

**立法會**  
**Legislative Council**

LC Paper No. CB(2)1512/2025

Ref. : CB(2)/M/OR

Tel : 3919 3300

Date : 23 July 2025

From : Clerk to the Legislative Council

To : All Members of the Legislative Council

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**Council meeting of 30 July 2025**

**Debate and voting arrangements for  
two proposed resolutions to be moved by  
the Secretary for Transport and Logistics**

Members were informed on 11 July 2025 that the Secretary for Transport and Logistics (“STL”) will respectively move the following two proposed resolutions at the Council meeting of 30 July 2025:

- (a) [the first proposed resolution](#) under section 13 of the Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237); and
- (b) [the second proposed resolution](#) under section 12 of the Fixed Penalty (Criminal Proceedings) Ordinance (Cap. 240).

The **speech** which STL will deliver when moving the above proposed resolutions is attached for Members’ information.

2. Given that the above two proposed resolutions both seek to **increase the fixed penalty levels for a number of offences that have a direct impact on road safety and contribute to traffic congestion**, to make effective use of the Council’s time and avoid repetition of arguments, the President has decided that **a joint debate** be held on the proposed resolutions and then they be **voted upon one by one**. I set out the relevant proceedings under which the President will:

- (a) first call upon STL to speak and move the first proposed resolution, and then propose the question on it to kick off the joint debate;
- (b) invite Members to speak;

- (c) call upon STL to reply and order that the debate comes to a close;
- (d) put to vote the question on the first proposed resolution; and
- (e) irrespective of whether the first proposed resolution is passed, invite STL to move the second proposed resolution and forthwith propose and put to vote the question on it.

3. Members are reminded that in accordance with Appendix IIIA to the House Rules, the **maximum duration of this joint debate (including voting on the two proposed resolutions) is four hours. Each Member may speak once up to a maximum of five minutes in the joint debate.** The public officer will not be subject to any speaking time limit.

4. For enquiries, please contact Senior Council Secretary (2)1, Mr Keith WONG, at tel. no. 3919 3308.

(Miranda HON)  
for Clerk to the Legislative Council

Encl.

**Draft**

*(Subject to the final speech to be delivered at LegCo)*

**Legislative Council Meeting on 30 July 2025**

**Secretary for Transport and Logistics**

**Speech on the Motions to Pass the Resolutions in relation to  
Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237) and  
Fixed Penalty (Criminal Proceedings) Ordinance (Cap. 240)**

President,

I hereby move that my first resolution, as printed on the Agenda, be passed to increase the fixed penalty for illegal parking under the Fixed Penalty (Traffic Contraventions) Ordinance. I will also shortly move that my second resolution, as printed on the Agenda, be passed to increase the fixed penalties for the 19 offences related to road safety and traffic congestion in the Schedule to the Fixed Penalty (Criminal Proceedings) Ordinance.

2. The fixed penalty levels for illegal parking and most traffic contraventions have remained unchanged for 31 years, since 1994. Over the same period, the Composite Consumer Price Index (CCPI) has risen by over 70%, potentially diminishing the deterrent effect of these penalties. Despite the Hong Kong Police Force's consistent efforts to combat traffic offences—through enforcement actions under the Selected Traffic Enforcement Priorities aimed at safeguarding road safety and maintaining smooth traffic flow—certain violations such as speeding, failing to comply with road markings, crossing continuous double white lines, and using mobile phones while driving, continue to rise or remain persistently high. This trend suggests that existing penalties are no longer sufficiently effective as deterrents. In terms of traffic accident data, the number of fatal accidents and associated deaths in the first quarter of this year increased significantly—by 40%—compared to the same period in 2024. Furthermore, illegal roadside parking causes congestion, obstructs pedestrian visibility, and jeopardizes road safety. The number of fixed penalty notices issued for illegal parking remains high, and the Transport

Advisory Committee received 370 complaints on illegal parking in Q1 2025—a 10% increase compared to Q1 2024—highlighting the public’s demand for swift action.

