

**(Translation)**

**Minutes of Meeting of Islands District Council**

Date : 13 May 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  
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

**Attendance by Invitation**

Mr CHUNG Cheuk-ming, Derek	Chief Electrical and Mechanical Engineer/Bus Safety, Transport Department
Mr LAM Bun, Ben	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 Johnny CHAN	Head of Autonomous Fleet and Safety in Hong Kong, Baidu Apollo International Limited
Ms Leila YU	Project Development Manager in Hong Kong, Baidu Apollo International Limited
Ms Iris WONG	Project Development Manager in Hong Kong, Baidu Apollo International Limited
<b><u>In Attendance</u></b>	
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
Mr CHAO Ka-man, Stanley	Senior Liaison Officer (1), Islands District Office
Ms LIU Pui-shan, Lis	Senior Liaison Officer (2), Islands District Office
Mr YEUNG Che-yuen, Patrick	Senior Engineer/1 (Lantau), Civil Engineering and Development Department
Ms LAM Bun-gee	District Social Welfare Officer (Central Western, Southern and Islands), Social Welfare Department
Mr CHAN Fai	Senior Property Service Manager / Hong Kong Island and 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
Mr KWONG Wang-ngai, Walter	District Planning Officer/Sai Kung & Islands, Planning Department
Ms MAN Yuen-ling, Rachel	Chief Leisure Manager (New Territories West), Leisure and Cultural Services Department
Ms HA Chung-wan, Joanne	District Leisure Manager (Islands), Leisure and Cultural Services Department
Mr AU Siu-fung, Kelvin	Chief Transport Officer/Islands, Transport Department
<b><u>Secretary</u></b>	
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 representative of department:

- (a) Mr CHAN Fai, Senior Property Service Manager/Hong Kong Island and Islands of the Housing Department, who stood in for Mr TO Chak-foo.

## I. Confirmation of the Minutes of Meeting held on 11 March 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. 27/2025)

3. The Chairman drew Members' attention to the IsDC Paper No. 27/2025, and welcomed Mr CHUNG Cheuk-ming, Derek, Chief Electrical and Mechanical Engineer/Bus Safety and Mr LAM Bun, Ben, Senior Electrical and Mechanical Engineer/Bus Safety of the Transport Department (TD); and Ms Claire HU, Regional General Manager for Hong Kong and Macau, Mr Johnny CHAN, Head of Autonomous Fleet and Safety in Hong Kong, Ms Leila YU and Ms Iris WONG, Project Development Managers in Hong Kong of the Baidu Apollo International Limited (Baidu) to the meeting to present the paper.

4. Mr Derek CHUNG briefly presented the paper.

5. Ms Leila YU introduced the captioned scheme with the aid of PowerPoint presentation.

### Baidu's Autonomous Driving Technology

- (a) Baidu had been developing autonomous driving technology since 2013. In 2022, the autonomous vehicles (AVs) launched by Baidu in Wuhan entered a fully driverless commercial operation stage. In 2024, Baidu's sixth generation AVs began trial on Hong Kong's public roads.
- (b) Over the past six months, Baidu had made significant progress in the field of autonomous driving. It had launched the 100% fully driverless services across multiple cities in Mainland China. Not only had Baidu established an office in Hong Kong, but it had also actively explored

international markets, extending its operations to regions such as the Middle East.

#### The Sixth Generation AV RT6

- (c) RT6, Baidu's sixth generation AV, had made comprehensive improvements in safety, intelligence, and comfort. The RT6 featured automotive-grade design, maintaining outstanding performance even under extreme weather conditions. It also received professional recognition for its durability and rear-seat safety certification.

#### Progress of Baidu's AV Trial in Hong Kong

- (d) In December 2024, the trial for the first batch of Baidu AVs commenced on the designated routes of the Airport Island in Hong Kong. By January 2025, Baidu had completed over 2 500 kilometres of safety tests on public roads in Hong Kong. In February, the scope of the trial had been expanded. Five AVs were arranged to undergo testing simultaneously, and the trials were also conducted during the morning and evening peak hours. By April, the total test mileage had exceeded 14 000 kilometres, and no traffic accidents had occurred. On 30 April, Baidu had also begun passenger-carrying tests of a non-commercial nature on public roads. In addition, Baidu had started the trials on the newly designated routes on the Airport Island.

#### The Trial Plan in Tung Chung

- (e) Baidu was planning to conduct the trial in Tung Chung. The trials would be conducted from 1 a.m. to 5 a.m. and from 9 a.m. to 10 p.m. During the initial phase of the trial, Baidu would arrange for three AVs to be tested simultaneously. Subsequently, the company would consult with the TD and, upon approval, would gradually increase the number of vehicles for testing. The trial routes included the following main roads: Man Tung Road, Ying Hei Road, Yi Tung Road, Tung Chung Eastern Interchange, Yu Tung Road, Chung Yan Road, Shun Tung Road, Tung Chung Waterfront Road and Wai Tung Road. The trial routes for manually operated AVs would primarily run via Man Tung Road, Wai Tung Road, Tung Chung Waterfront Road, Shun Tung Road, Tat Tung Road, Yu Tung Road, Tung Chung Eastern Interchange, Yi Tung Road and Chek Lap Kok South Road. Baidu anticipated that the potential stopping points along the aforementioned trial routes might be set at the lay-by near the Man Tung Road Park on Man Tung Road (westbound) and the passing place outside the Yat Tung Estate Carpark No. 1 on Chung Yan Road.
- (f) Baidu would ensure the safety of the trial through the following four aspects:

