

(Translation)

Islands District Council
Minutes of Meeting of
Traffic and Transport Committee

Date : 10 December 2024 (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 CHOW Yuk-tong, SBS, MH
Mr HUI Chun-lung, MH
Ms KWOK Wai-man, Mealoha
Mr WAN Yeung-kin
Mr WONG Man-hon, MH
Mr LAU Chin-pang
Ms LAU Suk-han
Ms LAU Shun-ting
Mr LUO Chenghuan

Co-opted Member

Mr TSANG Chiu-yuk, Ray

Attendance by Invitation

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| Mr LAM Hon-chau, Calvin | Transport Officer/Planning/Ferry 1, Transport Department |
| Ms CHOI Kam-yee | Land Executive/Acquisition 1 (District Lands Office, Islands), Lands Department |
| Mr XIAO Yong-qing | Port Captain(Leader)/Safety Department, Sun Ferry Services Company Limited |
| Ms Carrie SO | Deputy Manager/Corporate Communications Department, Sun Ferry Services Company Limited |

In Attendance

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| Mr MOK Mong-chan | Assistant District Officer (Islands)1, Islands District Office |
| Mrs RADFORD Kit-yee, Kitty | Administrative Assistant/Lands (District Lands Office, Islands), Lands Department |
| Ms LO Sze-yan, Jane | Engineer/Islands(2), 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

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| Ms CHEUNG Hoi-kam, Nicole | Executive Officer (District Council)3, Islands District Office |
| Ms SZE Hei-man, Annie | Executive Officer (District Council)3 Designate, Islands District Office |

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### **Welcoming Remarks**

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

#### **I. Confirmation of the Minutes of Meeting held on 14 October 2024**

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

#### **II. Follow-up on “Road Traffic Congestion Problem in Tung Chung Town Centre and Nearby Areas”**

3. The Chairman advised that at the Islands District Council (IDC) meeting on 6 May 2024, the Chairman of the IDC had referred the captioned item to the Traffic and Transport Committee (TTC) for follow-up and suggested that Members should give priority to exploring ways to address the traffic problem of Tat Tung Road. The relevant paper (IDC Paper No. 25/2024) was tabled for Members’ perusal. At the TTC meetings held on 11 June, 13 August and 14 October, the Transport Department (TD) had explained to Members its short, medium and long-term improvement measures for the traffic congestion problem at Tat Tung Road, and Members had indicated their support for the measures. She welcomed Mr LEE Lap-man, Engineer/Islands 2 of the TD and Ms LO Sze-yan, Jane, Engineer/Islands (2) of the Highways Department (HyD) to the meeting for the discussion. It had been pointed out in the last meeting that due

to the overlap in construction site location and timeframe between the “Airport Tung Chung Link” project implemented by the Airport Authority Hong Kong (AAHK) and the widening of the section of Tat Tung Road outside the car park of the Citygate, the HyD needed to convene a meeting with the AAHK for co-ordination purposes. As a meeting for the discussion of the relevant matters had been held between the HyD and the AAHK recently, the Chairman invited the two guests to provide an update on the latest progress.

4. Mr LEE Lap-man said that apart from the short-term improvement measures mentioned in the previous meetings, the TD was currently focusing mainly on dealing with the widening of the section of Tat Tung Road outside the car park of the Citygate. In response to Members’ enquiry in the last meeting regarding the boundary of the relevant works, the Department had provided a reply through the Secretariat. Furthermore, as the AAHK’s “Airport Tung Chung Link” project was currently in development and its construction site location and timeframe overlapped with those of the works carried out by the Department, the Department and the AAHK had jointly conducted an on-site inspection previously and discussed how to co-ordinate the relevant works.

5. Ms Jane LO said that the HyD had convened another meeting with the engineering team of the “Airport Tung Chung Link” project in late October this year to co-ordinate the works and exchange project details. The Department was currently awaiting the AAHK to provide the implementation timetable for the “Airport Tung Chung Link” project.

6. The Chairman urged the departments to continue to actively follow up on the aforementioned matters. As the TD had mentioned earlier that in the event of emergencies, such as traffic accidents, on Tat Tung Road in the future, the Police would, having regard to the actual situation, open the emergency crossing on Cheung Tung Road to divert traffic when necessary, she asked the TD to further liaise with other departments to co-ordinate the relevant arrangements.

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

7. The Chairman advised that at the IDC meeting held on 6 May 2024, the Chairman of the IDC had referred “The Use and Parking Problems of Bicycles (including Electric Bicycles)” to the TTC for follow up. The relevant paper (IDC Paper No. 25/2024) was tabled for Members’ perusal. Following the discussion at the TTC meeting on 14 October regarding the bicycle parking issues in the vicinity of the Mui Wo Ferry Pier during the implementation of the Improvement Works at Mui Wo, she had visited the Mui Wo Ferry Pier with TTC Members and staff of the relevant departments to distribute related publicity leaflets to cyclists and residents on 21 November this year. On the same day, they also conducted an on-site inspection together with staff of the Islands District Office (IsDO), the Civil Engineering and Development Department (CEDD), the Lands Department (LandsD), the TD and the

Hong Kong Police Force to explore further solutions for dealing with the illegal parking of bicycles. The CEDD, currently responsible for managing the area around the Mui Wo Ferry Pier, had agreed on the spot to consider and follow up on the proposals put forward by the Chairman and Members during the on-site inspection, which included:

- (a) A thorough clearance of illegally parked bicycles within the covered area of the pier's entrance and exit to ensure unobstructed passage and pedestrian safety; and
- (b) A study on making better use of the CEDD's management authority and, in accordance with the existing relevant legislation, further strengthening future clearance operations of illegally parked bicycles.

