

(Translation)

Minutes of Meeting of Islands District Council

Date : 17 December 2018 (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, SBS

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 CHAN Pai-ming, Jimmy, JP	Director of Highways, Highways Department
Mr TANG Chi-ming	Chief Highway Engineer/NTE, Highways Department
Mr YUNG Kin-yee	Principal Project Coordinator/CB, Highways Department
Mr CHAN Wai-hong	Senior District Engineer/G(2), Highways Department
Ms CHAN Wai-yee	Senior Engineer/TS, Highways Department
Mr CHUNG Chi-yan, Derek	Senior Engineer 18/SD, Highways Department
Miss TAI Pik-ying	Assistant Secretary (Airport Expansion Project Coordination Office)A, Transport and Housing Bureau

Mr WONG Chi-yung	Senior Engineer/District, Civil Engineering and Development Department
Mr FUNG H.C. Benny	Senior Manager, Projects, Third Runway, Airport Authority Hong Kong
Mr CHAN H.W. Collin	General Manager, Capital Works, Airport Authority Hong Kong
Mr CHAN K.L. Alan	Manager, Civil, Capital Works, Airport Authority Hong Kong
Mr LAW Yiu-wah, Rayson	Planning and Support Officer I, Long Win Bus Company Ltd.

In Attendance

Mr LI Ping-wai, Anthony, JP	District Officer (Islands), Islands District Office
Mr AU Sheung-man, Benjamin	Assistant District Officer (Islands)1, Islands District Office
Ms YEUNG Cin-man, Winnie	Assistant District Officer (Islands)2, Islands District Office
Mr MOK Sui-hung	Senior Liaison Officer (1), Islands District Office
Ms CHAN Hing-kwan, Patty	Senior Liaison Officer (2), Islands District Office
Mr LAM Wai-chuen, Eddie	Senior Engineer/15 (L), Civil Engineering and Development Department
Ms TAM Yin-ping, Donna	District Planning Officer/Sai Kung & Islands, Planning Department
Ms LEE Sin-man	Senior Housing Manager (Hong Kong Islands, Islands 2 & Management Control), Housing Department
Mr LING Ka-fai	District Lands Officer/Islands, Lands Department
Mr KWOK Chi-hang	Administrative Assistant/Lands, Lands Department
Mr LAM Ding-fung	District Social Welfare Officer (Central Western, Southern and Islands), Social Welfare Department
Mr HO Yun-sing, Ricky	District Commander (Lantau), Hong Kong Police Force
Mr LAU Cheng-fung	District Commander (Marine Port District), Hong Kong Police Force
Mr WU Sai-yiu	Police Community Relations Officer (Lantau District), Hong Kong Police Force
Mr YUEN King-ho	Police Community Relations Officer (Marine Port District), Hong Kong Police Force
Mr MOK Ying-kit, Kenneth	Chief Transport Officer/NT South West, Transport Department
Ms LAW Wai-chun	District Environmental Hygiene Superintendent (Islands), Food and Environmental Hygiene Department
Ms HO Sau-fan, Fanny	Chief Leisure Manager (New Territories West), Leisure and Cultural Services Department
Mr CHAU Chun-wing, Tomy	District Leisure Manager (Islands), Leisure and Cultural Services Department

Secretary

Ms Dora CHENG	Senior Executive Officer (District Council), Islands District Office
---------------	---

Welcoming Remarks

The Chairman welcomed Members and representatives of the government departments to the meeting. He introduced the following representatives of the government departments who attended the meeting:

- (a) Mr LAU Cheng-fung, District Commander (Marine Port District) of Hong Kong Police Force;
- (b) Mr LAM Wai-chuen, Eddie, Senior Engineer/Lantau of Civil Engineering and Development Department (CEDD) who attended the meeting in place of Mr WONG Kwok-fai, Alfred;
- (c) Ms LEE Sin-man, Senior Housing Manager (Hong Kong Island & Islands 2 and Management Control) of Housing Department who attended the meeting in place of Mrs CHEUNG LO Pik-yuk, Helen; and
- (d) Ms LAW Wai-chun, Acting District Environmental Hygiene Superintendent (Islands) of Food and Environmental Hygiene Department.

The Chairman asked Members to speak concisely in view of the large number of agenda items.

I. Visit of the Director of Highways to Islands District Council

2. The Chairman welcomed Mr CHAN Pai-ming, Jimmy, JP, Director of Highways to the meeting for meeting and exchanged with Members. He was also pleased to welcome Mr TANG Chi-ming, Chief Highway Engineer/NTE, Mr YUNG Kin-yee, Principal Project Coordinator/CB, Mr CHAN Wai-hong, Senior District Engineer/G(2) and Ms CHAN Wai-yee, Senior Engineer/TS of Highways Department (HyD).

3. Mr Jimmy CHAN expressed his gratitude for visiting IDC and outlined the work of HyD in Islands District with the aid of PowerPoint presentation.

4. The Vice-Chairman Mr Randy YU expressed his views as follows:

- (a) He said temporary resurfacing instead of reconstruction work was carried out at the waterfront section of Silvermine Bay, Mui Wo. The foundation of the road section was unsatisfactory and with the sand loss, a cave-in occurred after Typhoons Hato and Mangkhut wreaked havoc in the city. He hoped HyD would reinforce and resurface the road section.
- (b) In response to the Director's claim that South Lantau Road built with concrete made the repair process longer, he suggested upgrading the road

foundation and resurfacing the road with bituminous materials to facilitate the future cold milling and surfacing works, etc. and avoid disturbance to the public during the laying of public utilities or surfacing which took a longer period of time. He asked whether there was plan to remove the concrete and repave South Lantau Road with bituminous materials.

- (c) He said Tung Chung Road was steep and hoped that the department would pay attention and apply anti-skid dressing according to the circumstances. He said the application of anti-skid dressing by the department in phases had achieved good result and could reduce accidents on the relevant road section.
- (d) He appreciated the escalator project at Yu Tung Road under the Universal Accessibility Programme as it enabled residents to move conveniently between the old area and Yat Tung Estate, Tung Chung. The project was well-received by the elderly residents.
- (e) He extended his appreciation towards the improvement work to the biggest road bend (code: K10) at Keung Shan Road, Lantau Island. However, he said most of the bend improvement works widened the bends just by about 8 inches and the result was not satisfactory. If a bus drove uphill and the other drove downhill concurrently, their side mirrors might come into contact, and one of them had to give way. He hoped that after completion of some of the bend improvement works, the Director could make time to conduct site visit with the locals.
- (f) The Tuen Mun-Chek Lap Kok Link (TM-CLKL) under construction would connect with the local access roads at Tuen Mun for the access of Tuen Mun Road to the northern New Territories. With the commissioning of infrastructural facilities, Hong Kong-Zhuhai-Macao Bridge (HZMB) in particular, he asked whether the timing of commissioning of Route 11 and Tuen Mun Bypass could be provided.
- (g) He pointed out the errors in the alignment shown in the presentation. A number of large-scale consultation exercises were conducted, and the Lantau Space for All report, the Sustainable Lantau Blueprint and Hong Kong 2030+ Planning Vision and Strategy promulgated between January 2016 and 10 October this year revealed that the starting point should be on an island south of Hei Ling Chau which was linked to Tung Chung by an access road and a railway in western Mui Wo and South Lantau, and the 2 dotted lines (the possible connection road or railway) in the diagram were incorrect. He said Lantau residents supported the Lantau Tomorrow Vision provided that a connection road would be built. He hoped that the department would correct the dotted lines in the diagram as soon as possible.