- i) The trial would be adjusted flexibly according to different situations;
  - ii) Technical experts would review all trial routes to ensure safety;
  - iii) Baidu had set strict entry requirements for the post of safety officer. The personnel had to have over ten years of driving experience and no records of serious incurrance of Driving-offence Points or traffic violation records. In addition, applicants had to complete over 100 hours of full-time training and pass the assessments before being officially hired as safety officers; and
  - iv) To ensure safety, the safety officer could take over the operation of the vehicle at any time in case of any unexpected incident or roadworks during the trial.
- (g) Having undergone more than ten years of research, development and upgrades, Baidu's autonomous driving technology had become highly mature. The AVs possessed real-time adaptability and were equipped with time-sensitive dynamic event-adding functions, allowing them to avoid road sections where works were underway. In addition, the vehicle's design had incorporated safety considerations, ensuring all-round driving safety.
- (h) Baidu set up a 24-hour hotline to handle emergencies, and Mr Johnny CHAN, the person in charge of Baidu's fleet, had extensive experience in dealing with unexpected traffic incidents. Meanwhile, Baidu partnered with insurance companies to offer comprehensive protection for road users. As for handling broken-down vehicles, Baidu would arrange for designated towing service providers to remove the vehicles as soon as possible to lessen the impact on traffic.
- (i) Baidu's AVs had accumulated over 150 million kilometres of travel without any major incidents. By integrating artificial intelligence with automotive engineering technologies, and with the autonomous driving intelligence system in place, the AVs were able to minimise driving risks.

#### Science publicity activities on campuses in Hong Kong

- (j) Since 2024, Baidu had visited a number of schools to organise popular science activities focusing on autonomous driving. Through hosting seminars and activities, Baidu aimed to familiarise more teachers and students with its latest autonomous driving technologies.

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

- (a) Following the recent commencement of works in Tung Chung West, the number of works vehicles in the district had increased significantly, leading to severe congestion at the junction of Yu Tung Road and Chung Yan Road. As a result, the peak hours had to last until around 9:30 a.m. Baidu should therefore postpone the start time of its AV testing to 10 a.m. to avoid further traffic disruptions.
- (b) During the morning hours, many vehicles were parked at the passing place outside the Yat Tung Estate Car Park No. 1 on Chung Yan Road. It would be worrying that the AVs might cause traffic congestion if they stopped near the passing place. In this connection, he asked Baidu to specify how long the AVs would be parked at the aforementioned location.
- (c) Multiple roadworks were currently underway in Tung Chung West. Traffic diversions were often required, particularly along Yu Tung Road and Chung Yan Road, thereby increasing the risk of traffic accidents. The junction of Yu Tung Road and Chung Yan Road served as the only connection between Tung Chung West and South Lantau. If traffic at that junction was disrupted, it could potentially paralyse the transport across the entire Tung Chung West and South Lantau region. He was concerned that the AV trials might aggravate the traffic congestion in the area. In this connection, he urged Baidu to closely monitor the traffic conditions along the aforementioned roads, and to consider conducting the trials on those roads in manual driving mode during the initial stage of the testing, and switching to autonomous mode after the trials were running smoothly.
- (d) He enquired whether Baidu would adjust the trial routes for the AVs in response to traffic accidents, and asked Baidu to explain the specific arrangements for route adjustments. In addition, he asked whether Baidu would report on any situations where the AVs deviated from the planned routes.

7. Mr YIP Pui-kei expressed his views as follows:

- (a) While the progress of the scheme was encouraging, Baidu had to assess the tests' impact on traffic in Tung Chung. In addition, multiple roadworks were underway in the district to support the Tung Chung New Town Extension project, but the construction site locations changed frequently, which could pose significant challenges to autonomous driving technology. On the other hand, since the trials would take place in the Tung Chung town centre, it was necessary to consider potential issues relating to pedestrian crossings, such as pedestrian jaywalking. In this regard, he asked Baidu how it would address such exceptional circumstances.

- (b) He asked Baidu how it would handle situations where multiple vehicles experienced signal or system failures at the same time.
- (c) He asked Baidu about the details of its plans for introducing AVs in Hong Kong, including the estimated time frame required for the second phase trial, the operational model following the full-scale roll-out, and whether Tung Chung would be given priority consideration in the official launch of AV services, etc.

8. Mr Jonathan CHOW expressed his views as follows:

- (a) As multiple roadworks were underway in the Tung Chung town centre, coupled with the growing population in the district, the traffic was very heavy during morning hours. In this regard, he asked the TD how it would ensure that the captioned trial would not disrupt the local traffic. In addition, he expressed concern as to whether other relevant departments (such as the Hong Kong Police Force) would formulate contingency plans to respond to emergencies.
- (b) He expressed concern that the AVs parked at the passing place outside the Yat Tung Estate Car Park No. 1 on Chung Yan Road might affect access for other vehicles. In this regard, he asked Baidu to provide details of the relevant arrangements.

9. Mr Derek CHUNG gave a consolidated response as follows:

- (a) The TD would adopt Members' suggestion to postpone the commencement time of the trial from 9 a.m. to 10 a.m.
- (b) At present, the AVs were parked at the car parks on the Airport Island. During the trial sessions, Baidu's arrangement for the AVs to proceed to other parking spots for short stops was intended to test whether they could park at designated locations and to serve as a demonstration. The AVs would leave the designated locations if no parking spaces were available.
- (c) In the event that the autonomous driving system of the AV failed to recognise or avoid roadworks locations, the safety officer on board could immediately take over the operation and drive the vehicle away from the locations.
- (d) Based on his observation, the performance of the AVs was satisfactory, and they were able to navigate smoothly through the roundabouts with relatively higher traffic flow on the Airport Island. He further pointed out that as the AVs had been pre-programmed with instructions and equipped with lidars, radars and sensors, etc., they were capable of

coping with typical traffic conditions on busy road sections.

