the headway of Route 37M during morning peak hours remained at an interval of 7 to 10 minutes, which was considered to be insufficient to meet the passenger demand. Members suggested that the NLB should increase the service frequency of Route 37M.
  - (d) Members and the TD had earlier conducted an on-site inspection of the

services of Route 39M and Route B6 operated by the NLB. Members noticed that the patronage for Route B6 had been low between 6:00 a.m. and 9:00 a.m. from Monday to Friday. In this connection, Members suggested that the NLB should operate special departures of Route B6 that passed through Tung Chung town centre during the aforementioned hours. This would not only provide convenience for the residents of Mun Tung Estate travelling to and from the town centre, but also help to make up for the insufficient service of Route 39M due to its low service frequency.

14. Ms Isabel TSANG gave a consolidated response as follows:

- (a) To cope with the development of the SKYCITY and the growing passenger demand, the Department had proposed in the Bus Route Planning Programme to modify the routing of Route S64X. The routing would be diverted via SKYCITY Transport Terminal while the existing level of service would be maintained. Nevertheless, the Department would continue to closely monitor the changes in passenger demand after the implementation of the aforementioned modification, and discuss with the bus company to enhance the service of the route when necessary.
- (b) Currently, Route S56 had a headway of 13 to 20 minutes and a maximum occupancy rate of about 65% during peak hours, which was generally sufficient to meet passenger demand. Nevertheless, the Department would closely monitor the utilisation of the route.

15. Mr Desmond TANG said that in view of the future development of the SKYCITY and the passenger demand, the LW had submitted a proposal to the TD for the diversion of Route S64X via the SKYCITY Transport Terminal. As there was still room for improvement in the overall occupancy rate of Route S64X, the existing level of service would be maintained. With the commissioning of the SKYCITY and Passenger Terminal 2, the LW would review the occupancy rates and the passenger demand of the relevant routes and, subject to the availability of resources, consider increasing the frequency of Route S64X during specific periods, such as early mornings and peak hours.

16. Mr Brian NG said that in order to cope with the population growth of Tung Chung North and the development of the SKYCITY, Citybus had arranged for Route S56 to stop at the SKYCITY in 2023 and strengthened the service of the route. Based on the current patronage and operating conditions, the level of service of Route S56 could generally meet the travel demand of the public. He said that Citybus would continue to monitor the operation of Route S56 and review the level of service of the relevant bus routes in a timely manner.

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

- (a) The current service frequency of Routes 37A and 37M were determined

by the population served by these routes. With the population intake in Tung Chung Areas 99 and 100, the NLB would adjust the service frequency of Routes 37A and 37M to meet the travel needs of the residents.

- (b) As regards the routing of Route B6, if the route was diverted via Tung Chung town centre during the morning peak hours, the journey time would be extended and the manpower requirements would be increased. It might even require the purchase of additional vehicles to maintain its operation. In respect of the low patronage for Route B6 during the morning peak hours, the NLB had communicated with the TD before the meeting and proposed to reduce the frequency and increase the number of drop-off points to offset the additional costs from the extended journey time. The NLB would further explore the feasibility of the proposal with the TD.

18. Members expressed their views as follows:

- (a) The alighting points of Route B6 did not meet the needs of the residents. In addition, the fares for Routes B6 and 39M were \$9.1 and \$5.4 respectively, and passengers tended to take Route 39M due to the fare difference. In this connection, Members suggested that the NLB should arrange for Route B6 to travel via the Tung Chung Station Bus Terminus and offer section fares for the route. The arrangement would attract residents of Mun Tung Estate to take Route B6 and also help to alleviate the burden on Route 39M.
- (b) Members queried the method adopted by the TD and the bus companies in calculating the occupancy rates. The data provided by the TD indicated that the occupancy rate of Route 39M during peak period was 60%. However, during the on-site inspections, Members had visually observed that all Route 39M departures from the terminal point during the morning peak hours were fully loaded. The bus companies used the maximum carrying capacity of a bus (i.e. 130 passengers) as the basis to calculate the occupancy rate, but Members considered that a bus could not accommodate 130 passengers at all. The unrealistic approach adopted by the TD and the bus companies in calculating the occupancy rates failed to identify the actual problems faced by the residents. Members emphasised that there was an urgent need to increase the frequency of Route 39M.
- (c) Many members of the public took Route S56 to commute to work, and Members considered that the current headway at 25 minutes was insufficient to meet the demand.
- (d) The LW Route E36A had serious problems of delayed trips and “lost trips”. Delays of 40 minutes had occurred from time to time, and the situation of bus trips on holidays was even worse, with some trips had



been delayed for an hour. Members called on the LW to properly address the problems and increase the frequency of Route E36A.

- (e) As Route E11 was an important bus route for Tung Chung residents travelling to the urban areas, Members hoped that Citybus would increase the frequency of Route E11 at around 6:00 a.m.
- (f) In view of the population growth in Tung Chung, Members hoped that the bus companies would introduce new bus routes such as Route E28 and Route E43 as early as possible, so as to provide residents with more transport options.

19. Mr Peter CHU pointed out that although Route B6 and Route 39M were two distinct routes, it was still worth exploring whether the resources for these two routes could be integrated. He also expressed his willingness to discuss the feasibility of this proposal with Members concerned and the TD after the meeting.

