

Summary of Minutes of Meeting of Islands District Council

Date : 20 April 2015 (Monday)
Time : 2:00 p.m.
Venue : Conference Room, Islands District Council, 14/F., Harbour Building,
38 Pier Road, Central, Hong Kong.

- I. Visit of the Director of Leisure & Cultural Services to Islands District Council
II. Question on enhancement of community recreational facilities in Tung Chung West

The Director of Leisure and Cultural Services briefly introduced the Department's services in Islands District, including those of leisure and sports, libraries, arts, monuments and cultural heritage.

A member gave his opinions as follows:

- (a) The piece of vacant government land adjacent to North Lantau Hospital was quite large in area. If there was no plan to implement the Phase 2 of the Hospital at the current stage, he proposed that the land could be converted to a temporary football pitch or a multi-purpose grass pitch.
- (b) With regard to the remaining development of Tung Chung, the land near Tat Tung Road Garden (currently used as temporary bus terminus) could be used for cultural and recreational usage after its handing over back to the Government.

Another member gave her views as follows:

- (a) Despite allocating much resource for developing cultural, recreational and sports activities, the communication between frontline staff the Leisure and Cultural Services Department (LCSD) and the local community was inadequate. She cited "Library at your Fingertips" (i.e. "My Library" App) as a case in point. She thus invited LCSD to

organize a talk and promotional activity at Discovery Bay the following Sunday.

- (b) She was critical of the inadequate communication of LCSD frontline staff with her. The Department was late in relaying to her posters of the event, despite her booking of venue and organization work conducted for the event well in advance. She believed that the activity would be very successful if communication had been conducted effectively.
- (c) She gave another example in 2014 to illustrate her point and hoped that the Department would liaise with District Council member of the area to achieve a better understanding of residents' needs.
- (d) Recently, she had organized a seminar jointly with Hong Kong Mortgage Corporation Limited. The seminar was well received because there was adequate communication between the two sides. She said that government organizations had their own standard procedures and sometimes local needs were disregarded. She reiterated that District Council members knew local areas best and thus communication with members was very important.

A member said that the performance of the frontline staff of LCSD was remarkable, especially in management of facilities. The Children's Playroom in Cheung Chau Sports Centre was very popular and residents found the facility very laudable. He proposed that the external wall of the Sports Centre be refurbished upon the completion of the works at the entrance, and that children's recreational facilities be provided at Sai Wan on Cheung Chau.

A member appreciated LCSD staff for their care in listening to residents' requests and their willingness to follow up and make improvements. Residents reflected that publicity posters should focus on one event with highlight on the venue, instead of promoting many events on one poster. Members of the District Council were happy to assist in promoting events of LCSD.

A member gave examples to illustrate that LCSD staff were responsible and that the management of facilities had been well done. She was also appreciative of facilities of the Children's Playroom in Cheung Chau Sports Centre, especially in its distinctive local colours. She also lauded the activities organized by the Department in

their continuous improvements, with Cheung Chau Bun Festival as a very good example.

A member said that while there was a lack of major recreational facilities on Lamma Island, LCSD had endeavoured to make improvements and it was willing to listen to advice of members of rural committees and of District Council. He proposed the installation of exercise equipment for the elderly on the Island, and that concessions would be provided for residents of Islands District in using swimming pools of Central and Western District.

A member appreciated the staff of LCSD for their endeavour in following up questions raised by members. He said that he was the Chairman of Hong Kong Cheung Chau Bun Festival Committee and declared interests in the matter. He expressed his gratitude to the Department for providing assistance in organizing the event.

A member said that there were only two temporary toilets at Yim Tin Pok Temporary Playground but no changing room, and he proposed that expeditious improvement should be made.

A member said that recreational and sports facilities for the elderly and children on Peng Chau were inadequate and she proposed that more facilities should be provided.

A member said that recreational facilities in Tung Chung mainly located in Tung Chung North and there were inadequate facilities for Yat Tung Estate. The population of Tung Chung West was expected to increase further within five years. He hoped that the plan to construct an indoor sports stadium in Area 39 would be materialized the soonest possible.

The Director of Leisure and Cultural Services responded as follows:

- (a) She was grateful for the positive comments of members on the performance of LCSD staff. The Department had been in effective co-operation with members and it would continue its endeavor to improve the quality of life of Hong Kong people.
- (b) The Department would closely monitor the demand for exercise facilities for the elderly and recreational facilities for children and

wherever feasible, would install such facilities via the district minor works programme.