- (e) Regarding pedestrian crossing, the segregation between vehicular and pedestrian traffic was relatively clear in Tung Chung as it was a new town. As such, the AVs were adequately capable of coping with such circumstances. The AVs were also able to identify traffic lights, zebra crossings, etc., and would respond appropriately when encountering unexpected crossing of pedestrians, thereby avoiding accidents.
- (f) The TD would promote the AV trial in an orderly manner. If the trial proceeded smoothly and no safety concerns emerged, the Department would consider expanding the trial area progressively.

10. Mr Johnny CHAN gave a consolidated response as follows:

- (a) During the trials on the Airport Island, the AVs had encountered multiple roadworks and traffic diversion arrangements. The trial results indicated that they had been able to cope with the abovementioned situations. Coupled with the TD's oversight, Baidu's AVs were capable of dealing with the traffic conditions in Tung Chung.
- (b) Baidu had been maintaining regular communication with the Police and the Airport Authority Hong Kong to stay informed of road conditions in the trial area, ensure that it could receive immediate notifications of relevant traffic diversion applications, and gain advance knowledge of roadworks locations. In addition, Baidu would conduct on-site road assessments each morning prior to commencing formal testing.
- (c) There were two roundabouts of a relatively complex design along the trial route on the Airport Island, one of which on South Perimeter Road had at least six exits and three traffic lanes. The trial results demonstrated that the AVs were able to navigate the roundabouts with ease. In addition, the TD imposed stringent regulatory controls on Baidu's AVs. As such, they are confident in the AVs' ability to navigate the roundabouts in Tung Chung.
- (d) The proposed stopping points at this stage for the AVs could be adjusted based on actual circumstances. The AVs would only make brief stops at such points, with the aim of simulating passenger boarding and alighting scenarios. If an AV did not find any available parking space upon its arrival at a designated stopping point, the relevant programme could issue commands for the AV to depart immediately.
- (e) Each AV had an in-vehicle backup operator on board. Whenever an AV encountered roadworks or other unforeseen circumstances, the backup operator could immediately take over the vehicle and drive it away from the scene if necessary.



- (f) Currently, Baidu's towing service partner was a sizeable company in Hong Kong which possessed sufficient capabilities to handle various emergency situations.

11. Mr HO Siu-kei said he had learned that currently Baidu was conducting AV trials on a continuous basis in places including Hubei, Beijing and Chongqing, while the road sections currently used for the trial in Hong Kong were simpler than those in the aforementioned places. In this regard, he asked Baidu whether it would look into upgrading its autonomous driving system to enable the AVs to operate on more complex roads.

12. Mr HUI Chun-lung expressed his views as follows:

- (a) With the advancement of technology, the development of autonomous driving technology was an inevitable trend. In this regard, he thanked the TD and Baidu for introducing the relevant technology to Hong Kong.
- (b) To boost public confidence in AVs, the relevant departments and Baidu should expand their publicity and education work from schools to the entire community, and organise a series of activities to enable people of different ages and sectors to better understand the autonomous driving technology, thereby dispelling public concerns. On the other hand, the government departments should proactively organise traffic safety and related educational activities on autonomous driving in order to enhance public awareness of road safety.

13. Mr NG Choi-wah stated that Baidu was currently conducting AV trial primarily during non-peak hours. He therefore suggested that the trial should be conducted during peak hours in order to collect more comprehensive data. He believed that Baidu's arrangement to test three AVs during peak hours in Tung Chung under the trial would not cause serious disruption to traffic. As such, he asked the TD and Baidu to actively consider the aforementioned proposal in order to collect more comprehensive and accurate data, thereby facilitating the development of autonomous driving technology in Hong Kong.

14. Ms WONG Chau-ping welcomed the extension of the trial route for the captioned scheme to cover Tung Chung. She said that the Tung Chung New Town Extension Phase 1 was currently in full swing, while multiple works were ongoing in the district as well, resulting in frequent changes in local road conditions. In this connection, she asked Baidu whether it was aware of the impact of the relevant works on road and traffic conditions in the district at different times. In addition, as the Tung Chung New Town Extension Phase 2 was about to commence, she reminded Baidu to strengthen the monitoring of road conditions in the district.

15. Mr HO Chun-fai expressed his views as follows:

- (a) He thanked Baidu for introducing the autonomous driving technology to the Tung Chung New Town and the Airport Island.
- (b) Baidu and the relevant departments should strengthen their publicity and education work by, for example, organising seminars in schools to deepen students' understanding of AVs, and broadcasting promotional videos on television showing the trial of the AVs. The footage should also showcase how the AVs navigated roundabouts and junctions in order to enhance public understanding of the vehicles' safety.
- (c) As multiple works were underway in Tung Chung, traffic diversions were frequently implemented, often leading to congestion. In this regard, he reminded Baidu to pay close attention to road conditions when conducting the AV trials in the district.

