

(Translation)

**Minutes of Meeting of Islands District Council**

Date : 1 February 2016 (Monday)  
Time : 2:00 p.m.  
Venue : Islands District Council Conference Room,  
14/F, Harbour Building, 38 Pier Road, Central, Hong Kong.

**Present**

**Chairman**

Mr CHOW Yuk-tong, BBS

**Vice-Chairman**

Mr YU Hon-kwan, Randy, JP

**Members**

Mr YUNG Chi-ming, BBS  
Mr CHAN Lin-wai  
Mr CHEUNG Fu  
Mr WONG Hon-kuen, Ken  
Mr FAN Chi-ping  
Mr LOU Cheuk-wing  
Mr WONG Man-hon  
Ms YU Lai-fan  
Ms LEE Kwai-chun  
Ms YUNG Wing-sheung, Amy  
Mr TANG Ka-piu, Bill, JP  
Mr KWONG Koon-wan  
Mr CHOW Ho-ding, Holden  
Ms TSANG Sau-ho, Josephine  
Mr KWOK Ping, Eric  
Ms FU Hiu-lam, Sammi

**Attendance by Invitation**

Mr MA Siu-cheung, Eric, JP	Under Secretary for Development, Development Bureau
Mr LAI Cheuk-ho	Principal Assistant Secretary(Works), Development Bureau
Ms LAU Bo-yee, Winnie	Chief Town Planner/Strategic Planning, Planning Department
Ms WU Ming-yee, Amy	Senior Town Planner/Islands, Planning Department
Ms AU Yue-yan, Vicki	Town Planner/Islands, Planning Department
Mr YUEN Wing-cheong	Senior Transport Officer/Planning/Ferry, Transport Department
Mr LEE Ka-hei, Haywood	Engineer/Islands, Transport Department
Ms TSE Sau-lai, Vivianne	Senior Estate Surveyor (District Lands Office, Islands), Lands Department
Ms HON Tsui-san, Shirley	Senior Estate Surveyor, District Lands Office, Islands, Lands Department
Mr PO Chi-lok	Assistant Project Manager (School Building), Education Bureau

Dr. LOUIE Kwok-keung, Peter	Senior Environmental Protection Officer (Air Policy), Environmental Protection Department
Ms HO Hoi-yan, Ava	Assistant Public Relations Manager- External Affairs, MTR Corporation Limited
Mr CHAU Kwok-leung, Eddie	Senior Engineer (Islands Division), Civil Engineering and Development Department
Mr Kenneth KWOK	Associate Director, Ove Arup and Partners Hong Kong Limited
Ms LEE Kit-yee, Kitty	Senior Manager (New Territories South) Promotion, Leisure and Cultural Services Department
Ms NG Lai-fong, Agnes	Manager (New Territories South) Marketing & District Activities, Leisure and Cultural Services Department
Ms KWOK Lai-kuen, Elaine	Senior Librarian (Islands), Leisure and Cultural Services Department

### **In Attendance**

Mr LI Ping-wai, Anthony, JP	District Officer (Islands), Islands District Office
Ms CHONG Yan-yee, Belinda	Assistant District Officer (Islands)1, Islands District Office
Mr CHOW Chit, Joe	Assistant District Officer (Islands)2, Islands District Office
Ms HUI Yuen-mei, May	Senior Liaison Officer (1), Islands District Office
Ms CHAN Hing-kwan, Patty	Senior Liaison Officer (2), Islands District Office
Mr LO Kwok-chung, David	Chief Engineer/Islands, Civil Engineering and Development Department
Ms TAM Yin-ping, Donna	District Planning Officer (Sai Kung and Islands), Planning Department
Mr LI Kin-nga, Denis	District Lands Officer (Islands), Lands Department
Ms LO Man-kam	Administrative Assistant (Lands/Islands), Lands Department
Mr LAM Ding-fung	District Social Welfare Officer (Central Western, Southern & Islands), Social Welfare Department
Mr HO Yun-sing	District Commander (Lantau), Hong Kong Police Force
Mr Richard Brinsley SHERIDAN	District Commander (Marine Port), Hong Kong Police Force
Ms FAN Chin-ting, Erica	Police Community Relations Officer (Lantau District), Hong Kong Police Force
Mr LAW Tung-wah, Benji	Police Community Relations Officer (Marine Port District), Hong Kong Police Force
Mr YUEN Hong-shing, Honson	Chief Transport Officer/New Territories South West, Transport Department
Mr WONG Hon-kit	Chief Manager/Management (Wong Tai Sin, Tsing Yi, Tsuen Wan and Islands), Housing Department
Mr WONG Wai-wan	District Environmental Hygiene Superintendent (Islands), Food and Environmental Hygiene Department
Ms CHEUNG Yuk-king	Chief Leisure Manager (New Territories West), Leisure and Cultural Services Department
Mrs Brenda NG	District Leisure Manager(Islands), Leisure and Cultural Services Department

### **Secretary**

Ms CHAN Sum Sum, Candy	Senior Executive Officer (District Council), Islands District Office
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## Welcoming remarks

The Chairman welcomed Members to the first regular meeting of the current-term Islands District Council (IDC) and introduced the government representatives present.

### I. Confirmation of the Minutes of Meeting held on 4 January 2016 and Minutes of Special Meeting held on 18 January 2016

2. The Chairman said that the above minutes had been sent to Members for perusal before the meeting.

3. Both minutes were confirmed unanimously without further amendments.

(Mr Benji LAW joined the meeting after discussion of this agenda item.)

### II. Proposed Development Strategy for Lantau (Paper IDC 12/2016)

4. The Chairman welcomed Mr Eric MA, Under Secretary for Development, Mr LAI Cheuk-ho, Principal Assistant Secretary (Works) of Development Bureau (DEVB), Ms Winnie LAU, Chief Town Planner/Strategic Planning of Planning Department (PlanD); and Mr David LO, Chief Engineer/Islands of Civil Engineering and Development Department (CEDD), for attending the meeting to introduce the paper.

5. Mr Eric MA said that following the completion of the Hong Kong-Zhuhai-Macao Bridge (HZMB) and the Tuen Mun – Chek Lap Kok Link (TM-CLKL), Lantau would be in a strategic position both internally and externally. The development potential of Lantau would bring new development scenario and opportunities to all Hong Kong people. DEVB hoped that IDC could give its views on the preliminary development strategy proposed by the Lantau Development Advisory Committee (LanDAC). He said that the public engagement activities for Lantau development had commenced on 31 January this year, and would last for three months until 30 April 2016, with a view to collecting public opinions on the Lantau development proposals.

6. Ms Winnie LAU briefly introduced the overall spatial planning and conservation concepts for Lantau with the aid of a PowerPoint presentation. Mr LAI Cheuk-ho then introduced the initial concept of proposed recreation and tourism development strategy for Lantau as well as the proposal of social development strategy.

7. Mr CHAN Lin-wai expressed his views as follows:

- (a) He welcomed the development of Lantau by the Government and opined that the four major planning principles were in line with the future development approach of Hong Kong. Some tourists had reflected that the existing tourist attractions in Hong Kong could not make them extend their stay in Hong Kong. He suggested Hong Kong to make reference to other places with islands that draw tourists. He agreed with the Secretary for Development that Lantau

could be developed into a place suitable for “living, working, business, leisure and study”. He believed that the development of Lantau would be beneficial to local employment and the tourism industry in Hong Kong. He supported the proposed Lantau development strategy.

- (b) As regards the Lantau development, he concurred that a balance had to be struck between conservation and development. At present, as there were over 60 villages on Lantau and the Government had to consult the respective Rural Committees in the district and the local community on the concrete development proposals, if any, in future.

8. Mr CHEUNG Fu considered that the proposed Lantau development strategy put forward by DEVB contained very good ideas. He said that about 70% of the land on Lantau was incorporated into country parks and suggested the zoning of some land with lower ecological value for housing development, so as to address the housing problem in Hong Kong. He supported the development of Lantau.

9. Mr Eric KWOK gave his views as follows :

- (a) He considered that although the report titled “Lantau Space for All” looked great, it just contained fragmented ideas of developing Lantau. He was worried that Lantau Island would become something that was neither fish nor fowl instead of a place suitable for living, working, business, leisure and study.
- (b) The representative of PlanD in making her presentation, said that we should step up conservation efforts and have respect for nature. There were many cultural heritage sites on Lantau, but the paper did not put forward any policies or proposals concerning environmental acceptability and the baseline assessment. He proposed that reference should be drawn from neighbouring regions (like Taiwan).
- (c) The last-term Government had published the revised “Concept Plan for Lantau” (Concept Plan) in 2007. To draw up the Concept Plan, two public fora and 22 consultative meetings were conducted and government representatives were sent to attend nine large-scale conferences. 540 written submissions were received and the Concept Plan was edited and revised twice. The Concept Plan had a strong public opinion base and was in compliance with procedural justice. He doubted whether the Government had incorporated the proposals set out in the Concept Plan into the “Lantau Space for All” report. If not, he criticised the Government for not paying respect to the last-term Government. He was worried that the government policies would be inconsistent which would thus undermine the sustainable development of Hong Kong.

- (d) The proposal of East Lantau Metropolis involved reclamation of an area of about 1 400 to 2 000 hectares. He had consulted fishermen, who were concerned that the water flow would be affected, resulting in the accumulation of sediments in Victoria Harbour. This would have a negative impact on the future development of the cruise waterways and the local shipping industry.

(Post-meeting note: DEVB supplemented that according to the preliminary assessment, the East Lantau Metropolis project would include the construction of one or more artificial islands between Lantau and Hong Kong Island. Reclamation works would be required in the waters in the vicinity of Kau Yi Chau with an area of about 600 to 800 hectares. However, it was yet to be decided whether the works would be carried out in Kau Yi Chau or other locations in central waters. The exact location and area of reclamation were subject to further study.)

- (e) He hoped that the Government would explore ways to alleviate the traffic problem on Lantau so as to realise the vision of “one-hour living circle in the Pearl River Delta area”.

