

(Translation)

Minutes of Meeting of Islands District Council

Date : 8 July 2025 (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 YEUNG Wai-sum, Amy, JP

Members

Mr HO Siu-kei

Mr HO Chun-fai

Mr YU Hon-kwan, MH, JP

Mr NG Man-kit

Mr NG Choi-wah, MH

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

Ms WONG Chau-ping, MH

Mr WONG Hon-kuen, Ken

Mr YIP Pui-kei

Mr LAU Chin-pang

Ms LAU Suk-han

Ms LAU Shun-ting

Mr LUO Chenghuan, MH

In Attendance

Mr MOK Mong-chan

Assistant District Officer (Islands)1, Islands District Office

Ms AU YEUNG Wing-sum, Livia

Assistant District Officer (Islands)2, Islands District Office

Mr LEE Sun-fu, Joe

Senior Executive Officer (District Management),

Islands District Office

Ms LIU Pui-shan, Lis

Senior Liaison Officer (2), Islands District Office

Ms TSANG Kin-ling, Angel

Liaison Officer i/c (Peng Chau/Discovery Bay),

Islands District Office

Mr YEUNG Che-yuen, Patrick	Senior Engineer/15 (South and Sustainable Lantau), Civil Engineering and Development Department
Ms LAM Bun-ngee	District Social Welfare Officer (Central Western, Southern and Islands), Social Welfare Department
Mr NG Chi-shing	Chief Manager/Management (Hong Kong Island & Islands), Housing Department
Mr FUNG Wai-nok	District Environmental Hygiene Superintendent (Islands), Food and Environmental Hygiene Department
Mr LEE Cho-ming, Joe	District Commander (Lantau District), Hong Kong Police Force
Mr Clive WALTON	District Commander (Marine Port District), Hong Kong Police Force
Ms LI Ka-chai, Denise	Police Community Relations Officer (Lantau District), Hong Kong Police Force
Mr CHAN Sheung-yung, Cyrus	Police Community Relations Officer (Marine Port District), Hong Kong Police Force
Ms LAU Sze-hong	Senior Town Planner/Islands 1, Planning Department
Ms LAI Kit-ching, Maureen	District Leisure Manager (Islands), Leisure and Cultural Services Department
Mr AU Siu-fung, Kelvin	Chief Transport Officer/Islands, Transport Department

Secretary

Ms Kennis CHAN

Senior Executive Officer (District Council),
Islands District Office

Welcoming remarks

The Chairman welcomed Members and representatives of the government departments to the meeting of the Islands District Council (IsDC), and introduced the following representatives of departments:

- (a) Mr NG Chi-shing, Chief Manager/Management (Hong Kong Island & Islands) of the Housing Department, who succeeded Mr TO Chak-foo;
- (b) Ms LAI Kit-ching, Maureen, District Leisure Manager (Islands) of the Leisure and Cultural Services Department, who succeeded Ms HA Chung-wan, Joanne;
- (c) Ms LAU Sze-hong, Senior Town Planner/Islands 1 of the Planning Department, who stood in for Mr KWONG Wang-ngai, Walter; and
- (d) Ms TSANG Kin-ling, Angel, Liaison Officer i/c (Peng Chau/Discovery Bay) of the Islands District Office, who stood in for Mr CHAO Ka-man, Stanley.

2. The Chairman said that during the inspection visit to Hong Kong at the end of June, Mr XIA Baolong, the Director of the Hong Kong and Macao Work Office of the Communist Party of China Central Committee and the Hong Kong and Macao Affairs Office of the State Council, met with members of the District Councils, the representatives of the Care Teams and “the three district committees”. He was well aware of and fully affirmed their district work. Director XIA even composed an impromptu poem in praise of the District Councils, which read, “Amid the countless duties of the day, the District Councils serve with compassion’s ray. No task too great, no detail too small, every effort is made for the good of all.” (「千頭萬緒區議會，胸有大愛善良心，事無巨細皆為大，做好每件只為民。」). Director XIA’s affirmation and commendation of the district work were a recognition of the entire district governance team, including the District Councils, the Care Teams and the “three district committees”. The Government of the Hong Kong Special Administrative Region expressed gratitude to Director XIA for his affirmation of the district work. The Chairman hoped that Members could step up efforts to put the expectations and spirit in Director XIA’s poem into practical actions, and continue to work hard to serve the public, so as to enhance the public’s sense of well-being and fulfilment, and live up to Director XIA’s encouragement and the public’s trust.