5. Mr Bill TANG expressed his views as follows:

- (a) He said the public had been deeply concerned about the works of the northern connection of TM-CLKL. The last 2 work projects would commence gradually and the northern connection was expected to be completed in 2020 at the earliest. Since the work was relevant to whether the whole Lantau would only have 1 access road, he hoped that the Director would confirm personally whether the new connection road would be open in 2020, e.g. in early, mid- or late 2020. If certain conditions had to be satisfied before commencement, he hoped the Director would provide the relevant details.
- (b) He said the residents were looking forward to the Tung Chung West Extension project which was proposed in 2013-14 but it was now 2019 and little progress was made. District consultation was not even started. With the commencement of the works of Tung Chung New Town Extension project, the population would grow progressively with land reclamation yet the Tung Chung Line could hardly cater for the passengers arriving via HZMB. He would be grateful if the department would provide the construction schedule of Tung Chung West Extension project. For the housing development on top of Siu Ho Wan, he asked whether MTR stations would be built near Tai Ho Wan and Siu Ho Wan besides the Tung Chung West and Tung Chung East Stations under planning.

6. Mr Holden CHOW expressed his views as follows:

- (a) He said Members were all concerned about the works of TM-CLKL and asked the Director to confirm whether the link could be opened to traffic in 2020.
- (b) For HZMB Hong Kong Port, he said the bridge had been opened for some time and Tung Chung was overwhelmed with tourists. Although the measures introduced by the Government were effective and the situation had been improved at weekends, he hoped the problem could be solved completely. In the presentation, the department said an option was to provide shops at the Passenger Clearance Building (PCB) to divert the flow of tourists. He had conducted site visit himself earlier on and found at least 6 shops were not yet opened (a merchandise store was opened with customers making their purchases). He understood that such matters were within the purview of Government Property Agency (GPA) under Financial Services and the Treasury Bureau, and not under the purview of Mr CHAN. However, he hoped Mr CHAN would relay his views about opening more shops expeditiously at PCB for tourists to make purchases at the port area to ease the overcrowding problem in Tung Chung.

7. Mr Eric KWOK expressed his views as follows:

- (a) He said it was clear from the present development planning of Hong Kong that the SAR Government spent a vast amount of resources in large-scale infrastructure projects at the expense of people's livelihood and facilities which were lagging behind. He pointed out that the Tung Chung West Extension project (Yat Tung MTR station) was proposed in 1995 followed by the Railway Development Strategy 2014 which was announced in 2014, stating that the railway lines would be opened between 2020 and 2024 yet no progress had been made so far. He opined that the Government craved for greatness and success and its primary focus was on mega developments only. The HZMB, for instance, had been opened to traffic on 24 October, while the Tung Chung West Extension project which was proposed as early as 1995 and was closely related to people's livelihood had been heading nowhere after 20 years. The MTRCL presented a proposal early this year but no reply had yet been received. He said he had referred the matter to various departments and found the progress disappointing. He hoped the Government and the Director would focus more on railway development and improving people's livelihood.
- (b) He said since the commissioning of HZMB, the only traffic diversion routing was the southern route, hence straining the roads of airport island and Tung Chung Town Centre. Around 7 000-14 000 vehicles were expected to use the bridge during the initial stage of opening of HZMB but the vehicular flow, especially private transport, was limited due to problems with associated facilities. He said when private cars were permitted to use HZMB in future, there would be high influx of vehicular and people flows, adding pressure on roads including the interchange at SkyCity, Tung Chung Waterfront Road, the interchange at Chek Lap Kok South Road, the junction at Shun Tung Road and Tat Tung Road near Tung Chung Crescent as well as the junction at Shun Tung Road and Tat Tung Road near Tung Ma House in Fu Tung Estate. It was hoped that the Director would pay attention to the traffic at the roundabouts of the airport island. He said the matter had been discussed by IDC over the past years but no definite response was received. He would like to take this opportunity to remind the Director of this matter.
- (c) Regarding the problem facing Mainland tourists of switching traffic (left and right hand drive) at the border, he had raised the issue to the relevant departments which took note of it but failed to provide a solution proactively. With plenty of roundabouts in the airport area, the Mainland tourists might have problems driving on the opposite side, i.e. left and right hand drive. He hoped the department would set up road signs or develop mobile applications to alert the Mainland tourists.

8. Mr KWONG Koon-wan expressed his views as follows:

- (a) He showed appreciation to some projects of the department but considered that there was room for improvement to the work in the aftermath of Typhoon Mangkhut in certain areas. First, manpower shortage was evident in the clearance of collapsed trees in the first 3-4 weeks after Typhoon Mangkhut. There were only 3 department staff on Cheung Chau to deal with several ten collapsed trees, and the trio could handle some only while the rest would have to wait for large machinery and deployment of manpower from Lantau. Some Cheung Chau residents volunteered to help and Islands District Office (IsDO) also allocated resources to recruit local technicians on Cheung Chau to deal with the collapsed trees. He supported the decision made but HyD did not have similar practice. He said apart from the overhanging broken trees which posed more risks, the clearance of collapsed trees in general did not necessarily require a lot of skills and professionals, so most of the residents (including he himself) could accomplish it. Therefore, he advised the department to utilise local manpower optimally besides staff deployment when the same happened in the future. He proposed a provision be made for such situations to lessen the burdens of frontline staff in the clearance work.
- (b) He pointed out that there were still a large number of street lamps pending repairs since the onslaught of Typhoon Mangkhut. There was an established standard distance for installation of street lamps, on village roads in particular and if 1 or 2 lights were out, the lighting level would be much affected. He had time and again reflected the serious consequences to the department and requested the replacement of street lamps but no action was taken. The reasons cited by the department included abundant workload and it took time to apply for an excavation permit, etc. Now more than 3 months passed, he queried whether the department needed so much time to restore the street lamps and hoped that it would conduct a review seriously.
- (c) He said the roads of Tung Wan, Cheung Chau were restored recently and he was satisfied with what the department accomplished, but the serious vulnerability of village roads was manifested in this disaster. He advised the department to raise the road standard. Typhoons would not only cause damage to the concrete road but also the underlying bar tendons and plastic sheet-like substance, making one question the road structure. Beneath the road section were lots of optical fibers and cables. The underground optical fibers were damaged by Typhoon Hato last year resulting in communications disruptions. The situation was the same this time. Fortunately, the most important optical fibers were intact, although some areas had broadband connection problems for weeks. He stressed the importance of roads and that the work standard should be raised. Although he was satisfied with the department's

work, parts of the road remained unrestored and hoped that they would be dealt with promptly.

9. Mr Ken WONG expressed his views as follows:

- (a) He pointed out that Nam Wan of Peng Chau was a low-lying area and suffered serious damage during typhoon each year. There were no public utilities installed beneath the roads, and excavation work was not carried out often. He and Ms Josephine TSANG had asked the department staff whether the road surface could be replaced with concrete. The staff said at that time that the road section was made of brick and could not be replaced with concrete. The PowerPoint presentation of the Director however showed that a brick pavement in Silvermine Bay, Tung Chung was converted into concrete. He asked whether there were misunderstandings in communication. Nam Wan in Peng Chau suffered damage every year during typhoon but the department was slow in restoration despite much prompting, and only completed the work months later. Defects already occurred on the road section during reclamation. There were 2 crevices and seawater rose and pushed its way inland when there was a high tide or southeasterly wind blowing, weakening the road structure. He hoped the department would face up to this issue and convert the pavement into a concrete one.
- (b) Besides Mr KWONG Koon-wan, he was also concerned about the problem of damaged street lamps and some bulbs were not yet restored. Noting that it did not take much time to do so, he asked the Director why they were not yet fixed.
- (c) He said it took 3 years from application to delivery or installation of village lamps which was not satisfactory. He had applied for relocation of a village lamp but because there was a big rock in the relocated area, a new lamp had to be made. Now 3 full years had passed but the work was not yet completed.

10. Mr CHAN Lin-wai said there were 19 villages on Lamma. According to the department's briefing, 38 village lamps were approved for Islands District in 2017, 34 in 2018 and 28 only in 2019. He considered that the Government had a duty to install street lamps for villagers in remote areas, and agreed with Mr Ken WONG that it took at least 3-4 years from application to installation of street lamps in Lamma villages and the time taken was indeed too long. He hoped the Director would listen to the opinions of Members and villagers and look into the matter seriously.