8. The Chairman welcomed Ms CHOI Kam-yee, Land Executive/Acquisition 1 (District Lands Office, Islands) of the LandsD and Mr WONG Yui-him, Tim, Engineer/Islands 1 of the TD to the meeting for the discussion. The written reply of the CEDD had been distributed to Members for perusal before the meeting.

9. Members expressed their views as follows:

- (a) Members expressed their gratitude to the representatives of relevant departments for distributing leaflets in Mui Wo and/or following up on the illegal bicycle parking issue. They also acknowledged the CEDD's recent efforts in stepping up actions against illegally parked bicycles around the Mui Wo Ferry Pier, as outlined in its written reply submitted before the meeting.
- (b) Members understood that the CEDD was required to act within the framework of existing legislation when handling the issue of illegal bicycle parking and noted that the Department was currently seeking legal advice from the Department of Justice regarding the suggestions raised by Members in paragraph 7(b) above. Members asked the CEDD to report the progress to the Committee at the earliest possible time before the next TTC meeting.
- (c) As the discussion under this agenda item today did not cover issues related to electric bicycles, it was suggested that if a similar situation were to arise in future meetings, there would be no need to include the wording "(including electric bicycles)" in the agenda to reflect the scope of that particular discussion.

10. The Chairman agreed that the CEDD should report the progress to the Committee at the earliest possible time before the next TTC meeting and asked the Secretariat to follow up with the CEDD after the meeting. As for the wording of this agenda item, it had been in use since the Chairman of the IDC referred the issue of "The Use and Parking Problems of Bicycles (including Electric Bicycles)" to the TTC for follow up. She would ask the Secretariat to review whether it would be appropriate to

make corresponding adjustments to the wording of future agenda items, having regard to the circumstances.

(Post-meeting note: The CEDD indicated that it would take time to seek legal advice from the Department of Justice. Once a reply was received from the Department of Justice, the CEDD would report the progress to the Committee in due course. In addition, the wording of this agenda item would be adjusted as appropriate in the future, depending on whether matters relating to electric bicycles were to be discussed at individual meetings.)

IV. Question on the “Peng Chau - Mui Wo - Chi Ma Wan - Cheung Chau” licensed ferry service and the relaxation of restrictions on the roads in Chi Ma Wan  
(T&TC Paper No. 46/2024)

11. The Chairman asked the attendees to refer to the T&TC Paper No. 46/2024.
12. The Chairman welcomed Mr LAM Hon-chau, Calvin, Transport Officer/Planning/Ferry 1 and Mr WONG Yui-him, Tim, Engineer/Islands 1 of the TD; and Mr XIAO Yong-qing, Port Captain (Leader)/Safety Department and Ms Carrie SO, Deputy Manager/Corporate Communications Department of the Sun Ferry Services Company Limited (Sun Ferry) to the meeting to respond to the question. The written replies of the TD and Sun Ferry had been distributed to Members for perusal before the meeting.
13. Mr HO Chun-fai briefly presented the question.
14. Mr Calvin LAM briefly presented the written reply of the TD.
15. Ms Carrie SO briefly presented the written reply of Sun Ferry.
16. Members expressed their views as follows:
  - (a) When a typhoon hit Hong Kong, residents of Chi Ma Wan or Shap Long Tsuen would rush to Cheung Chau to buy food and supplies before the ferry service was suspended. However, some residents were left stranded as Sun Ferry announced the suspension of its service when they were on their return journey. For the convenience of the residents, Members hoped that Sun Ferry could arrange road transport from Mui Wo to Chi Ma Wan or Shap Long Tsuen when its ferry service was suspended.
  - (b) Some citizens recalled that during a camping trip, they had to seek refuge at the temporary shelter at Pui O because of the approaching typhoon, but they had no choice but to walk to the shelter as Sun Ferry had suspended its ferry service.

- (c) Members had previously held preliminary discussions with the New Lantao Bus Company (1973) Limited (NLB) regarding the feeder bus arrangement, requesting the NLB to arrange mini coaches to shuttle residents between Mui Wo and Shap Long Tsuen or Chi Ma Wan during the suspension of ferry service. Members enquired about the TD's views on the arrangement and hoped that the TD and Sun Ferry would co-ordinate their efforts to support the relevant arrangement.
- (d) Members had from time to time received feedback from residents stating that the ferry operator had failed to announce information about the last ferry trip before the typhoon-induced ferry service suspensions. This had particularly affected residents of Shap Long Tsuen or Chi Ma Wan who worked in Cheung Chau.
- (e) Members urged the TD to seriously consider the request for relaxation of the road restrictions in Chi Ma Wan, and enquired about the factors the Department needed to consider.

17. Mr Tim WONG clarified that there were currently no prohibited or restricted zones for vehicles on the roads in Chi Ma Wan. However, given the limited width of the roads in Chi Ma Wan and the fact that some sections of the roads there were not public roads under the TD's traffic management, if there were applications from public transport operators for operating feeder vehicles on the roads, the TD would carefully review the applications to prevent causing impact on the local traffic.