16. Mr YIP Pui-kei expressed his views as follows:

- (a) As multiple roadworks were underway in Tung Chung, traffic co-ordination in the district involved various government departments, such as the Civil Engineering and Development Department (CEDD), the TD and the Highways Department. In addition, he reminded Baidu that relying solely on information provided by the relevant departments was insufficient to fully understand road conditions in the district. Baidu should conduct on-site inspections before proceeding with the trials. He also recommended the TD to establish an information-sharing platform to consolidate the information on traffic conditions in Tung Chung, thereby facilitating Baidu's understanding of the actual road conditions in the district.
- (b) He asked the TD to improve the road network and the ancillary transport facilities in Tung Chung, such as adding more parking spaces, enhancing the traffic signal control system and providing clear temporary diversion signs, so as to reduce the impact on local traffic during the AV trials. Regarding the traffic congestion at the junction of Yu Tung Road and Chung Yan Road, the TD should adjust the position of the road markings and follow up on the matter as soon as possible.
- (c) He asked Baidu and the relevant departments whether they would place labels on the AVs used in the trial to facilitate public identification. Moreover, Baidu should strengthen its collaboration with various stakeholders in the district to promote AVs within the community.
- (d) He asked Baidu about the details of the next phase of the trial, such as the number of trial AVs, the trial area and the relevant timetable.

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

- (a) He welcomed the captioned scheme and considered it conducive to Hong Kong's development as a smart city.
- (b) The District Councils, serving as a bridge between departments, organisations and the public, were tasked with reflecting public opinion and disseminating information to the public. He asked Baidu to strengthen its communication with the District Council and to provide updates to Members on the progress of the AV trial in a timely manner, so that they could relay the relevant information to the public and help alleviate public concerns about AVs.
- (c) Strengthening publicity and education work could boost public confidence in AVs and facilitate the smooth implementation of the captioned scheme. Thus, Baidu should collaborate with Members on publicity and education work, with a view to deepening residents' understanding of AVs.

18. Mr Derek CHUNG gave a consolidated response as follows:

- (a) Regarding publicity and education work, Baidu had previously promoted AVs at primary schools, secondary schools and universities. The TD believed that Baidu would strengthen its publicity and education work in due course and would update Members on the progress upon completion of the relevant work.
- (b) The TD was aware that multiple works projects were underway in Tung Chung, and Baidu had also indicated it would accommodate the relevant temporary traffic diversion arrangements. As Baidu's AV trial was only required to meet the mileage requirements set out in the "Code of Practice for Trial and Pilot Use of Autonomous Vehicles", it could adjust the trial schedule on the day as necessary, provided that safety remained the top priority.
- (c) The Department supported the proposal to conduct the AV trials during peak hours. To ensure that the AVs could cope with busy roads and complex traffic conditions when they were officially put into operation, the Department considered it necessary for Baidu to complete the trial under a variety of road scenarios.
- (d) Baidu would deploy three AVs for the trial in the next phase. It would consider increasing the number of trial AVs depending on their performance during the trial. The TD would conduct a detailed assessment at each phase of the trial to ensure that the overall trial met safety standards before approving Baidu to proceed to the next stage.

19. Ms Claire HU gave a consolidated response as follows:

- (a) Baidu's autonomous driving system was a data-driven artificial intelligence that required data collection during the trial process. The data being collected included the operation of the AVs under different time periods, traffic volumes and road scenarios, as well as their responses to different types of vehicles. As such, Baidu had applied to conduct trials on additional routes to ensure that the AVs could adapt to Hong Kong's diverse road conditions.
- (b) As road conditions, traffic regulations, driver habits and traffic volumes during peak hours and public holidays varied across cities, Baidu would adapt and validate its autonomous driving system for Hong Kong by combining its years of technical experience on the Mainland with the data collected from the trial in Hong Kong.

20. Ms Leila YU gave a consolidated response as follows:

- (a) She thanked Members for suggesting the organisation of activities to promote road safety education and publicise AVs in the Tung Chung community. Baidu would consider organising popular science activities in the urban area of Tung Chung to deepen public understanding of autonomous driving technology and road safety.
- (b) The first phase of trial primarily focused on safety. As for the scope of the trial in the next phase, Baidu would need to engage in further discussions with the TD and complete all necessary assessments before making a decision.

21. Mr Johnny CHAN gave a consolidated response as follows:

- (a) He stated that he had accumulated extensive experience in road management during his tenure at the Police Force and was well-versed in matters related to roadworks. He believed that Baidu's AVs were capable of coping with roadworks-induced traffic arrangements implemented by various government departments.
- (b) Baidu would not rely solely on temporary traffic arrangement information provided by departments to assess road conditions on the day of testing. To ensure safety, the AV safety officers would conduct on-site inspections of the relevant routes prior to conducting the trials to ascertain whether any diversion arrangements were in place.

22. Mr YU Hon-kwan suggested that, in addition to organising promotional activities in the community, Baidu could produce a promotional video showcasing its AVs operating in Mainland cities and undergoing trials at the Hong Kong International Airport. In addition, the video should include footage of the vehicles navigating multiple roundabouts near the airport, as well as a flat map indicating the trial routes in Tung Chung. The video should conclude with a presentation of the project's vision,

such as how AVs could change citizens' travel patterns and contribute to Hong Kong's development as a smart city. Members of the IsDC could share the promotional video via social media to facilitate residents' understanding of the details of the trial.

23. Ms LAU Suk-han supported the suggestion to produce a promotional video and said that Baidu should collaborate with various local organisations to share the progress and future direction of the captioned scheme with residents.

24. Mr HUI Chun-lung expressed his views as follows:

- (a) He asked Baidu how it would address Hong Kong's increasingly frequent extreme weather conditions in recent years, such as sudden heavy rainstorms, during the next phase of trial. He also enquired how Baidu would ensure that its AVs could cope with nighttime environments where lighting conditions were more complex, particularly in the Tung Chung town centre, as there were numerous roundabouts and multiple ongoing roadworks. He opined that the public was highly concerned about these issues, and therefore Baidu should study ways to ensure that the AVs could function properly under such circumstances to safeguard road users' safety.
- (b) If the Government planned to extend the AV project to other districts in the future, it should ensure that sufficient trials had been conducted; accurate data had been collected and a clear development direction had been established. This would not only reassure the public but also facilitate co-ordination among government departments.