11. Ms LEE Kwai-chun expressed her views as follows:

- (a) The road near the helipad was found damaged after the typhoon and the department believed that repairs could only commence after the Lunar New Year at the earliest. As the road was of vital importance for access

to the helipad for rescue services on Cheung Chau, the helipad could not be used at the moment and the takeoffs and landings took place at the Cheung Chau Peak Road Sports Ground temporarily, which caused disturbance to residents and posed a danger, and also required paramedics to walk a distance with the injured. She hoped the department would restore the access road to the helipad expeditiously before the Lunar New Year. She reiterated that the road section was essential for rescue operations and was afraid that many elderly and the sick might have to use the facility in year-end. She hoped the issue would be followed up immediately.

- (b) The street lamps along the coast were largely damaged, leaving the bulbs in the lamp posts swaying dangerously from side to side. They might be at risk of falling in strong winds, injuring passers-by. She hoped they would be fixed as soon as possible. The damaged street lamps were now out of service pending the delivery of spare parts. It was ridiculous that the repair of a large number of damaged lamps was pending because the spare parts were out of stock. She advised the department to keep some spare parts.

12. Ms YU Lai-fan expressed her views as follows:

- (a) Regarding the replacement of LED village lamps, some 600 lamps on Lamma Island were getting replaced and the work was nearly completed. As the lights were previously dim, the residents appreciated the brightness of LED lights. However, the lighting level was variable. The pavements were brighter than before but the lights near the residential areas were glaring. She enquired whether 60 and 120 watts LED bulbs of different lighting level were used and asked the frontline staff of HyD to adjust the lighting level. The department said the lighting level would be adjusted in due course.
- (b) She enquired whether the department would follow up immediately if the lights were blocked by trees. She was aware there was a lighting division in the department but nobody trimmed the trees near street lamps for 7 to 8 years. District Council Members then referred the matter to the district lands office (DLO) which arranged staff for tree trimming. However, if DLO was tasked with handling all the trees in the Islands District, it would take a very long time to finish the work. She pointed out that the purpose of street lamps was to light up the street and if the light was blocked by trees, actions should be taken at once. Since wild animals (e.g. wild pig and snake) often appeared on the roads in Islands District, lighting installations were required for the safety of residents. She hoped the Director would pay attention to the matter.

13. Mr Jimmy CHAN made a consolidated response as follows:

- (a) Regarding the temporary repairs along the coast in Mui Wo, HyD noted and knew that the coastal facilities had been damaged by typhoons last year. Meanwhile, the department was studying with CEDD, which was in charge of marine facilities, whether the seawall design should be enhanced to reduce typhoon damage and the facilities upgraded to solve the problem completely.
- (b) He acknowledged that Tung Chung Road was rather steep and a section of the road had already been paved with anti-skid dressing. He knew that Members hoped anti-skid dressing would be applied to the entire road. HyD had arranged staff to conduct site visit and study the options to ensure the safety of road users.
- (c) For the bends on Keung Shan Road, Lantau Island, the road had many twists and turns and the bend improvement mentioned right now was just part of the project. The HyD would examine the bends one by one, including those where improvement work had or had not been completed and assess on the whole whether further improvement was required.
- (d) For TM-CLKL, a feasibility study on Route 11 and Tuen Mun Western Bypass (TMWB) was being conducted and the findings would be submitted to the District Councils for consultation. He expressed gratitude for Members' support for Lantau Tomorrow Vision and said that the Development Bureau (DEVB) would undertake the project and conduct consultation in due course. Members would then have more ideas about the scale of project and factors of consideration.
- (e) He noted Members' concern over TM-CLKL and said all major contracts had been awarded and the works were now in full swing. The TM-CLKL would provide a strategic link connecting the Islands District, especially Lantau with urban areas or Tuen Mun and be expected to be completed in 2020 at the earliest. Since underground work was involved, the completion date and progress of works would depend on the actual circumstances of the site and the weather condition. The department hoped that the works would soon be completed so as to provide an alternative route between HZMB Hong Kong Port and other areas of Hong Kong.
- (f) Regarding the development atop Siu Ho Wan, with the growth of population, HyD would explore other development projects and was now studying proactively the feasibility of providing new stations along Tung Chung Line.
- (g) For setting up shops at the PCB of HZMB, HyD shared the same view on providing more shops so that tourists did not have to go shopping in

urban areas and thus caused less nuisance to Hongkongers. The GPA had invited tenders for tenancy and granted leases of some shop premises including duty free shop. These shops would be open for business after renovation. He said GPA would continue to invite tenders to ensure optimal utilisation of usable space.

- (h) The HyD attached equal importance to all projects, be they large or small, and would do its utmost to complete them as early as possible. He understood Tung Chung residents were anxious for the early completion and opening of Tung Chung West Extension. MTRCL had submitted a proposal early this year. Rail development was a huge investment and took a long time to complete. Caution should be exercised during the planning stage. It had sent the proposal of MTRCL to various departments. HyD could not make a decision alone. Provision of transport infrastructure, road facilities and the plan for building MTR station in Tung Chung East, etc. had to be coordinated by various departments. The department would study the proposal promptly and had asked MTRCL to clarify on some issues, including the alignment, station design and associated facilities. Aspects such as project finance and costs had to be considered thoroughly. HyD noted the public concerns and pledged to take forward the project expeditiously.
- (i) Regarding the problems arising after the opening of TM-CLKL, he said the department had anticipated beforehand that the commissioning of the Link would lead to an increase in vehicular traffic flow, hence affecting the traffic in Tung Chung. Restrictions for vehicles would be put in place. He believed the Transport Department (TD) would also pay attention to the problems and prevent outside vehicles causing excessive impacts on the local traffic.
- (j) For post-typhoon measures, preparation had been made before the hit of typhoon and indeed the department had gained inspirations from the super typhoon. Besides launching recovery work immediately after the typhoon, it would review the preparation work and the coordination with other departments to ensure proper deployment of resources. He said he would learn a lesson from the typhoons this year and the previous year and hoped that a better contingency plan would be formulated next year.
- (k) He understood Members' concerns over street and village lamps. On street lighting, LED lights were easier to adjust and if the public had any comments about the lighting level of street lamps, they were welcome to contact HyD. The department would make adjustment at different locations where necessary. He said it was the long-term plan of HyD to adjust street lighting by remote-control system, and LED lights made remote-control possible. At present the staff had to go to the lamp-posts to adjust the light and might save the trouble after system upgrading.

- (l) On village lamps installation, he understood reality might have fallen short of the public's expectation. The Government had to cope with resources constraints. Not only Islands District but also the whole territory, the villages in the New Territories in particular, wanted to have more street lighting as soon as possible. The department would continue to arrange for installation of more village lamps where resources permitted.

14. The Vice-Chairman Mr Randy YU expressed his views as follows:

- (a) He thanked the Director for the detailed explanation. However, the Director had not yet replied to the question concerning the South Lantau Road project. The road section was paved with concrete but the result was not satisfactory and much time was needed for maintenance. He enquired whether the department would upgrade, widen or straighten the road surface or repave the concrete surface with bituminous materials to facilitate maintenance in the future. If the Director could not respond on spot, a reply could be given later.
- (b) Route 11 and TMWB were now at the investigation stage. He asked whether it was an internal study or funding had been approved for a feasibility study. He requested the timeframe of the study.

15. Mr Jimmy CHAN responded as follows:

- (a) Regarding the foundation of South Lantau Road, the department promised that improvement work would be conducted. For the proposal of replacing the concrete road with bituminous materials, he said further study was required as concrete and bituminous roads had their own advantages. While bituminous road required less time for maintenance, concrete road was more durable. The department would have to balance all relevant factors before determining whether to convert South Lantau Road into a road paved with bituminous materials.
- (b) A consultancy study was being commissioned on Route 11 and TMWB. Earlier, the Legislative Council approved the funding for the study on Route 11. The department would provide Members the schedule in writing in due course.

16. Mr CHEUNG Fu hoped that the Director would pay attention to and improve the bends of San Shek Wan on South Lantau Road. The bend improvement work was urgently required as a number of new bus routes would open with double decker buses running on that road. If not, accidents were likely to occur. The Police was aware of the risk. He hoped the Director would take note of the concern.