18. Mr Calvin LAM gave a consolidated response as follows:

- (a) When Sun Ferry decided to suspend its ferry service due to a typhoon, it would provide information more clearly in its press releases to the media regarding the last ferries' departure times of the captioned route departing from Peng Chau and Cheung Chau respectively.
- (b) Sun Ferry would independently assess the situation during each typhoon event. For instance, during Typhoon Toraji in mid-November, on that day the Hong Kong Observatory forecast that the No. 8 Northeast Gale or Storm Signal would be issued at 11:10 p.m. However, after assessing the sea conditions and wind strength at that time, Sun Ferry set sail from Chi Ma Wan to Peng Chau at 11:05 p.m. This demonstrated that Sun Ferry would endeavour to maintain normal services as far as circumstances permitted. The TD would review with Sun Ferry the arrangements for notifying passengers of the suspension of ferry services.

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

- (a) Sun Ferry would review and improve the arrangements for issuing service suspension notices, such as displaying the last ferries' departure

times more clearly and sending the relevant information separately to each contact person.

- (b) For the time being, Sun Ferry did not have sufficient resources to provide feeder vehicle services, especially during typhoons when Sun Ferry would need to deploy all its resources to engage in typhoon preparedness work. However, if the TD was to make any special arrangements in the future, Sun Ferry would endeavour to render the co-operation needed.

20. The Chairman suggested that the representatives of Sun Ferry should convey Members' views on feeder vehicle arrangements to the management, and then follow up on the matter directly with Members.

21. Ms Carrie SO said that she would convey Members' views to the company.

22. Members expressed their views as follows:

- (a) Members understood that safety was the primary concern for ferry service operators, and enquired how Sun Ferry assessed whether a route was safe. Members suggested that Sun Ferry should make reference to past data and strike a balance between various factors when making decisions on service suspension.
- (b) Some Cheung Chau residents had to take other modes of transport to Central and subsequently transferred to another ferry route to return to Cheung Chau. Members expressed doubts about the urgency of Sun Ferry's decision to suspend ferry services and urged the ferry operator to carefully consider the impact of service suspensions on the public.
- (c) Members believed that providing feeder vehicle services for Chi Ma Wan residents was a corporate social responsibility. They emphasised that Sun Ferry only needed to activate the relevant mechanism when it decided to suspend the ferry service, and arrange for a 24-seater bus with the NLB to transport residents from Mui Wo back to Shap Long Tsuen to meet the demand. Members noted that the frequency of initiating such an arrangement and the resources involved would be limited, and they hoped that Sun Ferry would co-operate in that regard.
- (d) Members enquired with Sun Ferry about the reasons for the failure of its ferries to berth at the Chi Ma Wan Pier during typhoons or inclement weather. They asked whether it was due to the advanced age of the ferries, which had affected their manoeuvrability, or whether it was related to the skill and confidence of the captains or the design of the pier.

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

- (a) As part of its social responsibility, Sun Ferry had to consider safety factors when providing feeder vehicle services, and safety assessments involved additional costs. Therefore, irrespective of whether the feeder services were outsourced or not, it would still add to Sun Ferry's burden.
- (b) As Sun Ferry was currently in the process of replacing old ferries with new ones, the company not only had to adapt to the changes in the fleet structure but also needed to allocate additional resources to ensure a smooth transition.
- (c) To enhance the safety factor for ferry berthing at the Chi Ma Wan Pier, Sun Ferry had planned to install additional protective equipment for the ferries in the near future.

24. Mr XIAO Yong-qing gave a consolidated response as follows:

- (a) The Chi Ma Wan Pier was a public pier not equipped with high piles in its structure. Therefore, during typhoons, the tidal currents at the pier would be higher than those at other piers along the route. The situation was more severe especially during astronomical high tide.
- (b) During northeast winds, ferries typically embarked and disembarked passengers at the north bridge. However, due to the presence of railings at the north bridge, the ferries could not lower the gangplank for passengers to board or disembark. When the tide was too high, the height difference between the deck and the shore became too large, posing a safety risk for passengers (especially the elderly). Furthermore, if passengers were to board or disembark at the south bridge, when offshore winds blew, it would be difficult for the ferries to berth, particularly for newer ferries that were taller and more susceptible to winds.
- (c) Regarding service suspension arrangements, Sun Ferry would make judgments based on the actual circumstances of each case. For example, when Tropical Storm Maliksi struck on 31 May this year, Sun Ferry had not suspended the ferry service for the captioned route, as the forecast path of the storm at that time indicated that it would not affect Chi Ma Wan.
- (d) Whenever a typhoon hit Hong Kong, Sun Ferry would make phone calls to the captains of the captioned route to assess the sea conditions. If the captains reported that the sea conditions were safe, Sun Ferry would not suspend the ferry service.
- (e) Sun Ferry would further review the relevant arrangements. Should a service suspension become necessary in the future, the company would



make every effort to disseminate the relevant information as early as possible before the suspension.

25. The Chairman said that the subject matter was of concern to people in different districts and involved various issues such as ferry services and schedules, feeder vehicle services and safety factors. As such, the Chairman suggested that the TD and Sun Ferry should conduct an on-site inspection with Members after the meeting to explore solutions thoroughly. The Chairman asked the Secretariat to liaise with the TD and Sun Ferry to arrange a follow-up meeting.