10. Mr FAN Chi-ping expressed his view as follows :

- (a) He supported the development of Lantau, which would bring employment opportunities and promote the development of various trades. He suggested that the Government build more housing units to resolve inadequate housing problem in Hong Kong.
- (b) At present, quite a number of sites on Lantau had been zoned as “Conservation Area” or “Green Belt”. He considered that the conservation requirements had been complied with. Given the current shortage of land supply, he suggested that sites the land in “Green Belt” be reduced to optimize the use of land resources.
- (c) He said that the villagers had all along supported and acted to facilitate the development projects of the Government. However, lots of private lands had been zoned “Green Belt” and the value and development potential of such lands were affected.
- (d) Many villages in the area had not been provided with pavements or street lightings. He hoped that the Government would cater for the needs of rural areas to implement road improvement proposals during the development of Lantau Island.
- (e) He urged the Government to improve roads and traffic facilities in Lantau, such as building a round-the-island road to connect the various areas of Lantau for attracting more visitors.

11. Mr Bill TANG gave his views as follows:

- (a) He enquired about the functions of the future Lantau Development Office and whether there were any differences between the present consultation paper and the proposals made previously.
- (b) He opined that if members of the public could not benefit from the development project, there would be perceptions that it was simply a property development project pushing up rental rates. He supported the development of tourism on Lantau. Taking Tung Chung as an example, he hoped that the Government would learn from the experience and avoid price hike as a result of tourism development, thereby affecting people's livelihood. He said that following the commissioning of HZMB, more visitors would flock to Hong Kong for sightseeing and shopping. He enquired how the Government could ensure that the rents and commodity prices would not keep going up.
- (c) If the consultation paper only gave an outline of the development project without making people believe that they would have a share of benefits therefrom, it might not be accepted by the community. He questioned why the proposals regarding the provision of public markets and bazaars had not been incorporated in the proposed development strategy. He was of the view that apart from creating employment opportunities, it would be more important for people to be able to grasp the development opportunity to start their own businesses. The project would then gain wider support and recognition from the community.

12. Mr LOU Cheuk-wing raised the following views:

- (a) He supported the development of Lantau and the development proposal for Lantau put forward now could be regarded as a "belated Spring". He said that the existing traffic connections, both internal and external, of Lantau were in need of improvement. Owing to its inconvenient location, there were fewer employment opportunities in Tai O and residents were moving out. The population of Tai O had dropped from approximately 30 000 to the current 2 000–3 000. The Concept Plan published years ago had already proposed to develop Tai O to attract returnees, which received support from the majority of Tai O residents. He hoped that the Government would implement the Concept Plan and the proposed development strategy of Lantau with a view to increase Tai O's population to approximately 8 000.
- (b) The residents of Lantau and Tai O hoped that the traffic in every village would be improved. However, some villages in Tai O were still devoid of vehicular accesses and he worried that emergency vehicle access would be affected.
- (c) He suggested the construction of a coastal road linking Tung Chung and Tai O which would be incorporated in the development strategy for enhancement of Tai O and Lantau's external traffic connections.

- (d) He opined that it was imperative for the Government to strike a balance between conservation and people's livelihood when developing Lantau, and concurred with the development approach of preserving the historical and cultural heritage of Tai O.

13. Mr WONG Man-hon supported the Government's proposal to develop Lantau and opined that the development could create new spaces for people of Hong Kong in future and provide new opportunities for recreation, tourism and economic development. He pointed out that promotion of the attractions in the four Lantau districts would offer visitors to Hong Kong a wider selection of itineraries. Nonetheless, he hoped that the Government would address the traffic problems on Lantau and make improvements accordingly.

14. Ms Amy YUNG expressed her views as follows:

- (a) The Government had already put forward the plan of Lantau development in its Concept Plan published in 2007. She believed that the preparation of the consultation paper titled "Lantau Space for All" might have mobilised abundant human, material and financial resources. If the Government was making empty talks, it would be a sheer waste of resources to produce similar reports every few years. She supported formulating the development strategy of Lantau in accordance with the Concept Plan in 2007 as it reflected public sentiments, instead of basing on proposals put forward by a handful of appointed members.
- (b) The consultation paper "Lantau Space for All" put forward development strategy proposals in a number of areas (including housing, business, tourism and conservation and so on) but without providing any concrete options, rendering it a mere directional document. She doubted whether the proposals would be implemented in future and had reservations about the paper.
- (c) She condemned the reclamation project of East Lantau Metropolis as sheer empty talk. To conduct large-scale reclamation, no one knew how much resources would be involved and what impacts it would have on the environment and shipping industry. She did not support this project and questioned why the Government would raise such concept.
- (d) The Government would have to conduct a consultation on the development proposals in the district to gauge the views of the local community and to gain their support.

15. Mr Holden CHOW expressed his views as follows:

- (a) As regards the topside development at Hong Kong Boundary Crossing Facilities (HKBCF) Island of HZMB, he had proposed during the consultation period that a large outlet be built so that visitors would not need to shop at Tung Chung Town Centre, thereby avoiding conflicts with local residents.

- (b) He agreed that a balance should be struck between conservation and development in the development of Lantau.
- (c) It was expected that Tung Chung's population would be over 200 000 in future, but residents could travel to and from urban areas via two roads only, namely the Tsing Ma Bridge and TM-CLKL to be completed in 2018. He was worried that the two roads might not be able to cope with the demand of the future population.
- (d) On the road system, a recommendation contained therein was to study the feasibility of building a railway corridor linking northwest New Territories (NWNT)-Lantau-Metro subject to the implementation of to the East Lantau Metropolis project. He hoped that the Government would consider early the local demand for transportation.
- (e) Road networks in many rural and remote areas in Tung Chung and Mui Wo Three Villages were not well developed. He hoped that the Government would take this opportunity to enhance the road networks while developing Lantau.

16. The Vice-chairman Randy YU made a declaration of interest. His wife's maternal relatives (excluding his wife) had land interests in Yi O and Tung Chung Valley, so he would not express any opinion on the development plan of the areas concerned. During the DC election campaign which was just over, he had collected numerous views from four Lantau districts of, which were summarised as follows:

- (a) The indigenous inhabitants of Lantau respected the newcomers and he hoped that the later would also respect the opinions of the locals who had been living there as their ancestors did centuries ago. The locals hoped that development could be sustained and the population of Tai O would grow to about 8 000. They understood that conservation and people's livelihood were equally important. According to the three internationally-recognised principles of sustainable development, social needs and economic development should be taken into consideration besides environmental protection. He hoped that different stakeholders should have respect for each other.
- (b) When the Shek Pik Reservoir was built in the 1960s, the natural environment of many villages was damaged. As plenty of natural water sources were cut off, water converged in the reservoir resulting that no farming could be practised by the villagers. They had to go abroad to make a living, or even sell their ancestral property and move out, making them lose their right to speak today. Even some of the residents who had newly moved in also felt that it was a pity for those villagers who had their right to speak diminished after selling their ancestral property, but we respected this fact. Therefore, it was hoped that balanced and sustainable development of humanity, history and other aspects should also be emphasised and protected, in addition to environmental conservation.



- (c) He opined that balanced development of Lantau was most important. He supported the development approach of the report, but remarked that there were some shortcomings. He cited South Lantau Road as an example, indicating that it was not a standard road with numerous sections being 6.8m in width. He hoped that the road could be widened to 7.3m and dangerous bends be improved.
- (d) A number of indigenous inhabitants had given up their land for the development of Hong Kong. For example, when the airport was built in Chep Lap Kok, villagers of Chep Lap Kok Village were relocated to old villages in Tung Chung, causing them to lose the small house development zone and to be unqualified for building New Territories small houses. The Government then promised to build a coastal road from Tung Chung to Tai O, but this promise had not yet been honoured. He considered that environmental conservation and conservation of history of humanity were equally important to the old district. The residents, whose demands were reasonable, merely hoped that the Government could provide infrastructure and allow sustainable development to attract more indigenous inhabitants to return for residence so that a balance could be struck between development and conservation.

17. Mr Eric MA consolidated his responses as follows:

- (a) The vision of developing Lantau was to strike a balance between development and conservation, with a view to developing it into a community suitable for “living, work, business, leisure and study”. Owing to the word limits, the report could not list all the details. LanDAC had adopted the comments from the revised Concept Plan in 2007 wherever appropriate and possible. Basically, there was not much difference between the development proposals made in the work report and those in the Concept Plan in 2007. For instance, South Lantau mainly served for conservation, culture and leisure purposes while no proposals for major developments on South Lantau were made in the work report.
- (b) Regarding the traffic issue on South Lantau, as far as short-term measures were concerned, narrow bend improvement works were being carried out on South Lantau Road and Keung Shan Road to enhance road safety and accessibility and to facilitate local residents. In addition, short-term improvement works such as construction of mountain biking trails were planned to facilitate members of the public in enjoying the beautiful natural environment of Lantau.
- (c) The Government planned to set up a designated office for the development of Lantau which was responsible for co-ordinating various development studies and planning work.
- (d) He recognised that a balance should be struck between conservation, culture and livelihood and believed that this would help attract residents abroad to return to Hong Kong and members of the public to visit Lantau.

- (e) East Lantau Metropolis was a preliminary proposal for which the Government was prepared to seek funding from the Legislative Council (LegCo) for conducting strategic studies on the reclamation area of artificial islands, the impacts on harbour traffic and water flow, etc. Consultation and discussion would ensue once the findings of the studies and the data were available.
- (f) Public comments would be welcomed during the consultation period so that the Government could work out a layout plan for Lantau. Representatives of DEVB would meet different stakeholders in the coming three months, explaining to them the short, medium and long-term development proposals and collecting their views.
- (g) According to the preliminary development proposals in the report, high-density development would be focused in the vicinity of North Lantau Highway and the Airport Railway, which would cause relatively minor impacts on the country area.
- (h) The impacts of the development on social livelihood, such as the facilities required by Tung Chung (including markets), would be discussed in detail and considered under the Tung Chung New Town Extension Project. As the contents of this presentation were about the proposed development strategy for Lantau, detailed information of other development projects was not included.

18. Mr KWONG Koon-wan gave his views as follows:

- (a) There were not many tourist spots in Hong Kong. He suggested that the Government should explore more new tourist spots for the public. At present, Lantau was neither attractive to visitors nor easily accessible. He recognised the need to develop Lantau, but the Government should also consider the demands of green groups and local residents.
- (b) For the proposed provision of a marina, he opined that the Government should consider if there was such a practical need. If the provision of a marina could help address the current scramble for berths between yachts and fishing boats at Aberdeen Typhoon Shelter, he would express support for the proposal.
- (c) Regarding the proposed provision of an ice rink at the Aerotropolis, he considered that the Government should seek comments from schools or athletes in order to understand their needs.
- (d) Regarding the provision of eco-tourism spots at Tai/Siu Ho Wan, he would express support for the proposal if the provision of a landmark botanic garden, for example, would be comparable to the one at Singapore Airport.
- (e) He was opposed to the provision of stargazing facilities and a campsite at Sunset Peak, opining that sites without light pollution were suitable for stargazing. He hoped that the existing landscape of Sunset Peak would be retained.