20. Mr Desmond TANG gave a consolidated response as follows:

- (a) The LW had noticed a recent upward trend in patronage of Route E36A. Coupled with the fact that Members had pointed out in February this year that the frequency of the route had been insufficient during certain periods of time and the patronage had been high, the LW had therefore increased the frequency of Route E36A. The company would continue to monitor the occupancy rate and passenger demand of Route E36A, and would consider further increasing the service frequency if resources permitted.
- (b) The issue of “lost trips” on Route E36A during peak period was largely caused by the traffic jams on Tuen Mun Road. Currently, the LW would deploy field staff to Wong Chu Road to assess the traffic conditions and instruct bus captains to take alternative routes when necessary. The company would further follow up on the issue of “lost trips” and explore potential solutions for improvement.

21. Mr Calvin TSANG said Citybus recognised that residents in Tung Chung had strong demand for the services of Route E11 series, especially during the morning peak period. The company had therefore enhanced the service of Route E11S on a number of occasions in the past by the provision of special departures. He pointed out that the current service level of the route could generally meet the passenger demand. In addition, he understood that Members were very concerned about the transport arrangements following the intake of residential developments in Area 99, Area 100 and the Yu Nga Court. In this connection, Citybus would continue to monitor the intake situation of the housing estates in the New Development Areas (NDAs) and review the service level of the relevant bus routes in a timely manner.

IV. Question on delays and lost trips in the services of New Lantao Bus Company (1973) Limited  
(T&TC Paper No. 17/2024)

22. The Chairman referred to T&TC Paper No. 17/2024.

23. Mr Eric LUK gave his response as follows:

- (a) The Department was highly concerned about the non-compliance of the NLB Route 3M with its scheduled service. Regarding the incident on 15 March this year, the NLB explained to the Department that it was due to the failure of the duty captain to arrive at his duty station on time for his job and the company had not been able to deploy a replacement in time. As for the incident on 17 March, it had been caused by a scheduling error.
- (b) The Department had called on the NLB to investigate and follow up on the aforementioned situations and reminded the company of the need to provide services according to the scheduled timetables and to flexibly deploy its vehicles and manpower to maintain the required level of service and meet passenger demand. The NLB advised that it had instructed and reminded the staff concerned to avoid recurrence of similar situations.
- (c) According to the operating records of the NLB, the 6 a.m. departures on 16 March and 18 to 23 March this year all departed from Mui Wo terminus on schedule, and the 9 a.m. departure on 24 March also departed from Tung Chung on schedule. In addition, the findings of a field survey conducted by the Department on 7 April this year indicated that the 9 a.m. departure on that day also departed from Tung Chung on schedule.
- (d) Regarding the manning of bus termini with terminus supervisors, the Department had reminded the NLB of the need to provide assistance to passengers through various means, such as the deployment of terminus supervisors, the display of notices at bus termini or major intermediate stops, as well as the dissemination of relevant information on its website and mobile phone application.
- (e) The Department would closely monitor the operation of Route 3M and take appropriate follow-up actions as needed.

24. Mr Peter CHU gave his response as follows:

- (a) The NLB would like to apologise to the affected passengers for the delays and lost trips on Route 3M.
- (b) The NLB would step up recruitment efforts to address the manpower

shortage problem.

- (c) A number of works projects were being carried out along South Lantau Road, causing an extension of 5 to 10 minutes to the travel time of some bus routes. In view of this, the NLB had discussed with the TD and suggested that the TD should manually operate the traffic signals according to the road conditions during the morning peak hours to minimise service delays. The company had also examined with the TD regarding the appropriate number of works projects along the road.

25. Members expressed their views as follows:

- (a) The issue of lost trips on Route 3M had occurred even before the commencement of the works projects along South Lantau Road. Members considered the explanation given by the NLB on the basis of road works unconvincing, and hoped that the TD and the NLB could address the problem squarely.
- (b) In the early hours of 13 April this year, an NLB bus broke down near the service reservoir on Tung Chung Road and it had remained parked at the location for days. Although the broken-down bus was parked at a lay-by, part of its body occupied the traffic lane, obstructing passengers boarding the bus nearby and posing a danger to other road users. In this regard, Members requested the NLB to remove the broken-down bus as soon as possible and review the handling procedures for such incident.
- (c) It was hoped that the NLB would expedite the installation of shelters for the Mui Wo bus terminus.
- (d) In its response to the problem of lost bus trips, the NLB had repeatedly put forth insufficient manpower as the reason. Members considered that the NLB should tackle the problem at root and enquired about the company's specific plans for recruiting staff in the near future.
- (e) Members understood that it was inevitable that bus trips might sometimes be affected by the actual traffic conditions, resulting in delays and lost trips. Members were of the view that the NLB should provide information such as bus arrival time to passengers via its mobile apps or display panels at the bus stops. This would allow waiting passengers to stay informed of the real-time traffic conditions and choose the most appropriate travel options accordingly.

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

- (a) In the past, most of the lost trips had been caused by vehicle breakdowns or insufficient backup captains to cover for the absent ones. To address the manpower shortage problem, the NLB had introduced various entry schemes and enhanced staff remuneration packages in a bid to attract

more applicants. The company would also explore other possible options, such as examining the feasibility of importing workers under the Enhanced Supplementary Labour Scheme to fill the vacancies of bus captains.

