

(Translation)

**Minutes of Meeting of Islands District Council**

Date : 18 April 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 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 CHEUNG Kin-chung, Matthew, GBS, JP	Secretary for Labour and Welfare, Labour and Welfare Bureau
Ms TAM Kwai-yee, Ann Mary	Chief Architect 5, Housing Department
Mr CHOW Wing-hung, Peter	Senior Architect 33, Housing Department
Ms CHIANG Man-kam	Architect 49, Housing Department
Mr CHOW Kwok-sang	Civil Engineer 18, Housing Department
Ms YEUNG Ka-lai	Planning Officer 29, Housing Department
Mr WONG Pak-kin, Ken	Chief Transport Officer/Planning/Ferry Review, Transport Department
Mr YUEN Wing-cheong	Senior Transport Officer/Planning/Ferry 2, Transport Department
Mr LEE Wing-wa	Senior Transport Officer/Public Pier, Transport Department
Mr LAU Kai-yan	Engineer/Islands, Transport Department

Ms LAM Pui-sze, Millicent	Senior Executive Officer (Planning) (Atg), Leisure and Cultural Services Department
Mr LEUNG Chiu-keung, Kenneth	Senior Engineer (Hong Kong Island Division 1), Civil Engineering and Development Department
Mr NG Chi-wai	Senior Engineer/Projects, Civil Engineering and Development Department
Mr CHENG Kin-man	Senior Engineer/Projects, Civil Engineering and Development Department
Mr YAU San-ping, Peter	Senior Executive Officer (District Management), Islands District Office
Mr TAM Wai-man	Acting Marine Officer/Licensing and Port Formalities (3), Marine Department
Mr LUI Tak-shing, Gary	Town Planner/Islands, Planning Department
Mr WONG Kwok-wai, Wilson	Senior Estate Surveyor, Lands Department
<b><u>In Attendance</u></b>	
Mr LI Ping-wai, Anthony, JP	District Officer (Islands), Islands District Office
Ms CHONG Yan-ye, 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 and Islands), Social Welfare Department
Ms LEE Nga-lai, Alice	District Commander (Lantau), Hong Kong Police Force
Mr Richard Brinsley SHERIDAN	District Commander (Marine Port), Hong Kong Police Force
Ms FAN Chin-ting, Erica	Public Community Relations Officer (Lantau District) , Hong Kong Police Force
Mr LAW Tung-wah, Benji	Public 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
Mrs Brenda NG	District Leisure Manager (Islands), Leisure and Cultural Services Department
<b><u>Secretary</u></b>	
Ms CHAN Sum-sum, Candy	Senior Executive Officer (District Council), Islands District Office
<b><u>Absent with Apology</u></b>	
Mr YUNG Chi-ming, BBS	

## Welcoming remarks

The Chairman welcomed Members and representatives from government departments to the meeting and introduced Ms LEE Nga-lai, District Commander (Lantau) of the Hong Kong Police Force (HKPF).

2. Members noted that Mr YUNG Chi-ming was unable to attend the meeting due to other commitments.

### I. Confirmation of the Minutes of Meeting held on 1 February 2016

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

4. The captioned minutes were confirmed unanimously without amendment.

### II. Public Engagement Exercise on Retirement Protection (Paper IDC 35/2016)

5. The Chairman welcomed Mr Matthew CHEUNG, Secretary for Labour and Welfare (SLW), for attending the meeting to present the paper.

6. Mr Matthew CHEUNG introduced the public consultation document on retirement protection with the aid of a PowerPoint presentation. The PowerPoint slides were set out in Paper IDC 35/2016.

7. Ms LEE Kwai-chun commended that the \$2 fare concession scheme (the Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities) was certainly a benevolent policy. The lower and middle-class families were most concerned with issues relating to healthcare, life and living environment after retirement at the age of 60. However, they often could not apply for building maintenance grants for elderly owners because their assets exceeded the asset limit. As far as the sustainability of public finance was concerned, she had reservations about implementing universal retirement protection, opining that resources should be centralised to help the elderly in need. She hoped that the Government would offer various assistance and related services apart from providing pension to the elderly.

8. Ms Amy YUNG supported the implementation of universal retirement protection to support people in their twilight years. She also expressed the following views on the four retirement protection pillars:

- (a) Under the Comprehensive Social Security Assistance (CSSA) system, since recipients must pass a strict means test, generally on a household basis, some elderly people were forced to live separately from their families. Due to the labelling effect

of the so-called “bad son statement”, some elderly people would rather live in poverty than apply for CSSA. Besides, if the increase in CSSA payment rates lagged behind inflation, the lives of the elderly recipients would become more difficult.

- (b) Regarding the Mandatory Provident Fund (MPF) Schemes, only 3.17 million people had joined a pension scheme among the over 4.88 million population aged 20 to 64 according to the 2011 Hong Kong Population Census. In other words, about 35% of the working population had not been covered by retirement protection, nor the disabled, the unemployed and the working poor. Also, the returns to MPF participants, eroded by the high MPF fund management fees, had been extremely low especially during the early years of inception. Therefore, she urged SLW to study how the MPF Schemes could be improved.
- (c) As regards public services, the accident and emergency (A&E) departments of public hospitals were often full and some elderly people had to wait for over 10 hours for consultation. According to the information provided by the Hospital Authority (HA), in early March, the overall medical bed occupancy rate of public hospitals at midnight was as high as 110% and the average number of A&E attendances per day was around 6 200. Notwithstanding this, the Government had reduced the recurrent allocation to HA by \$12 million in 2016.
- (d) In response to SLW’s comments that the implementation of universal retirement protection would exert a heavy burden on government expenditure and that the Government should provide elderly care in accordance with its capacity, she considered Hong Kong a wealthy society and questioned why the elderly people who had contributed most of their lives to Hong Kong could not be taken care of, when the Government could spend \$85 billion on building an express rail link which was just a bit faster than the East Rail and inject \$1 billion to provide more scholarships for Mainland students from the “Belt and Road” regions. She hoped that the Government would take into consideration the elderly’s contributions to Hong Kong before implementing the retirement protection scheme to ensure that they would be taken care of in their old age.
- (e) She opined that only the middle class would benefit from the proposed issue of Silver Bond. As for the Reverse Mortgage Programme (RMP), only about 1 000 applications had been received so far and the participating banks were very conservative in approving the applications. Successful applicants could only receive an average of about \$10,000 per month. She doubted the suitability of the RMP for middle-class elders.
- (f) She disagreed with the provision of a monthly pension of some \$3,000 to the elderly in need only, remarking that the Government should not consider the issue from an assistance or welfare perspective but from a perspective of giving back to the elderly people who had contributed to the society.

9. Mr Eric KWOK expressed his views as follows:
- (a) Retirement protection was a highly complicated issue. On the question of “who foots the bill”, he suggested the Government introduce consumption tax on luxury goods to increase its stable revenue.
  - (b) Universal retirement protection was instrumental to a stable society through fostering a sense of belonging to the society among the younger generation. As it would be beneficial to Hong Kong’s future development, resources should not be the only consideration.
  - (c) Given the high MPF fund management fees at present, he suggested the Government take over the management of the funds to reduce the administrative expenses.
10. Mr Holden CHOW expressed his views as follows:
- (a) Apart from the needs of the elderly, both long-term financial ability and sustainability should be catered for in the implementation of any retirement protection scheme. The total additional expenditure under the simulated “regardless of rich or poor” option for 50 years (2015-2064) would amount to \$2,395 billion, which might give rise to public concern over affordability in the future. Should sustainability be the consideration for the way forward, he concurred that the simulated “those with financial needs” option would be more feasible.
  - (b) If the principle of “those with financial needs” was adopted, he considered that the asset limit for retirement protection of \$80,000 should be adjusted and relaxed to meet the needs of more people.
  - (c) The Government had to scrutinise whether tax hikes were required to increase its fiscal revenue for meeting the future expenditure on retirement protection.
11. Mr Matthew CHEUNG gave a consolidated response as follows:
- (a) He shared Ms LEE Kwai-chun’s view that retirement protection should be provided in various ways. Having noted the concerns and needs of the lower and middle-class families, the Government had proposed in the paper to offer better protection for the elderly in need to ensure the proper use of resources. While the Government understood that universal retirement protection “regardless of rich or poor” was a right that could foster social harmony, it had to strike a balance between that right and the principle of financial prudence. The Government would strengthen family services to provide better care for the elderly in their twilight years.
  - (b) He noted Ms Amy YUNG’s support for universal retirement protection and her view that the protection offered by the CSSA Scheme was inadequate. The Government had been reviewing the existing social security system comprehensively with an open

mind and putting forward improvement measures in the hope of providing comprehensive protection for the elderly. Retirement protection could not be accomplished through a single proposal, and a holistic proposal with complementary elements of different pillars was required. He explained that the commonly known “bad son statement” was actually a declaration on financial situation with practical needs and legitimate aims and was applicable to all applicants who applied for CSSA on an individual basis. The Government would consider improving the declaration to minimise the labelling effect. It would also continue to enhance the MPF Schemes. As regards the RMP, the Government would step up publicity and education efforts hoping that the programme could help increase the retirement income of the elderly.