- (f) Regarding the proposed provision of an outdoor aqua park, he was concerned about whether large-scale excavation would be required in the river bed and whether such works might cause serious impacts and destruction to the surrounding ecological environment. If so, he had reservations about the proposal.
- (g) Concerning the improvement to roads on Lantau, he suggested that reference be made to the practices in other places and the use of subways running through all the areas and tourist spots be considered.

19. The Chairman said that Lantau required balanced development and hoped that DEVB would consider Members' views and concerns.

(Mr Eric MA, Mr LAI Cheuk-ho and Ms Winnie LAU left the meeting after discussion of this agenda item.)

### III. Question on providing an additional early morning ferry from Yung Shue Wan to Central (Paper IDC 19/2016)

20. The Chairman welcomed Mr YUEN Wing-cheong, Senior Transport Officer/Planning/Ferry of the Transport Department (TD) for attending the meeting to give responses. The representative of Islands Ferry Company Limited, the ferry operator (Operator), could not attend the meeting due to other commitments. The Operator had given a written reply for Members' perusal.

21. Mr CHAN Lin-wai presented the question, and added that he and the Member of the constituency concerned had constantly raised the captioned proposal over the years but there had been no positive response. Moreover, he was discontented with the written reply of the Operator.

22. Mr YUEN Wing-cheong said that TD noted Members' views and had kept an eye on the ferry service from Yung Shue Wan to Central. TD had conducted a site inspection in December 2015. The results showed that the demand was not high, with the occupancy rate of the first departure from Yung Shue Wan to Central at 6:20 a.m. at about 64%. The department had referred Members' views to the Operator for consideration. According to the Operator's response, it was difficult to allocate additional resources for additional ferry service due to shortage of manpower at present. Nevertheless, TD understood Members' and the local community's requests. TD had requested the Operator to actively consider the proposal. Meanwhile, the company had also agreed to review the manpower and resources allocation prudently and study the feasibility of providing an additional morning ferry. The department would continue to follow up with the Operator to respond to local request.

23. Mr CHAN Lin-wai said that the Government provided an annual grant of \$190 million to the major outlying island ferry operators to subsidise the repair and maintenance cost of ferries and waived their pier rentals. TD should review the proper use of the subsidy and monitor whether the services provided by the Operator could meet local needs.

24. Ms YU Lai-fan said that ferry service was a sunset industry falling short of manpower due to insufficient professionals. She urged TD to consider how to help sustain the industry's development so as to meet the needs for outlying islands ferry services.

25. Mr Bill TANG pointed out that international oil price had dropped to a record low over the last 10 years. In view that the fuel cost accounted for about 30% of the cost of ferry service, TD should step up supervision to ensure that the Operator would improve its service under such a favourable business environment.

26. The Chairman asked TD to take follow-up actions with the Operator so as to further improve the outlying islands ferry service.

(Mr Bill TANG joined the meeting during discussion of this agenda item.)

IV. Question on Yat Tung Estate Market in Tung Chung  
(Papers IDC 20/2016 and IDC 27/2016)

27. The Chairman welcomed Mr WONG Hon-kit, Chief Manager/Management (Wong Tai Sin, Tsing Yi, Tsuen Wan and Islands) of the Housing Department (HD), Mr WONG Wai-wan, District Environmental Hygiene Superintendent (Islands) of the Food and Environmental Hygiene Department (FEHD), Ms Vivianne TSE, Senior Estate Surveyor (District Lands Office, Islands) and Mr Anthony LI, District Officer (Islands) of Islands District Office (IDO), for attending the meeting to give responses. The Food and Health Bureau (FHB) said that the representative of FEHD would attend the meeting to respond to members' questions. The written reply of the Link Asset Management Limited (the Link) had been distributed to Members for perusal before the meeting.

28. Mr Bill TANG presented the questions in Paper IDC 20/2016.

29. Mr Eric KWOK presented the questions in Paper IDC 27/2016 and two updates on the information. First, according to the Link's written response, the renovation works for Yat Tung Estate Market in Tung Chung would be postponed to mid-May to mid-August. Second, a "one-person-one-letter campaign" and a petition had been held from 8 January to 1 February 2016. A total of 1 856 residents had expressed support for his proposal.

30. Mr WONG Hon-kit said that HD had written to the Link in September 2015 and January 2016 to urge them to pay attention to residents' needs and make appropriate arrangements during the renovation of Yat Tung Estate Market. According to the Link's response, the renovation works for the market with a duration of two to three months would be postponed to mid-May 2016. In order to alleviate the inconvenience caused to residents, the Link was discussing with Uni-China (Market) Management Limited, the principal tenant of the market, the provision of temporary retail facilities during renovation to meet residents' basic needs.

31. Mr WONG Wai-wan responded as follows:

- (a) The Government considered that the provision of a bazaar in Tung Chung should adopt a district-led and bottom-up approach. FHB/FEHD would offer assistance as far as possible provided that food safety and environmental hygiene would not be compromised if any organisation or project initiator could identify a suitable place and obtain the support of the community and DC.
- (b) Providing a new public market involved the use of Government land and entailed public financial commitment. Therefore, in considering whether a public market should be built, the Government had to duly assess the need for the market and cost effectiveness in order to ensure that public resources were put to proper use. In fact, in the face of keen competition and the ever-changing circumstances in the community, some public markets were facing relatively high vacancy rates and low customer flows. Also, the Audit Commission had in previous reports pointed out that, given the high cost of constructing a new public market, the relevant principles should be strictly adhered to.
- (c) Many requests for new markets were driven by an assumption that public markets managed by FEHD offered cheaper goods than market facilities run by other parties as well as supermarkets, and therefore may contribute to maintaining price stability of fresh food. Insofar as the prices of the goods sold in public markets were concerned, tenants of public markets were free to determine and adjust the prices of their goods with regard to such market forces as supply and demand, as well as their operating costs (including transportation costs, rentals, staff salaries, etc.). The Government did not control the prices of the goods sold in public markets, nor was it in a position to guarantee that the goods sold in public markets would be cheaper than those in other shops.
- (d) On account of the above considerations, FHB/FEHD had no plan to provide a public market in Tung Chung at present.

32. Ms Vivianne TSE said that HD and IDO had liaised with the Link, asking for an increase in the number of the temporary market stalls. The Lands Department (LandsD) welcomed the efforts made. Regarding the proposal of setting up temporary stalls in between the shopping centre and the market, the proposed areas were “associated areas” owned by the Link as referred to in the Deed of Mutual Covenant (DMC) of Yat Tung Estate. No application had been received by the department from the Link so far. As regards the proposed temporary market, if IDO gave its support and submitted an application, Lands D would process the application as soon as possible upon receipt of it. With regard to the proposed bazaar and municipal market, the department had provided information on the vicinity of Yat Tung Estate to Mr TANG earlier. If there was any specific plan, LandsD would make complementary efforts to tie in with it.

33. Mr Anthony LI said that the relevant government departments were aware of residents' concerns. Over the past few weeks, IDO had been liaising with the relevant government departments and the Link, in the hope that the Link would increase the number of temporary stalls. As stated in the written reply from the Link, renovation works for the market would be postponed to mid-May. The Link was exploring with their principal tenant of the market the feasibility of increasing the number of temporary stalls during the renovation period. Aspects such as land lease conditions, fire safety and food and environmental hygiene were being examined to see whether the relevant requirements were met. IDO and the relevant government departments would process the proposal from the Link as soon as possible upon receipt of it. They would maintain liaison with the Link for early implementation of the arrangement to set up more temporary stalls. Regarding the proposal of setting up a bazaar, IDO would facilitate the promotional work of IDC as far as practicable and, most importantly, help to identify suitable sites and organisations and consider the mode of operation. The next agenda item was the motion on the establishment of a working group to promote bazaar development. If IDC passed the motion to establish the working group, IDO would make joint efforts with the relevant departments to support it.

34. Mr Bill TANG raised the following views:

- (a) He cited Tai Po Hui Market as an example and said that not all municipal markets were facing low customer flows and high vacancy rates. He hoped that the Administration would take note of the differences between markets in new towns and those in urban areas. Although prices in municipal markets might not be lower than those in other markets, there would probably be a rise in prices following a rise in rentals after renovation of the markets run by Link.
- (b) Regarding the proposal of setting up a bazaar on the government land next to Yat Tung Estate, he suggested making reference to Shek Wu Hui Old Market in Sheung Shui and hoped that the representative of FEHD would convey his suggestion to the bureau.
- (c) As regards the proposed increase in the number of temporary stalls, he asked IDO to have a joint meeting with the Link, the relevant departments and respective IDC Members for early implementation of the arrangement.

35. Mr Eric KWOK raised the following views:

- (a) He thanked IDO and the relevant departments for following up residents' requests, but expressed regret about absence of a representative from the Link.
- (b) He asked whether LandsD would consider exemption of waiver fees if the Link exempted stall operators from rentals.
- (c) Owing to the limited space in the "associated areas", it was expected that only about 10 temporary stalls could be set up. He asked whether HD would consider setting up more temporary stalls on the vacant land beside.

- (d) He opined that public markets provided a fair and impartial environment for tenants to run their businesses and they sold a greater variety of items. He cited the example of Wan Chai Market where the prices were lower than those in Yat Tung Estate Market because there were several markets in the district offering a great variety of choices at relatively lower prices. He hoped that the representative of FEHD would convey his views to the bureau that policies should not be too rigid and should not only take into account cost-effectiveness.

36. Ms Josephine TSANG hoped that the Government would consider building a municipal market in Tung Chung to benefit residents of Yat Tung Estate, Fu Tung Estate and the neighbouring estates. She believed that low customer flows would not occur. In addition, she suggested providing a cooked food centre in the municipal market in Tung Chung to meet the needs of residents. She also welcomed the setting up of a bazaar in the district which could offer a greater variety of choices for the public so that the markets run by Link would not have a monopoly.

37. Mr Holden CHOW said that the two markets in Yat Tung Estate and Fu Tung Estate were both run by the Link. If Fu Tung Estate Market underwent renovation in future, the current arrangement for Yat Tung Estate Market could serve as an example. He reckoned that one of the reasons for high prices in Tung Chung was the lack of competition. A municipal market could give residents another option and bring competition among markets, which would be in the best interests of consumers. Therefore, he was in favour of building a municipal market in Tung Chung.