- (b) The NLB had asked a towing company to remove the broken-down vehicle. However, owing to the shortage of manpower, the company had been unable to arrange for the towing service promptly. He said that the vehicle had been removed at 10:00 a.m. today. The NLB apologised to the affected citizens and road users.
- (c) Regarding the installation of shelters at the Mui Wo bus terminus, the contractor had recently delivered the main scaffolding materials to the site and would commence the erection process as soon as possible. The NLB had asked the contractor to explore ways to shorten the installation period and provide weekly progress updates by emails and phone calls to the company. The NLB aimed to have the main structural part of the shelters completed by the end of April this year.
- (d) He said that at present, the NLB was unable to provide passengers with real-time information on bus service status through the display panels at the bus stops. However, the company would explore the possibility of delivering such information to the public through its mobile phone application.

27. Members expressed their views as follows:

- (a) Members considered that the problems of bus service and frequency were attributable to the poor supervision of the NLB management. Members called on the company to improve the situation.
- (b) Many passengers took Route 3M to the Mui Wo Ferry Pier and then transferred to the urban areas by ferries. Therefore, delayed bus trips and lost trips might cause passengers to miss the ferry trips. Members suggested that when there were delayed trips on Route 3M, NLB should deploy bus captains from other routes to operate on Route 3M to make up for the delays.
- (c) Members suggested that the NLB should explore the options of attracting Lantau residents to apply for the position of bus captains.

28. Mr Peter CHU explained that the shift schedules of bus captains were pre-arranged, and any temporary redeployment of a bus captain for another route would affect the service of the original route or even other routes. Therefore, the NLB had reservations about the proposal. As regards the problem of insufficient backup bus captains, the company would continue to explore feasible solutions, such as stepping up recruitment efforts in the district.

29. A Member briefly recounted a fatal traffic accident that occurred on 9 April this year at a bend near the roundabout from Pak Kung Au to Shek Mun Kap on Tung Chung Road. In view of the frequent occurrence of traffic accidents at the incident location in the past, Members suggested that the TD should install yellow rumble strips on the road about 30 metres before the bend to alert the drivers. Members hoped that the TD would address the issue promptly.

30. The Chairman considered that the aforementioned topic should be discussed under the agenda item of “Any Other Business”. Nevertheless, she hoped that the TD would follow up on the matter with the Members concerned after the meeting. She also hoped that the NLB would call on the contractor to complete the Mui Wo bus terminus shelters as soon as possible.

V. Question on the new bus stop at Chung Yan Road  
(T&TC Paper No. 18/2024)

31. The Chairman referred to T&TC Paper No. 18/2024.

32. Ms YEUNG Yuk-shan advised that the bus bay at Chung Yan Road southbound near Yu Tai Court had been completed. The NLB had applied to the TD for the NLB Route 37H to stop at the new bus stop starting from the first departure in the morning of 22 April (Monday) this year, instead of diverting via the bus stop at Tung Chung Road near Pa Mei Road roundabout. The Department would continue to closely monitor the passenger demand of the route concerned and explore with the bus company the feasibility of having buses on other routes stopping at the bus stop in due course.

33. Members expressed their views as follows:

- (a) Members asked the TD whether buses on Route 37H could make a direct U-turn at Chung Yan Road and whether other bus routes would also use the bus stop in question.
- (b) Residents of Yu Tai Court were required to walk a long way from the new bus stop to the main entrance of the estate. The exit of the car park of the estate, located near the elevator of a footbridge, was close to the new bus stop. However, it was currently blocked by a planter. Members suggested that the planter at that location should be removed so that residents could access the new bus stop more conveniently via the car park exit.
- (c) To tie in with the commissioning of the new bus stop, the TD had applied “double white lines with hatching” markings on the road and merged the two traffic lanes of the road section concerned into one. Members expressed concern that the risk of traffic accidents might increase, as drivers might find it difficult to adapt to the changes and buses would make U-turns at the new bus stop. Members suggested that the TD

should deploy additional manpower to monitor the on-site traffic conditions during the initial period of the commissioning of the bus stop. Members also called on the TD to expeditiously explore optimisation measures, such as installing additional signage, to alert drivers to the changes.

34. Ms YEUNG Yuk-shan said that the Department so far had only received the application for Route 37H to stop at the new bus stop. If there were any other similar applications from the bus company, the Department would actively consider them.

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

- (a) Regarding the proposal to remove the planter in front of the exit of the Yu Tai Court Car Park, the TD would conduct an on-site inspection to examine the feasibility of the proposal.
- (b) The Department's preliminary assessment suggested that merging the two traffic lanes into one would not have significant impact on road safety. Nevertheless, the Department would closely monitor the traffic situations at the location both before and after the commissioning of the bus stop.