I. Confirmation of the Minutes of Meeting held on 13 May 2025

3. The Chairman said that the captioned minutes had incorporated the amendments proposed by the government departments and Members and had been distributed to Members for perusal prior to the meeting. Members had no other amendment proposals and the minutes were confirmed unanimously.

II. Question on the strengthening of police manpower deployment and traffic enforcement measures in Cheung Chau
(IsDC Paper No. 35/2025)

4. The Chairman drew Members’ attention to the IsDC Paper No. 35/2025, and welcomed Mr Clive WALTON, District Commander (Marine Port District) and Mr CHAN Sheung-yung, Cyrus, Police Community Relations Officer (Marine Port District) of the Hong Kong Police Force (HKPF) to the meeting to respond to the question. The written reply of the HKPF had been distributed to Members for perusal before the meeting.

5. Mr NG Man-kit briefly presented the question.

6. Mr Clive WALTON elaborated on the written reply of the HKPF and added as follows:

(a) The Police had been committed to providing a safe and orderly environment for residents and tourists, and “road safety” was one of the

operational priorities of the Police. To combat careless cycling and illegal use of electric mobility devices (EMDs), the Police had stepped up relevant enforcement actions. In the past year, the Police arrested a total of 12 persons suspected of illegally driving electric bicycles or tricycles in Cheung Chau, including two persons arrested in a joint operation conducted by the Cheung Chau Division and the Traffic Hong Kong Island on the day before this meeting. In addition, the Police issued a total of 21 summonses for illegal acts related to riding bicycles and tricycles. The Cheung Chau Division would continue to collaborate with the Traffic Hong Kong Island to combat such illegal acts.

- (b) On the other hand, the Police had been raising public awareness of “road safety” through education and publicity work. Last Saturday (i.e. 5 July), the Police collaborated with the Cheung Chau Care Team and youth volunteer groups to organise a publicity event themed around “cycling safety” in Cheung Chau. He expressed gratitude to various community stakeholders for their active participation and said that the Police would continue to collaborate with them in carrying out education and publicity work on “road safety” in the Cheung Chau community.
- (c) The Police had been deploying manpower appropriately in response to actual needs. For example, during the recent Cheung Chau Bun Festival, over 300 additional police officers were deployed to Cheung Chau to provide support. The Police also deployed additional manpower to the Cheung Chau Ferry Pier to maintain order in response to ferry service adjustments during the visit of the Shandong Naval Taskforce of the Chinese People’s Liberation Army to Hong Kong.
- (d) The Police would continue to maintain close liaison with various stakeholders, optimise the use of resources and deploy sufficient manpower to ensure the safety of Cheung Chau residents.

7. Ms Mealoha KWOK expressed her views as follows:

- (a) In addition to providing support for major events in the district, the Police had also actively responded to residents’ views. For example, on 5 July this year, the Police organised a publicity and education campaign in Cheung Chau on the “space oil” drug and bicycle safety. She expressed gratitude for the Police’s work and efforts. Furthermore, many traffic offences in Cheung Chau involved electric bicycles and tricycles, posing a serious threat to residents’ safety. It was believed that the enforcement operation taken by the Police on the morning of 7 July this year in Cheung Chau against illegal use of EMDs had achieved a deterrent effect, and the publicity and education campaign had also reminded members of the public that riding electric

bicycles or tricycles was an illegal act, thereby enhancing their law-abiding awareness.