- (c) On the suggestion of introducing consumption tax, the Government had to consider raising tax rates and introducing new taxes seriously. The introduction of consumption tax was an extremely complicated issue. Grassroots would be affected even if food was exempted from such tax. Any change to the low tax regime that Hong Kong had all along adhered to would impact upon Hong Kong, including its tourism and retail industries. If the proposed tax was to be imposed only on luxury goods, the limited tax revenue would be inadequate to cover the expenditure on retirement protection. Nevertheless, the Government would consider different views with an open mind.
- (d) The Government had received many views on relaxing the asset limit for retirement protection, which would lead to increased expenditure. However, the Government would consider this suggestion if this was a consensus of various parties.

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

(Mr Matthew CHEUNG left the meeting after discussion of this agenda item.)

### III. Subsidised Sale Flats Development at Tung Chung Area 54 (Paper IDC 36/2016)

12. The Chairman welcomed Ms Ann Mary TAM, Chief Architect, Mr Peter CHOW, Senior Architect, Ms CHIANG Man-kam, Architect, Mr CHOW Kwok-sang, Civil Engineer and Ms YEUNG Ka-lai, Planning Officer of the Housing Department (HD), for attending the meeting to present the paper.

13. Ms Ann Mary TAM introduced the content of the paper with the aid of a PowerPoint presentation.

14. Mr Holden CHOW proposed building a circular footbridge at the junction of Ying Hei Road and the proposed road L3 connecting Tung Chung Area 54, nearby housing estates and projects under construction to facilitate residents' access.

15. Ms Sammi FU hoped that the Government would reconsider the compatibility of the development with the facilities in the vicinity and the appropriateness of the site location. She was worried that the eight building blocks proposed in Tung Chung Area 54 located in proximity to a number of private housing estates and a commercial project under construction might be excessive and would affect the surrounding environment and create a wall effect if the Government proceeded with the development. Furthermore, some residents had relayed to her that from the physical model of the Tung Chung New Town Extension Study displayed earlier, only three building blocks had been proposed in Area 54, fewer than the eight building blocks in the existing proposal. She was also concerned about the noise nuisance to residents during construction. Therefore, she urged the Government to consult residents on the development.

16. Mr Bill TANG supported the construction of more subsidised housing. He proposed that HD provide sufficient ancillary facilities such as retail and public transport facilities to meet residents' needs.

17. Mr Eric KWOK welcomed HD to build more public housing to solve the housing problem. He also expressed his views as follows:

- (a) Regarding public transport, he enquired whether HD would discuss with the Planning Department (PlanD), the Transport Department (TD) and the MTR Corporation Limited (MTRCL) on advancing the construction of Tung Chung East railway station so as to tie in with the large-scale developments in the district. Otherwise, more serious problems might arise in the future under the existing inconvenient transport arrangements.
- (b) With regard to education, he considered that the proposed kindergarten in the development might not be able to cope with the future demand of students living in Areas 54 and 56 as well as the private housing estates in the vicinity. Currently, some students had to attend schools in other districts due to shortage of primary school places in Tung Chung West. He urged HD to look into the problem with the relevant government departments.
- (c) At present, most of the shops in the major shopping mall in Tung Chung (Citygate) were outlets. He asked HD to consider studying with the relevant government departments the development of a municipal market in the district to cater for residents' daily needs.

18. Ms Amy YUNG said that according to HD's presentation just now, retail facilities would be provided in the development. She concurred with Mr Eric KWOK that more ancillary facilities should be provided in Tung Chung Area 54. She pointed out the high commodity prices in the markets in Tung Chung, which were all operated by the Link Asset Management Limited (the Link). She suggested that HD consider building a municipal market to introduce competition and hence give more choices to residents while relieving the rental burden of market tenants.

19. Ms Ann Mary TAM gave a consolidated response as follows:

- (a) Regarding the proposal to provide pedestrian crossing facilities, according to the information provided by the Civil Engineering and Development Department (CEDD), the works of the proposed road L3 would include the provision of at-grade crossing facilities at the junction of Ying Hei Road and Tung Chung Waterfront Road to tie in with the development of Tung Chung Area 54 and its surrounding area. In the long run, as Tung Chung New Town developed, Ying Hei Road and Tung Chung Waterfront Road would be upgraded to become a part of “Trunk Road P1” to connect the Tung Chung new extension area and the proposed Tai Ho Interchange. By then, the at-grade crossing facilities for the proposed road L3 at the junction of Ying Hei Road and Tung Chung Waterfront Road would be replaced by a footbridge to cope with the pedestrian and road traffic flow. The construction schedule of the footbridge would be reviewed during the detailed design stage of the Tung Chung New Town Extension. CEDD would provide Members with the relevant information in the future.
- (b) As regards the compatibility of the development with the residential projects in the vicinity, factors including compatibility with the surrounding environment had been taken into account in the preparation of the Outline Zoning Plan (OZP), on which Tung Chung Area 54 and its surrounding area were zoned “Residential (Group A)”. Moreover, HD had prepared the development plan based on planning parameters (such as plot ratio etc). A micro-climate study would also be carried out to ensure a comfortable environment between buildings and in nearby residence. The information from the study would be used as reference for building design proposals.
- (c) In the light of the envisaged population intake of the development in Area 54, HD proposed providing a kindergarten in the development. There were also primary and secondary schools in the developments near Area 54. During the planning brief submission stage, HD would maintain liaison with the Education Bureau (EDB) to study and identify the educational facilities required in Area 54.
- (d) The proposed retail facilities in the development would have a gross floor area of about 1 500 square metres, but the exact location would not be confirmed until the detailed design stage.
- (e) A market which could accommodate around 40 stalls would be provided in the public housing development currently in progress in Area 56. The works were expected to be completed by the end of this year or in the first half of 2017. Upon completion, the market could serve the residents of private housing developments nearby and the future development in Area 54.
- (f) In general, the Hong Kong Housing Authority (HA)/HD would invite tenders for market stalls six months before the building completion. At present, HA adopted a single-operator letting arrangement for the new markets developed and owned by it, under which a contractor was responsible for sub-letting the market stalls. HA, the



developer, hoped to leverage on the expertise and flexibility of the private sector to manage and operate its markets to enhance the service quality.

20. Mr CHOW Kwok-sang supplemented that a public bus lay-by would be provided at the proposed road L3 upon the completion and occupation of the housing development in Tung Chung Area 54. HD would also maintain close liaison with TD to make suitable public transport arrangements based on the actual road condition.

21. Mr Bill TANG was concerned about the single-operator letting arrangement for markets. He said that as HD did not regulate the stall rentals, the contractors usually made reference to the level of rentals charged by the Link when determining the rentals of individual stalls. However, residents or stall operators would blame HD for the high rentals. He gave examples to illustrate that the single operators promoted monopoly by malpractice. Therefore, he hoped that HA would review the mode of market operation by contractors.

22. Mr Eric KWOK criticised HD for the lack of comprehensive public transport arrangements for the development. The existing private housing estates in Tung Chung such as Caribbean Coast relied on shuttle bus services to connect Tung Chung MTR station. He was worried that the traffic problem would aggravate if the population increased in the future. Therefore, he hoped that HD, TD and PlanD would study the relevant road facilities and transport planning in detail before taking forward the residential development.

23. Mr Holden CHOW said that the current population of Tung Chung was about 80 000. He believed that the existing public transport services would be inadequate to cater for the additional population in the future, including the anticipated intake of about 10 000 people of Ying Tung Estate in Area 56, the intake of other residential projects and the residents of Area 54. As such, he suggested that the Government could capitalise on the population growth by arranging more direct bus routes and modes of transport between Tung Chung and the urban area (e.g. connections to Siu Lam Interchange in Tuen Mun District) to cope with the future demand.

24. Mr Honson YUEN supplemented in response to the public transport services for new residential area that TD would, as in the past, consult the Islands District Council (IDC) through the Bus Route Planning Programme one to two years before the completion of the residential development. New bus routes and services would also be introduced, as appropriate, to cope with passengers' demand and population change. For example, many bus routes had commenced operation after the occupation of the Visionary.

25. Mr FAN Chi-ping shared Mr Bill TANG's view and considered that HD should not sub-let stalls in its markets through a single contractor to avoid monopoly. Moreover, he urged HD not to place its market in Tung Chung Area 39 under the operation of the Link.

26. Mr CHEUNG Fu stated that given the current housing shortage in Hong Kong, he supported the construction of more subsidised housing by HD as soon as possible.

27. Mr Holden CHOW further expressed his hope for the Government to plan properly for ancillary transport facilities in implementing housing developments. He would continue to keep a close eye on whether the transport arrangements for the Visionary and the future Ying Tung Estate could cope with the demand.

28. The Chairman hoped that HD would study and consider Members' views.

(Ms Ann Mary TAM, Mr Peter CHOW, Ms CHIANG Man-kam, Mr CHOW Kwok-sang and Ms YEUNG Ka-lai left the meeting after discussion of this agenda item.)

IV. Mid-term review for ferry services of the current licence period  
(Paper IDC 37/2016)

V. Question on licence renewal for outlying islands ferry services and improvement of ferry services  
(Paper IDC 42/2016)

29. The Chairman proposed that Agenda Items IV and V which were interrelated be discussed together. He welcomed Mr WONG Pak-kin, Ken, Chief Transport Officer/Planning/Ferry Review and Mr YUEN Wing-cheong, Senior Transport Officer/Planning/Ferry of TD, for attending the meeting to present the paper and give responses.

