

LCQ20: Taxi Fleet Regime

Following is a question by the Hon Andrew Lam and a written reply by the Secretary for Transport and Logistics, Ms Mable Chan, in the Legislative Council today (May 14):

Question:

The Road Traffic Legislation (Enhancing Personalised Point-to-point Transport Services) (Amendment) Bill 2023, which, among others, seeks to introduce a Taxi Fleet Regime, was passed by this Council in December 2023. Subsequently, in July last year, the Government announced that conditional grants of the Taxi Fleet Licence were issued to five applicants, requiring them to complete the gearing-up work and commence services within one year. However, it has been reported that to date no fleets have officially commenced operations and that only two fleets are operating on a trial basis. In this connection, will the Government inform this Council:

(1) of the current number of taxis that each of the five fleets can provide for services; the respective difference between such numbers and the minimum number of taxis required under the Taxi Fleet Licence;

(2) whether it has reviewed the reasons why three of the taxi fleets have not yet commenced trial operations and the two fleets currently undergoing trial operations have not officially commenced operations since the issuance of the conditional grants of the Taxi Fleet Licence; of the respective expected dates for the five fleets to officially commence operations; and

(3) whether the authorities have formulated a plan to deal with situations where the aforementioned taxi fleets are unable to officially commence operations by the dates specified in the conditional grants; if so, of the details of the plan; if not, the reasons for that?

Reply:

President,

The Government has earlier reviewed the overall operation and management of taxis, and introduced a series of measures to enhance the quality of taxi service, including the introduction of a new regulatory regime – the taxi fleet regime. With regard to the question raised by the Hon Andrew Lam, I hereby reply as follows:

(1) Upon open application and assessment by the Transport Department (TD), five operators were issued with conditional grants of the Taxi Fleet Licence in end-July 2024. The selected applicants include three urban fleets and two mixed fleets, with a fleet size of 300 to 1 000 taxis each, providing a total of over 3 500 taxis, which account for over one-sixth of the 18 163 taxis in Hong Kong and include around 300 wheelchair-accessible taxis and 1 000 premium taxis.

According to the conditional grants of the Taxi Fleet Licence, the five selected operators are required to complete the gearing-up work and commence service by end-July this year. At the time of service commencement, the size of each fleet shall reach at least 60 per cent of the total number of taxis committed to be deployed by such fleet.

Among the five taxi fleets, two fleets (SynCab and Joie Taxi) have been operating on a trial basis, with a view to gaining operation experiences, collecting passenger feedback, and allowing passengers to experience their services first-hand. It is understood that SynCab and Joie have deployed around 300 taxis altogether for trial operation. The remaining three taxi fleets are fully engaged in the gearing-up work, and drivers and taxi owners are joining the fleets one after another.

(2) and (3) Since July last year, the five selected operators have been conducting gearing-up work with great endeavour, including purchasing new vehicles and carrying out modifications, installing in-vehicle technological devices for enhancement of driving safety, setting up electronic payment systems, developing and testing online hailing applications, recruiting drivers, providing training to drivers, etc.

The TD has been holding regular meetings with the fleets to actively promote and assist their gearing-up work, while coordinating and providing support based on their needs during the preparatory stage. For example, in response to the need of various operators to acquire new models of vehicles for use as fleet taxis, the TD has, on the premise of ensuring road safety, streamlined the procedures by introducing batch applications and vehicle examinations and providing facilitating measures in respect of the vehicle examination arrangements.

We understand that taxi fleet is a new type of service, and some taxi owners and drivers may not understand the operation of the fleets and therefore are hesitant to join the fleets. This has led to various challenges for the fleet operators in conducting the gearing-up work, for example regarding driver recruitment and engagement of taxi owners. At present, two of the fleet operators have started trial operations. Such operations not only allow these fleets to collect passenger feedback but also provide a valuable opportunity for trade members to understand the operation of fleets, which is beneficial to attracting more taxi owners and drivers to join the fleet. Additionally, it is understood that the fleet operators have implemented different measures to recruit taxi owners and drivers, such as hosting fleet introduction sessions and recruitment events, organising activities to showcase the new taxi models and new fleet management approach to taxi owners, offering referral bonuses and driving safety bonuses to drivers, and implementing flexible work schedules. We hope that the fleet operators will continue to adopt various strategies to recruit taxi owners and drivers. The TD will also maintain close communication with the fleets, and actively facilitate their completion of the gearing-up work for the commissioning of taxi fleet services by end-July this year. Furthermore, apart from the launching of the respective online booking channels by the fleets, we understand that a third-party technology provider is discussing with the fleets the launching of a centralised online hailing platform to

make it more convenient for the public to book fleet taxis. The Government will continue to encourage the fleets to take forward the relevant work.