(Post-meeting note: The Secretariat had arranged for the Committee, along with the TD and Sun Ferry, to conduct an on-site inspection at the Chi Ma Wan Pier and a meeting on 20 January 2025.)

V. Question on the planning of transport facilities in Tung Chung East  
(T&TC Paper No. 47/2024)

26. The Chairman asked the attendees to refer to the T&TC Paper No. 47/2024.

27. The Chairman welcomed Mr LEE Lap-man, Engineer/Islands 2 and Ms YEUNG Yuk-shan, Doris, Senior Transport Officer/Islands 1 of the TD; and Ms LO Sze-yan, Jane, Engineer/Islands (2) of the HyD to the meeting to respond to the question. The written replies of the CEDD and the Housing Department (HD) had been distributed to Members for perusal before the meeting.

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

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

- (a) Currently, Ying Tung Road only provided access to the eastern junction of Ying Hei Road. Under the Tung Chung New Town Extension project, the CEDD would connect Ying Tung Road to Roads L3, L4 and L5 before the intake of the public housing estates in Areas 99 and 100. By then, vehicles could directly access Yi Tung Road via the abovementioned roads before reaching the western junction of Ying Hei Road. It would facilitate the public's access to other areas in Tung Chung. Therefore, the TD believed that upon completion of the relevant works, the new road network would be able to accommodate the traffic demand in the area.
- (b) In addition, a bus terminus would be provided in Area 99, Tung Chung to facilitate the public's travel to and from the urban area or the Tung Chung town centre by bus. Upon completion of the bus terminus, the Department would adjust the bus routes passing through Ying Tung Road. It was believed that the traffic congestion on that road section during peak hours would be further alleviated.

- (c) As regards parking spaces, apart from the provision of private car parking spaces in Area 99, Tung Chung for residents, there was also a public car park with a capacity of 80 private car parking spaces in the area. The Department would continue to liaise with the District Lands Office, Islands and other departments to identify suitable sites (such as the site in Tung Chung Area 89 (South)) for the provision of short-term tenancy car parks to meet the demand for parking spaces in the area.

30. Ms Doris YEUNG gave her response as follows:

- (a) In view of the anticipated intake of the housing developments in Areas 99 and 100, Tung Chung next year, the TD had implemented eight items under the “Bus Route Programme 2023-2024 of Islands District”, which included relocating the terminus of NLB Route 37A from Yu Nga Court in Tung Chung to the bus terminus in Area 99, and extending its service hours to full-day service. The route’s number of trips would also be increased accordingly. In addition, six daytime bus routes plying between the New Territories, Kowloon and the Airport and one overnight bus route would also call at the aforementioned bus terminus.
- (b) The TD would maintain close liaison with the HD to implement the finalised bus route programmes in a timely manner, taking into account the intake of the housing estates in Tung Chung East and the progress of the completion of the bus terminus and related public transport facilities in Area 99. The TD would also closely monitor the service level of the bus routes in the area and promptly discuss suitable options with the bus companies to enhance the public transport services in the area to meet passenger demand.

31. Ms Jane LO responded that after the TD had come up with the traffic improvement proposals, the HyD would provide relevant technical support to it and would collaborate in advancing the relevant works.

32. Members expressed their views as follows:

- (a) With approximately six months remaining before the official intake of the new public housing estates in Tung Chung East, Members hoped that all departments concerned would make the most of the time available to co-ordinate all the preparatory work.
- (b) Members were concerned whether the ancillary transport facilities in Tung Chung East (such as parking spaces and the bus terminus) could be completed on schedule. Following the official intake of the new housing estates in the area, the vehicular and pedestrian flows in the area would further increase. Citing Ying Tung Estate as an example, Members pointed out that during its intake period, congestion on Ying

Tung Road was frequent. Members noted that all vehicular entrances and exits of the new housing estate were located on Ying Tung Road, which was expected to aggravate the traffic congestion and cause serious impact on the local traffic. Moreover, as more than ten bus routes currently passed through Ying Tung Road, Members were worried that if the bus terminus in Area 99 was not completed as scheduled, the road section in question would not be able to accommodate the increase in bus routes and trips in the future.

- (c) Members enquired about the feasibility of providing shelters for the bus bays in the district as soon as possible. As regards the provision of additional bus stops, Members considered it necessary to take into account the traffic safety at pedestrian crossings.
- (d) Members pointed out that the above issues involved a number of government departments, including the TD, the HD, the CEDD, the HyD and the Hong Kong Police Force, and thus hoped that after the meeting the departments concerned would arrange a separate meeting for in-depth discussion of the work planned for the coming six months.

33. The Chairman concurred with the views of Members and said that the arrangement of ancillary transport facilities for Tung Chung East was a subject of major concern for the Committee. Given that only the TD and the HyD had sent representatives to attend the meeting, coupled with the urgency of the issue, she suggested that all the relevant departments (including the TD, the HyD, the HD and the CEDD) should conduct an on-site inspection together with Members to better understand the traffic conditions in Tung Chung East and carry out an in-depth discussion on the matter. She hoped that plans for the ancillary transport facilities for Tung Chung East would be made promptly so as to minimise the impact on residents.