30. Mr WONG Pak-kin, Ken briefly introduced the content of the paper.

31. Ms LEE Kwai-chun introduced the content of the question.

32. Ms Amy YUNG expressed her views as follows:

- (a) At present, only the two operators (two ferry operators) running the six major outlying island ferry routes were provided with subsidy by the Government but the "Discovery Bay – Central" ferry route (Discovery Bay route) was not subsidised. She hoped that TD would consider extending the Special Helping Measures (SHM) to cover the Discovery Bay route.
- (b) During the last fare increase, the oil price per barrel was US\$160, much higher than the current price per barrel of around US\$40-50. While the two ferry operators had agreed to offer an about 10% fare concession to plough the amount of profit exceeding the original projected profit margin (windfall profit) back to residents amid falling oil prices, the Discovery Bay route had not reduced its fare. It would only apply for fare increase when oil prices increased.
- (c) TD had undertaken to provide the operating accounts of the Discovery Bay route at the tripartite meeting held in 2009, but it had failed to keep its promise. She requested to make available the accounts of the Discovery Bay route with a view to facilitating residents to ascertain whether the ferry route was profitable.

- (d) She held the view that TD had not requested the operator of the Discovery Bay route to reduce fare following the drop in oil prices. As a result, the Government's \$2 fare concession scheme for the elderly and eligible persons with disabilities had become the revenue of the operator. In other words, it was a government-subsidised commercial activity.

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

- (a) He believed that the fare concession to be provided by the two ferry operators, albeit for just a few months, would be well received by the public. He was worried that if the fare concession commenced in July which would be the summer vacation, it would attract more visitors to Cheung Chau. On the other hand, local students could not benefit from the arrangement as they need not go to school during this period. He enquired about the reason for launching the concession in July.
- (b) Regarding licence, the Government had only received one bid for operation of the "Central – Cheung Chau" route in the tender exercises in 2007 and 2011 because another company with a full fleet could hardly be identified in Hong Kong. Therefore, he had been suggesting the Government to have its own fleet. He knew that the Government had conducted a study in this regard in 2010 but considered that it was not in line with the established policies and involving substantial capital investment. He opined that the relevant policies should be changed or improved, otherwise the problem would keep emerging and the ferry companies would continue to dominate the market. According to his understanding, if the franchise was terminated, the Government had the right to forfeit the operator's property (i.e. the fleet), but the Government was not empowered to do so under the Ferry Services Ordinance (FSO). He was worried that proper monitoring could not be imposed when the period of each licence was extended but with no service improvement because the Government was not able to forfeit the fleet and identify another operator to run the service with the fleet. As such, he proposed replacing extension of licence period with franchise to facilitate regulation of the service. If the Government maintained the existing arrangements, he recommended TD to include additional conditions in the next three-year licence, such as the provision of half fare concession to students living on outlying islands.
- (c) Cheung Chau Ferry Pier had been built around 40 years ago. Although the ventilation facilities of its waiting hall had been upgraded, some other facilities had yet to meet the existing standards. For instance, it lacked barrier-free facilities. Therefore, he suggested expanding the Pier.
- (d) Though the residents of Cheung Chau, Members and the local community had expressed quite a lot of opinions on the quality and schedule of the ferry services operated by New World First Ferry Services Limited (NWFF), the questionnaire survey conducted by TD in 2015 showed that the respondents were satisfied with the services. Therefore, he doubted if most of the respondents were not residents of

Cheung Chau or outlying islands. He considered that TD should focus on interviewing local residents instead of passengers on board randomly as the latter would only advise their opinions on particular trips rather than the overall services. According to the questionnaire survey conducted by him, over 50% of the residents were not satisfied with NWFF's services. He took the slippery floor of the pier as an example to criticise that NWFF did not take care the safety of passengers.

- (e) He hoped that TD would review the schedule of the existing ferry services with NWFF e.g. revising some sailings in order to cater for the anticipated demand. He wished to participate in the discussion on licence extension between the department and NWFF.

34. Mr Eric KWOK expressed his views as follows:

- (a) In 2011 and 2012, TD had proposed the construction of additional floors at Central Piers Nos. 4, 5 and 6 for commercial concessions so as to help boost the non-fare box revenue of the ferry operators in order to stabilise fares. The proposal had also been approved by the Town Planning Board. He asked why the proposal had not been implemented in the end.
- (b) The licence period of ferry services only lasted for three years. He and many Lantau Island residents opined that the licence was used as a disguise to operate ferry services under franchise. As the licence period was too short, it could hardly attract new investors to bid for the licence. He hoped that TD would consider the suggestion of extending the licence period in the next mid-term review in 2019, which would in turn attract more operators to participate in the tenders so as to enhance competition.
- (c) During his recent ferry ride from Mui Wo to Central, he had received quite a number of complaints about the foul air inside cabins. He also found that the outlets of air-conditioning systems inside cabins were not cleaned regularly. He questioned whether there was any government department regularly monitoring the air-conditioning systems inside ferry cabins and inspecting the associated facilities.

35. Ms LEE Kwai-chun said that according to the survey conducted by TD on the operating performance of the six major ferry routes (details were set out in Annex B to the paper), only 75% of the respondents considered the overall performance of the "Central – Cheung Chau" route "very satisfied", "satisfied" or "fair". This showed that there was still room for service improvement. She hoped that TD could urge the operators to make improvement. For instance, there were always a large number of passengers waiting at the pier.

36. Mr Ken WONG expressed his views as follows:

- (a) He was concerned about the maintenance of Peng Chau Ferry Pier. He said that the canopy outside the pier was constructed and maintained by the former ferry operator.

As the canopy had not been included in the existing tender document, it was left unattended as an unauthorised building works. Without the canopy, members of the public would need to queue up outside the ticketing office in the open air noting that there was no large waiting hall in Peng Chau Ferry Pier. He urged TD to take over the maintenance of the canopy.

- (b) The inadequate electricity supply at Peng Chau Ferry Pier had rendered the retrofitting of air-conditioning facilities for shops impossible, thus affecting the sub-letting of premises at the pier. He hoped that TD could take follow-up actions.
- (c) In view of the fluctuations in oil prices, he had reservations about the proposed fare adjustment mechanism. Although the current oil price had dropped to some US\$30 per barrel, residents had to bear the pressure of fare increase if oil price rebounded. In comparison, he considered more feasible to set up a fuel stabilisation fund. Nevertheless, he thanked TD for conducting several rounds of negotiation with the two operators resulting in their agreements to provide a one-off and time-limited fare concession.

37. The Vice-chairman Randy YU expressed his views as follows:

- (a) Quite a number of members of the community (including Members of the Legislative Council (LegCo) opined that most Hong Kong residents should be provided with appropriate infrastructures connecting to the vicinity of their residence. However, many outlying islands had no land access and residents should rely on ferry services run by commercial operators. He hoped that TD would review how to let outlying island residents have appropriate infrastructure. For instance, consideration should be given to the proposal of forming its own ferry fleet by the Government so that new operator could compete for the provision of ferry services without the need for investing in its ferry fleet.
- (b) Different Members had repeatedly proposed the setting up of a fuel stabilisation fund. Noting the current low oil price, it was a good opportunity to introduce such stabilisation fund. He said that the items covered by the government subsidy of \$190 million were recurrent expenditures which should have been properly estimated by the operators in the tendering exercises and therefore the Government should not render assistance to these items. In this connection, he hoped that the Government would consider forming a ferry fleet and setting up a fuel stabilisation fund so as to attract more operators to bid for ferry routes.
- (c) He welcomed the proposal of extending the licence period and believed that this could encourage more investment by operators to upgrade pier facilities (e.g. electrical equipment), and in turn facilitate more commercial concessions and income. All in all, he hoped that TD could consider extending the licence period and review the infrastructure provision (including forming a ferry fleet and setting up a fuel stabilisation fund).

38. Mr WONG Pak-kin, Ken gave a consolidated reply as follows:

- (a) Regarding the question raised by Ms LEE Kwai-chun vide Paper IDC 42/2016, the average daily patronage of the “Central – Cheung Chau” route was provided as follows:

<b>Year</b>	<b>Average Daily Passenger Trips</b>
2011	About 23 000
2012	About 23 600
2013	About 25 200
2014	About 25 800
2015	About 26 300
The overall average daily passenger trips were about 24 800	

The route’s average daily patronage had witnessed a downward trend in the first quarter of 2016, registering a decrease of about 1 000 passenger trips over the first quarter of 2015. The department would continue to keep an eye on the operating environment of this route. As for the arrangements for the next licence period, TD had already given a detailed account in paragraphs 18 and 19 of the paper (IDC 37/2016). Overall speaking, TD would make reference to the experience gained in the current licence period and consider setting up a mechanism in the next licence period to deal with windfall profit. On whether special arrangement would be made to assist residents in taking the “Central – Cheung Chau” route during holidays, TD had received different views. TD would start examining these views in collaboration with the relevant government departments and the operator later on. He stressed that any change to the existing queuing arrangement should be supported by a general consensus at the district level. In addition, the relevant departments and the operator should be able to resolve all the technical problems arising therefrom. TD would continue to follow up on the matter.

- (b) TD had studied the proposed procurement of vessels to form a government fleet during the “Review on Ferry Services for Outlying Islands” in 2009/10 and considered it not feasible. On one hand, the proposal involved huge capital expenditure. On the other hand, it could not alleviate pressure for fare increase because it could neither increase revenue nor reduce overall operating costs effectively except for depreciation which only accounted for a small part of the overall operating costs. TD has been closely monitoring the operation of the two ferry operators, and both their profit margins or projected profit margins were maintained at a relatively low level.
- (c) With regard to the proposed setting up of a fuel stabilisation fund, he would relay the suggestion to the Transport and Housing Bureau (THB) again. He hoped Members would understand that a number of industries used fuel. The introduction of a fuel stabilisation fund involving fuel subsidy would have a very far-reaching implication.