We aim to introduce systematic management and technology-driven fleets through the taxi fleet regime, and thereby motivating the taxi trade to innovate and transform. At the same time, the Government will continue to implement other measures through a multi-pronged approach, and be determined to enhance the quality of taxi services and to promote the industry's long-term healthy development, thereby providing passengers with taxi services of better quality. These measures include the already effective Taxi-Driver-Offence Points system and the two-tier penalty system which aim to enhance the deterrent effects against the black sheep of the industry, and the legislative proposals to mandate taxis to install in-vehicle cameras, dash cameras and global navigation satellite systems in their compartments and to provide e-payment means.

LCQ16: Safety of hikers

Following is a question by the Hon Chan Pui-leung and a written reply by the Secretary for Environment and Ecology, Mr Tse Chin-wan, in the Legislative Council today (May 14):

Question:

Various hiking trails and country parks in Hong Kong have all along attracted many local people and overseas visitors to go hiking. However, it has been reported that quite a number of hikers are inexperienced or ill-equipped, resulting in frequent hiking accidents, and some of them have even disregarded safety in a bid to "check-in", which has aroused concerns and worries in society. In this connection, will the Government inform this Council:

(1) of the number of mountain search and rescue (S&R) calls received by the Government in the past two years, as well as the respective numbers of casualties of local people and overseas visitors involved in the relevant incidents; the government expenditures involved in the relevant calls and S&R operations;

(2) given that the webpage of the Agriculture, Fisheries and Conservation Department (AFCD) contains the high risk locations with records of fatal and serious accidents in country parks, whether the authorities have further drawn up a list of "hiking blackspots" and the points to note and stepped up publicity among members of the public and tourists; if so, of the details; if not, the reasons for that;

(3) as it is learnt that in order to deter risk-taking behaviours without

regard to the consequences, some places have started to collect rescue fees from hikers, whether the Government will erect fences and warning signs at high-risk locations where hiking accidents frequently occur; whether the authorities will follow the practice of other regions and collect rescue fees from hikers who have accidents despite warnings and seek rescue; if so, of the details; if not, the reasons for that, and whether there are other measures intended to be implemented to deter the risk-taking behaviours concerned; and

(4) as it is learnt that the "Enjoy Hiking" mobile application launched by the AFCD is equipped with a "Hiker Tracking Service" which can record the location of users so as to shorten the S&R time after they have an accident, of the number of downloads of the application and, among such downloads, the number of users with Internet Protocol addresses outside Hong Kong; of the measures put in place by the authorities to enhance the promotion of hiking safety among overseas visitors?

Reply:

President,

The Government attaches great importance to publicising and promoting hiking safety, as well as promoting hiking etiquette and the message of protecting the natural environment to the public and tourists through various channels. Having consulted the Security Bureau, the reply to the question raised by the Hon Chan Pui-leung is as follows:

(1) In the past two years, the number of mountain search and rescue calls received by the Fire Services Department (FSD) and the number of casualties involved are tabulated below:

Year	Number of mountain search and rescue calls received	Number of Injuries (Fatalities)
2023	695 cases	424 (15)
2024	588 cases	345 (15)

The FSD does not keep a breakdown of the number of casualties involving local residents and foreign visitors. As the above rescue operations do not involve additional manpower and salary expenditure, the FSD does not keep a breakdown of the expenditure involved.

(2) Through the "Enjoy Hiking" website (hiking.gov.hk), the Agriculture, Fisheries and Conservation Department (AFCD) provides consolidated information of different hiking trails to hikers to facilitate their planning of hiking trips. It also lists 20 high risk locations with records of fatal and serious accidents in country parks (high-risk locations), according to factors such as previous records of serious and fatal accidents, the causes of such accidents, as well as the site conditions, with a view to reminding

hikers to avoid accessing those areas. The AFCD will regularly review and update the list of high-risk locations as needed.