- (c) LCSD would conduct planning of major facilities based on the overall consideration of Hong Kong as a whole. The Department had set aside land in Area 1 in Tung Chung for the construction of civic centre in the long run.
- (d) In accordance with existing planning standard, there should be three indoor sports stadia in Islands District. Currently, there were five and the standard as laid down by the Planning Department had been met. In planning of future facilities, the usage rate of existing ones had to be taken into account also. The usage rate of sports facilities in Islands District was lower than those of other districts and these facilities had the capacity to meet increase demand of residents. In respect of the two factors mentioned above, the Department had to determine whether there were sufficient grounds to support the construction of new facilities. LCSD would closely monitor the population growth of Tung Chung and land had been set aside for the construction of a sports stadium in the future.
- (e) In response to the proposal of building a football pitch on the land adjacent to North Lantau Hospital, the Director said that the number of such facilities in Tung Chung already met the planning standard. The construction of a football pitch required substantial investment, but the length of service of the facility was uncertain. In making the decision, cost-effectiveness had to be considered. Based on the above, the Department opined that it was not suitable to establish a football pitch at the site.
- (f) There was an artificial turf football pitch in Man Tung Road Park at present, which could be used for football and rugby activities. There was another seven-a-side hard-surface soccer pitch at Tung Chung North Park, which could be used for cricket activities as well. The Department would make good use of the above two facilities to meet the demand of the area.
- (g) Currently, the park facilities in Islands District and Tung Chung met planning standard. While LCSD had set aside land for town park, there

was no concrete plan for its construction. The Department would continue to monitor the development of Tung Chung and consult members to determine the priority of construction of facilities.

- (h) Although there was no water sports centre in Islands District, there were many beaches, including gazette ones. LCSD would closely monitor the overall development of Lantau to tie in with various development plans appropriately. The Department would be pleased to co-operate with the District Council in enhancing the beaches to make them suitable for various water sports.
- (i) The Director noted the advice given by a member in respect of arrangements of activities. “Library at your Fingertips” was an activity the Department jointly organized with members for the first time. She would study with staff to step up the promotion of the activity within a short period of time. The Department would be pleased to enhance communications with DC members in organizing similar activities in the future.
- (j) LCSD had endeavoured to enhance promotion of cultural and recreational activities in the districts. Members were familiar with local situations and the Department would conduct promotion through their local networks more effectively. The Department was also aware of the advice given by members on the nature of activities, their scale, the performers and methods of promotion, and would follow up as far as possible.
- (k) There were two gazette beaches on Lamma Island and residents could also make use of swimming pools across the whole territory. There were various concessions for the elderly, children, students and the disabled persons. Users could consider purchasing monthly tickets as well.

The Chairman requested the District Officer (Islands) to respond to the enquiry of establishing a community hall in Tung Chung Area 39.

The District Officer (Islands) responded that based on the current population of Tung Chung West and taking into account that there was a community hall at Man Tung Road, Tung Chung, there was no urgent need for establishing a new

community hall in Tung Chung West. The District Office would closely monitor the overall development of Tung Chung and its population growth, and it would timely review the urgency of construction of a new community hall. The District Office would also study with LCSD about the feasibility of developing both a sports centre and a community hall on the land on Tung Chung Area 39.

III. Question on progress of works of Hong Kong-Zhuhai-Macao Bridge

The Chairman said that the written reply from Highways Department had been related to members prior to the meeting.

The member who raised the enquiry said that according the reply of Highways Department, apart from the lack of manpower, the province of Guangdong also encountered many unforeseeable difficulties and technicalities. The project was delayed by the judicial review submitted in Hong Kong, and the written reply had also confirmed that works would not be completed by the end of 2016 as scheduled. While other related works were being carried out, the delay of the Bridge's works would inevitably slowed down other projects. The Hong Kong-Zhuhai-Macao Bridge Project was widely concerned by the whole community and it would have far-reaching impact on Islands District. He hoped that the authorities would keep the District Council abreast of the most recent developments.

IV. Question on installation of Off-shore Wind Farm in waters off Lamma Island Power Station

A member was not satisfied that the Environment Bureau only provided brief reply and had not send representative to attend the meeting.