- (d) In response to the enquiry raised by Mr KWONG Koon-wan about the reason for offering the fare concession from July this year, it had all along been the stance of TD that the two operators should arrange reward of their windfall profit to the passengers through the fare concession as soon as possible. Having regard to the changes that have to be made to their computerised fare collection systems, the two ferry operators could only offer the fare concession with effect from July this year at the earliest. In respect of the Member's concern about the possible impact of the fare concession on the operation of the "Central – Cheung Chau" route, the department would request NWFF to keep an eye on it.
- (e) Mr WONG Pak-kin, Ken clarified that according to the relevant provisions of the FSO, where a franchise was revoked, the Government might take possession of any property of the grantee for the purpose of operation of proper ferry services during a particular period, but not forfeiture of the property.
- (f) The Government would review the need to extend each licence period to, for example, five years or more, so that investors or operators could make longer-term planning for service improvement.
- (g) In respect of the issues relating to the Discovery Bay route as raised by Ms Amy YUNG, as stated in the paper, the Government would review the need to expand the SHM to the remaining eight outlying island ferry routes, including the "Central – Discovery Bay" route. He would also relay the enquiry about whether there was any reduction of the route's operating costs and any room for fare reduction to his colleagues concerned. As SHM was provided to the two operators of the six major outlying island ferry routes in the current licence period, the Government saw it justifiable to require the two operators to share the windfall profit with passengers through the provision of fare concession.
- (h) TD conducted a passenger opinion survey once around every three years in the form of face-to-face questionnaire interviews on board. The respondents were selected by a pre-determined two-stage stratified sampling process with reference to the passenger profile of each route. At the first level of sampling, the sample size was determined by the patronage ratio between fast and ordinary ferry, deluxe and ordinary class of ordinary ferry, round trips and at different time slots. Passengers in seats drawn randomly beforehand were selected for interviews. During the second stage, a respondent had to reply clearly whether he travelled on the route concerned for at least three days (on weekdays) per week. If the answer was less than three days, the passenger would be excluded from the sample. As such, the above survey should truly reflect the views of the residents who travelled on the respective routes.
- (i) TD would take follow-up actions in respect of the lower satisfaction rate of the overall performance of "Central – Cheung Chau" route as mentioned by Ms LEE Kwai-chun.

- (j) Regarding the enquiry from Mr Eric KWOK on the proposed construction of additional floors at Central Piers Nos. 4, 5 and 6, TD had submitted the relevant proposal to the Public Works Subcommittee (PWSC) of LegCo on 11 June 2013. Nevertheless, the proposal had been eventually voted down due to divergent views of PWSC members on pier rentals, arrangements for subsidizing ferry operations and rental arrangements, etc. As mentioned in the paper, the Government would conduct an overall review of the SHM and licence period during the next mid-term review of ferry services in 2019, and would decide whether the SHM (instead of using rental income to be generated by Central Pier Nos. 4, 5 and 6 as subsidy) should become a permanent subsidy to maintain ferry services and fare stability for the long term.
- (k) TD would follow up on problems such as slippery floors of piers and air-conditioning systems of ferry cabins after the meeting.
- (l) In respect of the Peng Chau Ferry Pier raised by Mr Ken WONG, the canopy outside the pier was not under the purview of Hong Kong and Kowloon Ferry Holdings Limited. As such, follow-up actions would be taken by the Government. TD would explore improvement measures including increasing the electricity supply to the pier with the relevant departments after the meeting.

39. Mr KWONG Koon-wan further expressed his view that the provision of ferry fleet by the Government would unlikely affect the daily operating expenditure of the ferry operator. He was however concerned about the capital investment, i.e. the entry threshold for participating in tender. He believed that if it was not stipulated in the Government's tender documents that only operators with eligible fleets could bid for the operation of ferry services, the situation would be totally different.

40. Ms Amy YUNG said that TD explained that since the six major outlying island ferry routes were subsidised by public funds, the department could request the operators to share the windfall profit. As SLW had said, the \$2 fare concession scheme involved public funds as well. For the fare of \$41 of the Discovery Bay route, \$2 was paid by the senior citizen while \$39 was paid by the Government. It was evident that the operator had made profit with the subsidy from public funds and she wondered how much profit the operator had gained in such connection. She doubted that taxpayers' money was used to increase the profit of the operator and asked why TD could not request the operator to reduce fare.

41. Mr WONG Pak-kin, Ken said that TD noted the views expressed by Mr KWONG Koon-wan. Regarding the question raised by Ms Amy YUNG, without the SHM, the fares of the six major outlying island ferry routes would have to be increased by more than 20% in 2014 in order to maintain breakeven. Therefore, the SHM had subsidised the operation of the relevant ferry routes. On the other hand, under the \$2 fare concession scheme, the ferry operators were requested to collect \$2 per trip from the elderly and eligible persons with disabilities while the Government would reimburse the difference between the actual fare and \$2 to the operators. This did not involve any subsidization of the operating costs of the



operators. Therefore, the principles and natures of the two schemes were different. He would reflect the views of Ms YUNG to the bureau.

42. Ms Amy YUNG did not accept the explanation of TD. In the previous agenda item, SLW had indicated that under the \$2 fare concession scheme, the Government had provided the Discovery Bay route with the largest subsidy. She reiterated that the oil price had dropped from the original US\$160 per barrel to about US\$43 per barrel at present, and wondered how much profit the operator had gained. She suspected that the Government had used taxpayers' money to subsidise the profit of the operator.

43. Ms LEE Kwai-chun enquired whether a monthly ticket passage could be provided for the "Central – Cheung Chau" route. In addition, the ferry trip departing from Cheung Chau to Central at 6:20 a.m. was already full at 6:10 a.m. She suggested that TD consider increasing the frequency of trips.

44. Mr WONG Pak-kin, Ken said that TD would study the proposed monthly ticket passage with the relevant departments and NWWF. On the other hand, after each mid-term review of ferry services, TD would examine the arrangements for the next licence period, which included the financial arrangements as well as the arrangements for ferry services. The views collected at this meeting would be taken into account in the discussion of licence extension with the two ferry operators at the next stage.

45. The Chairman asked TD to consider and study Members' views.

(Mr WONG Pak-kin, Ken and Mr YUEN Wing-cheong left the meeting after discussion of this agenda item.)

VI. Question on the implementation timetable of Tung Chung West Extension  
(Paper IDC 39/2016)

46. The Chairman said that THB and the Highways Department (HyD) had not arranged representatives to the meeting but had provided written replies for Members' reference.

47. Mr Bill TANG introduced the content of the question. As THB and HyD had not arranged representatives to the meeting, he hoped that his comments could be put on record. While it had been mentioned in the written reply that the indicative implementation window for the Tung Chung West Extension was 2020 to 2024, whether the period referred to the time of work commencement or commissioning had not been specified. Besides, he opined that with no response from the bureau as to when the advance works would commence, the residents were worried that it was just empty talk.

48. The Chairman asked the Secretariat to relay the Member's views to THB.

VII. Motion on provision of leisure and cultural facilities in Tung Chung West  
(Paper IDC 40/2016)

49. The Chairman welcomed Ms Millicent LAM, Senior Executive Officer (Planning) (Atg) of the Leisure and Cultural Services Department (LCSD) and Mr Joe CHOW, Assistant District Officer (Islands) of the Islands District Office (IDO), for attending the meeting to give responses. The Home Affairs Bureau (HAB) said that the representative of LCSD would attend the meeting to respond to Members' questions. Besides, the consolidated reply of HAB and LCSD had been sent to Members for perusal before the meeting. The motion was moved by Mr Bill TANG and seconded by Mr Holden CHOW.

50. Mr Bill TANG introduced the content of the motion. He said that the Government should not use the population of the whole Islands District as the planning standard for the provision of facilities in Tung Chung New Town. At present, the number of facilities in Tung Chung could not meet the population growth. In particular, residents in Tung Chung West did not have convenient access to the facilities in Tung Chung North, such as park, community hall and library, etc. Since a site had already been reserved by the Government and the housing development projects in Tung Chung Areas 39 and 54 had been kicked off, he urged the Government to allocate resources for building a sports centre and a community hall in Area 39 simultaneously, so that residents in Tung Chung West could feel the benefit of new town development. Therefore, he moved the motion again in the current term of IDC.

51. Mr Eric KWOK expressed support and proposed to amend the motion as follows:

“ The Islands District Council urges the Government to build a sports centre, a community hall and a standard sports ground in Tung Chung West as soon as possible.”

52. The amended motion proposed by Mr Eric KWOK was seconded by Ms Amy YUNG.

53. Ms Millicent LAM said that the written reply of LCSD had been distributed earlier for Members' reference. Regarding the suggestion of building a sports centre, LCSD had reserved a site in Area 39, Tung Chung for the proposal. In the planning of future recreation and sports facilities, the department would take into account the recommendations of the Hong Kong Planning Standards and Guidelines, factors such as local population growth, capacity/ utilization of the existing recreation and sports facilities, as well as the priorities accorded to different projects. The department would continue to strive for securing resources for the development in view of the uniqueness of Islands District.