34. Members expressed their views as follows:

- (a) Members suggested inviting representatives of the bus companies to participate in the post-meeting on-site inspection and meeting to discuss the bus route programmes.
- (b) Members enquired whether charging facilities for electric vehicles would be provided at the aforementioned parking spaces, and suggested inviting staff of the Environmental Protection Department (EPD) to participate in the post-meeting on-site inspection and meeting.
- (c) Members agreed to conduct an on-site inspection followed by a meeting after the current meeting.

35. The Chairman said that as the population in Tung Chung East continued to grow, the departments concerned had to plan the relevant ancillary transport facilities early to minimise the impact on the public. She suggested that after the current meeting,

an on-site inspection and a follow-up meeting should be arranged to explore the issues in depth. The inspection and the meeting were expected to take about three hours in total, for which she asked the departmental representatives present to reserve sufficient time.

36. Ms Doris YEUNG said that the TD would co-operate with the Secretariat regarding the arrangements.

37. The Chairman asked the Secretariat to invite relevant departments and Members after the meeting to participate in the aforementioned on-site inspection and meeting.

(Post-meeting note: The Secretariat had arranged for the Committee to conduct an on-site inspection and a meeting on 13 January 2025 in Tung Chung East with representatives from the CEDD, the TD, the HyD, the HD, the EPD, the Police and the bus companies. After the meeting, the HD provided supplementary information to the Committee through the Secretariat, indicating that all the parking spaces in the additional car parks to be provided in Areas 99 and 100 for use by residents or the public would be equipped with electric vehicles charging facilities.)

VI. Question on the uneven road surfaces in Tung Chung Town Centre  
(T&TC Paper No. 48/2024)

38. The Chairman asked the meeting attendees to refer to the T&TC Paper No. 48/2024.

39. The Chairman welcomed Ms LO Sze-yan, Jane, Engineer/Islands (2) of the HyD to the meeting to respond to the question. The written reply of the HyD had been distributed to Members for perusal before the meeting.

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

41. Ms Jane LO gave her response as follows:

- (a) Over the past six months, the HyD had been carrying out relatively large-scale resurfacing works for road sections in poor conditions in Tung Chung town centre, including the resurfacing of a westbound section of Ying Hei Road in the last two weeks.
- (b) Regarding the road conditions of Tat Tung Road, Chung Yan Road, Shun Tung Road, Ying Tung Road and Man Tung Road, which were of concern to Members, the HyD had been carrying out regular inspections and performing maintenance in a timely manner. Meanwhile, in view of the heavy traffic on the above road sections, temporary traffic arrangements were being implemented for major infrastructure projects such as the Tung Chung New Town Extension and the Tung Chung Line

Extension. In view of the proximity of the locations of the temporary traffic arrangements above to those of the damaged road surfaces, the Department needed to co-ordinate with the project proponents concerned regarding the details and arrangements of the road resurfacing works and a longer time was expected for arranging such works. Before the completion of the resurfacing works, the Department would continue to monitor the road surface conditions of the above road sections and arrange temporary remedial works in a timely manner.

42. Members expressed their views as follows:

- (a) Members understood that the HyD had continuously monitored and followed up on the road conditions. However, due to the increased traffic flow in Tung Chung and the frequent passage of construction trucks and other heavy vehicles on roads in the town centre, the repaired road surfaces were soon damaged again. Members hoped that the HyD would formulate a long-term plan, such as carrying out reinstatement works on a quarterly basis, to comprehensively improve the road conditions in Tung Chung.
- (b) Members pointed out that the loose gravel on the road surface on various sections of Chung Yan Road, Yu Tung Road, Ying Hei Road and Man Tung Road might have been left behind by nearby road excavation works and had not been thoroughly cleared away. Members noted that when workers cleared the road surface, they often merely swept the gravel underneath the water-filled barriers. However, when large vehicles passed by, the vibrations of the road surface caused the gravel to roll back to the centre of the road, where it could be lifted easily and hit vehicles. Members had received two complaints from electric vehicles owners about gravel bouncing off the road surface and puncturing the batteries under the chassis. Members urged the HyD to increase the frequency of inspections and gravel clearance to improve the situation.

43. Ms Jane LO gave a consolidated response as follows:

- (a) The HyD had been closely monitoring the roads in poor conditions as referred to by Members, in particular the sections at the bus stops on Chung Yan Road (outside the North Lantau Hospital) and on Shun Tung Road (near the fire station) respectively, as shown in the map attached to Members' question. The resurfacing works were expected to commence in late December this year or January next year at the earliest.
- (b) As regards the issue of loose gravel on road surfaces raised by Members, the HyD advised that the works of the relevant road sections were under the management of the CEDD and the MTR Corporation Limited (MTR).

44. The Chairman sought the HyD's assistance in reminding the units responsible for carrying out works on the abovementioned road sections that the road surface should be thoroughly cleared after the works, and requested the Secretariat to write to the relevant units after the meeting to make the same reminder.

(Post-meeting note: The Secretariat forwarded the reply letters from the CEDD and MTR to Members for perusal on 12 February this year.)