38. Mr Ken WONG supported the building of a municipal market in Tung Chung. He said that the high vacancy rates in municipal markets were due to inflexibility of the system. Take Peng Chau Market as an example. There were only fish stalls but no vegetable stalls in the market. At present, more than 10 fish stalls were vacant, but applications submitted by the public years ago for changing the use of these stalls had not yet been approved. He urged FEHD/FHB to consider including more categories of business for market stalls.

39. Ms LEE Kwai-chun considered it necessary to build a municipal market as another option for the public to cope with future population growth in Tung Chung.

40. Mr LOU Cheuk-wing said that residents of Tai O, Shui Hau and Tong Fuk shopped at Yat Tung Estate Market, too. Owing to higher rentals, prices in markets run by the Link were higher than those in municipal markets. For the sake of public interest, he considered it necessary to build a municipal market in Tung Chung.

41. Mr FAN Chi-ping noticed that there were always hawkers hawking outside Yat Tung Shopping Centre. He hoped that FEHD would take follow-up action.

(Post-meeting note: FEHD replied that they would not conduct regular inspections at the said site since it was within the management boundary of the Link or HD.)

42. Mr Bill TANG said that according to the Link's written response, the company was exploring the feasibility of providing additional temporary market stalls in the Link's "associated areas" between Yat Tung Estate Market and Yat Tung Shopping Centre, subject to exemption of relevant land charges and timely approval from government departments such as the Fire Services Department (FSD) and FEHD on the proposal. Since the company also needed to discuss the operation and management issues of the proposal with Uni-China (Market) Management Limited, the single letting market tenant, no details could be provided to IDC at the moment. He hoped that IDO would co-ordinate and follow up the matter. Furthermore, since the space of the Link's "associated areas" was limited, temporary market stalls might need to be provided in the common area in Yat Tung Estate. Therefore, he requested HD to follow up the matter.

43. Mr WONG Hon-kit responded that according to the land lease and DMC, the estate common area in Yat Tung Estate was jointly held by the Link and HD, while HD managed the public areas (shared public area) in the capacity of a DMC manager. He requested LandsD to clarify whether temporary stalls could be provided in public areas.

44. Ms Vivianne TSE gave a consolidated response that the use of all private lands in Hong Kong was subject to land lease. If a private landlord applied for a short term waiver for change in land use, LandsD would charge an administration fee and determine the fee of the waiver according to the open market rental after the change in land use if the application conformed to the established policies and was approved. In regard to the provision of a temporary market in the Link's "associated areas", LandsD could consider waiving the land usage fee after receiving the application if the relevant arrangements would not affect the nearby residents and were supported by the policy bureaux concerned. She welcomed HD's liaison and discussion with LandsD on the provision of temporary stalls in the common areas in Yat Tung Estate. In the past, HD had sometimes organised activities as a property manager in the public areas in the estates managed by the department. LandsD had not requested HD to lodge any applications.

45. Mr Anthony LI supplemented that IDO would continue to follow up the matter with relevant departments. He hoped that the proposal to provide additional temporary stalls would be implemented as soon as possible.

46. The Chairman asked the relevant government departments to follow up Members' views.

(Ms Vivianne TSE left the meeting after discussion of this agenda item.)

V. Motion on requesting the establishment of a working group to promote bazaar development in Islands District  
(Paper IDC 21/2016)

47. The Chairman said that the motion was moved by Mr Bill TANG and seconded by Mr Holden CHOW.



48. Mr Bill TANG presented the motion. He said that he had proposed forming a working group (WG) for follow-up discussion on the promotion of bazaar development in Islands District in the last-term DC.

49. Mr Eric KWOK supported the motion and suggested that the WG should have the participation of residents and ethnic minorities.

50. Mr Bill TANG said that taking the past experience into consideration, he considered that WG could invite non-DC members to attend its meetings. The capacity issues could be discussed in future.

51. Ms Amy YUNG seconded the motion.

52. Mr Eric KWOK proposed to amend the motion as follows:

“A working group to promote bazaar development should be formed under the Islands District Council, and residents and ethnic minorities should be included as members of the working group.”

53. Mr CHEUNG Fu had reservations about including non-DC members as WG members.

54. Ms LEE Kwai-chun enquired whether the Standing Order stipulated the number of members of a WG.

55. Mr KWONG Koon-wan said that clarification on the legitimacy of inclusion of non-DC members or non-co-opted members in a WG under IDC was required. He held an open attitude towards inviting people to attend WG meetings, but an upper limit on the number of attendants invited should be considered.

56. Mr Anthony LI said that he believed that Members had no objection to inviting relevant local parties to participate in WG's work in principle except the practical arrangements for the participation. Therefore, IDC could consider endorsement of the original motion moved by Mr Bill TANG first. The WG could discuss the mode of participation by local parties if the motion was endorsed. In addition, IDC could also consider whether the amended motion moved by Mr Eric KWOK should be voted on at this meeting.

57. Mr KWONG Koon-wan said that under Section 40(4) of the Islands District Council Standing Order, all members of a standing WG should be DC Members or co-opted Members appointed under Section 34(1), and at least half of the members should be DC Members. Furthermore, under Section 40(6), a standing WG might invite any non-WG member to attend the meetings subject to the Chairman's consent. However, the parties concerned should not be counted in the quorum.

58. Mr Bill TANG said that drawing reference from the past operation of WG, he suggested considering whether the formation of WG should be endorsed first. Then, the mode of participation by other invited parties should be discussed by the DC Members of WG in due course.

59. Mr Eric KWOK agreed to withdraw the amended motion and hoped that WG would listen to ethnic minorities' views.

60. The Chairman asked Members to vote on the original motion by a show of hands. There were 18 votes for the motion and no objection or abstention. Therefore, the motion was endorsed.

VI. Question on the progress of the development of special school and provision of district support centre for persons with disabilities in Tung Chung  
(Paper IDC 22/2016)

61. The Chairman welcomed Mr PO Chi-lok, Assistant Project Manager (School Building) of the Education Bureau (EDB) and Mr LAM Ding-fung, District Social Welfare Officer (Central Western, Southern and Islands) of the Social Welfare Department (SWD), for attending the meeting to give responses.

62. Mr Bill TANG presented the question.

63. Mr PO Chi-lok responded as follows:

- (a) EDB had launched the School Allocation Exercise (SAE) in February 2015. Proposed new school premises in Tung Chung Area 108 were open for application by eligible bodies for operating a new special school with boarding facilities for children with mild, moderate and severe intellectual disability. The allocation procedure had been completed in October of the same year. The proposed new school premises were eventually allocated to Hong Chi Association (HCA).
- (b) In order to shorten the project preparation time, the Architectural Services Department (ArchSD) had in parallel completed the recruitment of the consultant for the school building project while EDB was implementing SAE. After EDB had completed the school allocation procedures and announced the results, it immediately met with ArchSD, the consultant, HCA and principals of the two special schools under HCA. EDB had also visited those two special schools to collect information and gain a deeper understanding of the teaching facilities and needs of special schools, with a view to making the design work of the new school premises smoother.
- (c) EDB would conduct district consultation before seeking funding approval from the Legislative Council (LegCo) for the construction of this special school. It would also maintain close contact with and listen to the views of the sponsoring body and relevant stakeholders. If everything went smoothly, the school building project was expected to commence in early 2017 at the earliest and be completed in early 2019.

64. Mr LAM Ding-fung responded that SWD had made good progress in establishing the branch of District Support Centre for Persons with Disabilities (DSC). It had been maintaining close liaison with EDB, HD and the Link to discuss issues like tenancy arrangements and fire escapes. In addition, the lease was extended from five years to ten years. The non-governmental organisation responsible for operating DSC had appointed authorised persons to negotiate with the Link on the relevant technical issues. Renovation work could commence upon approval by the Link. SWD would continue to closely follow up the situation with the Link.

65. Mr Bill TANG enquired when EDB would consult IDC on the school building project. As regards the preparation work of DSC, he asked whether the parties concerned had signed the tenancy agreement, or they were just negotiating on it. Moreover, he would like to know when DSC would come into operation.

66. Mr PO Chi-lok said that EDB was working on the design of the new school premises. A consultation with IDC was tentatively scheduled in April this year upon availability of relevant information.

67. Mr LAM Ding-fung said that the tenancy agreement of DSC was under negotiation. Renovation work would commence upon the Link's approval on the building plan. It was expected that DSC would come into operation in late 2016.

(Mr LOU Cheuk-wing left the meeting during discussion of this agenda item.)

(Mr PO Chi-lok left the meeting after discussion of this agenda item.)

VII. Question on the progress of the public rental housing development in Tung Chung Area 56  
(Paper IDC 23/2016)

68. The Chairman welcomed Mr WONG Hon-kit, Chief Manager/Management (Wong Tai Sin, Tsing Yi, Tsuen Wan and Islands) of HD, for attending the meeting to give responses.

69. Mr Holden CHOW presented the question.

70. Mr WONG Hon-kit said that according to the latest progress, it was anticipated that public housing development in Tung Chung Area 56 would be completed between late 2016 and early 2017. The housing estate concerned had been named "Ying Tung Estate". Apart from the public housing units, there would be a shopping centre called "Ying Tung Shopping Centre". The shopping centre (including the market) had an internal floor area of about 3 500 square metres, in which the market took up over 880 square metres. It was expected that the market could accommodate about 40 stall operators. The Housing Authority (HA) would invite tenders for tenancy of the shopping centre half a year ahead of its completion.

71. Mr Bill TANG hoped that HD would inform IDC of the tender arrangements for the above shopping centre and market as early as possible, so that Members could notify the stall operators of the two existing markets in the district. Regarding the operation of the market, he suggested that the Commercial Properties Management Unit of HD should be responsible

for letting, and other organisations or companies should be commissioned to take up management. If the market was operated by a single operator, the interest of small tenants might be exploited by private companies. In this connection, he suggested that HA should be responsible for the tenancy matters of markets of public housing estates in Areas 56 and 39. In addition, he enquired about the intake date of Ying Tung Estate as well as the anticipated time of flat allocation to the Waiting List applicants.