To promote public awareness on hiking safety, the AFCD regularly organises education activities, including school visits, guided tours, roving exhibitions and game booths at shopping malls and Country Parks Visitor Centres. The AFCD will also disseminate safety information through online videos, social media platforms, websites, and pamphlets distributed at Country Parks Visitor Centres. Concurrently, the Hong Kong Police Force, the FSD, the Government Flying Service and the Civil Aid Service also raise hiker's awareness on hiking safety through various channels and events.

(3) The Government has always accorded top priority to public safety and the protection of people's life and property. While the Government strongly discourages the public from taking risks to perform dangerous activities, effective, reliable and efficient emergency services will still be provided to people in distress or in need under all circumstances. We do not hope that those in need would hesitate in seeking emergency call services due to any reasons, including levy. The AFCD has also installed warning signs in suitable areas of the high-risk locations to remind hikers to avoid accessing those areas. The AFCD will review the situations of different areas from time to time, modify or add suitable warning signs and barriers where needed.

(4) As at April 2025, the "Enjoy Hiking" mobile application had been downloaded for over 480 000 times, including approximately 100 000 downloads by users with non-local IP addresses.

The AFCD, in collaboration with the Tourism Commission and the Hong Kong Tourism Board (HKTB), has been promoting green tourism and sharing messages on hiking safety and nature conservation through HKTB's "Hong Kong Great Outdoors" thematic website (www.discoverhongkong.com/eng/explore/great-outdoor.html) and its social media platforms, to ensure that tourists enjoy the countryside in Hong Kong in a safe and nature-friendly manner. Furthermore, the AFCD collaborates with the Hong Kong Economic and Trade Offices in the Mainland and the Forestry Administration of Guangdong Province to promote Hong Kong's natural scenery and hiking routes, as well as to disseminate hiking safety messages, through their social media platforms in the Mainland.

LCQ18: Manpower of Lifeguards

Following is a question by the Hon Luk Chung-hung and a written reply by the Secretary for Culture, Sports and Tourism, Miss Rosanna Law, in the Legislative Council today (May 14):

Question:

There are views pointing out that the problems of insufficient manpower and recruitment difficulties of lifeguards in Hong Kong have remained unresolved for many years, which may lead to the chaotic situation of unlicensed lifeguards being employed, undermining the dignity of the industry's workforce and jeopardising the lives and safety of swimmers. In this connection, will the Government inform this Council:

(1) of the current number of vacancies of civil service lifeguards; whether the Government has assessed the impact of the vacancy situation on the services to the public;

(2) whether it has studied if the Government has difficulties in recruiting lifeguards; if it has studied and the outcome is in the affirmative, of the support measures and proposals to resolve the problem;

(3) as some members of the industry have relayed that at present, civil service lifeguards have limited promotion prospects and their remuneration packages are inadequate, and their posts are only included in the Artisan grade, but they have to obtain a number of certificates and regularly renew their licenses in order to be employed on a continuous basis, which has resulted in a high wastage rate and stifled the development of the industry, whether the Government will further review and adjust the grade structure of civil service lifeguards, thereby retaining talents and attracting new blood to join the industry;

(4) of the respective numbers of (a) surprise and (b) non-surprise (i) inspections of private swimming pools conducted by the relevant government departments in the past three years, and the respective numbers of non-compliance cases found during such inspections in which (ii) there was insufficient manpower on duty at the swimming pools, and (iii) unqualified lifeguards were employed and on duty (set out in the table below); the actions taken by the Government to pursue such non-compliance cases;

Year	(a)			(b)		
	(i)	(ii)	(iii)	(i)	(ii)	(iii)
2022						
2023						
2024						

(5) as it has been reported that the Food and Environmental Hygiene Department (FEHD) will check the identity documents and Pool Lifeguard Awards (PLA) of the lifeguards on duty during inspections of private swimming pools and verify the validity of PLA with the Hong Kong China Life Saving Society (HKCLSS), of the specific procedures adopted by the FEHD for verifying the validity of the PLAs with the HKCLSS, including whether the FEHD has established a formal and regular liaison mechanism with the HKCLSS; if so, of the details; if not, whether it will consider establishing such mechanism; and

(6) as it has been reported that the HKCLSS intends to introduce an online service for checking the qualifications of lifeguards, whether the Government will collaborate with the HKCLSS to establish a checking system for qualified lifeguards, so as to rigorously combat unlicensed lifeguards and, at the same time, facilitate employers in checking the qualifications of the lifeguards they employ?