The Chairman agreed that the matter would be included into the agenda of the next meeting under "Matters arising".

V. Question on request to open the standby staircase in Tung Chung Station

The representative of the Mass Transit Railway Corporation Limited (MTR) responded to the enquiry as follows:

- (a) According to the observation of MTR, the number of passengers using the Tung Chung Station would be higher during the morning and evening peak hours, and there would be crowds of people at the platform for short period of time. There would be one train per 4-8 minutes and thus under normal circumstances, the crowd would dissipate before the next train arrived at the platform. MTR had deployed more platform assistants during peak hours to smoothen crowd movement.
- (b) Currently, there were five escalators and one staircase at the platform of Tung Chung Station. Three escalators had been pre-set to move upwards from the platform to the lobby so as to quicken the flow of passengers away from the platform. Passengers could also use the staircase if they so desired. MTR would closely monitor the situation and enhance relevant arrangements.
- (c) The standby staircase currently enclosed was reserved for the construction of escalator in the future. There was concrete structure in place for the future installation of escalator and thus it could not be used as a staircase. MTR had to take into account various factors, such as number of passengers to be benefited, technicalities and resources, and usage of existing facilities, etc in setting priorities for installing additional facilities. It was observed that relatively good order could be maintained at Tung Chung Station, and MTR would closely monitor the future development and population growth of Tung Chung in following up the installation of escalator.

The member raising the enquiry was appreciative of the positive reply given by MTR. According to his observation, more passengers used Exit “A” and less used “B” and “C”. Thus he proposed that MTR could make announcements to direct passengers to the latter two escalators. He further enquired whether MTR currently had implementation schedule of installing the escalator.

The representative of MTR said that the implementation plan was not yet materialised. Members would be informed once relevant information would become available.

VI. Question on proposed addition columbarium niches on Peng Chau

A member said that he had raised a related question two years before. According to the reply given by the Food and Environmental Hygiene Department (FEHD), construction normally took two to three years. He enquired whether the Department had assessed the impact of barrier-free access, as the construction of columbarium at Lai Chi Yuen Cemetery, Mui Wo had been delayed by such works. He was not satisfied that the Department's representative did not attend the meeting.

Another member was also not satisfied with FEHD for not sending representative to attend the meeting. She said that limiting the number of deaths and cremation at 25 per year was unreasonable. She also disagreed with the Department's saying that 120 niches not yet allocated would be adequate to meet the demand in the five years to come. She estimated that the niches would be used up in two to three years and urged the Department to follow up sooner.

The representative of FEHD said that he represented the Department to attend the meeting, and he would as much as possible respond to members' enquiries and relayed them to the Department. Cemetery and Crematoria Section of FEHD was responsible for cemeteries, crematoria, niches and related matters. The Department had begun work related to addition of niches on Peng Chau. Normally, planning, consultation, design and construction would take two to three years and it was believed that needs of the public would be met.

A member said that residents of Islands District in most cases would not choose columbaria of other districts. Islands District presently faced the issue of insufficient niches. He hoped that Islands District Office (ISDO) would co-ordinate relevant departments to conduct an overall review of supply and demand of various burial sites, so as to meet the demand of residents.

The Chairman said that there were 120 niches remaining on Peng Chau and residents worried that they might not be adequate to meet demand of the following five years. He hoped that FEHD would plan in advance and construct more niches earlier in order to ease the concern of residents.

A member enquired whether the Department had planned to construct more niches on Peng Chau.

A member said that based on the experience of Cheung Chau, new niches could only be used six months after its completion. She urged the Department to start related work earlier.

A member said that cases of government departments' not attending meetings had increased recently and that the issue needed attention.

The representative of FEHD said that representatives of the Department and Architectural Services Department had conducted on-site inspection to Peng Chau Garden of Remembrance to initiate planning of related work.

