

(Translation)

Minutes of Meeting of Islands District Council

Date : 13 January 2026 (Tuesday)
Time : 2:30 p.m.
Venue : Islands District Council Conference Room,
14/F, Harbour Building, 38 Pier Road, Central, Hong Kong

Present

Chairman

Ms 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 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

Attendance by Invitation

Mr WONG Chun-yip, Mike	Senior Land Executive/Land Enforcement 3 (District Lands Office, Islands), Lands Department
Mr KWAN Lut-wang, Foster	Deputy Divisional Commander (Marine and Diving)1 (Acting), Fire Services Department
Mr CHIM Tak-fung	Assistant Divisional Officer (Marine)2, Fire Services Department
Mr CHUNG Cheuk-ming, Derek	Chief Electrical and Mechanical Engineer/Bus Safety, Transport Department
Mr TSUI Yu-kwok, Samuel	Senior Electrical and Mechanical Engineer/Bus Safety, Transport Department

Ms Claire HU	Regional General Manager for Hong Kong and Macau, Baidu Apollo International Limited
Mr Alvin CHEN	Senior Security Consultant, Baidu Apollo International Limited
Ms Leila YU	Senior Project Development Manager in Hong Kong, Baidu Apollo International Limited
Mr Nick LAU	Senior Project Development Manager in Hong Kong, Baidu Apollo International Limited
<u>In Attendance</u>	
Mr MOK Mong-chan	Assistant District Officer (Islands)1, Islands District Office
Mr IP Cheuk-man, Ryerson	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 PANG Wai, Penny	Senior Liaison Officer (1) (Acting), Islands District Office
Mr YEUNG Che-yuen, Patrick	Senior Engineer/15 (South and Sustainable Lantau), Civil Engineering and Development Department
Ms LAM Bun-gee	District Social Welfare Officer (Central Western, Southern and Islands), Social Welfare Department
Mr NG Chi-shing	Chief Manager/Management (Hong Kong Island and Islands), Housing Department
Mr FUNG Wai-nok	District Environmental Hygiene Superintendent (Islands), Food and Environmental Hygiene Department
Ms NGO Mei-ling	Chief Health Inspector (Islands)1, Food and Environmental Hygiene Department
Ms CHU Po-yin, Christine	Chief Health Inspector (Islands)2, 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
Mr LO Kwok-on	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
<u>Secretary</u>	
Ms Kennis CHAN	Senior Executive Officer (District Council), Islands District Office

Welcome 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) Ms LAU Sze-hong, Senior Town Planner/Islands 1 of the Planning Department, who stood in for Mr Kwong Wang-ngai, Walter; and
- (b) Ms PANG Wai, Penny, Senior Liaison Officer (1) (Acting) of the Islands District Office, who stood in for Mr CHAO Ka-man, Stanley.

I. Confirmation of the Minutes of Meeting held on 11 November 2025

2. 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. Autonomous Vehicle Trial Scheme in North Lantau (IsDC Paper No. 1/2026)

3. The Chairman drew Members' attention to IsDC Paper No. 1/2026, and welcomed the following guests who attended the meeting to present the Paper: Mr Derek CHUNG, Chief Electrical and Mechanical Engineer/Bus Safety, Transport Department; Mr Samuel TSUI, Senior Electrical and Mechanical Engineer/Bus Safety, Transport Department; and Ms Claire HU, Regional General Manager for Hong Kong and Macau, Mr Alvin CHEN, Senior Security Consultant, Ms Leila YU, Senior Project Development Manager in Hong Kong, and Mr Nick LAU, Senior Project Development Manager in Hong Kong, of the Baidu Apollo International Limited (Baidu). The Transport Department (TD) and Baidu had previously briefed Members on the captioned scheme at the Council meetings in November 2024 and May 2025. At this meeting, they would report on the latest progress of the scheme.

4. Mr Derek CHUNG briefly presented the paper.

5. Mr Nick LAU introduced the captioned scheme with the aid of PowerPoint presentation:

Baidu's Autonomous Driving Technology

- (a) Baidu had begun the research and development of autonomous driving technology since 2013 and received the first batch of licences to conduct open road test for autonomous vehicles in China in 2018.

Baidu's sixth-generation autonomous vehicle (AVs) officially began trials on public roads in Hong Kong in 2024.

- (b) Baidu had launched fully driverless services across multiple cities in Chinese Mainland and was proactively extending its operations to the markets of Hong Kong, Dubai, Abu Dhabi, Switzerland and London, etc.