36. Members expressed their views as follows:

- (a) The new bus stop was located at a T-junction near a petrol station and several villages with heavy traffic.
- (b) Members asked whether the TD would invite representatives of relevant local community and bus companies to visit the location together, so that an assessment could be made as to whether there was sufficient space for vehicles to change lanes and to explore feasible improvement options. It was also suggested that the Department should conduct the inspection during commuting hours to better understand the traffic conditions during peak hours.
- (c) In the past, Members had suggested at a Council meeting that the Department should widen the T-junction at the intersection of Chung Yan Road and Tung Chung Road to allow two-lane traffic so that buses and large vehicles could make U-turns at the location. Members criticised the Department for failing to administer proper road planning for the commissioning of the new bus stop. In this connection, Members suggested widening the junction in front of the petrol station to allow buses and large vehicles to turn around, while prohibiting U-turns at the T-junction in front.
- (d) As both sides of the road section in question were lined with planters, Members suggested that the TD should remove some of the planters to widen the road for vehicles to switch lanes and make U-turns.

- (e) Members enquired about the measures the TD would implement in the initial phase of the commissioning of the captioned bus stop to help road users adapt to the changes.
- (f) Members enquired whether the Department would issue a traffic notice to inform the local community about the commissioning of the bus stop.

37. Ms YEUNG Yuk-shan said that the Department would issue a traffic notice to Members through the Secretariat after the meeting.

38. The Chairman requested the TD to issue the traffic notices as soon as possible so that they could inform the local community of the commissioning time of the new bus stop and the related road changes.

(Post-meeting note: On 17 April 2024, the TD sent the relevant traffic notice information by email to the Chairman and all Members via the Secretariat.)

39. Members emphasised that the TD had to ensure traffic safety before arranging for other bus routes to stop at the new bus stop.

VI. Question on the addition of bus stops on Tung Chung Waterfront Road near the Tung Chung Community Liaison Centre/ the Tung Chung Community Services Complex (T&TC Paper No. 19/2024)

40. The Chairman referred to T&TC Paper No. 19/2024.

41. Mr LEE Lap-man briefly presented the written reply of the TD.

42. Mr Peter CHU advised that there were no suitable location for additional bus stops along Tung Chung Waterfront Road, but suggested that consideration could be given to providing an additional bus stop at the junction of Tung Chung Waterfront Road and Wai Tung Road.

43. Members expressed their views as follows:

- (a) Currently, the only bus routes passing through Tung Chung Waterfront Road were Route 37M and Route 37H. Members considered the existing ancillary transport facilities inadequate. Although the Tung Chung East Promenade, the Tung Chung Community Liaison Centre and the Tung Chung Community Services Complex were only temporary facilities, many major activities in the district were held at the above locations. Members considered that the lack of convenient transport facilities would affect the effectiveness of these activities in boosting the economy. They called on the relevant departments and bus companies to review the situation.

- (b) It was proposed that the planters along the southbound lanes of Ying Hei Road near the footpath at Seaview Crescent should be removed and an additional bus stop should be provided there.

44. Mr Peter CHU gave his response as follows:

- (a) The services of Route 37M and Route 37H were sufficient to meet the demand, except that the locations proposed were not suitable for the provision of bus stops.
- (b) The provision of additional bus stops along the southbound lane of Ying Hei Road would be inconvenient for passengers travelling from the MTR station. He suggested that additional bus stops should be provided at road sections closer to the community facilities and additional footpaths should be provided to link up with those community facilities.

45. Mr LEE Lap-man suggested that the project proponent should examine the feasibility of the proposal, and the TD would advise on the options put forward by the project proponent.

46. Members suggested removing the planters at the roadside of Tung Chung Waterfront Road and providing additional bus stops there.

47. The Chairman requested for an on-site inspection.

48. Mr LEE Lap-man said that the on-site inspection could be carried out together with the project proponent.

(Post-meeting note: The Secretariat scheduled an on-site inspection on 7 June for the relevant departments and Members to follow up on the matter.)

VII. Transport Department Traffic and Transport Working Plan 2024-25  
(T&TC Paper No. 20/2024)

49. The Chairman referred to T&TC Paper No. 20/2024.

50. Ms YEUNG Yuk-shan briefly presented the paper.

51. Members noted the paper.

VIII. Question on the enhancement of bus stop facilities in Tung Chung District  
(T&TC Paper No. 21/2024)

52. The Chairman referred to T&TC Paper No. 21/2024.

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



- (a) The TD had all along been encouraging franchised bus companies to enhance their bus stop facilities, such as the provision of bus stop shelters, seats, and display panels for estimated bus arrival time, where the geographical environment permitted. Apart from the facilities provided by the bus companies with government subsidies, the bus companies had applied to the TD for self-financing provision of additional bus shelters and display panels in the district in recent years, details of which could be found in the written replies of the bus companies.
- (b) The LW had recently completed the construction of a new bus stop on southbound lane of Chung Yan Road opposite the North Lantau Hospital.
- (c) Citybus would provide shelters at the bus terminus at Mun Tung Estate.

54. Mr Karl HUEN briefly presented the written reply of the LW.

55. Mr Calvin TSANG briefly presented the written reply of Citybus.

56. Mr Peter CHU stated that the NLB would consider providing shelters at bus stops with high boarding volumes, such as the bus terminus at Yu Nga Court and the bus stop at Yu Nga Shopping Centre.