(b) The area from Chung Hing San Street to Pak She Praya Road in Cheung Chau was designated as a prohibited zone from 12:00 noon to 12:00 midnight on Saturdays, and for 24 hours on Sundays and public holidays. Nevertheless, many drivers still drove village vehicles into the prohibited zone during the aforementioned periods. In response, on the afternoon of 5 July this year, the Police, in collaboration with volunteers and the Care Team from Cheung Chau, gave advice to the relevant drivers and carried out publicity and education work in the aforementioned prohibited zone. She urged the Police to continue conveying relevant messages to the public through publicity and education work to ensure residents' safety.

8. Mr NG Man-kit expressed his views as follows:

(a) Since many tourists visited Cheung Chau during holidays and left by ferry at the same time, the area around the Cheung Chau Ferry Pier became extremely crowded. Although there were ferry company staff assisting in crowd management within the pier area, conflicts might arise among passengers queuing outside the pier area. In this regard, he urged the Police to deploy additional manpower to the Cheung Chau Ferry Pier on holidays to maintain order.

(b) In the past, police officers frequently patrolled near the Cheung Chau Ferry Pier, resulting in fewer instances of illegal acts. However, due to the current reduction in the frequency of police patrols, the instances of illegal acts appeared to have increased. For example, members of the public were often seen driving village vehicles or riding electric bicycles in the prohibited zone between Chung Hing San Street and Pak She Praya Road during the prohibited hours.

(c) Some residents drove modified electric tricycles in Cheung Chau, posing safety hazards and increasing the risk of accidents. On one occasion, a shoulder strap of his backpack was torn off by an electric tricycle. According to observations, many electric tricycle riders accelerated away upon spotting police officers from a distance, making it difficult for the Police to intercept them. There were also residents using various EMDs such as mini electric bicycles, electric unicycles, electric scooters and power assisted pedal cycles (PAPCs). Furthermore, as the operating mode of a PAPC was similar to that of a conventional pedal bicycle, which required the rider to pedal to provide motorised assistance, many residents mistakenly believed that it was legal to use PAPCs. In summary, EMDs could travel at high speeds, posing a significant risk to pedestrian safety. The Police should therefore step up patrols and enforcement to achieve a deterrent effect.

9. Mr Clive WALTON gave a consolidated response as follows:

- (a) He thanked Members for their suggestions and said that the Police would explore ways to further strengthen relevant publicity and education work.
- (b) The Police had arranged for police officers to maintain order at the Cheung Chau Ferry Pier during holidays and would explore whether such arrangements needed to be strengthened.
- (c) Although it was difficult to eradicate the illegal use of EMDs in the short term, the Police would carry out relevant education and enforcement work progressively to combat these illegal acts.

III. Schedule of Meetings for IsDC and its Committees in 2026
(IsDC Paper No. 36/2025)

10. The Chairman drew Members' attention to the IsDC Paper No. 36/2025, which set out the dates and time of meetings to be held in 2026. The relevant information aimed to enable Members to be aware of the schedule of meetings for the coming year as early as possible, thereby facilitating Members to plan their schedules well in advance to ensure that they could reserve time for attending the meetings. She reminded Members that, according to paragraphs 15 and 16 of the Performance Monitoring Guidelines for Members of the District Councils and Order No. 64 of the Islands District Council Standing Orders, Members were obliged to attend the meetings. The annual attendance rate of a Member at meetings of the District Council or its committees/working groups should not be lower than 80%. The details of Members' attendance would also be made available for public inspection. If a Member could not attend a meeting, he/she was required to submit an application to the Secretariat before the meeting.

11. Mr YU Hon-kwan said the meetings of the District Facilities and Works Committee scheduled for the afternoons of 2 June and 1 December 2026, as well as the meeting of the Traffic and Transport Committee scheduled for the afternoon of 8 December 2026 would overlap with the meeting dates and times of the Independent Police Complaints Council, of which he was a member. In this connection, he asked whether the said committee meetings could be rescheduled to the mornings.

12. The Chairman asked Mr YU Hon-kwan to submit his proposed changes to the meeting schedule and the relevant information to the Secretariat after the meeting for follow-up arrangements.