The Sixth-Generation AV RT6

- (c) The interior of Baidu's sixth-generation AV RT6 was spacious and comfortable. It received certification for its durability and rear-seat safety, and was equipped with a voice control system.

Progress of Baidu's AV Trial in Hong Kong

- (d) Baidu's AVs had accumulated over 100,000 kilometres of trial in Hong Kong. The trial routes covered North Lantau (Airport Island and Tung Chung), Southern District (Cyberport) and Kowloon East (Kai Tak, Kwun Tong and Kowloon City), and designated passenger-carrying trials had commenced.

Expansion Plan in North Lantau

- (e) Baidu planned to further expand the trial area in North Lantau. Trials would be conducted from 1:00 a.m. to 5:00 a.m. and from 10:00 a.m. to 10:00 p.m. daily from Monday to Sunday. The trial routes included the following major roads: Tat Tung Road, Tung Chung Waterfront Road, Ying Hei Road, Ying Tung Road, Chung Mun Road, Chung Yat Street, Hing Tung Street, Wui Tung Street, Kam Tung Road and Chek Lap Kok South Road. The trial route between Tung Chung and Sunny Bay would mainly pass through Cheung Tung Road, Discovery Bay Tunnel and Sunny Bay Road.
- (f) As the public housing estates in the vicinity of Wui Tung Street, Kam Tung Road and Ying Tung Road were gradually occupied, the traffic of works vehicles was high in that area. Baidu would adjust the trial schedule appropriately in accordance with the TD's guidelines to avoid affecting traffic in the district.
- (g) Currently, two stopping points had been approved. Baidu also planned to set up stopping points at Tung Chung Development Pier, Sheraton Hong Kong Tung Chung Hotel / Four Points by Sheraton Hong Kong Tung Chung, Citygate (near Man Tung Road), MTR Tung Chung Station Exit A, Discovery Bay Tunnel Toll Plaza and MTR Sunny Bay Station. In line with the expansion of the trial area, Baidu planned to increase the number of vehicles tested simultaneously from

three to eight to improve trial efficiency. Baidu would submit trial reports to the TD in phases and would gradually increase the number of trial routes and vehicles upon the Department's approval. Trial vehicles would be parked at 11 SKIES South Car Park.

- (h) To ensure trial safety, Baidu would flexibly adjust trial arrangements according to actual circumstances. Safety officers would conduct on-site inspections of the relevant road sections prior to each trial to ensure safety. In addition, Baidu had set stringent entry requirements for safety officer positions.
- (i) Baidu's autonomous driving technology system had undergone more than a decade of research, development and upgrades, achieving a high level of maturity. In addition, Baidu had secured insurance with a Hong Kong insurance company recognised by the TD and maintained a 24-hour hotline for handling emergencies. In the event of a vehicle breakdown, Baidu would arrange for designated towing service companies to remove the vehicle as quickly as possible to minimise the impact on traffic.
- (j) Baidu adhered to the principle of "safety first" and minimised driving risks through vehicle safety design and autonomous driving safety systems. Baidu's AVs had cumulatively travelled over 240 million kilometres worldwide.
- (k) As one of the strategic enterprises introduced by the Office for Attracting Strategic Enterprises, Baidu would proactively align with the Government's policy direction and contribute to Hong Kong's development into an international innovation and technology centre.

Popular science activities in the community of Hong Kong

- (l) Over the past year, Baidu had organised multiple popular science activities in Tung Chung, Kowloon East and Southern District, as well as on campuses to facilitate exchanges with residents and students, so as to enhance their understanding of Baidu's autonomous driving technology.

6. Mr LAU Chin-pang raised the following views:

- (a) Baidu had briefed the District Council meetings on the Autonomous Vehicle Trial Scheme in North Lantau on two occasions. He was pleased that Baidu had actively responded to Members' suggestions on the trial scheme. As the trial scheme progressed, local residents had become accustomed to AVs operating on the roads and hoped that autonomous driving technology would be widely applied.

- (b) The expanded trial routes proposed included relatively busy roads such as Tat Tung Road. He therefore suggested that Baidu increase the number of trial vehicles gradually to avoid affecting the traffic in the district.
- (c) Some drivers had reported to him that currently the speeds of the trial vehicles were relatively low and other drivers had to change lanes or overtake as a result. While he understood that the speed settings were for safety reasons, he suggested that Baidu appropriately increase the speed of trial vehicles to normal driving speeds under safe conditions to avoid obstructing other vehicles.
- (d) He enquired about Baidu's expected completion time for the above trial scheme and the timetable for their AVs to officially enter into their operational phase.