54. Mr Joe CHOW indicated that IDO recognised the aspirations of residents and Members for a community hall in Tung Chung West. In considering the construction of a new community hall, the Government had to take into account multi-faceted factors, including the size of population, local characteristics, local aspirations, as well as the availability of similar facilities in the vicinity and their utilisation rates. In 2015, the average utilisation rate of Tung Chung Community Hall on Man Tung Road was about 77%. On Members'

suggestion, IDO had extended the opening hours of the community hall to 10:00 p.m. with effect from January 2014. From January 2015 onwards, the opening dates of the community hall had also been extended to public holidays other than the first three days of Lunar New Year, Christmas Day and the day following Christmas Day, so as to satisfy the different needs of residents as far as possible. Given the current population of Tung Chung West as well as the existence of Tung Chung Community Hall, the urgency of building a new community hall in Tung Chung West was relatively low. Nevertheless, IDO understood that PlanD was now undertaking the Tung Chung New Town Extension Study and would conduct a comprehensive review on the planning and development of the rest of Tung Chung. IDO would closely monitor the overall development and population growth of Tung Chung in the future and review the feasibility of building a new community hall in Tung Chung West in due course.

55. Mr Bill TANG welcomed the amended motion with the addition of “a standard sports ground”. He was glad to learn from LCSD’s response that the department understood the difference of Islands District from other districts and would consider the uniqueness of Tung Chung New Town in their bid for resources for building the relevant facilities. As for the response made by IDO, he understood that the Tung Chung New Town Extension Study currently underway mainly focused on the planning and formulation of land use zoning for the reclamation area or the rural area in Tung Chung West. After the completion of the planning process, the relevant departments and bureaux would take up the responsibility and allocate resources to provide the facilities. He believed that with the growth of local population following the completion of the public housing development in Tung Chung Area 56 and the nearby private housing developments, the utilisation rate of Tung Chung Community Hall would also increase. He hoped that IDO would consider long-term development and continue to strive for resources to build a community hall for the residents, so as to better utilise the site reserved in Tung Chung Area 39.

56. The Chairman asked Members to vote on the amended motion by a show of hands. There were 16 votes for the amended motion and no objection or abstention. Therefore, the amended motion was endorsed.

(During the ballot, 1 Member was not present and did not cast a vote.)

57. Mr Holden CHOW said that in the planning for the Tung Chung New Town Extension and the remaining sites, a town park had been planned. He requested LCSD to confirm the plan to provide such facility in the future.

58. Ms Millicent LAM indicated that the understanding of Mr CHOW was correct.

(Ms Millicent LAM left the meeting after discussion of this agenda item.)

VIII. Question on progress of Tai O Twin Bridges works  
(Paper IDC 41/2016)

59. The Chairman welcomed Mr Kenneth LEUNG, Senior Engineer (Hong Kong Island Division) of CEDD, for attending the meeting to give responses.

60. The Vice-chairman Randy YU introduced the content of the question.

61. Mr Kenneth LEUNG said that CEDD appreciated that the project would improve the community facilities in Tai O, relieve the crowdedness in its town centre and improve the connectivity within the township. The department had been proactively following up the improvement works at Tai O with its consultants. Phase 1 of the improvement works had been completed. Despite challenges in Phase 2 Stage 1 of the improvement works, it would follow up the relevant work such as funding application and preparation of tender documents. Phase 2 Stage 2 works included the construction of two footbridges at Po Chue Tam and Yim Tin in Tai O (Twin Bridges Project). Having understood the requirements of local residents and Members for the Twin Bridges Project, the department was currently discussing the matter with and consulting the views of the departments responsible for management and maintenance. It had recently reported the latest progress of the project to the Tai O Rural Committee (TORC) and exchanged views on the design. The department would further examine how to resolve the management problem arising from the proposed span-openable design of the Twin footbridges. It was currently exploring possible solutions with the consultants proactively, and would maintain close liaison with the Member of the constituency concerned as well as TORC. Timely progress report would be made when further information was available.

62. The Vice-chairman Randy YU said that as he had submitted his question to CEDD before the meeting, he was disappointed that the department could not provide a more concrete progress report and timetable on the Twin Bridges works. He urged the department to set a performance target as soon as possible so that the Members would be able to explain the works progress to residents. He noted that the funding application for the entrance plaza was in progress and tenders were expected to be invited within the year barring unforeseen obstacles. He enquired whether Phase 2 Stage 2 of the improvement works could commence within two years. Concerned with the numerous problems about Tai O's receiving capacity, he reckoned that the crowdedness in its town centre, especially during holidays, would impede the access of emergency vehicles to Sun Ki Street in case of emergency. He anticipated that the Twin Bridges Project might help resolve this problem. In this connection, he hoped that CEDD would provide a tentative works schedule stipulating the quarter/year of funding application and the year of tendering etc. in its written reply after the meeting.

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

- (a) The Tai O Twin Bridges Project had been under discussion for a long time. The revitalisation of Tai O cost \$620 million, but the works progress was so slow that only Phase 1 of the improvement works had been completed so far. He urged

CEDD to work out and finalise a timetable for the Twin Bridges Project as soon as possible in order to allay the concerns of residents.

- (b) In addition to the heavy pedestrian flow in Tai O, the number of hikers from Tung Chung to Tai O was on the increase. He called for the early implementation of the Twin Bridges Project so as to divert the pedestrian flow from Sun Ki Street to Hau Wong Temple and other places with a view to relieving the pedestrian congestion at the Tai O Bus Terminus.
- (c) TORC would not be responsible for the management and lifting of the Twin Bridges if the Government decided to adopt the proposed span-openable design. Not many fishing boats accessed Po Chue Tam via the proposed bridge location at present. The main purpose of the span-openable design was to facilitate the dragon boat water parade. He thus suggested providing a new pick-up/drop-off point for the dragon boats carrying deity statues, in order to eliminate the need for the span-openable design. He hoped that the relevant government departments would discuss the solutions with fishermen and the Joint Association of Traditional Dragon Boats in Tai O as early as possible without delaying the Twin Bridges Projects due to technical problems any further.

64. Mr Kenneth LEUNG said that CEDD would provide information on the timetable upon studying the solutions to the management problem arising from the span-openable design with the consultants and TORC. It would contact TORC and the Member concerned once further information was available.

(Mr Kenneth LEUNG left the meeting after discussion of this agenda item.)

(Post-meeting note: As regards the Twin Bridges Project, CEDD would review the design with the consultants to facilitate the dragon boat water parade. CEDD would further discuss with the stakeholders if necessary. When the design of two concerned footbridges was finalised, an environmental impact assessment would be conducted, upon the completion of which the works would be gazetted and funding application would be made. Therefore, CEDD could not provide an exact date of works commencement for the time being. Nevertheless, if everything went smoothly, it was preliminarily estimated that the works would commence in 2019 at the earliest. CEDD would conduct a review upon finalising the design and completing the environmental impact assessment.)

IX. Question on support services and facilities provided for the deaf-mute in Tung Chung  
(Paper IDC 43/2016)

65. The Chairman welcomed Mr LAM Ding-fung, District Social Welfare Officer (Central Western, Southern and Islands) of the Social Welfare Department (SWD) and

Mr Peter YAU, Senior Executive Officer (District Management) of IDO, for attending the meeting to give responses.

66. Mr Holden CHOW introduced the content of the question.

67. Mr LAM Ding-fung said that he had reflected the views of Mr CHOW to SWD headquarters. At present, the deaf-mute (persons with hearing impairment) could use all the services provided by SWD. Social workers would generally communicate with the hearing impaired persons through written language, body language or simple sign language. Coupled with the assistance from friends and relatives, there was not much problem in their communication. If the social workers failed to communicate with the hearing impaired persons during their daily contact even by using all such means, sign language interpretation could be provided for the hearing impaired persons through the outreach services of six special centres subvented by SWD. There was no special centre in Tung Chung at the moment. The nearest one was in Tsing Yi.

68. Mr Peter YAU said that simultaneous sign language interpretation services were not provided by the Public Enquiry Service Centre of IDO at present. According to past experience, the hearing impaired users of the services provided by the centre had communicated with the staff in writing smoothly in general.

69. Mr Holden CHOW said that he had come into contact with the hearing impaired persons, and having consolidated their comments, sign language interpretation was found to be more convenient than writing. He noticed that not many people received professional sign language training (professional sign language interpreters) in Hong Kong, and many people in Tung Chung were interested in learning sign language in order to provide voluntary assistance to facilitate the communication with the hearing impaired persons. Therefore, he suggested SWD train more professional sign language interpreters and provide basic sign language training for volunteers in the community. He also enquired about the number of social workers trained in sign language and providing outreach services in the special centres at present.

70. Mr Bill TANG enquired when the District Support Centre for Persons with Disabilities (DSC) in Islands District would be completed and commissioned.

71. Mr LAM Ding-fung gave a consolidated response as follows:

- (a) All the staff of the six special centres could provide sign language interpretation services. As far as training was concerned, SWD realized that many frontline social workers needed to contact hearing impaired persons. Therefore, sign language training courses had been provided for non-governmental organisations (NGOs) and social workers of SWD regularly. The department would consider enhancing the sign language training for volunteers in the district and thanked Mr CHOW for his comments.

- (b) In addition, SWD had extended the tenancy agreement of the DSC in Fu Tung Estate from five to ten years and solved the problem on means of escape provision. The NGO operating the centre had appointed authorised persons to discuss the technical issues with the Link. Upon obtaining the approval of the Link, renovation works could commence. If everything went smoothly, it was expected that the centre would be completed by the end of this year or early next year at the earliest and would come into operation early next year.

72. Mr Holden CHOW enquired whether the aforesaid DSC would provide professional sign language interpretation services and about the number of persons capable of providing outreach services in the special centres.