VII. Question on construction of the third runway in the Airport

A representative of the Civil Aviation Department (CAD) briefed the meeting of the operation of the runways of Hong Kong International Airport (HKIA), including the maximum capacity of the two runways at present, constraints of runway capacity and the myth of "Sky Wall" existed in the community:

The maximum capacity of the two runways at present

- (a) At present, the two runways were normally operated in a segregated mode, i.e. the South Runway dedicated for departures and the North Runway for arrivals, regardless of the direction of the flight departing or landing. The conclusion of the Consultant was that the maximum capacity of the two runways was 68 flights per hour currently. The International Civil Aviation Organization (ICAO) required that in designing landing procedures, the flight for go-around had to be taken into account, regardless of the direction of the flight departing or landing.
- (b) The current capacity of the two-runway system was 67 flights per hour and by the end of 2015, it would reach its actual maximum capacity of 68 flights per hour. In fact, the actual total number of flights landing and departing was very close to the ceiling of 420 000 flights annually. The CAD projected that the ceiling would be reached in 2016/17.

Constraints of runway capacity

- (c) Runway capacity was mainly affected by two factors: terrain and wake turbulence. There were proposals to remove parts of some mountains to enable the adoption of Independent Mixed Mode of operation and to enhance the capacity of the two-runway system. To adopt the Independent Mixed Mode of operation, the ICAO's safety requirement of the consideration of diverge of aircraft had to be factored in. That would necessitate the removal of peaks of most mountains on Lantau Island.
- (d) When an airplane landed, wake turbulence would occur. If the airplane that followed approached before wake turbulence dissipated, its safety would be affected. There were incidents of airplanes flipped to one side or overturned as a result of distance between airplanes being too close upon approach. The heavier the airplane, the stronger the wake turbulence, and thus the longer the distance between airplanes. Airplanes using the HKIA were mostly heavy and medium sizes, and super-heavy ones were relatively fewer in number.

The myth of "Sky Wall"

- (e) "Sky Wall" as referred to by people on the streets was actually the demarcation of airspace. It was originated from a misunderstanding of the point of handover of control of airspace in air traffic management arrangements. Capacity of runways was mainly related to the terrain and wake turbulence, and was not directly related to handover points. The concept of handover points was adopted to ensure flights in adjacent airspaces could operate independently and safely. The two sides involved would reach an agreement over the prescribed height and location of handover, and it was a common arrangement adopted by many airports with busy air traffic.
- (f) As there was a great distance between HKIA and the so-called "Sky Wall", thus the operation and capacity of the runways would not be affected by the above-mentioned air traffic management arrangement. He gave the example of the airports of Shenzhen and Hong Kong to further illustrate that handover points had no impact on the runway capacity s, and that flights landing and taking off had to maintain a certain distance as required by the ICAO.

A member said that the figures provided by representative of CAD at the meeting, i.e., HKIA would reach its maximum runway capacity of 68 flights per hour by the end of the current year, and under the three-runway system, the capacity would be enhanced to 102 flights per hour, were discrepant with previous analysis of the Department. CAD had said that under the two-runway system, the maximum capacity was 86 flights per hour. She enquired whether the two-runway system was adopting the independent mode of operation.

The representative of CAD clarified that the estimated figure of 86 per hour was provided by the consultant conducting initial study for HKIA presuming that there was no terrain constraints.

A member enquired whether the CAD would be able to re-arrange the order flights departing and landing to reduce the impact of wake turbulence and enhance the runway capacity. She also enquired whether CAD would adopt “Time-based Separation” as did in Heathrow Airport of London to reduce the delay of flights and enhance flight movements.

A member gave his opinions as follows:

- (a) He requested CAD to provide copies of PowerPoint presentation, written reply, and supplementary information of constraints of runway capacity for members’ reference.
- (b) He enquired whether CAD had exhausted all options to enhance the capacity of the two runways.
- (c) As terrain constraints and wake turbulence would still be there, he enquired how the three-runway system would be able to avoid the constraint of terrain and increase the capacity of runway to 102 flights per hour.

Another member gave her opinions as follows:

- (a) She gave figures to illustrate that the cost of increasing 16 flights per hour would amount to \$8.8 billion, and divided it among seven million of Hong Kong people, each person had to pay \$20,000. While the authorities had said that various financing methods would be used, our

credit ratings might still be compromised. She thus was sceptical of the cost-effectiveness of the project.

- (b) She enquired whether CAD would re-arrange the order of flights departing and landing according to their classification, or adopt “Time-based Separation System” to enhance the capacity of the two runways.
- (c) If the three runways would not be able to operate independently, unresolved issues would remain. She proposed co-operation among airports of Macau, Hong Kong and Zhuhai be enhanced to meet demand and avoid implementation of large-scale project the cost-effectiveness of which was uncertain.