Reply:

President,

In consultation with relevant policy bureaux and government departments, the consolidated reply to the questions raised by the Hon Luk Chung-hung is as follows:

(1) The Leisure and Cultural Services Department (LCSD) is responsible for managing 46 public swimming pools, 42 gazetted beaches (Note 1) and five water sports centres. As at May 1, 2025, a total of 1 308 civil service lifeguards were employed by the LCSD. The number of vacancies was 188 (Note 2) .

During the swimming season every year (i.e. April to October), the LCSD needs to employ about 700 seasonal lifeguards. However, with increasing market demand for lifeguards due to the growing number of local private swimming pools in recent years, it has become more challenging for the LCSD to recruit seasonal lifeguards, which inevitably affects the provision of services at aquatic venues. The LCSD has all along flexibly deployed its serving lifeguards and other resources with a view to maintaining the services provided at aquatic venues as far as possible. The LCSD will arrange sufficient lifeguards to be on duty at aquatic venues that are open and deploy additional manpower when necessary, such as calling off-duty lifeguards to report for duty or arranging lifeguards to work overtime where practicable. Having regard to the usage of swimming pools and habits of swimmers, the LCSD will also temporarily close facilities with low usage rates during sessions with fewer attendees to optimise the use of manpower resources.

(2) The LCSD proactively puts in place various measures to increase and stabilise the manpower supply of lifeguards, including improving the remuneration package of seasonal lifeguards, enhancing the flexibility of recruitment procedures and exploring the recruitment of more eligible persons to join lifesaving services, etc.

The LCSD has recruited 110 full-year lifeguards on a two-year contract since 2023, and further employed 70 additional full-year lifeguards on a two-year contract in 2024 and 2025 respectively. Such relatively long contract period is conducive to stabilising the manpower supply of lifeguards. The LCSD has also taken into account market trends to further enhance the remuneration package of seasonal lifeguards, with monthly salary reaching as high as \$23,000 (excluding end-of-contract gratuity) to reduce the salary gap between lifeguards in the public and private sectors.

Furthermore, as contractors of outsourced services offer more flexibility on remuneration packages and working hours, which makes the recruitment arrangement more flexible and attractive, the LCSD has outsourced lifesaving and first aid services at six public swimming pools on a trial basis since September 2024. The relevant service contractor has been providing stable lifesaving and first aid services. The LCSD will continue to review and evaluate the effectiveness of outsourcing lifesaving and first aid services.

As for expanding the new labour markets, the LCSD will continue to step up its publicity efforts for recruitment exercises, including extensively displaying recruitment posters and disseminating recruitment information/advertisements to reach out to more target groups. The LCSD will also proactively liaise with youth services organisations and schools to promote and encourage young people to pursue a career in lifeguarding, as well as to raise their interests in working as seasonal lifeguards, with a view to increasing the manpower supply of lifeguards. Besides, the LCSD launched the "Combined Seasonal Lifeguard Training Scheme" in 2023 and has so far organised six "Integrated Certificates Courses on Life Saving" to attract more people with no lifesaving qualifications to join the profession. In addition, the LCSD has collaborated with the Employees Retraining Board to organise specific lifesaving training programmes and provide relevant job opportunities with a view to increasing the manpower supply of lifeguards.

(3) Under the prevailing policy of the Civil Service Bureau (CSB), when a specific civil service grade has proven and persistent recruitment and retention difficulties, or fundamental changes in the job nature, job complexity and responsibilities, the Government will consider conducting a grade structure review for the grade concerned. There have been no fundamental changes to the job nature, job complexity and responsibilities of civil service lifeguards. In the past three years, the average vacancy rate of civil service lifeguards was 5.28 per cent, which was lower than the rate of 9.38 per cent for the entire civil service in the same period. The LCSD will continue to monitor the situation with the CSB.

(4), (5) and (6) In the past three years, the number of surprised inspections conducted by the Food and Environmental Hygiene Department (FEHD) on licensed swimming pools is provided below:

	Number of inspections	Number of cases of insufficient number of personnel on duty	Number of non-compliance cases involving employment of unqualified lifeguards
2022	8 845	0	0
2023	8 834	0	0
2024	12 828	4	0

As all inspections conducted by the FEHD on licensed swimming pools are surprise inspections, there is no record on non-surprise inspections.