17. Mr Jimmy CHAN responded that he would handle the issue of road bends at San Shek Wan, South Lantau Road promptly.

II. Confirmation of the Minutes of Meeting held on 22 October 2018

18. The Chairman said that the captioned minutes had incorporated the amendments proposed by the government departments and Members, and had been distributed to Members for perusal before the meeting

19. The captioned minutes were confirmed unanimously without amendment.

(Ms Josephine TSANG left the meeting at around 3:05 p.m.)

III. Hong Kong International Airport — Associated Road Works for Terminal 2 Expansion (Paper IDC 125/2018)

20. The Chairman welcomed Miss TAI Pik-ying, Assistant Secretary (Airport Expansion Project Coordination Office)A of Transport and Housing Bureau (THB), Mr CHUNG Chi-yan, Derek, Senior Engineer 18/SD of HyD and Mr FUNG H.C. Benny, Senior Manager, Projects, Third Runway of Airport Authority Hong Kong (AAHK) to the meeting to present the paper.

21. Mr Benny FUNG presented the paper with the aid of PowerPoint presentation.

22. Ms Amy YUNG knew that Terminal 2 would be closed for expansion and the pick-up and drop-off points of airport buses would be relocated accordingly. Residents of Discovery Bay had complained to her that the information released by AAHK was confusing. She hoped that due care would be exercised in release of information in the future.

23. Mr Eric KWOK concurred that the new road could help ease the congestion at SkyCity Interchange. As TD projected that the daily cross-boundary vehicular flow would be 9 000-14 000 vehicles, the new road would enable vehicle owners to use the parking spaces on the airport island, hence relieving the road pressure in Tung Chung Town Centre. He suggested the relevant parties consider increasing the parking spaces on the airport island.

24. Mr Holden CHOW said that although no congestion had been found during the initial period after the commissioning of HZMB, he was worried that the parking spaces on the airport island would not be able to cope with the demand when more vehicles used the bridge. He suggested preparation be made beforehand.

25. Mr Benny FUNG made a consolidated response as follows:

- (a) He noted Members' views over the release of information and would follow up with the relevant parties to improve the accuracy of information released in the future.

- (b) AAHK had studied the demand of parking spaces during the initial design stage of the Terminal 2 expansion. It was expected that the parking spaces in the expanded Terminal 2 plus the parking spaces in the airport could cope with the parking demand arising from the future air passenger throughput. AAHK would monitor closely with the relevant departments the parking demand and adjust the design or arrangement in a timely manner.

26. Mr Holden CHOW enquired about the additional parking spaces after the completion of Terminal 2 expansion.

27. Mr Benny FUNG said AAHK would provide the number of parking spaces in the airport after the meeting.

(Post-meeting note: There were now over 3 000 public parking spaces in the airport. As the Terminal 2 expansion was underway, some car parks were closed during construction. The supply of parking spaces was relatively tight on busy days. Car Park 4 expansion was underway and would be completed in the third quarter of 2019 with around 1 400 additional parking spaces provided. Nevertheless, the airport parking spaces would still be in tight supply, and for the sake of environmental protection, AAHK continued to encourage travellers to use public transport to get to and from the airport.)

IV. Hong Kong International Airport — Intermodal Transfer Terminal Bonded Vehicular Bridge and Associated Road Works outside Airport Island
(Paper IDC 126/2018)

28. The Chairman welcomed Mr CHUNG Chi-yan, Derek, Senior Engineer 18/SD of HyD as well as Mr CHAN H.W., Collin, General Manager/Capital Works and Mr CHAN K.L., Alan, Manager/Capital Works of AAHK to the meeting to present the paper.

29. Mr Collin CHAN presented the paper with the aid of PowerPoint presentation.

30. Mr Eric KWOK expressed his views as follows:

- (a) The financial arrangement for the Three Runway System (3RS) was based on the “user-pay” principle. The bonded vehicular bridge and associated roads AAHK unveiled right now were introduced mainly for the benefit of Mainland passengers. He asked whether the facilities would be to the advantages of Hongkongers. If no, whether they would be built under the “user-pay” principle.

- (b) He asked whether the passengers were required to change to bonded buses at the SkyPier and the HZMB Hong Kong Port, or travelled from the Mainland to the bonded vehicular bridge direct, if the buses were diesel- or electricity-powered, and whether passengers from Zhuhai or Macao were required to change to bonded buses upon arrival at SkyPier by ferry. He raised concerns over pollution caused by the bonded vehicular bridge.

31. Mr Bill TANG noted the work progress and the operation of the SkyPier, and concurred that the facilities concerned would allow passengers to travel more conveniently, though he wanted to know the main reasons for using a bonded vehicular bridge instead of at-grade carriageway.

32. Mr Collin CHAN made a consolidated response as follows:

- (a) The intermodal transfer terminal (ITT) was one of the facilities to be developed to expand inter-modal connections to bring more convenience to passengers. It was free of charge, as were other upgrading facilities and expansion projects in Hong Kong International Airport (HKIA) passenger building, and AAHK had no plan to charge passengers for the use of individual facilities.
- (b) After completing the baggage check-in and boarding arrangement in the check-in service counters of AAHK at Zhuhai and Macao, transit passengers could proceed to the intermodal transfer terminal directly via bonded dedicated bus services, then make use of the transport services to get to the airport restricted area of passenger building for boarding the flights, without the need to go through Hong Kong's immigration clearance. Similarly, overseas passengers heading to Zhuhai and Macao also did not need to go through the HK customs, immigration and quarantine (CIQ) procedures.
- (c) Besides enhancing travel convenience, the ITT and bonded vehicular bridge would be of advantage to the operation of HKIA in that with the dedicated buses reaching the airport restricted area directly, the passengers did not have to get to the passenger building via the airport public road for the CIQ procedures, hence relieving pressure on the departure and arrival halls and the airline service counters as well as the traffic flow of airport road network. It would also bring convenience to travellers including Hong Kong people and facilitate the smooth operation of the airport.
- (d) The dedicated bonded buses plying between HKIA and Zhuhai and Macao in the future would be powered by electricity.
- (e) The use of bonded vehicular bridge instead of existing at-grade road was to meet the immigration and security requirements. Generally speaking, public roads could not fulfill the purpose.

33. Ms Amy YUNG pointed out that the intermodal transfer terminal and bonded vehicular bridge cost \$3 billion and Mainland passengers were the major beneficiaries. She questioned why the “user-pay” principle used for 3RS was not adopted for levying charges on the users. If the average daily users of the facilities numbered 5 000, each Hong Kong taxpayer would have to foot the bill of \$55 per day on average. She queried whether the \$3 billion project for the benefit of a handful of people would be worthwhile.

34. Mr Eric KWOK said the SAR Government should govern pursuant to the procedures and interests of justice. The 3RS could improve Hong Kong’s outbound air traffic and it was developed under the “joint contribution and user-pay” principle. Similarly, the intermodal transfer system could bring convenience to passengers and it would be unfair and in breach of procedures and interests of justice if the cost incurred was borne by Hong Kong people. He demanded strongly for using the “user-pay” principle for developing such facility.

35. Mr Collin CHAN said that the facility was developed to help shorten the travelling time for transit passengers between Hong Kong, the western Pearl River Delta region and Macao and the people benefited included the residents and visitors of the three places as well as overseas visitors travelling to and from Zhuhai and Macao via HKIA and HZMB. It could also facilitate the smooth operation of the airport in general, and ease the congestion on the airport road network and the pressure on immigration and airline counters, etc. The intermodal transfer terminal and bonded vehicular bridge aimed at upgrading HKIA’s connectivity, and AAHK had no plans to charge visitors for the use of individual facilities.

36. Ms Amy YUNG said AAHK should respond proactively. As Mr Eric KWOK said, it was a matter of fairness. The 3RS would be beneficial to passengers and the construction was based on “user-pay” principle. She queried why this facility was subsidised from the public purse. She opined that charges should be levied according to the “user-pay” principle.