73. Mr LAM Ding-fung stated that the number of persons providing outreach services in the special centres was not stipulated. Each centre would arrange manpower to meet the need of the respective district based on the actual situation. As the targets of the DSC included hearing impaired persons, SWD would request its operator to employ staff trained in sign language. The DSC, complemented by the outreach services, should be able to serve the hearing impaired persons in Tung Chung effectively.

74. Mr Holden CHOW said that with the increasing population in Tung Chung, the number of disabled persons might increase. In the long term, he suggested SWD establish service standards to ensure sufficient professional sign language interpreters for the provision of the relevant services in the future.

(Mr Peter YAU left the meeting after discussion of this agenda item.)

X. Question on provision of additional overnight transportation between the Hong Kong International Airport and the urban areas  
(Paper IDC 44/2016)

75. The Chairman welcomed Mr Honson YUEN, Chief Transport Officer/New Territories South West of TD, for attending the meeting to give responses.

76. Mr Holden CHOW introduced the content of the question.

77. Mr Honson YUEN replied as follows:

- (a) TD had been monitoring the public transport services on the airport island, including the overnight services. In 2015, the department and the franchised bus companies had implemented a number of improvement measures. For instance, two additional departures of route N30 to Tuen Mun/Yuen Long had been operated since 28 June 2015. In addition, Long Win Bus Company Limited (LWB) had introduced a special route N42P departing at 4:15 a.m. daily from Sheung Shui MTR station to Hong Kong International Airport (Airport) with effect from 12 July 2015. Since 23 July 2015, Citybus Limited (CTB) and LWB had launched special overnight bus

services respectively, including route NA21 operating from the Airport Ground Transportation Centre to Tai Kok Tsui, route NA29 operating from Po Lam to the Airport Ground Transportation Centre, route NA33 operating from the Airport Ground Transportation Centre to Tuen Mun, and route NA34 operating from the Airport Ground Transportation Centre to Tin Shui Wai Town Centre. In summary, there were a total of 19 overnight bus routes covering extensive areas, including Yuen Long, Tsuen Wan, Tuen Mun, Sha Tin and Sheung Shui in the New Territories; Sham Shui Po, Tai Kok Tsui, Mong Kok, Tsim Sha Tsui, Tsz Wan Shan, Kwun Tong, Yau Tong and Tseung Kwan O in Kowloon; as well as major destinations such as Sheung Wan, Central, Wan Chai and Causeway Bay on Hong Kong Island.

- (b) According to a recent survey conducted by TD, the aforesaid bus services of ‘N’ routes and ‘NA’ routes could generally cope with the passenger demand. However, the department would continue to monitor the public needs, and would consider increasing their frequencies with the franchised bus companies concerned to improve the services if found necessary.
- (c) Public light buses (PLB) mainly played a supplementary feeder role in the public transport system. If PLBs with only 16 seats were operated on a long-haul basis (e.g. from the Airport to Tsuen Wan or Kwai Fong with a travelling distance of tens of kilometres), their daily operating costs would amount to about \$2,500. With reference to the existing fare of route N31 to Tsuen Wan of \$21.6 per passenger and assuming that the PLBs would depart every 30 minutes, it was estimated that the fare per passenger should be at least \$40 in order to maintain operation.
- (d) Employers on the airport island also provided employees’ service routes, which were popular among their employees because the services were more direct and could meet their needs. If employers on the airport island wished to provide additional employees’ service routes, TD was ready to render assistance.

78. Mr Holden CHOW agreed that there were many ‘N’ routes plying between the airport island and the urban areas, but most of them only operated until 12:00 midnight. As some members of the public had to travel to the Airport for work at night, they hoped that the service hours of the overnight bus routes could be extended. Moreover, he welcomed employers to provide overnight transport services for their employees, but he also hoped that TD and the bus companies could consider extending the service hours of the overnight bus routes.

79. Mr Bill TANG said that many commuters from Yat Tung Estate had reflected that the last departure of route N21 from the Airport at 1:00 a.m. would travel to Citybus Depot via the fire station and Yat Tung Estate. Although they travelled in the same direction with the bus, they could only get off at the fire station and walk to Yat Tung Estate. In this connection, he proposed that a bus stop should be provided at Chung Yan Road for the convenience of residents of Yat Tung Estate who worked at the Airport.



80. Mr Honson YUEN said that TD would study Members' proposals with the bus companies.

XI. Question on follow-up on progress of redevelopment of ferry pier at Pak Kok Tsuen  
(Paper IDC 45/2016)

81. The Chairman welcomed Mr TAM Wai-man, Acting Marine Officer/Licensing and Port Formalities of the Marine Department (MD), Mr LEE Wing-wa, Senior Transport Officer/Public Pier of TD, Mr Anthony LI, JP, District Officer (Islands) of IDO and Mr NG Chi-wai, Senior Engineer/Projects of CEDD, for attending the meeting to give responses.

82. Ms YU Lai-fan introduced the content of the question.

83. Mr Anthony LI said that IDO had been following up on Members' concerns with TD, MD and CEDD. After visiting the ferry pier at Pak Kok Tsuen to examine its operation, the concerned government departments considered that the pier, albeit meeting the safety requirements, was prone to monsoons and tides in the winter due to its geographical location. As such, there was room for improvement in the berthing arrangement. The pier, which had a relatively low usage and met the safety requirements, would not be redeveloped under general circumstances. Nevertheless, in response to the requests of Members and local community, improvement measures such as extending the existing pier to enable the berthing of ferries with starboard or port side alongside for boarding and alighting were under active study. CEDD was currently conducting a preliminary assessment on the technical issues involved in the extension of the existing pier, including the geological condition at the pier location, land requirements, impact on major utilities nearby, environmental considerations and costs required. IDO would continue to maintain close liaison with CEDD and TD. As regards short-term improvement measures, IDO had carried out anti-slip surfacing and rectification works to the landing steps of the Pak Kok Tsuen pier in March this year and would complete the replacement of the cat ladder of the pier in April. Minor repairs to the pier, including repairs to railings, road resurfacing and warning sign replacement, would also be carried out under the Rural Public Works (RPW) Programme.

84. Mr TAM Wai-man, Mr NG Chi-wai and Mr LEE Wing-wa said that they had nothing to add.

85. Ms YU Lai-fan said that given the fatal accident at the Pak Kok Tsuen pier and its constant need for repairs, she disagreed that there was no safety risk. She was concerned about the inability of wheelchair users to access the pier and the berthing of vessels with their bows against the pier. As the departments (including MD, TD, CEDD and IDO) considered the pier to be up to safety standards, they should be fully liable for any safety issues. As such, she would not follow up on the redevelopment of the pier any further. The safety issues concerning residents' access to the pier would thereupon be dealt with by the government departments.

86. Mr CHAN Lin-wai enquired which government department was responsible for the management of the ferry pier at Pak Kok Tsuen.

87. Mr Anthony LI reiterated that IDO, MD, TD and CEDD had all along been following up on Members' requests, and were proactively studying the extension of the existing pier to enable the berthing of ferries with starboard or port side alongside for boarding and alighting. CEDD was currently undertaking a preliminary assessment on the relevant technical issues. IDO, on the other hand, would continue to implement short-term improvement measures, such as anti-slip surfacing and rectification works to the landing steps of the pier and road resurfacing.

88. Mr CHAN Lin-wai said that TD, which had approved the operation of "Yung Shue Wan – Pak Kok Tsuen – Aberdeen" route, should be responsible for the safety of passengers and the pier. As no government department had been held responsible for pier management, it was difficult for the family of the deceased in the accident to take follow-up action. He relayed villagers' concerns over the safety of boarding and alighting when ferries were berthed with their bows against the pier. Even if the Government had no plan to redevelop the pier, it should at least consider other improvement measures, such as using pontoons for connecting the vessels to the pier, to show that it had learnt from the fatal accident. He criticised the government departments for their apathy and considered that TD, having approved the ferry route, was obliged to ensure the safety of passengers on board. He called on the relevant departments to pay attention to the safety risks of the Pak Kok Tsuen pier, carry out improvement works and consider its redevelopment as soon as possible to prevent another accident.

89. Ms YU Lai-fan requested the representatives of MD, TD and CEDD to inform IDC that the ferry pier at Pak Kok Tsuen met the safety requirements and that boarding or alighting from vessels at their bows were safe even under inclement weather conditions.

90. The Chairman expressed that despite the low usage of the pier, safety remained the top priority. He thus hoped that the relevant departments would examine feasible improvement measures without undue delay.

91. Mr CHEUNG Fu enquired whether the Pak Kok Tsuen pier was in the possession of IDO. He considered it extremely dangerous to board or alight from a vessel at her bow, and given the fatal accident at the pier, he doubted why the Government was reluctant to devote resources to the redevelopment of the pier.

92. Mr Ken WONG declared that he was a ferry operator. He said that berthing a vessel with her bow against the pier was in compliance with the existing law. However, since the ferry pier at Pak Kok Tsuen was prone to winds and tides due to its geographical location, berthing during winter was more difficult. To his knowledge, the deceased in the fatal accident had not taken a licensed ferry but a vessel that could not carry passengers. He suggested TD require ferry operators to rent pontoons for connecting vessels to the pier during boarding and alighting in the next tender exercise.

93. Mr Anthony LI remarked that the Pak Kok Tsuen pier had been constructed with funds collected by the villagers in the early years. IDO had subsequently implemented some short-term improvement measures and conducted urgent repair works at the pier under the RPW Programme. To further improve the condition of the pier and having regard to its geographical location, the Government was now proactively examining the feasibility of extending the pier to enable the berthing of ferries with starboard or port side alongside for boarding and alighting. He stressed that TD, CEDD and MD were not indifferent to the matter. In fact, they had all along been dedicated to following up on the said improvement proposal.