25. Mr YIP Pui-kei asked the TD how citizens and drivers could identify the AVs.

26. Mr Derek CHUNG gave a consolidated response as follows:

- (a) The TD had provided identification labels to be affixed to the AVs for identification purposes. The design of the label had been uploaded to the Department's website for public information.
- (b) During the initial stage of the trial, the AVs would not display registration mark plates, but would instead display a "Testing in Progress" identification plate, which also indicated the vehicle's registration mark.
- (c) By arranging for AVs to undergo trials on a wider variety of road sections, Baidu could ensure that the vehicles' performance met requirements across different aspects.

27. Ms Claire HU gave a consolidated response as follows:

- (a) She thanked Members for the suggestion on producing a promotional

video and sharing it via their social media platforms. In this connection, Baidu would refer the suggestion to its public affairs department for consideration.

- (b) As the social media platforms commonly used by Hong Kong citizens differed from those in the Mainland, Baidu would upload the video to platforms commonly used in Hong Kong.

28. The Chairman said that Members had thoroughly discussed the captioned scheme. As the TD had invited Members to express views and indicate support for the scheme in paragraph 9 of the Paper, she asked whether Members supported the scheme.

29. Members indicated their support for the captioned scheme.

30. The Chairman announced that Members unanimously supported the captioned scheme and expressed gratitude to the guests and departmental representatives who attended the meeting. She invited Baidu to expand the scope of its publicity and education work, strengthen communication with the District Council and relevant organisations during the trial, and report the progress of the trial to the IsDC in a timely manner.

### III. Lantau District Operational Priorities 2025 (IsDC Paper No. 23/2025)

31. The Chairman drew Members' attention to the IsDC Paper No. 23/2025, and welcomed Mr LEE Cho-ming, Joe, District Commander (Lantau District) of the Hong Kong Police Force (HKPF) to the meeting to present the paper.

32. Mr Joe LEE briefly presented the salient points of the paper as follows:

- (a) Safeguarding national security was one of the work priorities of the Police. Therefore, apart from stepping up enforcement, the Police would continue to organise national education activities in collaboration with stakeholders in various districts to enhance residents' recognition of their national identity.
- (b) The Government had listed "space oil drug" as a dangerous drug on 14 February this year. Although there were currently no cases related to "space oil drug" in schools in the Lantau Police District, a small number of students had been influenced by their peers to smoke electronic cigarettes. The Government had recently gazetted the Tobacco Control Legislation (Amendment) Bill 2025 to step up the regulation of electronic cigarettes. As "space oil drug" was often vaped through electronic cigarettes, the Police would step up communication with schools and relevant education work to remind

young people to stay away from drugs.

- (c) Deception cases accounted for 45% to 50% of the total number of crimes in the district. As cyber deception often involved cross-territorial elements, the Police faced certain difficulties in law enforcement. In this connection, the Police would step up publicity on the latest modus operandi of fraudsters to raise public awareness, with a view to combating crimes at source.
- (d) The Police had added the policing of the 15th National Games to this year's operational priorities. This year's National Games would be co-hosted by Guangdong, Hong Kong and Macao, with the road cycling race routing through Zhuhai, Macao and Hong Kong. The Hong Kong section of the race would route through the Hong Kong-Zhuhai-Macao Bridge (HZMB), North Lantau Highway and Penny's Bay Highway. After arriving at the Hong Kong Disneyland, participants would head back to the HZMB. A road cycling test event was held on 24 November last year to assess the impact of the race on traffic on the relevant road sections. The date of the road cycling race was still under discussion. The Police would announce the latest information on the race in a timely manner to minimise the impact on the travel of the public.
- (e) The non-ethnic Chinese population accounted for about 20% of the total population in the Islands District. The Police would continue to reach out to the non-ethnic Chinese young people in the district through the "Lantau SKY" project to enhance their crime prevention awareness and encourage them to join the HKPF.
- (f) Given that most of the residential buildings on Lantau Island were located in rural areas, the Police would continue to raise residents' awareness of burglary prevention through the implementation of the "Lantau Eyes" project. Based on past experience, closed-circuit television systems (also known as "eyes in the sky") were highly effective in crime prevention and detection. Therefore, the Police would seek resources to install more "eyes in the sky", with a view to reducing crime.
- (g) He thanked the District Council for its support to the work of the Police in the past year.

33. Mr LUO Chenghuan expressed his views as follows:

- (a) He considered that the Lantau District Operational Priorities 2025 was focused, which could effectively safeguard national security and combat various crimes.

(b) The Police had spared no effort in combating technology crimes such as cyber deception and telephone deception, and their efforts were highly appreciated by the public. However, given the ever-changing modus operandi of fraudsters, he reminded the Police and the public to stay vigilant at all times and not to let their guard down. In addition, he suggested that the Police should adopt a two-pronged strategy of “prevention” and “combat” against new types of deception:

- i) Prevention: Stepping up publicity and education efforts to raise public awareness of fraud prevention, thereby preventing the public from falling into the traps set by fraudsters; and
- ii) Combat: Making good use of technology to investigate deception cases and bring fraudsters to justice, thereby achieving a deterrent effect.