37. The Chairman hoped that the relevant departments should consider Members’ views.

V. Question on Traffic Condition after the Commissioning of Hong Kong-Zhuhai-Macao Bridge
(Paper IDC 127/2018)

38. The Chairman welcomed Mr MOK Ying-kit, Kenneth, Chief Transport Officer/NT South West of TD to the meeting to respond to the question. The written reply of TD had been distributed to Members for perusal.

39. Mr Bill TANG presented the question briefly.

40. Mr Kenneth MOK presented the written reply briefly.

41. Mr Bill TANG responded as follows:

- (a) A large number of vehicles travelled along HZMB after its opening. It was reported that goods vehicles were charged less to promote freight forwarding. However he was afraid the public transport and major road and railway networks of Hong Kong could not cope with the rising vehicular flow. He enquired how TD would deal with the saturation of Northern Lantau Highway and existing bus routes.
- (b) To his understanding, many airport staff and residents took “A” route franchised buses to the airport for work, taking a flight or meeting arriving passengers. He was afraid the commissioning of HZMB would affect seriously the travel itinerary of people going to the airport, e.g. the buses being too overcrowded for passengers to get onboard or not having enough space for placing baggage. He asked whether the department had received such complaints and how they would be handled.
- (c) He said the fares of “A” route franchised buses were relatively higher. Since the number of passengers would increase significantly after the opening of the bridge, he asked how the Government would make the commercial organisations benefited therefrom offer concession to the public.

42. Mr Eric KWOK responded as follows:

- (a) To his understanding, the situation had been improved slightly after the SAR Government and relevant Mainland authorities earlier restricted Mainland tourists via administrative means from taking bus route B6 to Tung Chung Town Centre. He stressed that there was an improvement due to the concerted efforts of a number of stakeholders and reminded TD against lowering its guard. He was afraid there would be a high influx of Mainland tourists to Tung Chung during the Lunar New Year holiday and urged the department to put in place measures expeditiously to address the problem.
- (b) He said he had earlier conducted site visit with the bus company representatives. Citygate Phase 2 would be completed within half a year, and the temporary Lantau bus stop beside Ngong Ping Skyrail Terminal would be relocated to Citygate Phase 2. The land occupied by the temporary bus stop would then be freed up. Tat Tung Road Garden near the temporary bus stop was now idle and enclosed by wire fence. He suggested TD consider relocating the bus stop of route B6 there for the next six months and study the feasibility with Leisure and Cultural Services Department (LCSD) or other departments.

43. Mr Holden CHOW said that at the meeting of Traffic and Transport Committee on 19 November, Members had expressed divergent views on the relocation of the bus stop of route B6, and the general opinion was that the bus stop should be away from the residential areas. He enquired TD about the latest situation. He was concerned about the Lunar New Year holiday which was the peak season for people to travel, and hoped that TD would reported the progress timely.

44. Mr Kenneth MOK made a consolidated response as follows:

- (a) After the opening of HZMB, the passengers of bus routes “A” and “B” had increased and the bus companies had deployed resources to increase bus frequency to cope with the rising passengers. It was TD’s policy to encourage bus companies to offer concessions to passengers. Regarding Members’ proposal to offer concessions to the staff of airport island, TD would request bus companies to study the feasibility of the proposal.
- (b) Regarding the relocation of the bus stop of route B6, TD was studying relocating it to the current site of the temporary bus stop and opening Tat Tung Road Garden under the management of LCSD. The geographical condition and space for queuing would be considered and bus rerouting and diversion might be required, though no options were formulated at the moment. Besides identifying the best possible relocation option, the department was exploring with other departments to expedite the completion of Citygate bus terminus to improve the queuing arrangement. The public transport arrangement during public holidays would also be reviewed, and bus companies would be requested to deploy additional buses to increase bus frequency where appropriate. Co-ordination with the Mainland counterparts would also be enhanced.

45. Mr Bill TANG was concerned that “A-route” franchised buses should take into account the interest of airport staff as well as that of the residents of Tung Chung. Concessions were offered by Citybus and Long Win to airport staff taking “A-route” franchised buses whereas Tung Chung residents had to pay higher fares for riding on these buses. He urged TD and the bus companies to follow up on the matter and consider introducing monthly passes for Tung Chung residents going to work by bus.

VI. Motion on Request for Long Win Bus Company Limited to Introduce Concessionary Monthly Passes
(Paper IDC 128/2018)

46. The Chairman welcomed Mr LAW Yiu-wah, Rayson, Planning and Support Officer I of Long Win Bus Company Limited (Long Win) to the meeting to respond to the paper. The written reply of Long Win had been distributed to Members for perusal.

47. The Chairman said that the motion was raised by Mr Bill TANG and seconded by Mr FAN Chi-ping.

48. Mr Bill TANG briefly presented the motion.

49. Mr Rayson LAW briefly presented the written reply.

50. Mr Ken WONG disagreed with Mr LAW. The drop in oil price in recent months, coupled with the rapid development of the airport and the commissioning of HZMB, had generated stable revenues for Long Win along with a stable customer base. The original intent of the Public Transport Fare Subsidy Scheme (PTFSS) was to relieve the burden of travel expenses on the public, and Long Win should not use the Government's travel subsidy as a pretext for not offering fare concessions.

51. Mr Bill TANG said the residents of Islands District bore a heavy financial burden of travel expenses and he believed they would make effective use of the travel allowances under the PTFSS. The Government asked for information about the profitability of bus companies each year and requested any companies with the profit level of over 9.8% to provide the public with fare concessions. In the past, Long Win and Citybus provided fare concessions mainly for airport staff taking "A" route buses, whereas residents of Tung Chung and other areas of Lantau could not benefit. He indicated that the Kowloon Motor Bus Co. (1933) Limited (KMB) introduced concessionary monthly passes despite difficult business environment. He was displeased that Long Win refused to offer fare concessions despite substantial increase in revenue.

52. Mr Holden CHOW concurred with Mr TANG. With the growth of population on Lantau Island, Long Win secured a stable customer base, and he had time and again requested Long Win to introduce concessionary monthly passes. It was learnt that the bus company had offered monthly pass concessions in Yuen Long and Tuen Mun, etc. and he hoped that it would explore the feasibility of introducing relevant initiatives in Tung Chung.

53. Mr Rayson LAW said that Long Win would explore the feasibility of introducing monthly pass concessions based on its overall financial position. Since the HZMB was opened for less than two months, continuous monitoring of patronage changes and its overall operation was needed. More comprehensive data could only be obtained for further assessment after the passenger demand stabilised. Moreover, different bus routes nature and fare structures of KMB and Long Win made direct comparisons difficult. Long Win noted the views about fare concessions and would explore the feasibility of providing concessions as appropriate based on the company's financial position.

54. The Chairman asked Members to vote on the motion by a show of hands. There were 16 voted for, no against and no abstaining. The motion was passed.

VII. Question on Next Generation Smart Identity Card Replacement Exercise
(Paper IDC 129/2018)

55. The Chairman said that the written reply of the Immigration Department (ImmD) had been distributed to Members for perusal.

56. The Vice-Chairman Mr Randy YU briefly presented the question and thanked ImmD for providing a detailed written reply. Paragraph 3 of the reply stated that “ImmD would adopt various facilitation measures in the territory-wide identity card replacement exercise, including the provision of on-site identity card replacement services for elderly persons and persons with disabilities (PWDs) residing in residential care homes (RCHs). The measure would benefit over 1 000 RCHs across Hong Kong”. He proposed that the Secretariat wrote to ImmD requesting the provision of on-site identity card replacement services at 8 Islands District Rural Committees for elderly persons and PWDs living in the New Territories.

57. The Chairman agreed to the proposal of the Vice-Chairman Mr YU.

VIII. Question on Request for Note-issuing Banks to Establish Branches in Tung Chung
(Paper IDC 130/2018)

58. The Chairman said that the written replies of the Hong Kong Monetary Authority (HKMA), the Hongkong and Shanghai Banking Corporation Limited (HSBC), the Standard Chartered Bank (Hong Kong) Limited and the Bank of China (Hong Kong) Limited (BOCHK) had been distributed to Members for perusal.