3. In fact, fixed penalty levels in Hong Kong are significantly lower than those in several international jurisdictions. For example, fines for illegal parking in Singapore, London, and New South Wales are up to ten times higher than Hong Kong’s current rate. In terms of speeding, fines in these regions can be up to 22 times higher.

4. In view of this, the Government deems it necessary to increase fixed penalty levels for illegal parking under Cap. 237, and for the 19 offences related to road safety and traffic congestion under Cap. 240, to strengthen the deterrent effect and ensure public safety and smooth traffic flow. In April 2025, we consulted the Legislative Council Panel on Transport regarding these proposed adjustments. Members broadly agreed that adjustments are needed.

5. Concerning the illegal parking penalty increase, some Members of the Panel on Transport recommended expanding parking space supply and adopting a discretionary approach to enforcement. The Government fully supports the suggestion of increasing parking supply and has been actively working to improve parking provision. Over the past few years, we have implemented short-term and medium-to-long-term measures. The Transport Department colleagues have worked tirelessly to designate new parking spaces across districts, despite spatial constraints, narrow roads, high traffic volumes, and the need to respect community feedback. In the past three years, more than 15,000 parking spaces have been added across Hong Kong, about one-third of which are allocated to commercial vehicles. The ratio of parking spaces to licensed vehicles has risen to 1.14 for private cars and 0.66 for commercial vehicles. Over the next two years, we anticipate adding over 12,000 parking spaces, along with further spaces via private developments and Short Term Tenancy car parks. I am confident that Hong Kong’s parking situation will continue to improve.

6. For commercial vehicles, we are pursuing a multi-pronged strategy. This includes creating additional on-street nighttime parking,

relaxing restricted zones to support loading and unloading activities of goods vehicles and passenger pickup by public light buses, designating parts of taxi stands as “taxi parking spaces”, and working with the Housing Department to explore converting loading bays into night-time commercial vehicle parking within public housing estates. With respect to law enforcement, the Hong Kong Police Force prioritizes road safety and traffic flow. Officers apply judgment based on actual conditions, and may act with discretion. Nonetheless, when illegal parking endangers road safety, decisive enforcement action will be taken. In fact, fixed penalty notices issued for illegal parking fell by approximately 25%, from 3.3 million in 2022 to 2.5 million in 2024.

7. We fully understand Members’ concerns regarding parking for the transport trade. However, we urge appreciation for the fact that illegal parking—by private cars or commercial vehicles—impairs visibility for pedestrians and other road users. Given their larger size, commercial vehicles parked illegally can pose even greater risks to pedestrians (especially when pedestrians are forced to cross the roads through the narrow spaces between vehicles), particularly the elderly and young children. Hence, in the interest of protecting public safety, it is essential to maintain consistent penalty levels across vehicle types. The current increase is relatively moderate, considering the inflation since 1994, and we will continue taking active steps to enhance parking provision.

8. President, I now propose pursuant to section 13 of the Fixed Penalty (Traffic Contraventions) Ordinance to increase the fixed penalty for illegal parking by 25%—from \$320 to \$400, and pursuant to section 12 of the Fixed Penalty (Criminal Proceedings) Ordinance to increase the fixed penalties for the 19 offences in the Schedule to this Ordinance which are related to road safety and traffic congestion by 50%, from the current range of \$320 to \$1,000 to a new range of \$480 to \$1,500—with an effective date of 1 January 2026.

9. Following the motion’s passage, the Commissioner of Police will specify the format of both paper and electronic fixed penalty notices as per these two Ordinances. The Housing Authority will also revise the

specified form (i.e. fixed penalty notice) under the Housing (Traffic Contraventions) (Fixed Penalty) Bylaw.

10. President, I hereby present my speech and earnestly seek the Council's support to pass the motions. Thank you, President.

- *END* -