94. Ms Josephine TSANG said that the pier at Pak Kok Tsuen had been built by the villagers with funds collected among themselves. The present unsatisfactory operation of the pier gave rise to many problems. She hoped that IDO and the relevant government departments would take the suggestion into active consideration by identifying a suitable site for redevelopment, which would be more desirable than the said improvement proposal.

(Mr TAM Wai-man, Mr NG Chi-wai and Mr LEE Wing-wa left the meeting after discussion of this agenda item.)

XII. Question on installation of MTR “Fare Saver” machine in Yat Tung Shopping Centre  
(Paper IDC 46/2016)

95. The Chairman said that MTR Corporation Limited (MTRCL) had not arranged representatives to the meeting but had submitted its written reply for Members’ reference.

96. Mr Eric KWOK introduced the content of the question. MTRCL stated in its written reply that the walking distance between the MTR “Fare Saver” machine and the MTR station should not be too far away or too close. As Yat Tung Shopping Centre was too far away from Tung Chung MTR station in walking distance, it did not meet the criteria for the installation of a fare saver. He hoped that MTRCL could provide data to explain the relevant criteria. Regarding the requirement of provision of basic facilities at the location where a fare saver was to be installed, he said that there was electricity supply to Yat Tung Shopping Centre.

97. The Chairman asked the Secretariat to relay the Member’s views to MTRCL.

XIII. Question on provision of additional HSBC 24-hour express banking facilities in Yat Tung Estate  
(Paper IDC 47/2016)

98. The Chairman said that the Hongkong and Shanghai Banking Corporation Limited (HSBC) had not arranged representatives to the meeting but had submitted its written reply for Members’ reference.

99. Mr Eric KWOK introduced the content of the question. He criticised HSBC for not fulfilling its corporate responsibility and attending to the needs of residents in Yat Tung Estate by providing 24-hour express banking facilities in the estate.

XIV. Question on progress of Phase II reclamation on Lamma Island  
(Paper IDC 48/2016)

100. The Chairman welcomed Ms Donna TAM, District Planning Officer (Sai Kung and Islands) and Mr Gary LUI, Town Planner/Islands of PlanD, and Mr CHENG Kin-man, Senior Engineer/Projects of CEDD, for attending the meeting to give responses.

101. Ms YU Lai-fan introduced the content of the question.

102. Ms Donna TAM remarked that the planning procedure for Phase II reclamation in Yung Shue Wan on Lamma Island had been completed. PlanD had incorporated the scope of works of such project into the Lamma Island OZP. During the implementation of the project, the relevant departments had received diverse public comments. The relevant departments would keep listening to and considering the views of the public, so as to review how the project could be taken forward and implemented.

103. Ms YU Lai-fan said that although PlanD had incorporated the relevant project into the Lamma Island OZP, no substantial progress had been made. At the IDC meeting held on 23 June 2014, she noted that the project had once been downgraded to Category C and then upgraded to Category B again afterwards. She opined that the relevant departments did not respect the demands of the residents.

104. Ms Donna TAM supplemented that regarding Phase II reclamation in Yung Shue Wan, PlanD had reviewed and revised the Lamma Island OZP in 2003 to incorporate the reclamation proposal (including the reclamation area and the land use zonings of the reclaimed sites). Therefore, the planning procedure for the project had been completed at that time. She invited CEDD to respond to the questions on the works category and how the project would be implemented.

105. Mr CHENG Kin-man said that the aforesaid project was in Category B at present. In view of the large number of objections received, the department had been discussing with PlanD and other relevant departments, and was reviewing the scale of reclamation and the planning for facilities on the reclaimed sites.

106. Ms YU Lai-fan doubted that the relevant departments had no intention to further study and consider Phase II reclamation after listening to the opposing comments of some people. She said that the project had been endorsed in 2003. The local residents had striven for the construction of a waterfront promenade and an emergency access for over a decade. However, the works had dragged on until this day without any progress because of the objections by some people. At present, the problem of vehicle-pedestrian conflicts had often been found along the only access on Lamma Island. She criticised that the relevant

departments had not conducted on-site inspections to study the local situation. If the relevant departments decided to shelve the project and not to pursue further studies, they should give an account to both residents and Members.

107. Mr WONG Man-hon said that he had recently received the latest plan distributed by Heung Yee Kuk to the rural committees. According to the plan, all lands (including part of the land in Shek Lau Po) within Tung Chung and the Airport area were designated as Grade A, while a minor portion of land on Lantau Island and Peng Chau were designated as Grade C. He doubted that PlanD had carried out land use planning for Islands District behind closed doors, and hoped that it could conduct on-site inspections and consultations during the plan-making process in the future.

108. Ms Donna TAM invited the Member to provide the aforesaid plan after the meeting for follow-up actions by the department.

109. Mr CHAN Lin-wai said that during his office as an IDC Member for about eight years, the relevant departments had been putting off the project on the ground of objections received. Notwithstanding the local consultation conducted on the proposed construction of a waterfront promenade and its design, the works had been delayed and had not been implemented so far. The existing road between the pier and Hung Shing Yeh Beach was very narrow and became extremely crowded during holidays. It was critical for Lamma Island as a tourist attraction to maintain a smooth pedestrian flow. He urged PlanD and the relevant departments to further study Phase II reclamation, including the construction of a waterfront promenade and an emergency access, and advised them not to shelve the whole project owing to the minority's objections. He reiterated that the residents on Lamma Island consented to the reclamation works. He urged the Government to face up to the views of the local residents, as well as conduct studies and commence the relevant works as soon as possible.

110. The Chairman hoped that the relevant departments would consider and follow up on the views of the two Members of Lamma Island.

(Mr Gary LUI and Mr CHENG Kin-man left the meeting after discussion of this agenda item.)

XV. Question on district administration of north-eastern Lantau Island  
(Paper IDC 49/2016)

111. The Chairman welcomed Mr Anthony LI, JP, District Officer (Islands) of IDO, for attending the meeting to give responses. The written replies of the Home Affairs Department (HAD) and the Electoral Affairs Commission (EAC) had been sent to Members for perusal before the meeting.

112. Ms Amy YUNG introduced the content of the question.

113. Mr Anthony LI indicated that HAD and EAC had provided their written replies to Ms YUNG's question. He added that in terms of consultation, the bureaux/departments would generally consult the relevant stakeholders based on the actual situation and nature of each proposal when formulating proposals and measures, and decide on how consultations were to be undertaken (e.g. scope of consultation, target groups, etc.). For proposals or measures involving different districts, the relevant bureaux/departments would consult the views of the stakeholders in different districts.

114. Ms Amy YUNG expressed her views as follows:

- (a) Due to the existence of Cheoy Lee Shipyard, the north-eastern part of Lantau Island had been put under Tsuen Wan District and this was an issue left over from history. Now the shipyard had been decommissioned and its site had been converted into Hong Kong Disneyland. There was also an MTR station at Sunny Bay, which was used as a transport interchange. She was concerned about the Government's plan to implement a number of major infrastructure projects on Lantau Island because these facilities and future construction projects would affect Lantau Island as a whole. She considered that HAD should be forward looking. Due to the lack of integrity of Lantau Island, she hoped that the department would reflect to the relevant bureaux and departments the need to consult IDC on any projects or policies involving Lantau Island.
- (b) She cited an example that if she proposed providing additional seating at Sunny Bay for residents' use, whether she should seek assistance from Tsuen Wan District Council (TWDC) Members for funding application. However, this was practically infeasible because Sunny Bay was in no way related to Tsuen Wan District. She also gave another example of the Government's plan to construct columbarium facilities on north-eastern Lantau Island. The relevant bureaux/departments had neither consulted IDC nor considered the immense pressure put on the traffic of Cheung Tung Road, a highly hazardous road where a number of traffic accidents had occurred before, during Ching Ming Festival and Chung Yeung Festival.
- (c) If HAD did not take the aforesaid issues into consideration and make timely recommendations to the Chief Executive on re-delineation of district boundaries, many problems on future administration would certainly arise, thus affecting the work of both IDC and IDO. In this connection, she urged HAD to make practical recommendations on re-delineation of district boundaries.

115. Mr Anthony LI said that HAD and EAC had noted Ms YUNG's views and replied in writing. IDO would remind the relevant bureaux and departments to consult IDC on measures involving Islands District. Furthermore, IDO would reflect Ms YUNG's views on the consultation arrangements for the development of columbarium facilities on north-eastern Lantau Island to the relevant bureaux.

116. Ms Amy YUNG asked if she proposed providing additional seating and vending machine at Sunny Bay for residents' use, whether she should submit a funding application to

TWDC or IDC, or should ask TWDC Members to submit the application to TWDC on her behalf. As many construction projects would be undertaken on north-eastern Lantau Island in the long run, she was concerned that the problems would be aggravated and hoped that HAD would review the district boundaries as early as possible. She reiterated that she had submitted a funding application to IDC for provision of additional facilities at Sunny Bay but in vain. Moreover, given the lack of consultation and information, she did not know the location of the aforesaid columbarium facilities and whether the facilities would intensify the traffic congestion along Cheung Tung Road. She stressed that it was a long-standing problem that she had always faced, and believed that HAD should have noted her questions and aspirations over the years through various IDC papers. As such, the matter need not be relayed once again to HAD. Hence, she called on HAD to take active actions. She criticised the Government for failing to address the issue and follow the public opinion, which rendered it unpopular among residents.