59. Mr Bill TANG briefly presented the question. He considered that the replies of BOCHK and HSBC were relatively positive. BOCHK stated that it was “very concerned about the matter and would continue to explore the feasibility of establishing branches in the district, so as to adjust and enhance the deployment of banking services as appropriate”. HSBC indicated that “based on the views of Tung Chung residents and its business needs, it was now proactively identifying a suitable branch location in the district, and the opinions of Mr Bill TANG had been referred to the relevant unit for follow-up”. There were two shopping arcades in public housing estates in Tung Chung and shop premises of Citygate Phase 2 were available for letting. He hoped that the banks concerned would confirm the branch sites in the district as soon as possible and asked the DC to continue monitoring the progress of the banks establishing branches in Tung Chung.

60. Mr Holden CHOW said that while there were sufficient automatic teller machines in Tung Chung, most residents hoped that the note-issuing banks would establish branches in Tung Chung to provide comprehensive banking services. He met with the management of BOCHK last week and learnt that BOCHK was exploring the feasibility of establishing a branch in Tung Chung Town Centre. He hoped that the bank would establish the branch in Tung Chung Town Centre soonest to respond to public demand.

61. Mr Eric KWOK said that after the HSBC Citygate branch ceased operation due to manpower problem, he and Yat Tung Estate residents requested HKMA, HSBC and other note-issuing banks in 2002 to establish branches in the district but no positive response had yet to receive. There were a number of public housing estates in Tung Chung (e.g. Mun Tung Estate and Yat Tung Estate in Tung Chung West and Ying Tung Estate in Tung Chung East) and as some grass-roots people and elderly persons were not familiar with e-banking services, he hoped that the banks would fulfill their corporate social responsibility and establish branches in the district to respond to public demand.

62. Mr FAN Chi-ping said that there were very few bank branches in Tung Chung and residents could only access banking services in Tsing Yi or the airport, which was time-consuming. While the population of Tung Chung was growing continuously, there was not even one deposit machine in the district, which was causing inconvenience in people's daily life. He hoped that apart from exploring the establishment of branches in Tung Chung, BOCHK would provide deposit machines in the district as well.

63. The Chairman said that in view of the growing population in Tung Chung, he hoped that the banks would establish branches in the district as soon as possible to provide services to residents and businesses.

(Mr CHEUNG Fu left the meeting at around 4:00 p.m.)

IX. Question on the Ability of Infrastructure on Cheung Chau to Withstand Super Typhoons
(Paper IDC 131/2018)

64. The Chairman welcomed Mr WONG Chi-yung, Senior Engineer/District of CEDD and Ms CHAN Wai-yee, Senior Engineer/TS of HyD to the meeting to respond to the question.

65. Mr KWONG Koon-wan briefly presented the question.

66. Mr WONG Chi-yung responded as follows:

- (a) After the onslaught of super typhoon Mangkhut, the staff of CEDD was immediately deployed to inspect the marine facilities maintained by CEDD (including the breakwater of Cheung Chau typhoon shelter, seawalls at coastline, piers, landing steps, dolphins and helipad, etc.). CEDD was now arranging for repair works of the damaged helipad and parts of seawalls, which were expected to be completed in February next year.

- (b) CEDD would commission a consultancy study for a period of 18 to 24 months to conduct a comprehensive review of the low-lying coastal and windy locations (including the southern areas of Lantau), and to carry out relevant investigations on storm surge and wave, so as to assess the impacts of extreme weather conditions and formulate appropriate improvement works and management measures to strengthen the resilience to wave impacts at the coastal areas.

67. Ms CHAN Wai-yee said that footpaths at Tung Wan Beach and Kwun Yam Beach of Cheung Chau were damaged due to the typhoon. The department had completed the repair work of Beach Road at Tung Wan Beach. Since a number of public utilities were installed along the Hak Pai Road section heading to the helipad, the department was closely liaising with CEDD and related public utility operators on the repair work and had contacted the CLP Power Hong Kong Limited last week to have works materials delivered to Cheung Chau before January next year, so that CEDD could start carrying out utility laying works after the repair work of facilities was completed. The department would continue to co-ordinate with the relevant departments and organisations for early completion of the repair work.

68. Mr KWONG Koon-wan raised enquiries and views as follows:

- (a) He enquired whether the consultancy study mentioned by CEDD would cover the review of facilities in Cheung Chau typhoon shelter. After the onslaught of typhoon Hato last year and typhoon Mangkhut this year, the water level of the typhoon shelter rose substantially. Fishing vessels in the typhoon shelter were tied to the dolphins by mooring lines secured with knots. As the fishing vessels raised with the rise in water level, the mooring lines wrapped around the dolphins would be loosened easily. Fortunately, high tide did not occur during typhoons this year, otherwise the consequences would be unimaginable. He hoped that the department would exchange views with the fishermen to improve the design of dolphins.
- (b) Before Typhoon Signal No. 3 was officially hoisted by the Hong Kong Observatory, Mainland fishing vessels operating in Hong Kong waters still had sufficient time to return to typhoon shelters in Mainland. Nevertheless, at an earlier meeting with local fishermen, he learnt that in recent years many Mainland fishermen berthed their vessels at Cheung Chau typhoon shelter before the hoisting of Typhoon Signal No. 1 so as to resume operation soonest after the cancellation of tropical cyclone warning signals. Since those fishing vessels were made of steel and local fishing vessels were made of wood, if the steel vessels were berthed at the periphery and the wooden vessels in the centre, the latter would be exposed to very high wind pressures in times of strong winds. Local vessel owners had requested Mainland steel vessel owners to unfasten their vessels when Gale or Storm Signal No. 8 was in force to avoid the steel and wooden vessels bumping with each other due to the impact of

typhoon, but was refused. Local vessel owners had no choice but to risk their lives to fasten their vessels to other dolphins. It was understood that for the sake of safety, the Government would not prohibit Mainland fishing vessels from berthing at typhoon shelters, but he hoped that the relevant departments would improve the design and increase the loading capacity of typhoon shelter dolphins as soon as possible to ensure that fishing vessels were more securely moored.

- (c) Underground facilities such as optical fibers and power cables were installed beneath the road section restored by HyD. He hoped that after the restoration, the road surface could better withstand strong winds.

69. Mr WONG Chi-yung responded as follows:

- (a) Since Cheung Chau typhoon shelter and the east of Cheung Chau were vulnerable to storm surges, the locations concerned would be reviewed by the consultants and appropriate improvement measures would be explored.
- (b) There were a total of 13 dolphins in Cheung Chau typhoon shelter. Regarding the proposal of improving the design and increasing the loading capacity of dolphins, CEDD would be pleased to provide technical advice and follow up with Members on the dolphin design after the meeting. As regard to the use of typhoon shelters, it should be under the purview of the Marine Department.

70. Mr YUNG Chi-ming hoped that the dolphins could be repaired as soon as possible. On improving the design and increasing the loading capacity of dolphins at typhoon shelters, since the fishermen were users of dolphins, he suggested the departments concerned consult related bodies such as Cheung Chau Fishermen's Association.

71. Mr Ken WONG said that the dolphins designed in the early years were fitted at a lower position, and the rise of water level due to storm surge would cause the mooring lines wrapped around the dolphins to be loosened easily. He hoped that the departments concerned would raise the dolphins at typhoon shelters in Cheung Chau and other areas before the typhoon season.

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

(Mr FAN Chi-ping left the meeting at around 4:05 p.m. and Ms Sammi FU joined the meeting at around 4:15 p.m.)

X. Question on Progress of Tung Chung Town Park
(Paper IDC 132/2018)

73. The Chairman welcomed Mr LAM Wai-chuen, Eddie, Senior Engineer/15(L) of CEDD to the meeting to present the paper. The written reply of CEDD had been distributed to Members for perusal prior to the meeting. LCSD indicated that the project was undertaken by CEDD and that it had nothing to add.

74. Mr Holden CHOW briefly presented the question and indicated that the Planning Department had all along been involved in the project planning, and it was mainly undertaken by CEDD only recently. While the overall planning of Tung Chung New Town was implemented successively, the Tung Chung Town Park (TCTP) project, which was put forward years ago, had achieved no progress and there was no mention of the relevant details of the project in the written reply. He hoped that the department would provide the details and report the progress to DC on a regular basis.