7. Mr LUO Chenghuan raised the following views:

- (a) The application of AVs would help promote Hong Kong's development into a smart city. Since 2024, Baidu's AVs had accumulated over 100,000 kilometres of trial in Hong Kong without any major incidents, indicating that the AV technology was reliable. However, to ensure road safety more comprehensively, he suggested that Baidu include more complex road sections, adverse weather conditions and different time periods in the next phase of trial to collect more comprehensive and accurate data.
- (b) Baidu should step up publicity for the trial scheme in Lantau so as to enhance public understanding of the trial scope and arrangements.

8. Mr Jonathan CHOW enquired whether AVs would enter the Discovery Bay Tunnel Toll Plaza.

9. Mr Derek CHUNG gave his consolidated reply, saying that pilot licences issued by the TD for the Autonomous Vehicle Trial Scheme in North Lantau were valid for five years, while AV certificates were valid for one year and renewable annually. In addition, trial AVs would make brief stops at the Discovery Bay Tunnel Toll Plaza but would not enter the tunnel.

10. Mr Nick LAU said that members of the public could keep abreast of the progress and related information of the above trial scheme through the TD's website and news reports. In addition, Baidu's logo was affixed to the AVs for easy identification by residents.

11. The Chairman invited Baidu to respond to Mr LAU Chin-pang's suggestions on gradually increasing the number of trial vehicles and raising trial vehicle speeds to normal driving speeds. She also requested Baidu to provide the

target completion time for the trial scheme and enquired whether Baidu had any plans to operate AV services in the district.

12. Mr Nick LAU gave his consolidated reply as follows:

- (a) Baidu's safety officers would conduct on-site inspections of road conditions prior to commencing formal trials each day to assess suitability. If a trial road section was under construction or congested, Baidu would cancel or postpone the trial. As some trial road sections (e.g. Tat Tung Road) had traffic congestion frequently, Baidu would not increase the number of trial vehicles on those road sections. In addition, the speeds of trial vehicles were set in accordance with the speed limits of the roads.
- (b) Baidu would implement the trial scheme progressively in accordance with the requirements and guidelines of the TD, and would only proceed to the next phase after ensuring that the trial results had met the requirements.

13. Mr NG Choi-wah was of the view that since the trial scheme had been underway for about one year, Baidu should begin testing AVs during peak hours and on road sections under construction to collect more comprehensive and accurate data, thereby enhancing public confidence in autonomous driving technology.

14. Mr YIP Pui-kei raised the following views:

- (a) He considered that the trial scheme had made good progress and supported the proposed expansion of trial routes. The trials carried out in the past year indicated that AVs had had minimal impact on the traffic in the district. However, as there were many heavy vehicles in Tung Chung East and Tung Chung West, resulting in more complex traffic conditions, he hoped that Baidu could flexibly adjust trial arrangements according to actual traffic situations.
- (b) He enquired why the expanded trial routes proposed did not include the road sections near ports. In addition, as the above routes already covered most major roads in Tung Chung, he enquired about the details of the next phase of trial by Baidu and the relevant departments.

15. Mr HO Siu-kei agreed with Mr NG Choi-wah's view that Baidu should increase the difficulty of trials to collect more comprehensive data, thereby convincing residents to support autonomous driving technology. He also enquired about the legal liability in the event of a traffic accident involving an AV during operation.

16. Mr Jonathan CHOW said that buses and taxis frequently passed through the Discovery Bay Tunnel Toll Plaza. He was concerned that the brief stops by trial AVs

at the toll plaza might cause traffic congestion, and enquired whether the TD or Baidu had communicated with the Discovery Bay Road Tunnel Company Limited on this matter.

17. Mr LAU Chin-pang raised the following views:

- (a) Baidu had operated AV services in multiple cities in Chinese Mainland and was expanding into overseas markets. Given that the trial scheme had been underway for some time, he considered that Baidu had accumulated sufficient experience and data to further accelerate the scheme. He urged Baidu to commence formal AV services in Tung Chung as soon as possible to provide residents with an additional transport option, thereby enhancing transport accessibility in the district and supporting the development of the “Airport City”. In addition, he suggested that the relevant departments amend the relevant legislation to facilitate the development of AV services.
- (b) He considered the five-year validity period of the pilot licence too long. The practice of carrying out further study of regulatory and implementation measures only after the licences had expired would fail to align with the actual AV operations. Given that Baidu had already collected substantial data in Tung Chung, he suggested giving priority to commencing the formal operation of AV services in Tung Chung.