For the four cases in 2024 in which sufficient number of qualified lifeguards was not made available in accordance with the law or licensing conditions, the FEHD had taken prosecution or issued warnings to the licensees depending on the actual situation.

The lifesaving qualifications required by lifeguards are assessed and awarded by the Hong Kong China Life Saving Society (HKCLSS) (Note 3). Starting from May 19, 2025, the FEHD will implement a number of measures to strengthen the monitoring of the qualifications of lifeguards at private swimming pools. These measures include stepping up inspections of swimming pools. Apart from checking the identity documents of lifeguards on duty and their Pool Lifeguard Awards (PLA) during each surprise inspection, the FEHD will also send all information of the PLA to the HKCLSS for verification. The FEHD and the HKCLSS have established a regular verification mechanism to handle the matter.

Note 1: Lifesaving services are not provided by the LCSD at three of the gazetted beaches as beach facilities such as beach buildings and shark prevention nets are not available there.

Note 2: With lifesaving and first aid services being outsourced at six public swimming pools under the LCSD on a trial basis since September 2024, the 98 civil service lifeguard vacancies in the venues concerned will not be filled for the time being.

Note 3: The HKCLSS is the only national sports association recognised by the International Life Saving Federation for assessing lifeguard qualifications and awarding lifeguard certificates in Hong Kong.

LCQ7: Government public transport fare concession scheme

Following is a question by the Hon Michael Tien and a written reply by the Secretary for Labour and Welfare, Mr Chris Sun, in the Legislative Council today (May 14):

Question:

Starting from August 25 last year, people aged 60 or above must use the JoyYou Card to enjoy a concessionary fare of \$2 per trip under the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the new measure). In this connection, will the Government inform this Council:

(1) whether it knows the number of contravention cases uncovered by the MTR Corporation Limited involving the use of JoyYou Card to enjoy the concessionary fare of \$2 since the implementation of the new measure and, among such cases, the number of those referred to the Police for follow-up;

(2) in respect of the cases referred to the Police for follow-up as mentioned in (1), of the respective numbers of cases prosecuted and not prosecuted by the Police; the reasons for the Police not prosecuting such cases; and

(3) in respect of the prosecution cases mentioned in (2), of the number of convicted persons who were eventually sentenced to imprisonment?

Reply:

President,

The Government has implemented in full a real-name registration system for the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the \$2 Scheme) starting from August 25, 2024, mandating Hong Kong residents aged 60 or above to use a JoyYou Card, and eligible persons with disabilities aged below 60 to use a Personalised Octopus card encoded with the "Persons with Disabilities Status", to enjoy the \$2 Scheme.

The Transport Department (TD) has all along been requesting public transport operators (PTOs) to strengthen ticket inspection and passenger identity verification work and to strictly enforce the penalty as set out in relevant legislation and by-laws to prevent any abuse. The TD also conducts surveys and monitors the situation. The TD also conducts joint inspection and enforcement actions with PTOs from time to time and refers abuse cases with sufficient evidence to the Police for criminal investigation so as to achieve deterrent effect.

In respect of the enforcement actions carried out by the MTR Corporation Limited (MTRCL) during the period from the full implementation of the real-name registration system to April 2025, the number of abuse cases of the \$2 Scheme with surcharges imposed was 280 (i.e. eight cases per week on average). The number of cases concerned has been lowered significantly as compared to the 9 624 cases (i.e. 158 cases per week on average) before the implementation of the real-name registration system from June 25, 2023, to August 24, 2024.

After the full implementation of the real-name registration system, the MTRCL had sought assistance from the Police for 14 suspected cases of abuse of the \$2 Scheme using JoyYou Card. Police officers were deployed to the scene for each case. Among the 14 cases, five arrests were made after investigation by the Police. One of those arrest cases had completed prosecution (with the arrested person convicted of theft and fined \$400), while the arrested person of another case was prosecuted by the Police for theft (with the hearing taking place on May 9, 2025) and two cases are still under investigation. Another case was referred to the MTRCL for follow-up as

a case of violation of the Mass Transit Railway By-laws since no criminal elements were found after investigation by the Police. The remaining nine cases had also been referred to the MTRCL for follow-up as cases of violation of the Mass Transit Railway By-laws since no arrestable offences were identified after investigation by the Police.

Special traffic arrangements for race meeting in Happy Valley

Special traffic arrangements will be implemented in Happy Valley today (May 14). The arrangements will last until the crowds have dispersed after the race meeting.