13. Mr NG Man-kit said that the date of one of the meetings overlapped with that of an Area Committee meeting.

14. The Chairman said that the meeting dates of the Area Committee were tentative in nature. The Committee would further adjust the meeting dates in accordance with the meeting schedules of the District Council and its committees. Members were requested to inform the Secretariat on or before 31 July this year of any further suggestions regarding the meeting dates after the meeting today, so that the Secretariat could consider and follow up accordingly.

(Post-meeting note: The updated meeting schedules of the IsDC and its committees for 2026 were forwarded to Members for perusal on 6 August this year.)

IV. Follow-up on the findings of the Interim Review of the Study on Issues of Community Concern
(IsDC Paper No. 37/2025)

15. The Chairman drew Members' attention to the IsDC Paper No. 37/2025. She said that at the beginning of 2024, the District Council had identified two issues of community concern. The relevant work had yielded some progress through Members' concerted efforts. As the two issues were comparatively complex and required a considerable amount of time to be properly addressed, Members had unanimously agreed at the previous meeting to carry forward the two issues and to have them followed up by the Traffic and Transport Committee (TTC). To ensure that the two aforementioned issues were effectively addressed, the Secretariat recently invited all Members to conduct research and interim review on their current status. Before the meeting, the Secretariat had consolidated the contents of the written reports submitted by all Members regarding the relevant interim review into two annexes, outlining the views and suggestions of community members and Members. The Secretariat would also share the relevant information, together with the findings from the discussion on the captioned issues, with the TTC for further follow-up.

16. Mr LUO Chenghuan expressed his views as follows:

- (a) Interim achievement had been made on the two aforementioned issues of community concern. In particular, Members had successfully secured the provision of a temporary car park in Tung Chung Area 89, which provided approximately 300 additional parking spaces in the district. This would help alleviate the shortage of parking spaces in Tung Chung Town Centre and reduce traffic load on the roads, thereby easing traffic congestion.
- (b) The Transport Department (TD) and the bus companies had adjusted bus routes in response to the suggestions and views raised by Members. These included routes operated by the New Lantao Bus Company (1973) Limited, namely 34, 39M, B6, 37A, 37M and 36M. Their service frequencies had also been increased to improve traffic conditions in the district.

- (c) With the co-ordination of various parties, such as the TD, the Civil Engineering and Development Department and Members, bicycle parking issues in some areas had been improved. In addition, 210 additional bicycle parking spaces would be provided on Lamma Island to address the shortage of such facilities in the area.
- (d) The traffic congestion in Tung Chung would be difficult to fully resolve in the short term, mainly due to the lack of proper planning for the existing roads in the past, coupled with the increase in traffic flow that would be brought about by the Tung Chung New Town Extension project. In the long term, the relevant departments should utilise technology and big data to further enhance the traffic network in Tung Chung, such as installing surveillance systems and electronic display panels along major roads to monitor and show vehicle flow. In addition, the departments should actively consider constructing viaducts to alleviate traffic congestion.
- (e) Regarding the recent announcement of the “Southbound Travel for Guangdong Vehicles” (STGV) policy, the departments concerned should promptly study the impact of the policy on traffic in the district, formulate relevant corresponding plans and explore the feasibility of opening the closed roads on Lantau Island.

17. Mr LAU Chin-pang expressed his views as follows:

- (a) The Government had not yet announced the STGV policy and the related arrangements at the time Members conducted the research and the interim review. As the policy was scheduled for implementation at the end of this year, it was necessary for the review to incorporate the potential impact of the policy on the traffic in Tung Chung in order to facilitate a comprehensive assessment.
- (b) The Government should take reference from the implementation experience of the “Northbound Travel for Hong Kong Vehicles” scheme when studying the implementation arrangements for the STGV policy. Forward-looking considerations should be given to the potential issues Mainland drivers would encounter when driving in Hong Kong, as well as the impact of the policy on local traffic. Such considerations should include the parking arrangements for Mainland vehicles in Hong Kong, and whether the licence plate recognition systems in car parks could identify Mainland licence plates, in order to minimise the impact on local traffic while boosting the economy of the Islands District at the same time.
- (c) He estimated that after the implementation of the STGV policy, many Mainland drivers would visit Lantau Island as self-driving tourists. However, he was concerned that Mainland drivers might not be fully

aware of the requirement for obtaining a Lantau Closed Road Permit for their vehicles to access the relevant roads. He suggested that the TD and the Police should make early arrangements to prevent Mainland vehicles without such a permit from mistakenly accessing the relevant roads and affecting the local traffic.