18. Mr Derek CHUNG gave his consolidated reply as follows:

- (a) He expressed gratitude to Members for their support for the trial scheme. The Department was open to Baidu’s AV trials during peak hours and under various road conditions for more comprehensive evaluation of the performance of AVs.
- (b) During each trial, there would be a backup operator on the AV. If a traffic accident happened when the AV was in motion, the backup operator should bear legal responsibility.
- (c) In accordance with the Code of Practice for Trial and Pilot Use of Autonomous Vehicles, once Baidu’s AVs had met the specified requirement of cumulative trial mileage, remote operation commence. During the remote operation, each vehicle and the remote control centre would have a backup operator respectively. Under normal operation, the backup operator at the remote control centre would monitor and operate the vehicle, while the backup operator on the vehicle could take over if necessary to ensure safety. If the remote operation was passed, the next phase would involve a trial without any backup operator on the vehicle, with the vehicle operated solely by a remote backup operator. The TD would only approve the above

phases of trial by Baidu in an orderly manner after a detailed assessment of the AV's performance.

- (d) Baidu had obtained approval from the Discovery Bay Road Tunnel Company Limited for brief stops by AVs at the Discovery Bay Tunnel Toll Plaza. In addition, Baidu would decide whether to stop at the location based on actual road conditions to avoid causing traffic obstruction.

19. Mr Nick LAU said that Baidu was studying with the relevant organisations the extension of the trial area to road sections near the border.

20. The Chairman said that Mr YIP Pui-kei had mentioned the complicated traffic conditions in Tung Chung East and Tung Chung West caused by heavy vehicles. In this regard, she enquired whether Baidu and the TD would flexibly adjust the trial arrangements according to actual traffic situations.

21. Mr Nick LAU said that Baidu would flexibly adjust trial arrangements and implement the trial scheme in an orderly manner in accordance with the TD's guidelines.

22. Ms WONG Chau-ping enquired when Baidu expected to commence formal operation of AV services. In addition, given the ongoing works on Tung Chung Road North causing serious traffic congestion in the area, she suggested that Baidu exclude that road section from the trial scope.

(Post-meeting note: The TD took note of Ms WONG's views and said that the current and proposed expanded routes for AV trial did not include Tung Chung Road North.)

23. Mr HUI Chun-lung said that Baidu had begun the research and development of autonomous driving technology in 2013 and had been conducting trials in the Islands District for some time. Many residents were eagerly awaiting the formal launch of AV services. In this regard, he enquired about the implementation timetable for the AV services and expressed concern that if formal implementation could only take place in five to ten years, it would be difficult to keep pace with innovation and technology development. In addition, he enquired whether Baidu would only commence formal operation of AV services after completing trials on a territory-wide scale or it would commence operations in certain areas (e.g. Tung Chung or Lantau) first.

24. Mr WONG Man-hon said that Baidu's AV trial had been underway for some time without affecting local traffic. He therefore was of the view that Baidu should conduct further trials, such as increasing the number of trial vehicles, conducting trials during peak hours and on roadworks sections, and adding trial routes from Tung Chung to other parts of Lantau. In addition, he believed that the trial scheme would help promote the concept of "tourism is everywhere".

25. Mr YIP Pui-kei urged Baidu to provide a specific timetable for the formal commencement of AV services so that Members could assess the progress of the trial scheme.

26. Mr Derek CHUNG said that the TD was studying the relevant regulatory arrangements but was unable to provide a definite timetable at present.

27. Ms Claire HU gave her consolidated reply as follows:

(a) She expressed her gratitude to Members for their suggestions on the trial scheme and said that Baidu had been actively working with the TD to explore the feasibility of expanding the trial routes and commencing formal AV services at an earlier stage.

(b) The trial scheme comprised two phases: the first phase involved designated passenger-carrying trials. Baidu had previously invited Members to take a trial ride on AVs on the airport trial route and would invite Members to take a trial ride on AVs on the expanded routes proposed to experience the situation after formal service commencement of AVs. The second phase involved formal operation of AV services. Baidu was discussing development plans and regulatory approaches for AVs with the TD and relevant departments, but was unable to provide a definite timetable at present. Baidu would report progress of the trial scheme to the District Council in due course.