72. Mr WONG Hon-kit responded that for markets completed after 1988, HA's Commercial Properties Committee adopted the strategy of leasing the markets to a single operator, because those well-performing single operators could provide better management on facilities and shopping environment. As for the intake date of Ying Tung Estate, at present, HA would arrange advance allocation prior to the intake dates of new public housing estates. Eligible applicants, would sign the tenancy agreements after issuance of the occupation permits for the new public housing estates. If circumstances allowed, he would arrange Members to visit Ying Tung Estate before its official intake.

73. Mr Holden CHOW enquired whether occupation permit would be issued to Ying Tung Estate so that residents could move in upon its anticipated completion in early 2017. He also asked whether the anticipated intake date of Ying Tung Estate was early 2017. If tenders were invited for Ying Tung Shopping Centre half a year ahead of its completion, he would like to know when stall operators could start business.

74. Mr WONG Hon-kit supplemented that Ying Tung Estate and Ying Tung Shopping Centre would be completed within the same period. Everyone hoped that the provision of basic facilities would tie in with the resident intake. Therefore, HD would contact the commercial tenants who had signed the tenancy agreements and encouraged them to start business as soon as possible for residents' convenience. It was estimated that Ying Tung Estate would be ready for intake in March 2017. He would report to Members again if there was new progress.

#### VIII. Question on traffic congestion at Tung Chung Town Centre (Paper IDC 24/2016)

75. The Chairman welcomed Mr Haywood LEE, Engineer/Islands of TD, for attending to the meeting to give responses.

76. Mr Holden CHOW presented the question.

77. Mr Haywood LEE replied as follows:

- (a) Regarding the development of Tat Tung Road in the long run, TD had been keeping abreast of the opportunities of the peripheral development, with a view to upgrade the pick-up/drop-off points at Exits A and D of Tung Chung MTR Station for optimal use of space, traffic improvement, avoiding obstruction to the traffic and easy pick-up and drop-off passengers. However, the upgrading proposal and improvement measures might affect motorists picking up/dropping off passengers and the flow of traffic in the peripheral areas. Careful consideration should be given before a decision was made.

- (b) TD had been monitoring the traffic on Tat Tung Road. According to TD's survey, there were about 700 vehicular trips at Tat Tung Road during peak hours, which did not exceed its capacity. TD had no plan to build new roads.

78. Mr Holden CHOW said that a great number of vehicles, including Caribbean Coast shuttle buses, taxis, engineering vehicles carrying site staff, private cars, school buses, etc., picked up/dropped off passengers at the roundabout. Residents suggested that all vehicles, except Caribbean Coast shuttle buses and taxis, should not be permitted to pick up/drop off passengers at the roundabout in order to alleviate the traffic congestion and traffic load at the town centre during morning peak hours.

79. Ms Sammi FU expressed that the residents of Caribbean Coast went to Tung Chung MTR Station by shuttle bus, but many vehicles were parking on double white lines during morning peak hours near the shuttle bus stop at Exit A, causing obstruction to the traffic lane and alighting passengers. School buses even had to park at the centre of the road for school children to alight/board between vehicles, putting them at risk. After the site visit with representatives of TD earlier on, she suggested that the two coach parking spaces at Tat Tung Road be changed to pick-up/drop-off points, while the original pick-up/drop-off facility at the roundabout near Exit A be relocated to Tat Tung Road to alleviate the traffic load of the roundabout. She wanted to know if the proposal was feasible.

80. Mr Eric KWOK opined that the design of the transport network of Tung Chung Town Centre was far from satisfactory. For instance, at the junction of Shun Tung Road and Yu Tung Road, buses had to cross the lane before maneuvering a U-turn. With the commissioning of HZMB, some vehicles would head for Tung Chung, and he was concerned that the existing road network might not cope with the demand. He urged TD to review the transport network in Tung Chung Town Centre as soon as possible in order to meet the future traffic demand and avoid the effects of traffic congestion.

81. Mr Haywood LEE gave a consolidated reply as follows:

- (a) Regarding the proposal of Mr Holden CHOW for vehicles to pick up/drop off passengers at other locations, the heavy traffic on Tat Tung Road near Exits A and D of Tung Chung MTR Station was mainly due to closure of the pick-up/drop-off point for shuttle buses at Lot 11 of Tung Chung Town Centre. In planning the development of Lot 11, TD considered various improvement proposals, one of which was to increase the two pick-up/drop-off points adjacent to the public toilet at Tat Tung Road to four for shuttle buses so as to reduce the impacts on the traffic in the vicinity.
- (b) Regarding the re-arrangement of the two coach parking spaces at Tat Tung Road as proposed by Ms Sammi FU, after the site visit and local consultation, no adverse comments were received from the community. As the proposal was found feasible, TD would follow up with the relevant parties.

- (c) As Mr Eric KWOK mentioned about long vehicles making U-turns at the junction of Shun Tung Road and Yu Tung Road, TD would conduct a site visit and explore the options to improve the road junction where necessary. TD had been monitoring the estimated traffic flow and the impacts on the Tung Chung transport network upon the opening of the HZMB.

82. The Chairman hoped that TD would consider Members' views.

(Mr Haywood LEE left the meeting after discussion of this agenda item.)

IX. Question on confirmation of the date for building additional columbarium niches in Peng Chau Garden of Remembrance  
(Paper IDC 25/2016)

83. The Chairman welcomed Mr WONG Wai-wan, District Environmental Hygiene Superintendent (Islands) of FEHD, for attending the meeting to give responses. FEHD's written reply had been sent to Members for their perusal prior to the meeting.

84. Ms Josephine TSANG presented the question.

85. Mr WONG Wai-wan said that a site visit had been conducted at Peng Chau Columbarium with the Architectural Services Department (ArchSD), and it was found that additional niches could be provided therein. Generally speaking, it took about two to three years to make plans, conduct consultation, and design and build the niches. FEHD was studying with ArchSD the implementation details. DC would be consulted once further information was available.

86. Ms Josephine TSANG added that for the usage of niches, there were a great discrepancy between FEHD's conservative estimate and the number of applications received over the past 12 months. As only 80-odd niches were left, she was afraid they might not be able to meet the demand. She urged FEHD to expedite the project.

87. Mr Ken WONG said that there had been delay in providing additional columbarium niches in Cheung Chau and Mui Wo. He hoped it would not happen again and urged the relevant departments to draw up the implementation schedule for the project as soon as possible. He opined that the Cemeteries and Crematoria Offices of the FEHD should send representatives to the meeting to answer Members' enquiries.

88. Mr CHEUNG Fu asked if it was possible to build additional columbarium niches at the current site.

89. Mr WONG Wai-wan said that after the site visit, FEHD and ArchSD considered that additional columbarium niches could be built there. He would convey Members' views to FEHD.

X. Question on the proposal for the Government to set up its own fleet of vessels  
(Paper IDC 26/2016)

90. The Chairman welcomed Mr YUEN Wing-cheong, Senior Transport Officer/Planning/Ferry of TD and Dr. Peter LOUIE, Senior Environmental Protection Officer (Air Policy) of the Environmental Protection Department (EPD), for attending the meeting to give responses.

91. Mr KWONG Koon-wan presented the question.

92. Dr. Peter LOUIE said that it would be most effective to reduce vessel emissions by implementing measures on fuel and its content. Starting from 1 April 2014, EPD imposed a 0.05% sulphur limit on marine light diesel and effectively reduced the emissions of sulphur dioxide (SO<sub>2</sub>) and respirable suspended particulates (RSPs) from local vessels by 90% and 30% respectively.

93. Mr YUEN Wing-cheong stated that it was the Government's policy that public transport services were run by the private sector in accordance with prudent commercial principles to increase operating efficiency. At present, the Government provided Special Helping Measures (SHM) for the six major outlying island ferry routes to subsidise their enormous routine operating expenses, or it would have been difficult for the operators to maintain the long-term financial viability at the current fare level. According to TD's observations, the current SHM, which included subsidies for vessel repair and maintenance, had proved effective and would help operators maintain their vessels in good condition. In fact, the Marine Department (MD) required the operators of the six routes (including the New World First Ferry Services Limited (NWFF)) to have their vessels examined annually in accordance with relevant statutory requirements. NWFF had increased the number of engine inspections from once to twice a year voluntarily to ensure sound condition and minimise environmental impacts.

94. Mr KWONG Koon-wan said that according to EPD's reply, the Government regulated the types of fuel used by land transport to reduce emissions and yet subsidies were granted for the purchase of electric vehicles. While TD stated that the routine operating expenses should be borne by the operators, the Environment Bureau financed the private sector for vehicle replacement with public funds. He queried the rationale behind and whether the policies adopted were contradictory. He pointed out that in 2011, as there was no ferry operator with adequate vessels for running the Cheung Chau – Central route, the licence was granted to a single company (the incumbent operator) for operating the route, resulting in a monopoly since then. He opined that a vessel emitted larger amounts of pollution than a vehicle, and questioned on what principle the Environment Bureau decided to provide subsidies to land transport only. In addition, he was critical of the high threshold which TD set for tendering of ferry service in that tenderers were required to possess 10-odd vessels. If the Government had its own fleet of vessels, the operators could be changed subject to the standard of service and the needs without any constraints.

95. Mr Ken WONG shared Mr KWONG Koon-wan's views. Although the Merchant Shipping (Local Vessels) Ordinance was enacted in 2007, the vessels built before 2007 were using engines manufactured 30 years ago. Some parts might no longer be produced and had to be substituted with those made-to-order, thus incurring huge maintenance expenses. It went against the principle of cost-effectiveness and was a waste of public resources. Government assistance should be provided to the operators for replacing the engines to cut emissions. In the long run, he suggested the Government to provide subsidies to the operators for purchasing new vessels or set up its own fleet of vessels and invite tender for vessel management to enhance operational efficiency and the quality of service.

96. Dr Peter LOUIE stated that EPD was equally concerned about emissions from ferries and the land transport. For reduction of ferry emissions, a number of studies were underway to determine the appropriate funding mode on the basis of the findings. Star Ferry was currently undergoing two trial programs under the Pilot Green Transport Fund to test the emissions reduced with the use of new engines. However, the most effective way to tackle emission was to control it at source and one way to control emission was to limit the sulphur content in fuel. However, the amount of emissions varied according to the vessel maintenance. If vessels were well-maintained, fewer emissions would be produced.

97. Mr YUEN Wing-cheong supplemented that in the Review on Ferry Services for Outlying Islands completed in 2010, the Government had examined the option of purchasing its own vessels. The findings revealed that the option would involve enormous capital expenditure and the Government also had to bear the maintenance and management costs. Moreover, it would not improve the operation of the ferry route. Therefore, the option was not accepted.