57. Members expressed their views as follows:

- (a) It was understood that the location of the proposed bus shelter at Kui Yat House of Yat Tung Estate was under the purview of the Housing Department (HD) and The Link Asset Management Limited (The Link). Members enquired about the progress and specific timetable for the installation of shelter at the aforementioned bus stop, and called on the bus company to complete the works as soon as possible.
- (b) It was suggested that the bus company should install a display panel at bus stop at Yat Nga Shopping Centre to show bus arrival times. In addition, Members noted that the display panels at some bus stops had not been powered on and hoped that the bus companies would make good use of the panels.
- (c) It was proposed that the NLB should install a shelter at the bus stop outside the North Lantau Hospital (NLH). In addition, the lack of lighting at the bus stop made it difficult for bus captains on duty to see waiting passengers at night. In this connection, Members hoped that the bus company could install lighting facilities at the said bus stop.

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

- (a) The location of the proposed bus shelter at Kui Yat House of Yat Tung Estate fell under the purview of the HD and The Link. The LW had already applied to the HD for permission to install a shelter at the bus stop in question and was currently negotiating with the HD and The Link on the relevant tenancy terms.
- (b) The TD welcomed the NLB's plan of providing shelters at the bus terminus at Yu Nga Court and the bus stop at Yu Nga Shopping Centre. In addition, the Department had approved the LW's application for the installation of shelters and real-time arrival information display panels at these bus stops.
- (c) Members could report the situation to the TD if they found the display panels at some bus stops powered off. The Department would ask the bus companies concerned to promptly repair the display panels so that passengers could refer to the real-time bus arrival information.
- (d) The TD would ask the bus company concerned to explore the provision of lighting at the bus shelter outside the North Lantau Hospital. Additionally, the Department would consult with the Highways Department (HyD) after the meeting to examine the feasibility of installing additional street lights at the said locations.

59. Mr Karl HUEN said that the LW was currently negotiating the tenancy terms with The Link regarding the installation of shelter for the bus stop at Kui Yat House, and could only commence the works after approval had been granted by the HD and the Link. As the works could only begin after the relevant departments had issued the approval letters and road excavation permit, the LW could not provide a specific timetable for the works at this stage. On the other hand, the TD had already approved the LW's application for the erection of shelter for the bus stop at Yu Nga Shopping Centre and the works would commence this quarter.

60. Mr Louis KUNG pointed out that Citybus was following up on the application for the provision of shelter for the bus stop at Kui Yat House and would re-submit the application for the project once the discussions in respect of the relevant terms and conditions with the departments concerned were completed. Furthermore, Citybus would proactively consider improving facilities at other suitable bus stops, including the provision of shelters.

61. Mr Peter CHU indicated that the NLB was exploring the feasibility of providing shelters for the bus stops with high boarding volumes, including the bus terminus at Yu Nga Court and the bus stop at Yu Nga Shopping Centre. However, as the NLB was still examining the feasibility of the works, it had not submitted any applications at this stage.

62. Members expressed their views as follows:

- (a) Members understood that the bus companies were in discussions with

relevant departments regarding the installation of shelters for the bus stop at Kui Yat House and hoped that the companies would complete the works as soon as possible.

- (b) Members considered that the TD and the bus companies should provide additional bus stops in Tung Chung North, and hoped that the Department would formulate a plan in this regard and provide it to Members for follow-up.

63. Mr Peter CHU stated that they would examine the feasibility of providing a shelter for the bus stop in front of North Lantau Hospital.

IX. Question on the improvement to the pedestrian crossing at Yu Nga Court in Tung Chung  
(T&TC Paper No. 22/2024)

64. The Chairman referred to T&TC Paper No. 22/2024.

65. Mr LEE Lap-man referred to the written reply of the TD.

66. Members expressed their views as follows:

- (a) The green light time for the pedestrian traffic lights at the junction off Yu Nga Court was only 30 seconds, which was insufficient for pedestrians to cross two pedestrian crossings in a row. In this regard, Members asked the TD if it was feasible for the pedestrian traffic lights for the two pedestrian crossings to have separate green light times, so that pedestrians could cross them one after another.
- (b) As the duration of the green light time at the above location was too short, some pedestrians chose to cross the road diagonally. Noting that the TD had provided diagonal pedestrian crossings in Sha Tin, Members enquired whether the TD could make reference to the practice in Sha Tin and provide diagonal pedestrian crossing at the above location.
- (c) It was suggested that the green light time for the pedestrian traffic lights at the aforementioned location should be extended.

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

- (a) The Civil Engineering and Development Department (CEDD) was carrying out junction widening works at the location in question. The TD would try to extend the green light time appropriately during non-peak hours.
- (b) The CEDD was planning to provide additional footbridges at the above location as a long-term solution, which was expected to further improve

the conditions at the pedestrian crossings.

68. Members expressed their views as follows:

- (a) Members asked the TD about the specific timetable for the provision of the additional footbridges. While recognising that the provision of additional footbridges would be a long-term solution, Members considered that the problem had to be addressed in the short term too.
- (b) Two short-term options had been proposed. The first option was to provide a diagonal pedestrian crossing to reduce the time pedestrians required to cross the crossing, while the second option was to separate the green light times for the two pedestrian crossings to allow pedestrians to cross them one after another.