34. Mr Jonathan CHOW expressed his views as follows:

- (a) There were quite a number of young people smoking and even taking drugs in the hidden corners of the beach in Discovery Bay. Although the situation had improved in recent years, he was concerned that there would be an upward trend in the consumption of electronic cigarettes and “space oil drug” among young people.
- (b) Since the commissioning of the Discovery Bay Tunnel, the Police had closed the police post in the area, and he was therefore concerned that the frequency of police patrols in the area was insufficient. In this connection, he requested to discuss the issue with the Police after the meeting and suggested that the Police should step up patrols in the area. In addition, he hoped to work with the Police to promote anti-drug messages in the area.

35. Mr HO Siu-kei enquired whether the Police had arrested any person for taking or trafficking “space oil drug” in the Islands District after it was listed as a dangerous drug. If so, he requested the Police to provide the relevant figures.

36. Ms WONG Chau-ping thanked the Police for providing adequate support and assistance to residents to enhance their sense of security.

37. Mr Joe LEE gave a consolidated response as follows:

- (a) He agreed with Mr LUO’s suggestion and said that prevention and enforcement were the strategies adopted by the Police in dealing with deception cases. The Police noted the ever-changing modus operandi of fraudsters, such as using “deepfake” technology to impersonate victims’ family members or colleagues, and collecting fraudulent payments through “stooge accounts”. Therefore, apart from stepping



up enforcement, the Police would also remind the public to be more vigilant and carefully verify the identity of callers.

- (b) The Police would maintain communication with Members, adjust the frequency of patrols in response to the needs of the area, and step up patrols in high-risk areas.
- (c) According to preliminary statistics, since the commencement of the legislation, there had been fewer than 10 cases involving the consumption or trafficking of “space oil drug” in the Lantau Police District, none of which involved students, and some of the cases were reported by family members of the persons involved. The Police would continue to collaborate with schools in the district and step up publicity and education efforts to prevent “space oil drug” from entering school campuses and the community.
- (d) He thanked Members for their views and said that the Police would continue to maintain communication with local stakeholders to promote harmonious development in the district.

IV. Marine Port District Operational Priorities 2025  
(IsDC Paper No. 24/2025)

38. The Chairman drew Members’ attention to the IsDC Paper No. 24/2025, and welcomed Mr Clive WALTON, District Commander (Marine Port District) of the HKPF to the meeting to present the paper.

39. Mr Clive WALTON briefly presented the paper as follows:

- (a) The Police attached great importance to the work of safeguarding national security and strived to earn the public’s trust in carrying out the relevant work.
- (b) The Police would focus on combating triads and organised crimes. As criminals would use high-powered speedboats for smuggling, the Police would actively intercept suspicious speedboats and collaborate with the Marine Department to combat related illegal activities.
- (c) The Police would ensure large-scale public events in the district, including the successfully held Cheung Chau Bun Festival and the National Games scheduled for November, would be held in a safe and orderly manner. In addition, the Police would further enhance the preparedness and response capabilities for rescue, evacuation and the aftermath of major incidents and extreme weather conditions. To protect the maritime environment and ensure maritime safety, the Police would adopt a multi-agency approach to combat illegal maritime

activities (such as collaborating with the Agriculture, Fisheries and Conservation Department to combat illegal fishing activities).

- (d) The Police would ensure the protection of critical infrastructures (such as the Lamma Power Station) and international shipping and port security facilities in the district.
- (e) The Police would actively combat crimes such as violence, technology-related offences and deception, and step up publicity and education efforts. To tackle the ever-changing modus operandi of fraudsters, the Police had set up a dedicated investigation team to step up enforcement. In addition, the Police would continue to monitor new types of deception and educate the public on how to avoid falling into fraudsters' traps.
- (f) He thanked Members for their support of the work of the Police in the past year.

40. Ms Mealoha KWOK thanked the Police for providing support for a number of large-scale events in the district, such as the Tin Hau Festival and the Cheung Chau Bun Festival, facilitating the smooth running of the events. Also, she requested the Police to step up publicity and education efforts on saying “no” to “space oil drug” in primary and secondary schools in the district. As tourists might not be aware that taking “space oil drug” was an offence, she suggested that the Police should enhance the dissemination of the information in places of entertainment and restaurants.

41. Mr Clive WALTON said that the Police would continue to actively collaborate with schools in the district to educate students about the dangers of taking “space oil drug”.

V. The Housing Department's Programme of Activities for Estate Management in the Islands District in 2025/26  
(IsDC Paper No. 25/2025)

42. The Chairman drew Members' attention to the IsDC Paper No. 25/2025, and welcomed Mr CHAN Fai, Senior Property Service Manager/Hong Kong Island and Islands of the Housing Department (HD) to the meeting to present the paper.

43. Mr CHAN Fai briefly presented the paper and invited Members to attend an informal meeting to be held by the HD on 22 May this year to discuss in detail the implementation details of estate management work in the Islands District.

44. Mr LUO Chenghuan expressed his views as follows:

- (a) The captioned programme of activities was very comprehensive and specific, which would help improve estate management and provide quality housing for residents of the Islands District.

- (b) Some of the plants in Mun Tung Estate (including the JoysMark and Mun Hong House) were obviously in need of pruning, and some had even withered. In this connection, he asked the HD to improve the horticultural maintenance work.
- (c) The HD should pay more attention to the problem of throwing objects from height in Mun Tung Estate (particularly in Mun Wo House and Mun Hong House). In addition, the Department should also pay attention to the problem of illegal refuse disposal, including littering of cigarette butts and tissue paper, etc., in the vicinity of the parking spaces and the lifts at the car park of Mun Tung Estate.