98. Ms LEE Kwai-chun said that despite the recent plunge in oil prices, the operators said there was no room for downward fare adjustments under the new contract due to hedging losses. She opined that TD had a responsibility to regulate vessels.

99. Mr KWONG Koon-wan remarked that some ferry operators stated that they suffered losses in the fuel futures bought earlier but without disclosing details such as the amount and tenor of the futures contracts and the amount of losses, or whether any gains were made from the spot prices. Owing to keen competition in the aviation industry, airlines did not raise fares to offset the losses in fuel futures. He hoped EPD and TD would convey his views to the policy bureaux to ensure a fair treatment of the shipping industry and the outlying island residents.

100. Ms Amy YUNG said that the Government provided subsidies to land transport but not vessels to reduce emissions. Given the serious ocean pollution, she suggested that TD introduce a pricing mechanism that pegged to oil prices upon ferry licence renewal for fare regulation, otherwise that would not be fair to the public. Under the "Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities", the Government used public funds to subsidise the operators. Therefore TD should oversee their accounts for greater transparency.



101. The Chairman requested EPD and TD to relay Members' views to the policy bureaux and explore more effective ways to regulate fare adjustments by operators, so that residents could benefit therefrom.

(Mr Richard Brinsley SHERIDAN left the meeting during discussion of this agenda item.)

(Mr YUEN Wing-cheong and Dr Peter LOUIE left the meeting after discussion of this agenda item.)

XI. Question on the proposed public columbarium development in Sham Shui Kok East and West  
(Paper IDC 28/2016)

102. The Chairman welcomed Mr WONG Wai-wan, District Environmental Hygiene Superintendent (Islands) of FEHD, for attending the meeting to give responses. The written reply of FHB was tabled for Members' reference.

103. Ms Amy YUNG presented the question.

104. Mr WONG Wai-wan said that according to the written reply of FHB, the engineering feasibility studies for the two projects in Sham Shui Kok East and Sham Shui Kok West, including the traffic impact assessments, were almost completed. Since the sites were located in Tsuen Wan District but near Tung Chung of the Islands District geographically, the Government planned to report to the Tsuen Wan District Council (TWDC) the traffic impact assessment results for the columbarium development projects in Sham Shui Kok East and Sham Shui Kok West of Tsuen Wan within this year. Apart from consulting TWDC, the Government would circulate relevant consultation papers to IDC. Members were welcome to submit their views on the above arrangements to the relevant department/bureau. A site visit could also be arranged for departmental representatives and Ms YUNG where necessary.

105. Ms Amy YUNG said that Northeast Lantau (including Disneyland and the north of Siu Ho Wan) was currently incorporated in the Tsuen Wan District and problems abound. The relevant departments would consult TWDC on the projects in Sham Shui Kok East and Sham Shui Kok West and only inform IDC via circulation papers. She did not understand why part of Lantau Island was incorporated in the Tsuen Wan District when Lantau Island was located in the Islands District. She was afraid that IDC would not be properly consulted on any major developments that were implemented on Lantau Island and had impacts on people's livelihood. She hoped the Government would review if there was a need to re-delineate the districts. She welcomed the site visit and believed that other Members might also be concerned as the projects would not only affect the Discovery Bay but also Siu Ho Wan and Pak Mong, etc.

106. Mr FAN Chi-ping shared her views. The proposed columbarium development projects in Sham Shui Kok East and Sham Shui Kok West would have impacts on Siu Ho Wan and Pak Mong, etc. and the Government should not consult TWDC only. He opined that Sham Shui Kok East and Sham Shui Kok West should be re-delineated and incorporated in the Islands District.

107. Mr Bill TANG said that a vast majority of the residents in Tsuen Wan did not live in Sham Shui Kok East or Sham Shui Kok West but they were home to many residents of Islands District. He was open-minded towards the developments in Sham Shui Kok East and Sham Shui Kok West and hoped that a comprehensive consultation exercise would be conducted.

108. Mr Ken WONG considered that there was no need for re-delineation. However, since Tung Chung was very close to Sham Shui Kok East and Sham Shui Kok West, the Government had to consult IDC instead of informing it via circulation paper only.

109. Mr CHEUNG Fu urged the Government to consult IDC on the projects.

110. The Chairman hoped that the relevant departments would consider Members' views.

111. Mr WONG Wai-wan said that Members' views on the proposed columbarium developments in Sham Shui Kok East and Sham Shui Kok West would be conveyed to the bureau.

## XII. Question on MTR Tung Chung Line (Paper IDC 29/2016)

112. The Chairman welcomed Ms HO Hoi-yan, Ava, Assistant Public Relations Manager-External Affairs of the MTR Corporation Limited (MTRCL), for attending the meeting to give responses.

113. Ms Amy YUNG presented the question.

114. Ms Ava HO responded as follows:

- (a) The Tung Chung West Extension and the proposed Tung Chung East Station was one of the seven projects unveiled by the Transport and Housing Bureau (THB) in 2014 in the Railway Development Strategy 2014. The comprehensive railway planning and development was a government-led programme in Hong Kong with MTRCL working in concert. No concrete plan had been formulated yet for the design of Tung Chung West Station and Tung Chung East Station.
- (b) As regards the proposal to extend the platforms of various stations on Tung Chung Line (TCL) to increase the carrying capacity, since the signalling systems and the stations on the TCL were designed in line with the operational need of 8-car trains, modification of the whole rail track would be required which would be very complicated. Moreover, the structural integrity and operation of the existing equipment, tunnels and flyovers would also be affected. As such, MTRCL had no plan to extend the platforms or introduce trains with more cars for the time being.

- (c) As regards the issue of increasing train frequency, the trains departing from Tung Chung Station had reached its maximum level during the morning peak hours. The signalling systems of various rail lines would be upgraded in phases to increase the carrying capacity. To sum up, the train service of the TCL could meet passengers' demand. However, MTRCL would keep tabs on the service during peak hours and make special arrangements when necessary.

115. Mr Eric KWOK was concerned about the works progress of Tung Chung West Extension. He said that there were now 45 000 residents in Yat Tung Estate. They had to go to Tung Chung Town Centre via a detour to take MTR. Moreover, four public housing estates were under construction in Tung Chung Area 39 and more than 10 000 people were expected to move in. In other words, the population of Tung Chung would increase by 10 000 in the next three to four years. He asked whether Tung Chung West Extension could be completed early to serve the residents.

116. Ms Sammi FU said that trains of TCL departed at four to eight minutes' interval during peak hours and eight to 12 minutes' interval during non-peak hours. With the population intake of new public estates in Tung Chung East, there would be more people commuting on TCL. She enquired about the opening date of Tung Chung East Station and whether it was because of the constraints of the signalling system or low patronage that the service frequency could not be increased.

117. Ms Ava HO said that generally speaking, special trips would be introduced along the busier rail sections for train regulation and facilitating passenger flow. For TCL as a whole, since the patronage between Hong Kong Station and Tsing Yi Station was relatively higher, there were practical needs to enhance passenger flow for that rail section. If all the trains of TCL terminated in Tung Chung during the morning peak hours, train resources might not be fully utilised because the patronage of the section from Tsing Yi to Tung Chung was relatively lower, rendering the passenger diversion along the busier sections less efficient. She hoped that Members would understand the need for implementing train regulation. As regards the possibility of advancing the opening date of Tung Chung West Station, MTRCL noted the request of Members but no further information could be provided at this stage. She reiterated that the trains on TCL during the morning peak hours had already reached the maximum capacity. In the long run, the signalling system would have to be upgraded before more trips could be deployed.

(Ms Ava HO left the meeting after discussion of this agenda item.)

### XIII. Question on planning and undivided share of Discovery Bay (Paper IDC 30/2016)

118. The Chairman welcomed Ms TAM Yin-ping, Donna, District Planning Officer (Sai Kung & Islands) of PlanD and Ms HON Tsui-san, Shirley, Senior Estate Surveyor, District Lands Office, Islands of LandsD, for attending the meeting to give responses.

119. Ms Amy YUNG presented the question.

120. Ms Donna TAM said that according to the Town Planning Ordinance (the Ordinance), any person may submit planning application in accordance with the Ordinance, including amendment of plans under Section 12(A) and planning applications under Section 16. Upon receipt of a planning application, the department would handle the application in accordance with the provisions in the Ordinance. The application made under Section 16 and Section 12(A) would be submitted to the Town Planning Board (TPB) for consideration within two months and three months respectively. Public consultation would be conducted upon receipt of the planning application in accordance with statutory requirements, including publication of the application concerned for public inspection, and public comments on the planning application could be submitted to TPB. In considering the application, TPB would take into account the grounds of the application and public views received before a decision was made. In short, PlanD would process the planning application for development project in accordance with the requirements and procedures as stipulated by the Ordinance.

121. Ms Shirley HON said that no representatives from the Legal Advisory and Conveyancing Office (LACO) of LandsD attended the meeting and she replied on the behalf of LACO:

- (a) Under the DMC of Discovery Bay entered into on 30 September 1982, the lot where Discovery Bay was situated was divided into 250 000 equal undivided shares. Allocation of the said 250 000 equal undivided shares to Discovery Bay and any village in Discovery Bay shall be in accordance with the DMC and any sub-DMC.
- (b) When approving the sub-DMC or sub-sub-DMC of any village in Discovery Bay, LACO of LandsD would examine whether the number of undivided shares was clearly stated therein, and also request the registered architect of the relevant developer to submit an Authorized Person's certificate certifying the basis of allocation of undivided shares. The relevant DMC as well as all sub-DMCs and sub-sub-DMCs were required to be registered with the Land Registry.
- (c) Furthermore, in approving the sub-DMC or sub-sub-DMC of any village to be developed in Discovery Bay in future, LACO would consider requesting the developer to reveal in the sub-DMC or sub-sub-DMC whether the relevant undivided shares were allocated from those it held in addition to the information about the allocation of undivided shares. This arrangement could make the allocation of undivided shares of Discovery Bay more clear.

122. Ms Amy YUNG raised the enquiries and views as follows:

- (a) PlanD clearly stated that any person wishing to undertake a development on any site had to do so in accordance with TPO instead of in line with the wishes of the Chief Executive. She hoped that TPB would consult the locals appropriately and provide circulation papers to publicise the contents of the applications. The relevant procedures should be strictly complied with.