(c) The expanded trial routes proposed would pass through Tung Chung North Park. Baidu would maintain ongoing communication with the TD and adjust the trials according to actual road conditions to avoid causing traffic obstruction.

28. The Chairman said that as the TD had invited Members to support the captioned scheme in the paper, she enquired whether Members supported the captioned scheme.

29. Members indicated their support for the captioned scheme.

30. The Chairman announced that Members unanimously supported the captioned scheme and expressed her gratitude to the representatives of the TD and Baidu for attending the meeting.

III. Question on the shop front extension on Pak She Praya Road on Cheung Chau (IsDC Paper No. 2/2026)

31. The Chairman drew Members' attention to the IsDC Paper No. 2/2026 and welcomed the following guests who attended the meeting to respond to the question:

Mr FUNG Wai-nok, District Environmental Hygiene Superintendent (Islands), Ms NGO Mei-ling, Chief Health Inspector (Islands)¹ and Ms CHU Po-yin, Christine, Chief Health Inspector (Islands)² of the Food and Environmental Hygiene Department (FEHD); Mr KWAN Lut-wang, Foster, Deputy Divisional Commander (Marine and Diving)¹ (Acting) and Mr CHIM Tak-fung, Assistant Divisional Officer (Marine)² of the Fire Services Department (FSD); and Mr WONG Chun-yip, Mike, Senior Land Executive/Land Enforcement 3 (District Lands Office, Islands) (DLO/Is) of the Lands Department. The written replies of the FEHD, the FSD and the DLO/Is had been distributed to Members for perusal before the meeting. The Chairman invited Mr NG Man-kit to briefly present the question.

32. Mr NG Man-kit briefly presented the question.
33. Mr FUNG Wai-nok elaborated on the written reply of the FEHD.
34. Mr CHIM Tak-fung elaborated on the FSD's written reply and provided Members with the latest figures. According to the information, the FSD received a total of thirteen complaints in the past two years concerning fire hazards relating to restaurants occupying the vehicular access in the vicinity of Pak She Praya Road, Cheung Chau. The dates of receipt of these complaints were April, May, October and December 2024; February, August, October, November and December 2025; and January 2026.
35. Mr Mike WONG elaborated on the written reply of the DLO/Is.
36. Mr NG Man-kit expressed his views as follows:
 - (a) The FSD's written reply, which stated that the road concerned was not obstructed, did not accord with the actual situation. The locations shown on the two photos attached to the captioned question were Cheung Chau's Pak She Praya Road and Pak She Fourth Lane respectively. It could be seen from the photos that tables and chairs were placed on the carriageway by restaurants, leaving only about three feet of road width. He therefore had reservations on the FSD's response that fire appliances could pass through that road section normally.
 - (b) There was a fire appliance fitted with a platform in the Cheung Chau Fire Station. However, it had remained idle for about three years because of the captioned issue.
 - (c) He questioned the FSD's failure to maintain records of cases where rescue services were delayed due to the obstruction of rescue vehicles.
 - (d) In the late afternoon of 8 November 2025, a fire appliance and an ambulance met head to head on Pak She Praya Road. The road was left with less than eight feet in width for vehicles to pass as restaurants'

miscellaneous items were placed thereon. One of the rescue vehicles had to reverse for the other one to pass. The above incident demonstrated that the obstruction to rescue vehicles indeed existed.

37. Ms Mealoha KWOK stated that the above situation occurred frequently, reflecting that it was indeed a long-standing, big and difficult issue in the district. The restaurants did not just place items outside their premises but also extended the illegally occupied area to the waterfront. In addition to seriously blocking the road, such practices also hindered emergency services. Therefore, instead of merely acting on complaints, the departments concerned should proactively prioritise it as the key issue for follow-up, formulate long-term solutions and ensure continuous monitoring.

38. Mr YU Hon-kwan expressed his views as follows:

- (a) A Cheung Chau resident raised the captioned issue with him through the “Meet the Public Scheme”.
- (b) He acknowledged the work done by the departments concerned in respect of the captioned matter. However, such efforts lacked continuity and deterrent effect. As a result, the restaurants would quickly repeat their violations after paying the fines. To this end, the departments concerned should explore effective solutions, such as sustained enforcement action.
- (c) Given that the captioned issue might affect emergency services, the relevant departments should address the road obstruction problem more rigorously, so as to avoid harbouring a sense of luck and prevent any situation that might delay emergency rescue services.