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

- (a) Some housing estates in Tung Chung (such as Fu Tung Estate and Yat Tung Estate) were over 20 years old and their facilities had begun to deteriorate due to ageing. In April this year, a pavilion facility with seats in Yat Tung Estate collapsed, resulting in the demolition of other similar facilities in the estate. In this connection, he suggested that the HD should step up the maintenance of public facilities in housing estates and increase the frequency of regular inspections, especially for the frequently used public facilities in older housing estates.
- (b) Two sets of children's play facilities in Yat Tung Estate were removed due to safety concerns, but the reprovisioning works for the facilities would not be completed until late 2025 to early 2026. As many residents reflected that there were insufficient children's play facilities in the estate, he urged the departments concerned to complete the above works as soon as possible.
- (c) Many residents reflected that some of the street lights in Yat Tung Estate had poor illumination effects due to dust accumulation. In this connection, he requested the HD to clean thoroughly all the street lights in the estate.

46. Mr YIP Pui-kei expressed his views as follows:

- (a) He understood that due to the significant age disparity among housing estates in the Islands District, there were difficulties in estate management. However, he urged the HD to expedite the progress of maintenance works for estate facilities (including the pavilion facilities in Yat Tung Estate).
- (b) Many housing estates in the Islands District were facing the problem of illegal smoking. Although the HD stated in the programme of activities that inspections and enforcement actions would be taken

against the problem, the enforcement measures could only serve as a deterrent to the residents of the estates concerned and were not effective in solving the problem. This was because some of the smoking offenders were not residents of the estates concerned, and therefore the Department was unable to regulate them through the “Marking Scheme for Estate Management Enforcement in Public Housing Estates”. In this connection, he urged the Department to make reference to the enforcement measures and penalties for illegal feeding of feral pigeons and step up enforcement against illegal smoking within housing estates, so as to increase deterrence.

- (c) Some people rode bicycles on pedestrian walkways in public housing estates, endangering the safety of residents. In this connection, he urged the property management companies concerned to follow up on the above issue.
- (d) The Estate Management Advisory Committee (EMAC) had in the past provided a platform for stakeholders to communicate on estate management matters. Given that the EMAC had ceased operation, he suggested that the HD should implement new initiatives to replace and optimise the original functions of the EMAC in order to improve estate management.

47. Mr CHAN Fai gave a consolidated response as follows:

- (a) The HD noted Members’ views and would step up estate management work in Mun Tung Estate, including horticultural maintenance, car park cleaning and enforcement actions against throwing objects from height.
- (b) The Department noticed that the public facilities in some older estates in the Islands District had started to show signs of ageing, and was therefore planning to enhance the facilities (especially playground facilities). However, he stressed that the Department had to discuss with the relevant stakeholders (such as property management companies) on the various options for the use of the maintenance funds.
- (c) A number of large-scale construction works were currently underway in Tung Chung, resulting in some site workers smoking within the housing estates. In response, the Department would step up efforts in combating illegal smoking within the estates.
- (d) The Department noticed that some members of the public rode bicycles on pedestrian walkways within public housing estates and would urge the property management companies concerned to strengthen management regarding the above issue.
- (e) Given that the EMAC had ceased operation, the Department was

considering establishing other communication channels to gauge residents' views and promptly address issues in various estates. He once again invited Members to attend an informal meeting to be held by the Department on 22 May this year to discuss in detail the implementation details of estate management in the Islands District, with a view to further improving the living environment in the estates and enhancing residents' sense of well-being.

48. Mr LUO Chenghuan added that one of the reasons for the problem of refuse disposal at the car park of Mun Tung Estate was the absence of rubbish bins at the car park. In this connection, he requested the HD to consider providing rubbish bins there.

49. The Chairman asked the HD to consider providing rubbish bins at the car park of Mun Tung Estate.

(Post-meeting note: The HD had provided rubbish bins at the car park.)

VI. Islands District Office 2025 to 2026 Annual Work Plan  
(IsDC Paper No. 26/2025)

50. The Chairman drew Members' attention to the IsDC Paper No. 26/2025, and briefly presented the paper as follows:

- (a) There would be seven projects under this year's "District-led Actions Scheme", including a new project to support the District Lands Office, Islands (DLO/Is) in stepping up the clearance of vessels illegally placed on government land. Since March this year, the relevant departments had conducted multiple joint operations in areas where the problem of illegal placing of vessels was particularly serious. The Islands District Office (IsDO) would also continue to communicate with the relevant departments in the future to follow up on and enhance the effectiveness of the operations.
- (b) The members of the new-term of the "Islands District Youth Development and Civic Education Committee" and the "Islands District Youth Community Building Committee" under the IsDO had assumed office. In addition, the "Islands District Youth Development Network Programme (IDYDNP)" would commence recruitment of new trainees in June this year and would organise an orientation camp for them in July, followed by a series of activities for the IDYDNP's members to participate. The activities would mainly be divided into three categories, namely recreation and sports, social services and career planning. The number of members of the IDYDNP had increased more than tenfold over the past three years. In this connection, the Chairman expressed gratitude for the support from the community, schools and Members and invited Members to assist in promoting the

said programme.

- (c) Starting from the end of April this year, two sessions of the “Meet the Public Scheme” would be conducted in a new format called “Mobile Meeting Room” each month. Members would set up street booths at designated locations, which would not only provide them with more opportunities to reach out to the public, but also enable them to gain a first-hand understanding of public views on local affairs. The first “Mobile Meeting Room” session was successfully held on 28 April this year.
- (d) “The 5th Anniversary of the Promulgation and Implementation of the Law of the People’s Republic of China on Safeguarding National Security in the Hong Kong Special Administrative Region (Hong Kong National Security Law)”, “The 15th National Games” and “The 80th Anniversary of Victory of Chinese People’s War of Resistance Against Japanese Aggression and World Anti-Fascist War” were the promotion focuses of the IsDO this year, details of which would be announced in due course.