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

- (a) According to the information provided by the CEDD, the construction of the footbridges would commence in the first quarter of next year. It was known that the CEDD had already conducted relevant local consultation.
- (b) The diagonal pedestrian crossings in Tsim Sha Tsui and Sha Tin had been set up by the TD on a trial basis. The TD would review the effectiveness of the diagonal pedestrian crossings and examine the room for improvement before deciding the way forward. In addition, the TD would make modifications to the pedestrian crossings upon completion of the footbridges constructed by the CEDD. Therefore, the Department was concerned that if a diagonal pedestrian crossing was set up at the location in question at the present time, pedestrians might have difficulty adapting to the changes that would take place later.

70. The Chairman asked the Department to update Members on the effectiveness of the diagonal pedestrian crossing trial scheme. Furthermore, she asked the Department to adjust the duration of the green light time for the pedestrian crossings in question as soon as possible to alleviate the problem.

71. Mr LEE Lap-man agreed that adjusting the green light time for the pedestrian traffic lights would be a feasible short-term option.

(Post-meeting note: The TD had appropriately extended the duration of the green light time for the pedestrian traffic lights in question during off-peak hours. It would continue to monitor the traffic conditions at the junction and adjust the signal time of the traffic lights when necessary.)

72. Members pointed out that the location in question was close to the captioned site in Agenda Item VI and suggested that the TD should conduct an on-site inspection together with the Members concerned to discuss improvement options.

73. The Chairman suggested that the TD and Members concerned should conduct an on-site inspection during the peak hours after work.

(Post-meeting note: The Secretariat scheduled an on-site inspection on 7 June for relevant departments and Members concerned.)

X. Question on the installation of convex mirrors at the interchange outside the St. John Hospital  
(T&TC Paper No. 23/2024)

74. The Chairman referred to T&TC Paper No. 23/2024.

75. Mr Tim WONG gave his response as follows:

- (a) The images shown on convex mirrors (the position, distance and speed of a vehicle in particular) could differ from the actual situation. When drivers approached a bend or a junction, if they relied solely on the convex mirrors, they might misjudge the positions, distances and speeds of oncoming vehicles and fail to adjust their speed appropriately, which might result in traffic accidents. Therefore, the Department did not support the installation of convex mirrors on public roads due to road safety considerations.
- (b) In addition, convex mirrors reflected the beams from vehicle headlights, and the reflected glare might cause temporary visual impairment for drivers, increasing the risk of accidents. Given that the disadvantages of installing convex mirrors outweighed the benefits and that convex mirrors were not standard traffic facilities, the Department did not recommend installing convex mirrors at the location in question.
- (c) To enhance road safety at the location in question, the Department planned to put up appropriate traffic signs to alert the drivers.

76. Members expressed their views as follows:

- (a) Vehicles in Cheung Chau generally travelled at a speed not exceeding 13 kilometres per hour. Therefore, it was considered that drivers were unlikely to misjudge the speed of oncoming vehicles by looking at the convex mirrors when driving in Cheung Chau.
- (b) The interchange in question lacked clear traffic instructions, resulting in a relatively high risk of traffic accidents. In the past, an accident had occurred at this location where a village vehicle traveling from Warwick Hotel towards the interchange had collided with a bicycle approaching from Cheung Chau Police Station. Fortunately, the cyclist had only sustained minor injuries.

- (c) Ambulances transporting patients to the helipad would pass through the interchange in question. Therefore, the installation of a convex mirror could help drivers of other vehicles to give way to the ambulances.
- (d) At present, convex mirrors were installed at Cheung Chau Sai Wan, the Community Hall and the junction of Cheung Pak Road near Cheung Kwai Estate. Members were of the opinion that the provision of convex mirrors was effective in reducing traffic accidents.
- (e) Members asked the Department whether it was feasible to install display panels at road junctions. Citing the downhill bend on Tung Chung Road near Pak Kung Au as an example, Members pointed out that if drivers could observe the situation of the downhill section in advance through the display panels, it would help to reduce traffic accidents caused by sudden braking.
- (f) It was suggested that the Department should install smart sensor lights at the interchange in question to allow drivers to detect vehicles approaching the interchange in advance.
- (g) Members considered the Road Traffic Ordinance not applicable to rural areas and hence the Department should not treat rural roads in Cheung Chau the same as urban roads. Members emphasised that the Department should take measures suitable for rural areas having regard to the actual circumstances of the rural areas. Furthermore, Members enquired about the definition of a “road”.

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

- (a) He clarified that the convex mirror referred to by Members was not a transport facility to be provided by the TD.
- (b) The Department understood that the traffic conditions on outlying islands were different from those in the urban areas, and would therefore prioritise traffic safety considerations when considering Members’ suggestions and other appropriate measures.

78. The Chairman suggested that the TD should conduct an on-site inspection with Members concerned after the meeting to better understand the situation of the interchange in question and explore feasible measures.

(Post-meeting note: The TD scheduled an on-site inspection on 4 June with Members concerned to follow up on the matter.)