45. Members expressed their views as follows:

- (a) Members said that the locations shown in the attached map were only the tip of the iceberg, and there were similar situations at other bus stops, construction sites and pedestrian crossings. Members suggested that the HyD and the CEDD should strengthen their communication, and the latter should improve the quality of its road resurfacing works. In addition, Members also hoped that the HyD would submit a plan for the road resurfacing works to be carried out on the aforementioned roads in the coming six months, and suggested that they should draw up a list of uneven road surface black spots for the HyD to follow up on.
- (b) Members pointed out that there was a road surface depression on North Lantau Highway (Kowloon bound) near the construction site at Tai Ho Interchange, and hoped that the HyD would follow up on the situation as soon as possible to prevent accidents.
- (c) Members said that most of the damaged road surfaces in Tung Chung town centre were located near bus stops due to the frequent passage of buses, which placed relatively heavy loads on those road surfaces. Members considered that the problem could hardly be resolved by small-scale road repair works and hoped that HyD would consider carrying out large-scale road resurfacing works. Members also suggested that road repairs at bus stops should be carried out at night or during late-night hours.

46. Ms Jane LO noted Members' views and would follow up on the road surface depression on the aforementioned highway.

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

- (a) Members were invited to draw up a list of uneven road surface black spots for the HyD to follow up on. The Vice Chairman would conduct an on-site inspection with the HyD to list all the locations in Tung Chung where the road surface conditions were unsatisfactory, and then prioritise the repair works with the HyD based on the severity of each location. The Chairman also asked the Vice Chairman to document the

discussion outcomes and follow-up actions after the on-site inspection for reference at the next meeting.

- (b) The HyD was urged to expeditiously follow up on the situation of road surface depression on the highway mentioned by Members.

VII. Question on the opening of the vehicular access between Sok Kwu Wan and Yung Shue Wan on Lamma Island for use by village vehicles  
(T&TC Paper No. 49/2024)

- 48. The Chairman asked the attendees to refer to the T&TC Paper No. 49/2024.
- 49. The Chairman welcomed Mr WONG Yui-him, Tim, Engineer/Islands 1 of the TD to the meeting to respond to the question.
- 50. Mr WAN Yeung-kin briefly presented the question.
- 51. Mr Tim WONG gave his response as follows:
  - (a) The access road currently connecting Sok Kwu Wan and Yung Shue Wan on Lamma Island was primarily a hiking trail. As the access road was used by many hikers and some of the roadside slopes were unfenced, the passage of multiple village vehicles on the access road at the same time might pose danger to other road users. Moreover, certain sections of the access road were only about 1.5 metres wide, which was insufficient for two village vehicles to pass through at the same time. In vetting applications for the use of the access road by village vehicles, the TD would carefully consider factors such as the practical needs of the applicants (e.g. engineering or commercial needs), the impact on other road users, and the views of other relevant departments. Currently, only a small number of village vehicles were permitted to use the access road.
  - (b) In response to Members' concern about the captioned issue, the TD had carried out a preliminary inspection and identified dozens of locations requiring improvement works, mainly including narrow or winding road sections. The Department hoped that the improvement works could alleviate the aforementioned safety issue, allowing village vehicles to pass through the relevant road sections safely. However, the traffic management and engineering works of the access road was not under the purview of the TD, and the responsible department had yet to be confirmed.
  - (c) The TD considered that if improvement works were conducted to make the access road suitable for use by all village vehicles on the island, extensive slope works would be involved. Thus, it was expected that a

lot of resources and time would be required.

- (d) The TD understood the demand of the local community for opening the access road in question for use by village vehicles. As such, the Department would like to explore other feasible options with Members, such as implementing traffic management measures to restrict the time and the direction of traffic for village vehicles using the access road, thereby minimising the chance of conflicts between village vehicles and pedestrians as well as the presence of oncoming vehicles. This would be followed by a gradual and limited relaxation of the existing restrictions on using the access road by village vehicles. He welcomed comments or suggestions from Members for the Department's consideration.

52. Members expressed their views as follows:

- (a) Members agreed to the TD's proposal for a limited relaxation of the existing restrictions on using the captioned access road by village vehicles.
- (b) Members pointed out that not many vehicles were using the access road currently, and they were mainly village vehicles used for works or urgent repairs. In this connection, Members suggested that the access road could be opened from Mondays to Thursdays for village vehicles travelling between Sok Kwu Wan and Yung Shue Wan, with an initial limit of five to ten village vehicles allowed to use the access road. Further relaxation of the restrictions could be considered if the traffic on the access road was smooth and no accidents occurred during the period.
- (c) Members pointed out that if the TD maintained the existing traffic restrictions on Lamma Island, the development of the northern and southern parts of Lamma Island would be seriously hampered. Therefore, Members hoped that the Department would formulate feasible proposals as soon as possible for the early opening of the access road, thereby facilitating the local development and boosting the local economy.
- (d) As the land transport between the northern and southern parts of Lamma Island was inconvenient, waterborne transport was the mainstay of daily transportation. It had increased the cost of the works and added to the financial burden of the residents, many of whom had relocated as a result. In this connection, Members urged the government departments to take the residents' views seriously and fully open the access road.
- (e) Members advised that they had inspected the access road previously and found that few pedestrians were using it. In this connection, Members suggested that the Department should allow single-lane traffic on the



access road during specified sessions and control the number of vehicles using the access road through a licensing system. For example, the TD could authorise the Rural Committee to issue five to ten village vehicle permits from Mondays through Fridays, ensuring that village vehicles had to hold such a permit to use the access road. This would serve to prevent an excessive number of vehicles from operating on the access road at the same time.