39. Mr WAN Yeung-kin stated that placing private items on public roads constituted an illegal act. Government departments bore the responsibility to properly address the issue and should not tolerate long-term non-compliance by shops. To this end, the FEHD should strengthen and sustain its enforcement efforts to enhance the deterrent effect.

40. Mr HO Chun-fai said that, in order to avoid undermining the harmonious neighbourhood relationship in the Islands District, the departments should take into account both legal principles and human considerations when enforcing the law. In this regard, he suggested that the departments could adopt a “warning first, followed by prosecution” guideline, so that the shops with irregularities might gradually rectify their bad practices.

41. Ms Mealoha KWOK said that a child was killed in a traffic accident on Cheung Chau a few years ago. The accident took place on a holiday. Miscellaneous items were placed on the road by the captioned shops. As a result, the ambulance carrying the child to the hospital was left with no other choice but to

slowly manoeuvre through the road section concerned. After reaching the Central Plaza, the ambulance was obstructed again by illegally parked bicycles and was unable to proceed further. The rescue personnel had to alight and remove the bicycles before the ambulance could continue on its way. The incident aroused widespread concern in the area. As the captioned road was the essential route for rescue vehicles, the problem of obstruction had to be thoroughly resolved. She urged the departments concerned to conduct studies and formulate effective measures to eradicate any unlawful acts that might hinder the passage of rescue vehicles. In addition, she expressed gratitude to the Assistant District Officer (Islands)¹ for his recent assistance in conveying to the TD the problem of illegally parked bicycles on the same road section.

42. The Chairman said that both the FSD and the FEHD pointed out in their written replies the importance of ensuring smooth traffic on the captioned road, rather than maintaining it completely free of obstruction. According to the Chairman's understanding, the departments had been carrying out enforcement action on a continuous basis. However, as emergency services and road safety were concerned, the issue remained a subject of significant public concern. The FEHD and the FSD had strengthened their joint operations in the past few weeks and would continue such operations in the future. In this connection, the Chairman asked Members to maintain close liaison with the departments concerned and to report road obstruction situations in a timely manner, so that the departments could appropriately step up their enforcement efforts in light of the actual circumstances and ensure that emergency services were not affected.

43. Mr FUNG Wai-nok said that the FEHD noticed that the restaurants would usually place items such as tables and chairs on the roads during periods of higher tourist traffic (e.g. festive periods). Therefore, he suggested that the joint operations should be conducted during hours of high footfall. In addition, regarding Members' suggestion to adopt a "warning first, followed by prosecution" guideline, the FEHD also implemented similar educational measures. The Department would, according to the actual circumstances, instruct the responsible persons of the restaurants concerned to comply with the relevant ordinances and licensing conditions and clear away items obstructing the roads.

44. Mr CHIM Tak-fung gave a consolidated response as follows:

- (a) Saving lives was the primary duty of fire services personnel. Therefore, upon receiving complaints about fire hazards lodged by the public or referred by other departments, the FSD would dispatch staff to the site within 24 hours to conduct on-site measurements of road width. The FSD would also arrange for fire appliances to conduct road tests to ensure unimpeded passage along the roads concerned.
- (b) As the captioned road was the essential route for fire appliances on Cheung Chau, the FSD had to ensure that it was kept unobstructed.

- (c) The FSD had to conduct inspections and take legal actions in accordance with the Fire Services Ordinance. Pak She Praya Road was a main street on Cheung Chau and served as an emergency vehicle access (EVA). Therefore, if businesses unlawfully occupied that road and hindered the passage of fire appliances, the FSD would take necessary legal actions against them or serve fire hazard abatement notices on them. In addition, there were many paths and trails in the Islands District which, although wide enough to accommodate mini fire trucks, were too narrow for the hydraulic platform to pass. Generally speaking, these paths and trails were not EVAs. Therefore, should any occupation of these passages occur, the FSD could only issue advice to the persons concerned.

45. The Chairman said that the FEHD would prosecute businesses who were found unlawfully occupying lanes or paths to extend their business areas. In addition, she agreed that departments could issue appropriate advice, but the Government had to take stringent law enforcement actions when such advice proved ineffective and resulted in the disruption of rescue services or road safety. She believed that the departments concerned would strengthen both the intensity and frequency of their joint enforcement operations. Meanwhile, she suggested that Members should provide the departments concerned with further information, such as the times, dates and specific circumstances when the obstruction problems were more serious, so as to facilitate more effective enforcement.