A member enquired whether Mainland airspace control would impose serious impact on the operation of HKIA and air traffic, if less than 30% of airplanes would need to enter into Mainland airspace.

The representative of CAD responded as follows:

- (a) Under existing international standard and terrain constraints, the United Kingdom Consultant conducted a detailed study of HKIA and proffered 46 improvement and enhancement measures, which would increase the number of flight per hour to 68 under the two-runway system operating in the segregated mode. The Consultant had already taken into account the ratio of heavy, medium and light airplanes in Hong Kong. As such, 68 flights per hour was the maximum capacity of the current two runways.
- (b) Time-based Separation would not increase “Slot Allocation” used for scheduling flights. The number of flights of Heathrow Airport of the United Kingdom was often affected by very strong head wind, and Time-based Separation was thus adopted to make up for time lost. In other words, the technique could decrease delays caused by very strong head wind, but it could not increase the number of flights.
- (c) In conducting the study for the “three-runway system”, the Consultant had taken into account the impact of terrain on the operation of the north, middle and south runways. In the “three-runway system”, the

new north runway would be used for flights landing, the middle for taking off and the south one would operate in the mixed mode, i.e., for both landing and taking off. In such a way, the “three-runway system” would achieve its maximum efficiency of 102 flights per hour.

- (d) Authorities concerned had all together conducted three studies on the capacity of the two runways of HKIA. The number of 86 flights per hour originated in the 1991 study was an initial estimation based on an airport without any constraints. In 1994, CAD commissioned a Consultant to conduct a detailed study. After taking into account the terrain constraints, it concluded that the maximum capacity of the two runways was 63 flights per hour. In 2008, the Airport Authority commissioned a United Kingdom Consultant to study the capacity of the runways. The Consultant proffered 46 improvement and enhancement measures which would increase the number of flight per hour to 68, which was the maximum capacity of the two runways in HKIA currently.
- (e) Currently, there were around 120 flights landing on and departing from Macau International Airport everyday.
- (f) Current statistics showed that around 70% of flights using HKIA needed not fly through the Pearl River Delta (PRD) airspace.

A representative of Airport Authority responded as follows:

- (a) According to a survey conducted by Airport Council International (ACI) on 100 major airports across the globe, the ratio of large passenger airplanes using HKIA was about 63.3%. It was the second highest passenger airport in terms of large passenger airplanes. As such, it was not true that more light airplanes used HKIA.
- (b) In formulating Hong Kong International Airport Master Plan 2030, Airport Authority had made a projection of 390 million passengers per year in terms of demand for PRD airports in 2030. Even on the assumption that new runways would be built in all five PRD airports, the total annual handling capacity would only be around 290 million passengers which would still be insufficient. Thus the proposal of

using the surplus capacity of other PRD airports to handle the passenger demand of HKIA was not feasible.

A member said that the “three-runway system” had to be implemented in order to maintain the status of HKIA as a hub for international air travel and to meet future demands. However, he had reservation about the financing proposal suggested by Airport Authority, as it would give the public the misconception that the Airport Authority aimed at avoiding the supervision of the Legislative Council (LegCo) and judicial review might be filed against it. And if Airport Authority was to lose the lawsuit, more time would be needed to re-initiate the proceedings. He thus hoped that Airport Authority would make improvement in implementation and supervision of the project.

A member said that more heavy airplanes made use of HKIA, and the ratio of light airplanes was higher these days. She said that there was still capacity in Macao International Airport to handle Mainland flights and passengers could commute to Hong Kong via Hong Kong-Zhuhai-Macau Bridge. In addition, Airport Authority possessed the management of Zhuhai Airport, and could consider making use of it to handle passenger demand.

A member enquired whether the “three-runway system” would still be able to handle 102 flights per hour, if 100% of flights would need to fly through PRD airspace.

The representative of Airport Authority responded as follows:

- (a) Airport Authority had no intention to avoid the supervision of LegCo. LegCo would establish a committee to supervise the project and Airport Authority would report to it in good time.
- (b) The ratio of heavy and light airplanes using airports would be subjected to development of global air travel business, and it was beyond the control of Airport Authority. The survey conducted by ACI revealed that the ratio of heavy airplanes using HKIA was the second highest in the world, which suggested that there was little room to increase the use of wide-body airplanes. At the same time, it would also depend on whether airplanes would use Hong Kong as a hub for its business.