- (d) He was concerned that the number of traffic accidents in Tung Chung might increase during the initial stage of the implementation of the STGV policy. In this connection, various relevant departments should pay extra attention to the traffic conditions on major roads in Tung Chung (including Ying Tung Road, Yu Tung Road and Tat Tung Road) by then. In addition, traffic regulations in the Mainland and Hong Kong differed. For example, vehicles in the Mainland were permitted to turn right at a red light when it was safe to do so, whereas it was not permitted in Hong Kong. Therefore, the departments concerned should strengthen their publicity work to prevent traffic accidents.
- (e) He asked the departments concerned to make appropriate preparations for the potential impact of the STGV policy on the Islands District, and to take into account such impact when studying the traffic congestion issues in Tung Chung.

18. The Chairman stated that the discussions of the meeting, including Members' concerns regarding the STGV policy and matters relating to the future development of transport in Tung Chung (such as the arrangements for Baidu's autonomous vehicle trials in the district), would be referred to the TTC for follow-up.

19. Mr YIP Pui-kei stated that he had planned to raise questions regarding the STGV policy at the next TTC meeting (scheduled for 12 August). He added that, apart from matters relating to the ancillary transport infrastructure and facilities in the district, the policy also involved other areas, such as tourism development and the local economy. Therefore, transport-related matters under the STGV policy should be followed up by the TTC, while other committees or working groups should, where necessary, undertake appropriate follow-up on other matters under the policy.

20. The Chairman considered that the STGV policy was a groundbreaking initiative, which was expected to attract Mainland visitors to Hong Kong and thereby stimulate the Hong Kong economy. She also welcomed Members to discuss the policy's bearing on various aspects of the Islands District. Given that Members' primary concern at this stage was the potential impact of the policy on the Islands District's transport, she asked the TD to review whether it could brief the TTC on the details of the STGV policy at the next TTC meeting, so that the committee could ascertain the details at an early stage and thereby discuss the impact on the local traffic and the necessary publicity efforts, etc. Should Members wish to explore the policy's bearing on other aspects, they might raise such matters at other relevant committees or working groups and invite representatives from the departments concerned to attend the meetings.

(Post-meeting note: The TD indicated that more time was required to finalise the implementation details of the STGV policy, and expected that the relevant committees of the Legislative Council would need to be consulted first prior to its briefing to the TTC of the District Council. Therefore, due to time constraints, the Department would not be able to conduct the briefing at the upcoming TTC meeting in August. Subject to the progress of the above procedures, the Department would liaise with the Secretariat to co-ordinate the timing of its briefing to the TTC.)

21. Ms WONG Chau-ping said that, in her capacity as Chairman of the TTC, she had recorded each of the concerns raised by Members, including the suggestions and questions relating to the STGV policy. She would further follow up on these matters at the TTC meetings by, among other things, reflecting views to the relevant departments and discussing the necessary publicity work. In addition, she opined that as the scope of the topics discussed at the TTC meetings was rather broad, Members might need to divide the work in order to follow up on various transport issues concurrently. The detailed arrangements for such division of responsibilities would be further discussed at the TTC meetings.

22. The Chairman asked the TTC to continue its follow-up on the two captioned issues of community concern, and to appropriately take into account the views and suggestions raised by Members at this meeting regarding the STGV policy.

V. Reports on the Work of the IsDC Committees / Working Group
(IsDC Paper No. 38-43/2025)

23. Members noted and endorsed the papers unanimously.

VI. Any Other Business

24. No other business was raised by Members.

VII. Date of Next Meeting

25. There being no other business, the meeting was adjourned at 3:06 p.m. The next meeting would be held at 2:30 p.m. on 9 September 2025 (Tuesday).

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