- (f) Members suggested that the TD should make reference to the land transport arrangements on other outlying islands, such as allowing village vehicles to use the relevant road during non-peak hours.
- (g) As regards the safety issue of the shared use of the access road in question by pedestrians and village vehicles, Members pointed out that the pedestrian flow on the main street on Lamma Island was higher than that on the access road in question, and the arrangement for the shared use of the main street by pedestrians and village vehicles had been operating smoothly for years. Therefore, Members believed that the shared use of roads by pedestrians and village vehicles would not pose a major safety concern. Members further pointed out that not all traffic safety criteria for the urban areas were applicable to the Islands District. In addition, Members opined that it was contradictory for the TD not to adopt the proposal for regulating village vehicles through legislation on one hand, while on the other imposing strict restrictions on the use of the access road in question by village vehicles.
- (h) Members asked whether the TD would draw up a timetable for consultation with relevant departments on the above proposal. In addition, Members urged the TD to conduct a trial of the above proposal as soon as possible.

53. Mr Tim WONG gave his response as follows:

- (a) The TD understood the strong demand of the local community for opening the access road in question, and pointed out that the proposal to relax the existing restrictions on the use of the access road by village vehicles on a limited scale was only a preliminary idea. The TD would consider the aforementioned views and suggestions, including the suggestion of opening the road during off-peak hours or the relaxation of the restrictions in a gradual and orderly manner, with a view to formulating a feasible and safe plan acceptable to the local community.
- (b) As the Department still needed time to formulate a suitable plan and consult other relevant departments, it was currently unable to provide a definite timetable. However, the Department would actively follow up on the matter.

54. The Chairman concluded as follows:

- (a) She pointed out that the Committee and various government departments had already spent a lot of time and effort on the captioned matter. In this connection, she thanked the relevant departments for their concern about livelihood issues and the needs of the local community.
- (b) She understood that the TD would need to conduct a comprehensive study and consultation on the above suggestions, and hoped that the Department would consider opening the access road in question to the greatest extent possible.
- (c) She asked the TD to actively follow up on the above suggestions, maintain close communication with the Committee and relevant stakeholders, and report the progress to the Committee before the next meeting.

VIII. Question on the fare increase of the “Discovery Bay - Peng Chau/Trappist Monastery” Licensed Ferry Service  
(T&TC Paper No. 50/2024)

55. The Chairman asked the attendees to refer to the T&TC Paper No. 50/2024.

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

57. Ms LAU Suk-han briefly presented the question.

58. Mr Eric LUK gave his response as follows:

- (a) In early November, the TD received an application from the Tsui Wah Ferry Service (H.K.) Limited (Tsui Wah Ferry) for fare adjustments for the “Discovery Bay - Peng Chau/Trappist Monastery” licensed ferry service.
- (b) As the operating expenses of the aforementioned licensed ferry service had been rising in recent years, coupled with the continuous decline in the patronage of the route, the fare revenue was insufficient to cover the current daily operating expenses, resulting in an increasingly difficult operating environment. Moreover, it had been more than four years since the last adult fare adjustment for the captioned ferry service in August 2020, and Tsui Wah Ferry had not adjusted its fares since July 2023 when it took over the operation of the aforementioned ferry service. As such, Tsui Wah Ferry had applied to the TD for a 33% increase in the fares for the captioned ferry service.

- (c) He stressed that the above rate of increase was only the increase proposed by Tsui Wah Ferry and had not been finalised. The TD was still reviewing the fare increase application. As in the past, the TD would exercise stringent gate-keeping to minimise the impact of fare adjustments on passengers while assisting the operators to maintain financial stability at the same time, with a view to continuing to provide sustainable ferry services to passengers. In reviewing the fare adjustment applications submitted by operators, the TD would take into account various factors, including the financial position of the operators; forecast changes in operating costs, revenues and returns; past performance in providing ferry services; and the extent of public acceptance of the fare adjustments, etc. The TD would also process the applications prudently in accordance with the established mechanism.

59. Members expressed their views as follows:

- (a) While members of the public understood the need for Tsui Wah Ferry to increase its fares amidst the economic downturn, the 33% increase was deemed unacceptable. Given that the ferry route was the only means for Peng Chau residents to commute to Tung Chung for work and school and the fares for other modes of transport had also increased recently, Members were worried that Peng Chau residents' burden of travel expenses would be further aggravated.
- (b) Peng Chau residents travelling to Tung Chung had to first take the captioned ferry route to Discovery Bay and then interchange with Discovery Bay buses. Members therefore suggested that the TD should discuss the provision of interchange concessions for Peng Chau residents with the Hong Kong Resort Company Limited (Hong Kong Resort).
- (c) Members noted that recently the Legislative Council Panel on Transport had mentioned in a paper entitled "Background Brief on the Vessel Subsidy Scheme" that the Government provided ferry routes serving the outlying islands with Special Helping Measures (SHM). Members expressed support for LegCo Members' proposal in the paper that the Government should extend the scope of the SHM to cover kaito ferry services. Members opined that if kaito ferry services were not included in the scope of the SHM, kaito ferry operators would have to pay for their own expenses, such as vessel maintenance costs. If the kaito ferry operators could not balance their books, they could only resort to fare increases to continue their operations. Members therefore urged the TD to consider including kaito ferry services in the scope of the SHM to prevent kaito ferry operators from increasing fares drastically.
- (d) Noting that the route in question had changed hands many times, Members understood that the operators had been facing difficulties in

operating the route and had to rely on substantial fare increases to stay in business. However, Members hoped that the Ferry Section of the TD and Tsui Wah Ferry would not resort to a one-off drastic fare adjustment to alleviate the pressure on fares accumulated over the years. In addition, Members pointed out that the captioned fare adjustments would bring unbearable financial pressure on Peng Chau residents and were worried that the residents would relocate to other places as a result.