- (c) While there was excess capacity in airports of Macau and Zhuhai, the decision of passengers and the demand of the markets also played a role, which was something HKIA could not solely decide.

The representative of CAD said that the 1991 consultant study was reported in New Airport Master Plan of 1992. According to the consultant report of 2008, if the “three-runway system” operated in accordance with the advice given, the maximum capacity of 102 flights per hour could be attained. Flight points, the point of entry and exit of Hong Kong Flight Information Regions were unrelated to the capacity of runways.

The representative of Airport Authority supplemented that in conducting environmental impact study (EIA), Airport Authority had made proposals regarding mitigation measures, and assessment of impact on Tung Chung residents had also been made. The Environmental Protection Department had approved the EIA report and Environmental Permit had been issued. Airport Authority would design, construct and operate the “three-runway system” in accordance with requirements of the Environmental Permit.

VIII. Visit of the Director of Fire Services to Islands District Council

The Director of Fire Services briefed the meeting of the main duties of the Fire Services Department (FSD), its organization structure and its performance in Islands District in 2014 and the first two months of 2015. A short film on how FSD enhanced its quality of services and the effectiveness of these measures was played to the meeting.

A member was concerned of the destructiveness of hill fires, especially of those that occurred during the spring and autumn sacrifices. She enquired whether the Department had step up patrol and monitoring and would introduce penalties into such offences.

A member gave his views as follows:

- (a) On 5 April of the current year, a 999 call was made from a home on Cheung Chau at 12:21pm but the ambulance arrived only at 1:15pm. He enquired the causes for the delay.

- (b) He raised a proposal at the Islands District Council (IDC) meeting on 28 April 2014 requesting FSD to enhance ambulance services on Cheung Chau during Saturdays, Sundays and public holidays. The Department then responded that an additional team of ambulancemen was added to Cheung Chau for a trial period of three months in 2012. The result showed that performance pledge had not been enhanced. With increasing number of tourists visiting Cheung Chau, he hoped that FSD would conduct another review and consider adding manpower on holidays.
- (c) He cited another case in Sai Wan, Cheung Chau in which family member was not able to accompany the patient to the hospital because there was no seat available on the ambulance. Family members were very worried. He thus proposed adding a seat on the ambulance for family member.

Another member supported the proposal of adding a seat on ambulances and she cited a case on Peng Chau to illustrate her point.

The Director of Fire Services responded as follows:

- (a) FSD would step up publicity of awareness of hill fires during dry seasons and the spring and autumn sacrifices. Staff of FSD would conduct patrol to hill fire blackspots with Agriculture, Fisheries and Conservation Department (AFCD) and Civil Aid Service and remind the public to be mindful of kindling materials. The Department would enhance co-operation with AFCD during Ching Ming Festival and Chung Yeung Festival to prevent hill fires. Metal containers would be provided for burning of incense in some places.
- (b) For the enquiry about the case of late arrival of ambulance on Cheung Chau, FSD would conduct check and respond later.
- (c) FSD always closely monitored data about ambulance calls. The situation of urban areas differed from the islands' and thus first-responders were posted on Cheung Chau and on fire-fighting vessels to provide assistance to ambulancemen.

- (d) The Department had closely monitored the situation of ambulance calls on Cheung Chau during weekends and public holidays. Special arrangements would be made during major events, such as the Bun Festival. As mentioned by a member previously, the adding of an extra ambulance a few years before did not produce evident effects. However, a few years had passed and the people visiting Cheung Chau had increased further. The Department would review the situation and consider conducting a trial scheme again.
- (e) Special type ambulances were used on islands which were smaller in size. Their loading capacity and space within the compartment were limited. Priority had to be accorded to personnel attending to patients and thus seats for family members could not be provided. Should new models become available on the market which was suitable for use on islands and would be able to provide seats for family members, the Department would consider introducing them.

A member said that he understood the constraint in adding seats on ambulances, and enquired ways to inform family members of the most recent conditions of patients in order to ease their concerns.

The Director of Fire Services would consider asking family members to provide contact phone number so that frontline staff could inform them of the initial conditions of the patient on arriving at the hospital.