# XI. Question on the wear and tear and maintenance of roads in Lantau District (T&TC Paper No. 24/2024)

79. The Chairman referred to T&TC Paper No. 24/2024.
80. Mr LEE Lap-man said that road maintenance matters were mainly handled by the HyD, and the TD would provide advice on traffic works when necessary.
81. Ms KANG Pu gave her response as follows:
- (a) The HyD was responsible for the maintenance and repair of public roads and ancillary road facilities under its purview. If any road surface or ancillary road facilities were found to be damaged, the HyD would arrange for appropriate repairs based on the actual situation and needs, so as to keep the roads in good condition and to ensure the safety of road users.
  - (b) In the past year (1 April 2023 to 31 March 2024), the HyD had carried out over 200 road repair works in different areas on Lantau Island.
  - (c) When public complaints or reports regarding uneven road surfaces were received, the Department would promptly send staff for an on-site inspection and arrange for the contractors to repair any damage that might pose a road safety risk. If the traffic on the affected section was heavy, the Department might, having regard to the actual situation, use temporary materials to repair the damaged road surface so that the affected road section could be re-opened as soon as possible to minimise the impact on traffic. The Department would then closely monitor the road surface condition of the section and carry out large-scale road resurfacing works in a timely manner to further improve the overall condition of the road surface.
  - (d) As the condition of the damaged road surface and the environment of the site varied from case to case, the Department did not have statistics on the average repair time required for handling such cases.
  - (e) To carry out road maintenance and repair works, the HyD had been in constant communication with relevant departments, including the TD and the Hong Kong Police Force (HKPF), to develop feasible temporary traffic arrangements that could minimise the impact on the public.
82. Members expressed their views as follows:
- (a) The road surface of Ying Tung Road in Tung Chung had been damaged for more than six months. Members have reported the issue through the Islands District Office (IsDO) and the 1823 hotline, but no improvement had been made so far and the damage had even worsened. Apart from urban roads, similar problems often occurred on rural roads. In addition, Members reported that some pedestrian crossings had been damaged, which affected the safety of pedestrians and cyclists. However, no

improvement had been made after half a year.

- (b) Roads were a crucial component of the transport network, but the current conditions of the roads on Lantau Island were far from satisfactory. Members were of the opinion that the quality of the repair works performed by the Department was poor, as road surfaces often showed signs of damage just a few weeks after repairs had been completed. In this regard, Members suggested that the Department should establish a mechanism to monitor the quality of works carried out by the contractors.
- (c) Currently, various construction projects were underway in Tung Chung, and the movement of large heavy vehicles accelerated the deterioration of road surfaces, potentially leading to road safety issues. Therefore, Members hoped that the HyD would deal with road maintenance and repairs seriously.

83. Ms KANG Pu gave her response as follows:

- (a) The HyD had a regular road monitoring mechanism in place, employing contractors through term contracts to carry out inspections. Expressways were inspected once a day; trunk roads once a week; and the other roads once every 1 to 3 months. Furthermore, the road inspection team of the HyD would also conduct a detailed inspection of all roads every six months.
- (b) The road maintenance and repair work of the HyD could be broadly categorised into corrective repairs and planned maintenance. Corrective repairs were performed to repair road damages that were identified during regular inspections or as reported by local stakeholders, which could pose a safety risk. Such repairs were usually of a smaller scale, such as patching of potholes or repairing traffic signs. To minimise disruption to traffic, light construction plants and rapid hardening concrete were used to repair damaged surfaces in order to re-open the road as soon as possible. Planned maintenance works were preventive in nature. The Department would prioritise and schedule the maintenance works according to the current conditions of the roads concerned, the rate of deterioration and the impact on road users. These works were generally of a larger scale and involved resurfacing of the top layer of bituminous material. In view of the long duration of the works, the Department would work out temporary traffic arrangements with the TD and the HKPF.
- (c) The Department was actively liaising with the HKPF and the TD regarding the road surface damage on Ying Tung Road, aiming to expedite the approval of temporary traffic arrangements so that the repair works could commence as soon as possible.



84. Members considered that the HyD should provide a channel for Members to report cases of serious and urgent road surface damage.

85. The Chairman mentioned that in the past, when serious and emergency road surface damage was found, she would contact Ms KANG Pu and asked her to refer it to the relevant colleagues for follow-up. The Chairman suggested that Members could contact Ms KANG Pu direct if they found road surface damage in the future.

86. Ms KANG Pu agreed to the proposal of the Chairman.

XII. Question on the parking of bicycles during the improvement works at Yung Shue Wan Public Pier  
(T&TC Paper No. 25/2024)

87. The Chairman referred to T&TC Paper No. 25/2024.

88. Mr Tim WONG indicated that the TD had earlier consulted the relevant departments about the proposal of providing a bicycle parking area at the open space outside the Yung Shue Wan Post Office. The response received had indicated that there had been insufficient information to assess whether the structure of the offshore platform at that location would be suitable for setting up a bicycle parking area. Due to the inability to confirm the safety of the platform's structure, the Department had reservations about the proposal to add a bicycle parking area there.

89. Mrs Kitty RADFORD briefly presented the written reply of the Lands Department (LandsD) and recalled that Members had put forth the same proposal at the last meeting. The Department carried out an on-site inspection on 7 March this year and sent the relevant land information to the TD on 13 March.