- (e) Members hoped that the TD could take into account a number of factors to keep the rate of fare increase within the affordability of the residents and at the same time prevent Tsui Wah Ferry from collapsing due to operational difficulties.
- (f) Currently, children under the age of six were entitled to free rides on the captioned route. However, Tsui Wah Ferry had proposed in its fare increase application to lower the eligible age to below three. In this connection, Members hoped that Tsui Wah Ferry would consider implementing the above proposal in phases, for example, by initially charging child passengers a fare of \$3 to \$4 before adjusting it at a later stage. Members hoped that the TD would assist in overseeing the fare adjustment matters.

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

- (a) The TD noted Members' views and would give them serious consideration.
- (b) The captioned route's operations had been transferred to Tsui Wah Ferry from July 2023 onwards, with its mode changed from a kaito ferry service to a licensed ferry service. The TD would stringently review the fare adjustment application for the route. In processing fare increase applications from public transport operators, apart from considering public affordability, the TD would also take into account factors such as the actual circumstances, passenger demand and whether the fare increase could improve the financial positions of the operators, etc. The TD would process the applications prudently and monitor the financial positions of the operators on an on-going basis. In addition, the Department would consider the feasibility of providing SHM for the route in question and carefully examine the financial position of Tsui Wah Ferry.
- (c) In response to Members' concern about the burden of daily travel expenses on students and working individuals living in Peng Chau, the Department's preliminary understanding was that some employers would provide travelling subsidies for their staff who commuted across districts to work in Discovery Bay. As for students, the Department understood that the Working Family and Student Financial Assistance

Agency would provide travel subsidies for students with financial difficulties.

- (d) He reiterated that the TD would perform the gate-keeping duties with its best endeavour, and stressed that the aforementioned rate of increase was neither a proposal raised by the TD nor was it the final decision. The Department would definitely lower the rate of increase.

61. Members expressed their views as follows:

- (a) Members thanked the TD for its commitment to upholding the gate-keeping duties and hoped that it would consider including the captioned route in the Vessel Subsidy Scheme to alleviate the financial pressure on Tsui Wah Ferry, which would in turn help to reduce the burden of travel expenses on the public in the long run.
- (b) Members pointed out that there were no transport subsidies for Peng Chau residents travelling to Sunny Bay or Tung Chung via Discovery Bay.
- (c) Regarding the provision of Discovery Bay bus interchange concessions for Peng Chau residents, Members appreciated that it might be difficult for the TD to negotiate with Hong Kong Resort, a private company, on the introduction of a concessionary package. Therefore, Members suggested that the TD could make reference to the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities, under which the TD would subsidise private companies, which would in turn offer fare concessions to the residents. This would enable Peng Chau residents to benefit from interchange fare concessions.

62. The Chairman pointed out that with the current economic downturn and a sluggish market, fare adjustments would add to the burden of the public. She urged the TD to exercise stringent gate-keeping diligence and minimise the rate of increase as far as possible.

63. Mr Eric LUK noted the views expressed by the Chairman and Members and stressed that the TD would exercise stringent control in reviewing fare adjustment applications.

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

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

65. Members expressed their views as follows:

- (a) Members hoped that the HyD could mitigate the flooding problem at Tung Chung Eastern Interchange.
- (b) Noting that some road improvement projects had not been included in the Works Schedules, Members suggested that the Department should consider including simpler road maintenance projects (such as the clearing of weeds on individual road sections) in the Works Schedules.
- (c) Members enquired which road sign near Po Yat House on Yat Tung Street would be removed under Project No. “IS/24/01832”.

66. Ms Jane LO gave a consolidated response as follows:

- (a) The HyD would consider Members’ suggestions, and the Works Schedules mainly included minor traffic improvement works, while road repair and weed clearance were regular repair and maintenance work.
- (b) The road sign to be removed under Project No. “IS/24/01832” was the “no left-turn” sign.

## X. Any Other Business

### The Construction of a Shelter for the Bus Stop at Kui Yat House of Yat Tung Estate

67. The Chairman reported on the latest progress of the captioned issue. She advised that the Long Win Bus Company Limited (LWB) had agreed to construct a shelter near the bus stop concerned and had submitted an application to the TD. She asked Members to take note of the issue. In addition, she thanked the TD for its active co-operation in commencing the works and enquired about the commencement date.

68. Ms Doris YEUNG said that the TD had approved the relevant application on 4 December this year and the LWB would be able to commence the works upon its successful application to the HyD for a road opening permit. The TD had urged the LWB to commence the works as soon as possible and the LWB had undertaken to list the works as the priority for this year. The Department would report the latest progress to the Chairman and Members in due course.

## XI. Date of next meeting

69. There being no other business, the meeting was adjourned at 4:30 p.m. The next meeting would be held at 2:30 p.m. on 17 February 2025 (Monday).

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