- (b) She was extremely disappointed that no representatives of LACO of LandsD attended the meeting. She had maintained communication with LACO through correspondence, but was not pleased with LACO's explanation and disappointed at the record keeping that was confusing. In respect of the undivided shares of Discovery Bay, she criticised the department for failure to keep clear records. The department simply sent someone totally in the dark about the issues to attend the resident meetings as its representative. She was very disappointed at LACO's performance.
- (c) According to Ms HON's reply just now, LandsD relied on the documents submitted by the registered architect of the developer. She was concerned whether LACO of LandsD had kept a record of the number of undivided shares of Discovery Bay, or it would be in danger of being misled if it relied solely on the documents that the registered architect of the developer produced. She had provided information to the department and hoped that legal actions would be taken against irregularities where appropriate.
- (d) She reminded LACO to conduct appropriate review in the computation of Management Unit in the future. She would probably take legal actions against LandsD for maladministration if it erred again.

123. Ms Shirley HON said that she would refer Ms YUNG's concerns to LACO for follow-up.

(Post-meeting note: District Lands Office, Islands had referred Ms YUNG's concerns and views to LACO for follow-up after the meeting.)

(Ms Shirley HON left the meeting after discussion of this agenda item.)

XIV. Main Engineering Infrastructural Works for Housing Development in Area 54, Tung Chung – Investigation, Design and Construction  
(Paper IDC 18/2016)

124. The Chairman welcomed Mr David LO, Chief Engineer/Islands and Mr CHAU Kwok-leung, Eddie, Senior Engineer (Islands Division) of CEDD, and Mr Kenneth KWOK, Associate Director of Ove Arup and Partners Hong Kong Limited, to the meeting to present the paper.

125. Mr David LO presented the paper with the aid of PowerPoint presentation.

126. Mr Eric KWOK proposed that, for amenity and compensation, trees of greater visual amenity value such as cherry blossom trees should be planted for public viewing.

127. Mr David LO said a thematic approach to tree planting was being considered and the department would study and discuss with the Leisure and Cultural Services Department (LCSD) the tree species at a later stage.

128. Members had no further comment and gave support for the project.

XV. The draft Tung Chung Extension Area Outline Zoning Plan (OZP) No. S/I-TCE/1, the draft Tung Chung Valley OZP No. S/I-TCV/1 and the draft Tung Chung Town Centre Area OZP No. S/I-TCTC/21  
(Paper IDC 17/2016)

129. The Chairman welcomed Ms Donna TAM, District Planning Officer (Sai Kung and Islands), Ms Amy WU, Senior Town Planner/Islands and Ms Vicki AU, Town Planner/Islands of PlanD; and Mr David LO, Chief Engineer/Islands of CEDD to the meeting to present the Paper.

130. Ms Donna TAM briefly introduced the background of the paper. Ms Amy WU then explained the contents of the three draft OZPs one by one with the aid of PowerPoint presentation.

131. Mr Holden CHOW said that many residents were eager for the early completion of Tung Chung Town Park. He enquired whether there was an implementation schedule.

132. Mr Eric KWOK enquired whether land was reserved for provision of cultural and recreational facilities (such as indoor sports centres and performance venues) in the plan for Tung Chung West as such facilities which could promote youth development were lacking near Tung Chung West and Yat Tung Estate.

133. Mr FAN Chi-ping expressed his views as follows:

- (a) Plenty of rural land in Tung Chung (for instance, the Wong Lung Hang area) was zoned “Green Belt” and “Conservation Area”. As such, the value and development of private land was affected. He enquired whether the Government would compensate the affected private landowners.
- (b) There was no river but a watercourse in Tung Chung. He hoped that the Government would improve the road connection in the villages of Tung Chung old areas as proposed when developing Tung Chung West.
- (c) He urged the Government to grasp the development opportunity to enhance the sewerage system of villages in Tung Chung old areas by replacing the septic tanks for better environmental hygiene.

134. Mr WONG Man-hon said that according to the draft Tung Chung Extension Area OZP, there was a piece of land between Pak Mong and North Lantau Highway and enquired about the future use of the land. He hoped that the Government would provide appropriate transport ancillary facilities for the residents of the three villages in Mui Wo to travel to the proposed Tung Chung East railway station (TCE Station).

135. Ms Donna TAM gave a consolidated response as follows:

- (a) For community facilities, during the public consultation on Tung Chung New Town Extension Study (Tung Chung Study), the study team noted that the local community opined there were inadequate community facilities especially in Tung Chung West where the sports facilities were seriously lacking. Therefore, PlanD put forward the current planning proposal after consultation with relevant government departments and taking into consideration the land use in Tung Chung East, Tung Chung Town Centre and Tung Chung West. The site next to Tung Chung Area 39 was reserved for provision of an indoor recreational centre, and part of the “Open space” zone outside Yat Tung Estate would be used for development of an amphitheatre for holding cultural and recreational events.
- (b) Tung Chung Stream had a high ecological value and should be preserved. PlanD proposed zoning the areas of high ecological value in Tung Chung West as “Conservation Area” and “Green Belt” to preserve the natural environment and the rural characteristics. On the other hand, suitable sites were identified such as areas of lower ecological value (including abandoned agricultural land and orchards) in Tung Chung West for proposed low density residential development for optimal use of land. It was hoped that a balance would be struck between ecological conservation and development needs in the development of Tung Chung West.

136. Mr David LO gave a consolidated response as follows:

- (a) As regards the connecting road in the three villages in Mui Wo, the proposed Road P1 would connect North Lantau Highway via the proposed transport interchange to the west of Siu Ho Wan. Residents of the three villages would then be able to access North Lantau Highway via the transport interchange in future. In addition, there was a subway underneath the section of North Lantau Highway, and CEDD proposed extending the subway to the new reclamation area and link up with Road P1 to facilitate residents’ access to the Tung Chung East development area and the MTR station.
- (b) As for the village roads in Tung Chung Valley, CEDD would construct village roads according to the draft OZP.
- (c) For villages affected by the expansion of Tung Chung New Town, CEDD would arrange public sewers for them. As for the request by Mr FAN Chi-ping for construction of sewers for villages not affected by the expansion scheme, CEDD would study with EPD the feasibility of improving facilities in the unsewered villages in Tung Chung old areas.
- (d) Regarding the Town Park, CEDD was responsible for proceeding with the provision of infrastructure in Tung Chung Extension Area, including site formation, reclamation, drainage and water supply works. Other government facilities (such as town park) would be provided by relevant government

departments. CEDD would continue to discuss with relevant departments about the implementation of the various government facilities. The department would report the progress to IDC in due course.

137. Mr Bill TANG expressed his views as follows:

(a) The draft Tung Chung Extension Area OZP

- He enquired whether the cycle park connecting Road P1 and Tai Ho would be constructed by DEVB/CEDD or the Home Affairs Bureau/LCSD.
- With regard to the proposal of setting up a marina club in Tung Chung East reclamation area for carrying out water activities, he enquired how the Government could ensure that the water quality of Tai Ho would not be affected by sewage discharge.
- He asked whether the planning proposals which did not involve reclamation, such as the provision of Tai Ho cycling track, could be implemented prior to 2023.

(b) Proposed Amendments to the Tung Chung Town Centre Area OZP

- PlanD suggested the zoning of a site to the north of Yat Tung Estate and the west of Ma Wan Chung Village in Tung Chung Area 32 as “open space”. As far as he knew, there were a few inhabited licensed structures and asked what arrangements would be made for land resumption and whether any assessment was made on the impacts on the locals.
- He suggested constructing a footpath for residents of Yat Tung Estate to go to the public housing estates in Tung Chung Area 39 and waterfront promenade in Tung Chung Valley. He hoped that the proposal would be considered thoroughly at the planning stage and did not think a footbridge was suitable lest the landscape be affected.
- He enquired whether a cycling track would be built along the waterfront in Tung Chung West so that residents of Yat Tung Estate could cycle to Tung Chung Town Centre along the old waterfront.
- He enquired about the future use of Tung Chung Area 107.

(c) Draft Tung Chung Valley OZP

- He asked how much government land was available for residential housing development in the district.
- He enquired whether the Government planned to expand the River Park in response to the aspirations of environmental organisations and residents.



- In view of the housing shortage, he enquired whether the Government would consider increasing the density of residential housing developments in the district such as upgrading “Residential (Group C)” (“R(C)”) to “Residential (Group B)” (“R(B)”) to increase housing supply.
- He enquired what commercial uses the Government had in mind for the “Commercial” sites in Areas 38A, 38B and 38C that were of smaller size and subject to building height restrictions.
- He asked whether the Government reserved any sites for development of municipal markets or barbecue sites.

138. Mr FAN Chi-ping expressed his views as follows:

- (a) He opined that the planning of Tung Chung East was comprehensive but that for Tung Chung West was imbalanced which was dominated by public housing with inadequate government and community facilities, causing inconvenience to the residents.
- (b) With the completion of the public housing estates in Area 39, he was concerned that the existing roads and transport facilities were unable to meet the demand brought about by the rising population in Tung Chung West. He hoped TD would improve the section of Tung Chung Road from Tung Chung Rural Committee to Lung Tseng Tau as he was afraid that many pedestrians and vehicles would go in and out of Area 39 through the junction of Wong Ka Wai in future and traffic accidents might happen. He suggested that the road from Yu Tung Road to Chung Yan Road be open for public use to divert traffic.
- (c) Upon the population intake of the public housing estates in Area 39 and commissioning of HZMB, there would be heavy traffic. However, there were only four parking spaces in Ma Wan Chung Village at present which could not meet the demand. He urged the Government to ensure that parking spaces were provided in Ma Wan Chung Village expeditiously when taking forward the development project.

139. Mr CHEUNG Fu suggested roads linking Tung Chung Road for traffic improvement and diversion, or he would oppose the relevant planning.

140. Mr Holden CHOW noted that the Government planned to build Road P1 but he considered that the traffic connectivity in the three villages had yet to be improved.