51. Mr YU Hon-kwan said that he and Mr HO Siu-kei were on duty in the “Mobile Meeting Room” session in Tai O from 6 p.m. to 8 p.m. on 12 May this year, and met with two members of the public during the first hour. However, the pedestrian flow on the streets of Tai O after 7 p.m. was low and not many people passed by the “Mobile Meeting Room”. He believed that similar situations might occur in other areas of the district (such as Peng Chau and Lamma Island). In this connection, he enquired whether the IsDO could adjust the service hours of the “Mobile Meeting Room” sessions in the areas concerned to 5 p.m. to 7 p.m. to enhance the effectiveness of the scheme.

52. Mr WAN Yeung-kin said that the TD proposed opening the vehicular access between Sok Kwu Wan (southern section) and Yung Shue Wan (northern section) on Lamma Island on Tuesdays and Thursdays for vehicular use. He considered that the above arrangement would have limited effectiveness in boosting the economy of the area, and the Department should open up more time slots for vehicles to use the vehicular access, instead of considering it only after reviewing the effectiveness of the proposed measure. In this connection, he had proposed to the TD to open the vehicular access from Mondays to Thursdays and sought the support of the IsDC for the said proposal.

53. Ms LAU Suk-han said that according to the information provided by the Police, there were over 70 vessels illegally placed on shore in Peng Chau in the past. By April this year, the number of vessels illegally placed on shore had been reduced to 10-odd. In this connection, she thanked the IsDO and the relevant departments for actively following up on the above matter. As some vessel owners would move their vessels to another location before the expiry of the statutory deadline for removal of vessels, she suggested that the departments concerned should amend the relevant

legislation to plug the legal loophole, with a view to further improving the situation.

54. Mr Jonathan CHOW shared his experience of holding a “Mobile Meeting Room” session with Ms LAU Suk-han at the Central Pier No. 3 on 28 April, and said that they could reach out to some Discovery Bay residents there. He suggested that the IsDO should consider holding “Mobile Meeting Room” sessions at locations with higher pedestrian flow (such as Discovery Bay Plaza or Sunny Bay Station Bus Terminus) during hours when people commuted from work, so as to increase the opportunities for Members to reach out to Discovery Bay residents.

55. Mr WONG Man-hon suggested that the IsDO should erect publicity boards at the Silver Mine Bay Viewing Deck or other suitable locations to commemorate the 80th anniversary of the victory of the War of Resistance Against Japanese Aggression (“the War of Resistance”) and to provide tourists with “photo-taking” spots. He also suggested that QR codes should be provided on the publicity boards, so that visitors could scan the QR codes to browse information on the history of the War of Resistance.

(Post-meeting note: The IsDO had liaised with Mr WONG Man-hon after the meeting to learn more about the details of the proposal, and was considering taking forward minor works projects related to the commemoration of the War of Resistance at designated locations in the district (including Silver Mine Bay in Mui Wo).)

56. The Chairman gave a consolidated response as follows:

- (a) As residents in the Islands District might have different lifestyles from those in the urban areas, the Chairman agreed to consider adjusting the service hours of the “Mobile Meeting Room” sessions. However, as the Discovery Bay Plaza was located on a private lot, there were certain difficulties in holding “Mobile Meeting Room” sessions at the location. Nevertheless, the IsDO would further explore the issue after the meeting.

(Post-meeting note: Members could decide on the service hours of the “Mobile Meeting Room” sessions (each session lasted for 2 hours) having regard to the flow of people at the locations, and should notify the Secretariat as early as possible so that timely announcement could be made.

The Secretariat had liaised with the management office of the Discovery Bay Plaza after the meeting and received its reply that it had no intention to lend out the venue for Members to hold “Mobile Meeting Room” sessions.

On the other hand, the Secretariat was exploring with the DLO/Is the possibility of the latter lending out some areas at the Sunny Bay Bus Terminus for Members to hold “Mobile Meeting Room” sessions, and would convey the formal reply from the DLO/Is to Members once it was

received.)

- (b) The Chairman was pleased to learn that since the introduction of the “Mobile Meeting Room” at the end of April this year, a number of members of the public had visited to meet with the Members on duty. The Chairman invited Members to share with the IsDO their experiences of meeting with members of the public in a timely manner and put forward suggestions for improving the arrangements.
- (c) The issue of the vehicular access between Sok Kwu Wan (southern section) and Yung Shue Wan (northern section) on Lamma Island was outside the scope of discussion of this agenda item. It was suggested that the issue should continue to be followed up by the Traffic and Transport Committee.
- (d) In multiple rounds of joint operations against illegal placing of vessels conducted in March this year, the departments concerned had seized a number of vessels that were illegally placed or with expired licences, creating a deterrent effect on offenders. Regarding the proposal to amend the relevant legislation on the illegal placing of vessels, the departments concerned might need to seek legal advice before giving detailed consideration. In view of the complexity of the legislative amendment process, the IsDO would actively follow up with the departments concerned, with a view to further combating the illegal placing of vessels. The IsDO would reflect Members’ views on the illegal placing of vessels to the departments concerned at the upcoming inter-departmental meeting.

VII. Reports on the Work of the IsDC Committees  
(IsDC Papers No. 28-32/2025)

57. Members noted and endorsed the papers unanimously.

VIII. Any Other Business

58. No other business was raised by Members.

IX. Date of Next Meeting

59. There being no other business, the meeting was adjourned at 4:41 p.m. The next meeting would be held at 2:30 p.m. on 8 July 2025 (Tuesday).

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