A. Traffic arrangements before the commencement of the first race

The following road closure and traffic diversions will be implemented from 50 minutes before the start of the first race for day racing, or from 6pm onwards for night racing:

1. Road closure

Southbound Wong Nai Chung Road between Queen's Road East and the up-ramp outside the Hong Kong Jockey Club (HKJC) will be closed, except for vehicles heading for Aberdeen Tunnel.

2. Traffic diversions

- Southbound Wong Nai Chung Road between Village Road and the up-ramp outside the HKJC will be re-routed one way northbound;
- Traffic along eastbound Queen's Road East heading for Wan Chai and Happy Valley will be diverted to turn left to Morrison Hill Road;
- Traffic along southbound Morrison Hill Road heading for Happy Valley will be diverted via Sports Road and Wong Nai Chung Road;
- Traffic along Queen's Road East cannot turn right to Wong Nai Chung Road, except for vehicles heading for Aberdeen Tunnel;
- Traffic from Cross Harbour Tunnel heading for Queen's Road East will be diverted via the down-ramp leading from southbound Canal Road flyover to Morrison Hill Road to turn right at the junction of Wong Nai Chung Road and Queen's Road East; and
- Traffic from Cross Harbour Tunnel heading for Happy Valley or Racecourse will be diverted via the down-ramp leading from southbound Canal Road flyover to Canal Road East, southbound Morrison Hill Road, Sports Road and Wong Nai Chung Road.

B. Traffic arrangements before the conclusion of race meeting

The following road closure and traffic diversions will be implemented from about 35 minutes before the start of the last race:

1. Road closure

- The up-ramp on Wong Nai Chung Road outside the HKJC leading to Aberdeen Tunnel;
- Southbound Wong Nai Chung Road between Queen's Road East and the up-ramp leading to Aberdeen Tunnel;
- Southbound Wong Nai Chung Road between Village Road and the Public Stands of the HKJC;
- Westbound Leighton Road between Wong Nai Chung Road and Canal Road East; and
- Southbound Morrison Hill Road between Leighton Road and Queen's Road East.

In addition, southbound Wong Nai Chung Road between the up-ramp leading to Aberdeen Tunnel and the Public Stands of the HKJC will be closed from about 10 minutes before the start of the last race.

2. Traffic diversions

- Eastbound Queen's Road East at its junction with Morrison Hill Road will be reduced to one-lane traffic heading for northbound Canal Road flyover;
- Traffic from Cross Harbour Tunnel heading for Wan Chai will be diverted via the down-ramp leading from southbound Canal Road flyover to Canal Road East, U-turn slip road beneath Canal Road flyover, Canal Road West and Hennessy Road;
- Traffic from Cross Harbour Tunnel heading for Happy Valley will be diverted via the down-ramp leading from southbound Canal Road flyover to Canal Road East, eastbound Leighton Road and Wong Nai Chung Road;
- Traffic along southbound Morrison Hill Road will be diverted to turn left to eastbound Leighton Road;
- Traffic along southbound Morrison Hill Road heading for Happy Valley will be diverted via eastbound Leighton Road and Wong Nai Chung Road; and
- Traffic along westbound Leighton Road will be diverted to Wong Nai Chung Road.

C. Learner drivers prohibition

Learner drivers will be prohibited to turn left from Caroline Hill Road to Leighton Road between one and a half hours before the start of the first race and one hour after the last race. In addition, learner drivers will be prohibited from accessing the following roads within the above period of time:

- Shan Kwong Road between Yik Yam Street and Wong Nai Chung Road;
- Village Road between its upper and lower junctions with Shan Kwong Road;
- Percival Street between Hennessy Road and Leighton Road;
- Canal Road East; and
- The service road leading from Gloucester Road to Canal Road flyover.

D. Suspension of parking spaces

Parking spaces on southbound Wong Nai Chung Road between Sports Road and Blue Pool Road will be suspended from 11am to 7pm for day racing, and from 5pm to 11.59pm for night racing respectively.

All vehicles parked illegally during the implementation of the above special traffic arrangements will be towed away without prior warning, and may be subject to multiple ticketing.

Actual implementation of road closure and traffic diversion will be made by the Police at the time depending on traffic conditions in the areas. Motorists should exercise tolerance and patience, and follow the instructions of Police on site.