IX. Question on improving Long Win Bus route No. S64

The representative of the Transport Department said that S64 bus route did not en-route Dragonair, and thus passengers would have to change for S1 route to the city centre. The Transport Department would study with the bus company on the proposal to improve service, taking into account factors such as the current public transport network from Tung Chung to various points on Airport Island, impact on current passengers if S64 was to en-route via Dragonair, and the existing service of S1 route.

The representative of Long Win Bus said that the Company was aware of members' opinions on extending the service area of S64 bus route and would conduct

further study on the proposal, including the needs of passengers and those of the public transport network. The Company would consider incorporating the proposal into the bus route development plan of the following year.

X. Question on lands of undivided share in Discovery Bay

The representative of District Lands Office, Islands said that the enquiry consisted of two parts. The first part of the question was about members of the public making enquiry at the Land Registry about information of lands of undivided share of the area. There was a principle DMC of the development of Discovery Bay as a whole. The principle DMC set restrictions on the right of usage, management, and other rights and responsibilities of properties. Within Discovery Bay, each village had its own Sub DMC and some had Sub-sub DMC as well. These DMC documents would set out the allocation of undivided share and they were available for inspection by members of the public at the Land Registry. One would be able to know the overall situation of undivided share of Discovery Bay by sorting out the information in the documents. The second part of the enquiry was about information and records of village reserve zones, residential zones and urban reserve zones divided by villages. As the checking of the above information involved a very large volume of documents and DMCs, the Legal Advisory and Conveyancing Office (LACO) of the Lands Department needed time to conduct checking of records and information. The Department would contact the member and provided further information after checking.

The member said that according to the response of District Lands Office, Islands, the DMC of Discovery Bay had set out the information of undivided share of villages and residences. However, that would bring out another question, i.e., the distribution of Management Unit, including those for residential purposes and those for other developments, and some were for the Developer, such as the club, those for commercial usage, public recreation, hotels and pier. The above information would be very difficult to check at the Land Registry as many legal documents would be involved. Before these documents could be checked, LACO would have to conduct scrutiny and analyses. She raised the enquiry because Management Unit involved many owners, including the Developer and its subsidiaries, and that would have profound impact on the division of management fees and on residents. She thus hoped that District Lands Office, Islands would be able to provide these information for her study.

The representative of District Lands Office, Islands said that the Department would contact the member after checking was completed.

XI. Question on progress of construction of special school in Tung Chung

A representative of Education Bureau responded as follows:

- (a) On 26 February of the current year, Education Bureau conducted a school allocation exercise in respect of the new school premises in Area 108 Tung Chung. Eligible sponsoring bodies could apply for the establishment of a school with boarding facilities for children with mild, moderate and severe intellectual disability. The application had been closed on 27 March of the current year. The Bureau was processing and following up on applications submitted and results would be publicized in August of the current year.
- (b) The Feasibility Report of the school building had also been approved by the Architectural Services Department and the Development Bureau respectively. Funding was being sought for commissioning a consultant to conduct detailed design. Before submitting application of funds to the LegCo, the Education Bureau would consult IDC and the local people. It would also maintain close liaison with sponsoring bodies and stakeholders to solicit their views. If everything went well, construction would begin in 2016 the soonest and was expected to complete at the end of 2018.

The representative of the Social Welfare Department (SWD) said that the Department mainly provided community support for students with special needs in three aspects, namely District Support Centre for Persons with Disabilities, Pre-school Rehabilitation Services and Partnership Fund for the Disadvantaged:

District Support Centre for Persons with Disabilities

- (a) The target of service was mainly persons with disabilities of the district, including disabled students with special needs, their family and caretakers and members of the public.
- (b) The District Support Centre (DSC) would strengthen the domestic and community skills of persons with disabilities by providing a series of

services. It would provide training for their family and caretakers, so as to enhance their abilities in taking care persons with disabilities and to relieve their pressure. If and when necessary, DSC would arrange social workers or physiotherapists to provide training and services at their residences.

- (c) At present, the DSC was operated by Tung Wah Group of Hospitals and it would move into a larger premises in Sheung Wan in summer of the current year. The SWD had set aside a site for the establishment of the Tung Chung Sub-office to provide service for the community.

Pre-school Rehabilitation Services

- (d) Pre-school Rehabilitation Services included early education and training centre, special child care centre, and “Integrated Programme in Kindergarten-cum-Child Care Centre”. There were 100 training places in Tung Chung at present. Beginning from 1 October 2014, SWD started to provide Training Subsidy Programme for children on the Waiting List of Subvented Pre-school Rehabilitation Services. Subsidy would be provided for these children to take part in self-financing training services organized by local groups. In addition, Parents/relatives resource centre would provide training and workshops to relieve the pressure of parents who had to take care of their disabled children.