141. Ms Donna TAM gave a consolidated response as follows:

Land Use

- (a) Tung Chung Area 107 located near the public housing in Tung Chung Area 39 and the future Tung Chung West Railway Station was proposed to be zoned “Government, Institution or Community” (“G/IC”). Apart from an indoor recreation centre proposed at part of the site, there was no planned use for the remaining part of site at the moment.
- (b) Since plenty of natural features in Tung Chung West had high ecological value, careful consideration should be given to the appropriate development density and height so that the rural environment and natural habitat would not be compromised by the future development. After taking into consideration various factors, sites of lower ecological value were proposed for residential housing near to the existing villages mainly of three-storey village houses. The sites were proposed to be zoned “R(C)” for low density residential development rather than “R(B)” as residential buildings with more than 10 storeys were not suitable.
- (c) Regarding the commercial sites in Tung Chung Area 38, there were many indigenous villages in Tung Chung West but commercial facilities were inadequate. PlanD proposed reserving the land adjacent to the railway station for developing a local shopping centre, mainly with small stores providing daily necessities for residents.
- (d) When conducting the Tung Chung Study, PlanD sought the views of FEHD which had no plan for developing a municipal market in Tung Chung. Therefore, PlanD had not reserved any sites for such a purpose. However a wet market would be provided in the public housing development project in Tung Chung Area 39.

Barbecue and Community Facilities

- (e) Barbecue facilities were uses always permitted in “Open Space” zone.
- (f) A site near Tung Chung Hau Wong Temple, was proposed to be zoned “G/IC” and reserved for development of community or government facilities in future. Besides, part of a “G/IC” site near Ma Wan Chung would be reserved for the improvement works of Ma Wan Chung, with the remaining site reserved for other G/IC uses in future.

Roads

- (g) With regard to the road connection between Tung Chung Area 39 and Yu Tung Road, PlanD had explained time and again that the concerned road was included in the public housing development project in Tung Chung Area 39, and HD would follow up on the road design and arrangements when it undertook the detailed design of the development.

- (h) In the overall planning of Tung Chung West, there were also proposals for building other roads linking Tung Chung West and Tung Chung Town Centre.

142. Mr David LO gave a consolidated response as follows:

Cycling track

- (a) Regarding the provision of a cycling track, the Government planned to construct a waterfront promenade with a cycling track running along part of the promenade between the Ma Wan Chung Pier and Tung Chung Town Centre. In respect of the proposal for a waterfront cycling track linking Tai Ho, given that the seawall maintenance access road would be used as the construction site for Road P1 and Tung Chung East reclamation projects, it would unlikely be feasible to construct a cycling track at that stage lest the reclamation works be hindered. It was hoped that the Tung Chung East reclamation project could be completed in phases expeditiously for early commencement of construction of the cycling track from Tung Chung to Siu Ho Wan.
- (b) Regarding which department would construct cycling park, such an issue would be revisited in the detailed design stage of the Tung Chung New Town Extension Project.

Water quality

- (c) When conducting the Tung Chung Study, CEDD found that Tung Chung Bay and Tai Ho Bay were water quality sensitive receivers. As such, innovative resilient sewerage systems would be adopted in the Tung Chung Extension Area. Such sewerage systems would be designed to guard against sewage discharge into the sea, even in the event of sewage pump failure. The sewage of Tung Chung East would be delivered to the Siu Ho Wan Sewage Treatment Works for centralised treatment.

River park

- (d) The options on linking Yat Tung Estate with the waterfront promenade would be ascertained as the project proceeded to the detailed design stage.
- (e) Regarding the extension of the River Park, the study team put forward the existing planning proposal after taking into consideration various factors, such as the environmental impacts and land use and considered that there was no scope for extension for the time being. He explained that as the ecosystem of the tributaries to the east of Tung Chung Stream had been adversely affected with the roadside surroundings and derelict farmland nearby, the layout was suitable for provision of a park. Meanwhile, a park was not suitable near the tributaries to the west of Tung Chung Stream because there were active agricultural lands and the river channel was narrow.

Ma Wan Chung Car Park

- (f) Regarding the provision of a car park in Ma Wan Chung, CEDD would formulate the implementation schedule the soonest possible at the detailed design stage.

143. The Hon Bill TANG noted that no site had been reserved for setting up a market, but if there was a change in Government policies, he asked whether the market would be built on a “G/IC” site or “Commercial” site, and where its location would be.

144. Ms Donna TAM replied that PlanD had reserved two “G/IC” sites in Tung Chung West, namely, Areas 24A and 36A but their uses had yet to be confirmed. The government departments might apply for using the sites if the needs arose (including the setting up of a market).

145. The Chairman hoped that the Government would consider Members’ views.

(Ms LEE Kwai-chun, Mr HO Yun-sing and Mr WONG Wai-wan left the meeting during discussion of this agenda item.)

(Ms Amy WU and Miss Vicki AU left the meeting after discussion of this agenda item.)

XVI. Recreation and Sports Programmes organized by the Leisure and Cultural Services Department (LCSD) in Islands District for April 2016 to March 2017  
(Paper IDC 13/2016)

146. The Chairman welcomed Mrs Brenda NG, District Leisure Manager (Islands) of LCSD to the meeting to present the paper.

147. Mrs Brenda NG briefly presented the paper.

148. Mr WONG Man-hon enquired about the estimated numbers of programmes held and participants under the “Pui O Campsite Ambassador Scheme”, and why the estimated expenditure shown in Enclosure I was \$345,340 but \$222,475 in Appendix I.

149. Mrs Brenda NG informed that Pui O Campsite was popular. The purpose of the Scheme was to assist campers by answering enquiries and providing guide for the assigned camp space. The annual expenditure involved was \$345,340 while \$222,475 was the estimated expenditure for the period from April to July 2016.

150. Members noted the contents of the paper and approved the funding application for the programmes.

XVII. Annual Plan on District Free Entertainment Programmes in Islands District in 2016/17 organised by the Leisure and Cultural Services Department  
(Paper IDC 14/2016)

151. The Chairman welcomed Ms Kitty LEE, Senior Manager (NTS) Promotion, and Ms Agnes NG, Manager (NTS) Marketing and District Activities of LCSD to the meeting to present the paper.

152. Ms Kitty LEE briefly presented the paper.

153. Members noted the contents of the paper and approved the funding application for the programmes.

XVIII. 2016/2017 Extension Activities of the Leisure and Cultural Services Department in Public Libraries in the Islands District  
(Paper IDC 15/2016)

154. The Chairman welcomed Ms Elaine KWOK, Senior Librarian (Islands) of LCSD to the meeting to present the paper.

155. Ms Elaine KWOK briefly presented the paper.

156. Mr CHEUNG Fu enquired about the problem of the mobile library van parking at Pui O Service Point.

157. Ms Elaine KWOK said that since the Highways Department (HyD) was carrying out road works at the public car park in Pui O, the mobile library van could not park at the service point and the mobile library service in Pui O suspended with effect from 15 January until completion of the works. LCSD would closely follow up on the matter with HyD. The works were expected to be completed in February and the mobile library service would resume when the parking space was available.

158. Members noted the contents of the paper and approved the funding application for the programmes.

XIX. Progress Report of Major Projects in Islands District  
(Paper IDC 16/2016)

159. The Chairman welcomed Mr David LO, Chief Engineer/Islands of the Civil Engineering and Development Department (CEDD) to the meeting to present the paper.

160. Mr David LO briefly presented the paper.

161. Several Members raised the enquiries and views as follows:

(a) Strategic Studies for Artificial Islands in the Central Waters (Project No. 768CL)

- Mr Holden CHOW said that the captioned project had been withdrawn at the meeting of the Public Works Subcommittee of the Legislative Council (LegCo) on 26 November 2014. He asked whether there was plan to re-submit the project to LegCo for consideration.

- (b) Outlying Islands Sewerage Stage 2 - Upgrading of Cheung Chau and Tai O Sewage Collection, Treatment and Disposal Facilities (Project No. 354DS)
  - Mr KWONG Koon-wan said that the captioned project had been scheduled to commence in mid-2015 but was postponed to May 2017. He enquired about the latest works progress and whether the CEDD was examining the project design and when a funding application would be submitted to LegCo. He hoped that there would be no further delay in the project.
- (c) Hong Kong-Zhuhai-Macao Bridge and Related Projects (Project Nos. 839TH, 844TH, 845TH and 846TH)
  - Mr Bill TANG asked whether HZMB and the related projects (including TM-CLKL) would be completed on schedule.
- (d) Tung Chung New Town Extension – Detailed Design and Site Investigation (Project No. 786CL)
  - Mr Bill TANG asked whether the implementation schedule would be affected if LegCo could not process the funding application within the current term.
- (e) Improvement Works at Tai O – Remaining Works (Project No. 417RO)
  - Ms Amy YUNG asked if the estimated cost was \$1,300 million.
- (f) Peng Chau and Lamma Island Greening Master Plan Focal Area (Project No. 5G66G)
  - Ms YU Lai-fan said that the details of the project were not provided on page 9 of the paper.
- (g) Outlying Islands Sewerage Stage 2 - Peng Chau Village Sewerage Phase 2 (Project No. 343DS)
  - Mr Ken WONG enquired about the progress of the captioned project.

162. Mr David LO gave a consolidated response as follows:

- (a) Regarding the Strategic Studies for Artificial Islands in the Central Waters, CEDD was reviewing the implementation schedule of the project and the time for resubmission of a funding application to LegCo.
- (b) Regarding the progress of Project No. 354DS, CEDD had completed the review of the design proposal for Project No. 197CL for approval by EPD to transfer the project to Drainage Services Department (DSD) for incorporation into Project No. 354DS. According to the information provided by DSD, Project No. 354DS had been making good progress and proceeded to the detailed design stage. DSD anticipated that the project would be divided into four parts for gazette in the middle of this year, with the funding application submitted in the next legislative session.

- (c) According to the information provided by HyD, the implementation schedule of HZMB and the related projects remained unchanged.
- (d) In respect of the Tung Chung New Town Extension – Detailed Design and Site Investigation, the department hoped that funding approval would be obtained in the first half of 2016 to commission consultants to undertake the detailed design. If funding was not approved within the current legislative session, the project would have to be deferred to the next session for commencement of the detailed design.
- (e) Regarding the estimated cost of Project No. 417RO, a reply would be given after checking.  
(Post-meeting note: The estimated cost of Project No. 417RO was \$1,301 (dollars in million) as shown in the project progress report.)
- (f) Details of Project No. 5G66G was provided on page 8 of the paper.
- (g) Regarding the works progress of Project No. 343DS, the department would provide supplementary information after the meeting.

XX. Up-to-date Financial Position on the Use of DC Funds  
(Paper IDC 31/2016)

163. Members noted and endorsed the paper.

XXI. Date of Next Meeting

164. There being no other business, the meeting was adjourned at 6:55 p.m. The next meeting would be held at 2:00 p.m. on 18 April 2016 (Monday).

Islands District Council Secretariat  
June 2016