75. Mr Eric KWOK said that the TCTP project was included in the Tung Chung New Town Extension and land reclamation works were currently carried out under Tung Chung Development Phase 2. Apparently, the Government focused on large-scale infrastructural projects at the expense of community facilities, resulting in delays in the project. He was disappointed about this.

76. The Vice-Chairman Mr Randy YU was unsatisfied with the department's written reply. He opined that the department should set a timetable for the planning and design of TCTP, so that the DC could follow up and be clear about when the department would consult DC on the preliminary design. He asked the Secretariat to enquire of the department about the timetable and details in writing.

77. Mr Bill TANG said that the site of the proposed TCTP had been left idle. While TCTP was a facility provided for all residents of Tung Chung, the residents of Tung Chung West were urgently in need of TCTP due to a lack of recreational facilities at the moment. He pointed out that even though planning work was in progress, the project could be completed only after a period of time, so there should be no further delay.

78. Mr Eddie LAM stressed that the provision of TCTP would tie in with the development of Tung Chung West and the department noted Members' concern and views about the progress of TCTP project. Upon the completion of design work, the department would subsequently consult the DC on the proposed design.

79. Mr Holden CHOW concurred with the Vice-Chairman Mr Randy YU and opined that the department should provide a works timetable for Members to follow up and know the time DC would be consulted on the planning and design of TCTP. He had enquired several times before about the works progress via the DC.

80. The Chairman urged the representative of CEDD to proactively follow up on the matter.

(Mr KWONG Koon-wan left the meeting at around 4:15 p.m.)

XI. Motion on Supporting the Government Proposal of Toll Adjustment for the Three Harbour Crossing to Achieve Re-distribution of Traffic
(Paper IDC 133/2018)

81. The Chairman said that the motion was raised by Mr CHAN Lin-wai and seconded by Mr YUNG Chi-ming.

82. Mr CHAN Lin-wai briefly presented the motion and supplemented that congestions occurred at the Cross Harbour Tunnel (CHT) and Eastern Harbour Crossing (EHC) frequently, whereas the Western Harbour Crossing (WHC) was not fully utilised, resulting in uneven distribution of traffic flow. Moreover, tunnel congestion would have an impact on the traffic conditions in the vicinity of tunnel portals, as well as increase fuel consumption and vehicle emissions to the detriment of the environment. In view of this, he supported the Government proposal of traffic re-distribution among the three tunnels by adjusting the tolls of tunnels and waiving the tolls for franchised buses using government tunnels, so as to alleviate the traffic pressure at the tunnels and areas in the vicinity, as well as mitigate the pressure of franchised bus fare increases, thereby benefiting members of the public.

83. Mr Holden CHOW said that he did not support the above motion at this stage. He had been consulting various stakeholders on the proposal of traffic re-distribution among the three tunnels, and the majority had reservations about the proposal and questioned the effectiveness of adjusting the tunnel tolls. Taking the New Territories West as an example, commuters mainly travelled to Tuen Mun, Yuen Long and Lantau Island via Tsing Ma Bridge rather than the harbour crossings. As such, the Government should enhance the ancillary facilities at the same time in order to resolve the traffic congestion problem completely.

84. Mr Bill TANG said that various sectors of the community had been having discussions on re-distribution of the vehicle flow of the three harbour crossings and the soon-to-open Central-Wan Chai Bypass to ease traffic congestion effectively. He pointed out that adjusting the tolls of the three tunnels did not necessarily mean a toll rise and that the public would not support the Government to achieve re-distribution of traffic by raising tolls. He opined that extensive consultation on the proposal was needed and believed that the board direction would be supported by all quarters. As such, he proposed amending the motion as “The Islands District Council supports the direction proposed by Government in the 2018 Policy Address, which suggested adjusting the tolls of the three harbour crossings in order to achieve effective traffic re-distribution and alleviate the serious traffic congestion at the related locations”.

85. Mr Ken WONG supported Mr Bill TANG’s amendment motion.

86. Mr Eric KWOK enquired about the background information and details of the proposal of traffic re-distribution among the three tunnels.

87. Mr CHAN Lin-wai said that as proposed by the Government, for private cars, the CHT toll would rise from \$20 to \$40 and EHC toll from \$25 to \$40, whereas the WHC toll would drop from \$70 to \$50. For occupied taxis, the CHT toll would rise from \$10 to \$20, whereas the EHC toll would drop from \$25 to \$20 and the WHC toll from \$65 to \$36. For empty taxis, the CHT toll would rise from \$10 to \$15, EHC toll would remain at \$15 and WHC toll would drop from \$65 to \$15. The tolls for franchised buses would be waived.

88. Mr Bill TANG considered the proposed new tolls for taxis and buses acceptable but did not support the proposed new tolls for private cars and opined that extensive consultation was needed. He reiterated that he supported the board direction of the proposal of traffic re-distribution among the three tunnels but had reservations about the specific recommendations put forward the Government and hence the amendment motion was proposed.

89. Upon voting by a show of hands, the amendment motion and amended motion were passed. There were 8 voted for, no against and 3 abstaining.

XII. Question on Request for Early Implementation of Measures to Divert Visitors Arriving at Hong Kong Through Hong Kong-Zhuhai-Macao Bridge
(Paper IDC 134/2018)

90. The Chairman welcomed Mr MOK Ying-kit, Kenneth, Chief Transport Officer/NT South West of TD to the meeting to respond to the question. The written replies of the Development Bureau (DEVB), GPA and TD had been distributed to Members for perusal.

91. Mr Holden CHOW briefly presented the question.

92. Mr Kenneth MOK said in response to part 3 of the question that according to past records, the number of cross-boundary visitors at other ports during long holidays was higher than that on weekdays and weekends, and quite a number of visitors would be attracted to visit the HZMB and cross the border via the HZMB, which was a new iconic landmark. A number of measures would be implemented to dovetail with the arrangement of the Mainland authorities to cater for the increased transport demand. On cross-boundary buses, the governments of Guangdong, Hong Kong and Macao had agreed to issue ad hoc quotas during long holidays to increase the regular quotas by 50% from 400 to 600. On shuttle buses, the operator had a vehicle fleet of 138 and would borrow more than 30 buses from the cross-boundary bus sector in peak periods, i.e. during weekends and holidays, to meet the demand, increasing its carrying capacity by about 20% as compared to weekdays. Moreover, the shuttle bus operator also offered pre-booking service for group visitors to ensure efficient boarding of

passengers. The measure also enabled the operator to have a clear idea about the service demand and thus make appropriate adjustment. Subject to demand, the franchised bus companies would deploy additional resources and manpower to divert passengers taking “A” or “B” route buses plying between the Hong Kong Port and urban areas.

93. Mr Holden CHOW expressed his views as follows:

- (a) With the 3-day New Year holiday drawing near and the people on the Mainland enjoying a 7-day long holiday, he urged the Administration to make proper arrangement soonest to cater for the passenger flow during the long holidays.
- (b) He welcomed the increase of cross-boundary bus quotas and considered it could effectively divert visitors to other scenic spots in Hong Kong instead of gathering in Tung Chung Town Centre. He said that the operator had not fully utilised the 400 quotas and reminded the governments of Guangdong, Hong Kong and Macao to maintain communication and ensure the quotas were fully utilised by the operator to increase bus frequency.
- (c) A temporary general merchandise store was opened earlier at the PCB of the HZMB Hong Kong Port. He had visited the store and found that the response was quite good. The written reply of GPA stated that the letting of 6 shop premises at the PCB Departure Hall was in progress, and he suggested that the department provide more catering and shopping facilities as far as possible to attract visitors to stay and spend more on the artificial island.
- (d) He said that during the DC consultation conducted by the Administration in 2015, Members expressed the need for providing sufficient shopping facilities on the artificial island to meet the demand, and spaces were reserved on the island for such purpose. However, DEVB only mentioned the development plan of the adjacent SkyCity without providing in the written reply the details of topside development at Hong Kong Boundary Crossing Facilities Island. He was disappointed about this.