46. Mr NG Man-kit said that the obstruction problems along the section from Pak She Fourth Lane to Pak She Seventh Lane on Cheung Chau were so serious that they affected not only vehicle access but also pedestrian access. About ten years ago, the large fire appliances of the Cheung Chau Fire Station were deployed to drive through that section around 4 p.m. each day. It served to remind restaurants to promptly remove their tables and chairs on the street. The fire appliances would also repeatedly pass through the area so that businesses were made aware that they had to keep the street clear at all times. He considered such practice very effective and suggested that the FSD should resume it in order to strengthen the deterrent effect, ensuring that the road section concerned would be kept unobstructed on a lasting basis.

47. The Chairman asked the FSD to consider Mr NG Man Kit's suggestion. She pointed out that the captioned matter was an ongoing issue and thus suggested that it should be referred to the District Management Committee for follow-up.

(Post-meeting note: The Islands District Management Committee would discuss the captioned matter at its meeting on 24 February 2026.)

IV. Building Management Working Group
(IsDC Paper No. 4/2026)

48. The Chairman drew Members' attention to the IsDC Paper No. 4/2026 and said that fostering good building management was an essential component of improving governance at the district level. In his 2025 Policy Address, the Chief Executive proposed a number of measures to further improve building management, including the establishment of a working group under each District Council.

49. As one of the troika under the improvement of district governance, District Council Members were tasked to assist in promoting good building management at the district level. By maintaining liaison with the relevant owners' corporations, landlords and residents, they assisted landlords and residents in need to deal with various building management issues.

50. The working group could serve as an effective platform for District Council Members to collect views on building management within the district, enabling them to submit concrete proposals to the District Council on fostering good building management. The working group could also facilitate experience-sharing and exchanges among Members, thereby promoting a culture of good building management within the district and making their support services more efficient and targeted.

51. Given that the circumstances of buildings varied and that residents' privacy might be involved, District Council Members should thus focus on sharing good building management practices observed from their work experience or on identifying problems encountered in the system or legislation when they engaged in experience-sharing and exchanges in the working group. They needed not and should not openly discuss details of individual cases or specific persons. Such cases should be dealt with separately.

52. The Working Group on Building Management would convene its first meeting at 2:30 p.m. on 19 January 2026.

V. Committees and Working Groups from 2026 to 2027
(IsDC Paper No. 3/2026)

53. The Chairman drew Members' attention to the IsDC Paper No. 3/2026 and said that the latest structure and membership lists of the committees and working groups under the Islands District Council were set out in the paper. Members were welcome to raise any questions.

54. The Chairman announced the list of chairmen and vice-chairmen of the committees and the chairmen of the working groups as follows:

Committee / Working Group	Chairman	Vice-Chairman
Food, Environment and Hygiene Committee	HO Siu-kei	LAU Chin-pang

Community Involvement, Culture and Recreation Committee	WONG Man-hon	HUI Chun-lung
Traffic and Transport Committee	WONG Chau-ping	YIP Pui-kei
District Facilities and Works Committee	YU Hon-kwan	HO Chun-fai
District Infrastructure and Development Planning Committee	NG Choi-wah	LAU Suk-han
Working Group on Boosting Local Economy	CHOW Yuen-kuk, Jonathan	---
Working Group on Building Management	LUO Chenghuan	---

The tenure of office of the chairmen and vice-chairmen above was two years till 31 December 2027.

55. The Chairman thanked the chairmen and vice-chairmen of the committees and the working group for their acceptance of the appointments. She hoped they would preside over meetings in strict accordance with the IsDC Standing Orders, and at the same time lead their respective committees and the working groups to actively take forward the work relating to people's livelihood under their respective purviews, work with various government departments to do practical work for the community, and to report regularly to the IsDC on the progress of their work.

VI. Reports on the Work of the IsDC Committees
(IsDC Papers No. 5-9/2026)

56. Members noted and endorsed the papers unanimously.

VII. Any Other Business

57. No other business was raised by Members.

VIII. Date of Next Meeting

58. There being no other business, the meeting was adjourned at 3:49 p.m. The next meeting would be held at 2:30 p.m. on 10 March 2026 (Tuesday).

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