90. Mr Thomas LI stated that the IsDO had been closely monitoring the progress in respect of the issue. The IsDO was primarily responsible for coordinating actions to clear illegally parked bicycles and acting as a bridge between Members and relevant departments on the issue of increasing bicycle parking spaces. In addition, tackling the problem of illegal bicycle parking was one of the issues of district-wide concern that the current term of IDC had its focus on. The Secretariat had begun consolidating the data and reports submitted by Members to facilitate discussions on solutions to tackle the problem of illegal bicycle parking in the district at the next IDC meeting.

91. Members expressed their views as follows:

- (a) The problem of illegal bicycle parking in Yung Shue Wan was very serious. Members considered that the relevant departments needed to deal with it as soon as possible. As the open space opposite the Yung Shue Wan Post Office was far away from the shoreline and posed a lower risk of danger to cyclists, Members considered that the open space in question was suitable to be converted into a temporary bicycle parking area.

- (b) Members had proposed methods to tackle the aforementioned problem, but the departments concerned had rejected the proposals without thoroughly assessing their feasibility, which in Members' view was not conducive to the governance of the district.
- (c) The open space in question had been used for depositing construction materials such as cement, sand and gravel, which should theoretically be able to support a certain heavy weight. Members were of the view that the departments concerned should not assess the structural safety of the open space by visual inspection. They should test the load-bearing capacity of the open space by scientific methods (e.g. by using a large crane).
- (d) Members hoped that during the on-site inspection on 25 April this year, the relevant departments would discuss potential improvement options with an open attitude.

92. Mr Tim WONG stated that the TD had reservations about the proposal rather than rejecting it. The Department was open to the proposal, provided that the structure of the offshore platform was safe enough to be used as a bicycle parking area.

93. The Chairman pointed out that representatives of the LandsD had indicated at the last and the current meetings that the Department was open to the proposal. In addition, she pointed out that as ferries were the only means of transport for Lamma Island residents travelling to and from the urban areas, and most of them would ride their bicycles to the ferry piers, the number of bicycles would only continue to increase in the future. In this regard, she considered that the relevant departments should explore long-term options for the provision of bicycle parking spaces, and hoped that Members concerned and the representatives of departments could discuss the options in detail during the on-site inspection on 25 April.

94. Members considered that the weight of bicycles would not impose an excessive load on the open space in question. Furthermore, the area of the open space was large enough to accommodate more than 200 bicycles, which would help alleviate the current problem of illegal bicycle parking.

(Post-meeting note: The on-site inspection was carried out on 25 April this year.)

### XIII. Question on the handling of abandoned vehicles (T&TC Paper No. 26/2024)

95. The Chairman referred to T&TC Paper No. 26/2024.

96. Mr LUE Yat-fung briefly presented the written reply of the HKPF.

97. Mr LAU Kin-cheung briefly presented the written reply of the District Lands

Office, Islands.

98. Mr Tim WONG said that the TD would launch joint operations with the relevant departments to clear abandoned vehicles at roadside, parking spaces, pavements and public transport interchange. The TD was mainly responsible for affixing notices to abandoned vehicles in accordance with section 6 of the Land (Miscellaneous Provisions) Ordinance (Cap. 28).

99. Ms KANG Pu said that the HyD would actively co-operate with the departments concerned in launching the operation.

100. Mr Joe LEE briefly presented the written reply of the IsDO.

101. Members expressed their views as follows:

- (a) The current arrangement for the joint clearance operations had slowed down the progress of the clearance operations, as no single department would take the lead in inspecting the black spots of abandoned vehicles. Members suggested that the department concerned should receive reports of abandoned vehicles from the public and conduct inspections once every three months. During the inspections, they should follow up on the reports about abandoned vehicles they had received (if any).
- (b) As the procedures for handling abandoned vehicles by the departments concerned took too long, Members suggested that the procedures should be streamlined to handle abandoned vehicles in a more efficient manner. For instance, if an abandoned vehicle was found during inspection, photographs of the vehicle concerned could be taken and penalty tickets could be issued on the spot.
- (c) It was hoped that the departments concerned would deal with the abandoned vehicles parked on government land within the villages.
- (d) Some abandoned vehicles may be located in more concealed or remote locations, making it difficult for the IsDO to spot them during inspections.

102. Mr Joe LEE gave his response as follows:

- (a) The IsDO became aware of the locations of abandoned vehicles through regular patrols and inspections, and also from reports from members of the public. If Members came across abandoned vehicles, they could report them to the IsDO or the relevant departments, so that the Government could follow up on them.
- (b) Currently, the IsDO performed patrols in South Lantau once every two months. In response to the suggestion in paragraph 101(a), abandoned vehicle black spots could be added to the patrol routes in the future.

(Post-meeting note: To facilitate the reporting of abandoned vehicles found in the district, the IsDO had prepared a reporting form which were sent to Members via email on 27 May 2024.)

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

103. The Chairman advised that the HyD had submitted a list of small-scale traffic improvement projects in the Islands District and their implementation schedules up to late March this year before the meeting. Members were welcomed to review and provide feedback on these projects.

104. Members enquired whether some of the proposed completion dates in the implementation schedules were incorrect.

105. Ms KANG Pu replied that a rectified implementation schedule would be presented to Members after the meeting.

XV. Date of Next Meeting

106. There being no other business, the meeting was adjourned at 6:01 p.m. The next meeting would be held at 2:30 p.m. on 11 June 2024 (Tuesday).

-END-