94. Mr Eric KWOK said that there had been a continuous growth in visitor arrivals to Hong Kong in recent years. The number of visitor arrivals last year was 58 million, including 46 million visitors from the Mainland. As at June this year, the number of visitor arrivals was 60 million with 48 million visitors from the Mainland, representing a rise of 3.8%. In view that new mega tourism projects in Hong Kong such as SkyCity and Sunny Bay reclamation could only be completed progressively in 2020 to 2030 at the earliest, the Government should conduct assessment on Hong Kong’s capacity to receive tourists and limit the number of visitor arrivals by phases in line with the development of tourism projects.

95. The Vice-Chairman Mr Randy YU said that the implementation of various measures on diverting visitors had borne fruit. Visitors no longer tended to congregate at Tung Chung Town Centre but visited other tourist attractions on Lantau Island, with Tai O as one of the popular spots. He pointed out that currently about half the visitors took buses from Tung Chung Town Centre to Tai O, whereas other visitors took buses at Ngong Ping Skyrail Terminal, increasing the pressure on bus service substantially and the difficulties for Lantau residents in catching buses. In this connection, he enquired of the department about the effectiveness of increasing the frequency of ferry services plying between Tai O and Tung Chung during weekends and public holidays and whether there was any plan with the ferry operator to further increase the sailings to divert visitors and improve transport service for Tai O residents.

96. Mr Kenneth MOK said that he would provide information about the increased frequency of Tai O ferry service after the meeting.

(Mr Bill TANG left the meeting at around 4:35 p.m.)

XIII. Question on Problems Arising from the Commissioning of Hong Kong-Zhuhai-Macao Bridge
(Paper IDC 135/2018)

97. The Chairman welcomed Mr Kenneth MOK, Chief Transport Officer/NT South West of TD to the meeting to respond to the question. The written reply of TD had been distributed to Members for perusal.

98. Ms Amy YUNG presented the question briefly.

99. Mr Kenneth MOK summarised the content of the joint written reply in respect of Questions 1 to 3.

100. Ms Amy YUNG expressed her views as follows:

- (a) She guessed that in order to tie in with the commissioning of the HZMB in Mainland waters, the Government made arrangements hastily without planning properly the passenger flow diversion or quota control, resulting in high influx of tourists in Tung Chung and Sunny Bay, etc. The various departments including TD, the Police and HyD then changed the land uses to free up space. A large amount of manpower and resources were then required to solve the problem, putting enormous strain on government departments and the whole community. She reminded the Government to learn its lesson and discuss with the Mainland authorities if similar incidents happened in the future to alleviate the impacts on Hong Kong.

- (b) She enquired whether the relevant departments had taken any measures to limit the number of Mainland inbound tourist tours, and requested information showing the benefits of Mainland tourists for local tourism industry and economic growth against the burden and cost to society. With the upcoming infrastructure projects, she was afraid the Government might fail to plan and study thoroughly, thereby making the whole community suffer greatly. She urged the Government to reflect to the Mainland authorities the views and the actual situation of Hong Kong should there be any policies on major cross-border infrastructure and tourism development

101. Mr Eric KWOK said that the HZMB had taken many years to complete and Members had proposed to the Government that the planning and building of supporting infrastructure should begin earlier but the latter took no notice. Temporary measures were taken only when problems occurred. He requested the department representative to reflect the views to THB and hoped that it could report duly to IDC within 3 months details of tourist handling capacity after the commissioning of the bridge as well as the solutions for social and traffic issues (e.g. insufficient toilet facilities in Sunny Bay). He pointed out that problems emerging after the commissioning of the bridge showed that the Government failed to plan comprehensively. As a result, police reinforcement and even Police Tactical Unit were sent to direct traffic and divert crowds in ways unseen before, which was in sharp contrast to the quality of tourism services delivered in the past.

102 . Mr LOU Cheuk-wing expressed his views as follows:

- (a) The tertiary services industry is the key industry in Hong Kong and large-scale infrastructure projects were vital to our economic growth. However, the supporting facilities for tourism industry were still inadequate and the relevant policy was not forward-looking enough. He reiterated that HZMB, by linking up other cities in Greater Bay Area, would provide a boost to the future development of Hong Kong and enhance its competitiveness.
- (b) The problems arising during the initial phase after the opening of the bridge were due to inadequate supporting facilities and lack of experience. Macao had a population of less than 1 million but with a similar capacity of receiving tourists as Hong Kong. Therefore, Hong Kong Government should take draw reference from Macao and make efforts to enhance the tourism infrastructure to maximise the economic benefits of the bridge.

103. Mr Holden CHOW expressed his views as follows:

- (a) The HZMB, upon completion, would integrate/connect Hong Kong with other cities in Greater Bay Area which would be conducive to the development of Hong Kong economy in the long term. He urged the

Government to face up the problems arising from the lack of supporting infrastructure during the initial phase after the opening of the bridge.

(b) To combat suspected illegal tour groups, he opined that the Hong Kong Government should step up communication and coordination with Mainland authorities. He had contacted the Guangdong Provincial Government many times and requested the Mainland authorities to step up prosecution when public holidays approached to combat illegal tour groups at source. The Mainland authorities had now tightened regulation and prevented tour groups from gathering in Tung Chung disturbing the lives of residents.

(c) He urged the department to finalise the relocation of route B6 bus stop expeditiously to alleviate the impacts on Tung Chung residents.

104. Ms Amy YUNG opined that Hong Kong's economy had grown solidly over the years thanks to its position as an international financial centre, having been once put in the same league as New York City and London. She stressed that in developing the economy, Hong Kong should uphold the rule of law and the principles of democracy and freedom. She was worried that Hong Kong might lose its competitive edges gradually as the Government focused on maximising economic benefits from tourism

105. Mr Kenneth MOK noted Members' views and would relay the views to the Bureau and relevant departments.

XIV. Progress on District-led Actions Scheme (Paper IDC 136/2018)

106. The Chairman welcomed Mr Benjamin AU, Assistant District Officer (Islands)¹ of IsDO to the meeting to present the paper.

107. Mr Benjamin AU briefly presented the paper.

108. Mr Eric KWOK proposed the inclusion of anti-rodent work in the District-led Actions Scheme (DAS).

109. Mr Benjamin AU responded that anti-rodent work had been included in the DAS. When planning for the work of the coming year, IsDO would liaise with Members to work out the details of the action plan.

XV. Report on the Work of the Islands District Management Committee (November 2018) (Paper IDC 137/2018)

110. The Chairman welcomed Mr Anthony LI, District Officer (Islands)¹ of IsDO to the meeting to present the paper.

111. Mr Eric KWOK indicated that Yat Tung Estate faced a serious shortage of primary school places and the situation would worsen after the intake of Mun Tung Estate. He hoped that District Officer could relay the situation to the Education Bureau (EDB).

112. Mr Anthony LI promised to relay the situation to EDB.

XVI. Reports on the Work of the IDC Committees and its Working Group
(Paper IDC 138-142/2018)

113. Members noted the paper.

XVII. Allocation of DC funds

(i) Up-to-date Financial Position on the Use of DC Funds
(Paper IDC 143/2018)

114. The Chairman proposed to make an allocation of a reserve of \$40,000 for the Tourism, Agriculture, Fisheries and Environmental Hygiene Committee (TAFEHC) to organise healthy city activities to ensure optimal use of funding. Since residual funds were expected this year, he proposed returning the funds to the Home Affairs Department for deployment.

115. Likewise, for greater flexibility in the deployment of funds, the over-commitment limit of district minor works funding for the District Facilities Management Committee and TAFEHC this year would be adjusted, and the progress of works funded under the two committees would not be affected.

116. Members noted and endorsed the above paper and proposal.

(ii) Approval for Using DC Funds by circulation from 1 October to 30 November 2018
(Paper IDC 144/2018)

117. Members noted the paper.

XVIII. Date of Next Meeting

118. There being no other business, the meeting was adjourned at 5:15 p.m. The next meeting would be held on 25 February 2019 (Monday) at 2:00 p.m.

-End-