Partnership Fund for the Disadvantaged

- (e) The Fund was operated by SWD. It had provided \$650,000 to support five service programmes, including provide training for disabled students with special needs, activities to enhance bonds between parents and children and network for mutual support of parents.

A member enquired when funding could be secured for detailed design work, when the tendering process to select consultant would be completed and when detailed design was expected to finished. He also enquired the schedule of establishing a DSC in Tung Chung.

The representative of Education Bureau said that the Architectural Services Department initially planned to invite Expression of Interests from consultants at the end of April of the current year, and consultants would be requested to submit tenders

before mid-May. It would take two months approximately to assess the tenders. It was initially anticipated that a suitable consultant would be selected in mid-August.

The representative of SWD said that the Department was actively negotiating with non-governmental organizations and the property owners over technical issues, and schedule for establishment of Tung Chung Sub-office was not available at the current stage.

A member requested the Education Bureau to properly conduct consultation with the local people after the announcement of school allocation result in August of the current year, and to maintain close communication with stakeholders.

XII. Lantau District Action Plan 2015

The representative of Hong Kong Police Force (HKPF) said that Lantau District would formulate an action according to the prevailing law and order situation of the district. In 2015, emphasis would be laid on combating burglaries, especially in the countryside and Discovery Bay. The Police would strengthen co-operation with management and security companies to combat crimes involving visitors. The Police was also concerned of thefts in construction sites as many major constructions were being conducted on Lantau Island. It would also endeavor to enhance ties with non-Chinese local communities in order to better resolve issues involving non-Chinese youths. Various projects would be implemented to achieve the above objectives.

A member was concerned of the procedural mistakes committed in the case of assault on a minor in Discovery Bay. She requested the Commander of the District to remind frontline police officer to avoid the same from happening.

A member proposed organizing more activities to enhance understanding with ethnic minorities which would advance community safety. He was also concerned of youth crimes in Tung Chung.

The representative of HKPF responded as follows:

- (a) He was also very concerned of the case mentioned above, but he was confident that most officers had good grasp of requirements as laid down in legislations. The minor was requested to take video recordings because of the concern of the difficulties he might encounter in

appearing in court. The Police would review the time needed in making statements.

- (b) He was appreciative of the positive comments of a member on the work of the Police in handling youths of ethnic minorities. The Police would continue to strengthen ties with them by organizing suitable activities.
- (c) The Police was very concerned of youth crimes and would closely monitor the situation. Talks would be held in schools to promote awareness of crime prevention.

XIII. Marine Port District Action Plan 2015

The representative of the HKPF said that Marine Port District Action Plan 2015 was by and large similar to that of the previous year. The Police would maintain flexibility to encounter threats on sea. A substantial police force would be kept at centres of population. In combating triad societies, crime syndicates and organized crimes, communication and co-operation with the Mainland authorities would be maintained to target criminal activities across the border. The Police would take measures to enhance safety of pedestrians on Cheung Chau. It would also strengthen endeavours to fight terrorism, illegal entry into the territory and smuggling, including illegal felling of trees. The Police would also increase its community ties through various programmes. He was appreciative of the support and co-operation of members and community leaders all along, and the endeavours of the frontline police officers.

A member said that those engaged in illegal felling of trees often came from Aberdeen and Ap Lei Chau. He thus hoped that the Police would step up patrol along the coast.

A member enquired the most recent condition of a youth appeared publicly on Cheung Chau carrying a knife who was subdued by police officers at the end.

The representative of HKPF responded as follows:

- (a) The Police laid much emphasis on illegal felling of trees on Lamma Island and deployed much resources in combating the crimes around the clock. High-speed patrol boats, manpower and equipment had been deployed to increase surveillance against illegal entry and smuggling.

- (b) The Police had been co-operating closely with AFCD to combat illegal trawling and new equipment had been introduced to target activities conducted near the boundary waters.
- (c) The youth carrying a knife was emotionally unstable and reinforcement was needed to ensure public safety. The Police would find out the latest conditions of that person and informed the member in due course.

Islands District Council Secretariat

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