117. The Chairman said that the re-delineation of district boundaries involved legislative amendments and was subject to the approval of LegCo.

118. Ms Amy YUNG said that if the Government initiated the mechanism to make recommendations to the Chief Executive-in-Council, she believed that the issue would not be filibustered in LegCo. She urged HAD to proactively follow up on her proposal.

(Mr CHEUNG Fu left the meeting during discussion of this agenda item.)

XVI. Question on a traffic accident occurred on Cheung Tung Road  
(Paper IDC 50/2016)

119. The Chairman welcomed Ms Alice LEE, District Commander (Lantau) of HKPF and Mr LAU Kai-yan, Engineer/Islands of TD, for attending the meeting to give responses.

120. Ms Amy YUNG introduced the content of the question.

121. Ms Alice LEE responded as follows:

- (a) The accident had occurred on Cheung Tung Road near Pak Mong. In the light of the preliminary findings of the Accident Investigation Team of Traffic New Territories South, the taxi travelling along the slippery road from the rain towards Tung Chung had lost control due to unknown reasons and encroached upon the adjacent lane, resulting in a collision with the Discovery Bay bus. The injured taxi driver had been pronounced dead two days after admission to the hospital.
- (b) A total of 35 and 10 traffic accidents had occurred on Cheung Tung Road in 2015 and in the first quarter of 2016 respectively. According to the Police, traffic accidents occurred on Cheung Tung Road over the past six years had been attributed to three major factors: first, drivers driving inattentively without paying attention to

road conditions and other road users; second, careless cycling; third, drivers' negligence when weaving from slip roads.

- (c) The Police had conducted the following activities to educate the public about traffic safety on Lantau Island in 2015:
- 12 Traffic Days had been organised mainly to raise the road safety awareness of pedestrians or road users;
  - a talk on road safety had been organised to raise professional drivers' awareness of safe driving;
  - two joint operations had been carried out with the Road Safety Team of Traffic New Territories South, one about awareness of safe driving and another for enhancing pedestrians' road safety awareness;
  - 100 operations targeted at cyclists had been conducted, including distribution of publicity leaflets;
  - three new operations aimed at improving the driving attitude and road safety awareness of medium or large container truck drivers had been carried out in 2015. Besides, the Police would mount a road safety awareness operation targeted at container truck drivers in late April 2016.
- (d) On enforcement, the Police had conducted 123 speed detection operations by using laser guns in 2015. To combat drink-driving, the Police had conducted 17 operations during which drivers had been stopped for breath tests in 2015. Moreover, 151 operations mainly against drivers accessing closed roads on Lantau Island without a closed road permit had been conducted.

122. Mr LAU Kai-yan responded as follows:

- (a) TD's work in improving road facilities was by no means confined to traffic black spots. Neither would the department first designate a traffic black spot according to the criteria before commencing studies. The department had all along exercised flexibility to meet practical needs. In case of frequent occurrence of similar accidents at the same location, or if there was clear evident to show that an individual accident had been caused by environmental factors, TD would study and implement appropriate road safety improvement proposals regardless of whether the locations concerned were traffic black spots. TD would take follow-up action and cooperate accordingly in the light of the Police's findings in respect of the cause of this traffic accident.
- (b) The department would study the feasibility of the proposed provision of additional lay-bys and informatory traffic signs. The department would also study the proposed installation of additional fixed speed enforcement cameras, which involved the Police's enforcement arrangements, with the Police after the meeting for the subsequent consideration by the Police.



123. Ms Amy YUNG expressed her views as follows:

- (a) The Police had just introduced the traffic safety operations conducted on Lantau Island as a whole. However, she was concerned with Cheung Tung Road where traffic accidents were frequent and mostly resulted in casualties. According to the information provided by the Police, the number of traffic accidents and resultant casualties on Cheung Tung Road had been on the rise over the past six years. She had been following up on the safety issues on Cheung Tung Road for the past 20 years. A number of works projects had recently commenced on Cheung Tung Road, a service road as opposed to a regular road at the very beginning. She had repeatedly requested for widening of Cheung Tung Road and provision of additional footpaths and lay-bys to minimise the chance of accidents. Unfortunately, the relevant departments had failed to actively respond to her requests, resulting in frequent accidents. She hoped that the relevant departments could actively improve the traffic safety on Cheung Tung Road in the future.
- (b) While the Police had done a lot in education, its efforts in enforcement were not stringent. For example, many cyclists (especially beginners) were unfamiliar with road conditions and traffic rules and often cycled abreast on Cheung Tung Road. Professional drivers (especially of large vehicles) were exposed to considerable danger in attempting to dodge bicycles. She hoped that the Police and TD would actively respond to the public's requests to reduce accidents.

124. Mr Bill TANG noted with concern that Cheung Tung Road and Tat Tung Road were traffic black spots in Tung Chung New Town, in particular the area between the exit of the Citygate car park and the public toilet. He hoped that the Police would pay special attention to the aforesaid location and adopt suitable measures to minimise the risk of traffic accidents.

(Mr LAU Kai-yan left the meeting after discussion of this agenda item.)

XVII. Question on request for retaining the fixed parking spaces of Yat Tung Estate Car Park No. 2  
(Paper IDC 51/2016)

125. The Chairman welcomed Ms Alice LEE District Commander (Lantau) of HKPF, Mr WONG Hon-kit, Chief Manager/Management (Wong Tai Sin, Tsing Yi, Tsuen Wan and Islands) of HD and Mr Wilson WONG, Senior Estate Surveyor of LandsD, for attending the meeting to give responses. The written reply of the Link had been sent to Members for perusal before the meeting.

126. Mr Bill TANG introduced the content of the question.

127. Mr Wilson WONG said that the land lease conditions of Yat Tung Estate did not restrict the mode of operation of the car park, e.g. the designation of monthly fixed parking spaces, and the proportion or number of monthly and hourly parking spaces. The land lease

conditions stipulated that the car park must provide parking spaces for use by residents, commercial tenants and visitors of Yat Tung Estate.

128. Mr Bill TANG enquired how HD would deal with the situation where residents were forced to park their vehicles at roadsides in the estate due to the shortage of parking spaces if most of the parking spaces in the car park were used by non-residents who claimed to visit Yat Tung Estate. He also enquired LandsD whether such a situation was permitted under the land lease conditions of Yat Tung Estate.

129. Mr WONG Hon-kit said that according to the notices and letters issued by the Link to the residents of Yat Tung Estate in March this year, priority would be given to the residents, commercial tenants, social welfare organisations and visitors of Yat Tung Estate in the allocation of parking spaces. It was also stated in the notices that the quota for the monthly parking spaces would be allocated according to the land lease. This showed that the Link was aware of the need for the parking space arrangements of the car park to comply with the requirements of the relevant land lease conditions. HA was the manager to execute the deed of mutual covenant. If vehicles were found to be parked in common areas (including roads) in Yat Tung Estate illegally, HA/HD would take follow-up actions with the relevant government departments as appropriate.

130. Mr Bill TANG said that the new arrangements of the Link failed to guarantee the provision of parking spaces for residents on a monthly basis, and hoped that HD could remind the Link of the needs of bona fide users. He asked HD/LandsD to clarify whether the land lease conditions only stipulated the priority of using parking spaces in the car park without restricting the proportion or number of various types of parking spaces. In addition, as crowds often gathered in the car park, the residents were worried about the security there. He enquired whether the Police would step up patrols, and urged the Link to ensure the normal operation of CCTV system of the car park.

131. Mr WONG Hon-kit supplemented that the land lease conditions of Tung Chung Area 30 stipulated the number of parking spaces of various types of vehicles (e.g. private cars, motorcycles and goods vehicles, etc.) to be provided in the car park, but did not restrict its mode of operation, including the number of monthly, hourly, fixed and floating parking spaces. According to his understanding, apart from Yat Tung Estate, parking spaces in other car parks operated by the Link would also be changed to non-fixed ones for rental. According to the written reply of the Link, staff of the car park would take corresponding measures to ensure the reservation of sufficient parking spaces for monthly patrons who were accorded with priority. Although HD could not intervene in the operation of the car park, it would keep the situation of the estate's common areas in view.

132. Mr Eric KWOK enquired whether HD could request the Link to open Yat Tung Estate Car Park No. 3 to provide sufficient parking spaces for the residents.

133. Mr WONG Hon-kit said that it was the commercial decision of the Link whether or not to open Car Park No. 3. The Government could not intervene. If vehicles were found to

be parked at the roadsides in Yat Tung Estate illegally, HA/HD would deal with the problem to discharge the responsibility as manager of the deed of mutual covenant.

134. Ms Alice LEE said that the Police would step up anti-crime patrols in Yat Tung Estate (including the car park) through resource deployment on the one hand, and urge the management company of the car park to ensure the normal operation of the CCTV systems on the other.

135. Mr Bill TANG said that as far as he was aware, the Link intended to open part of Car Park No. 3 without having to obtain prior approval from any government department. He hoped that the relevant departments would take the initiative to communicate with the Link because opening the car park might cause noise nuisance to residents and impacts on ancillary transport facilities, etc.

(Mr Wilson WONG left the meeting after discussion of this agenda item.)

#### XVIII. District-led Actions Scheme (Paper IDC 38/2016)

136. The Chairman welcomed Mr Anthony LI, JP, District Officer (Islands) of IDO, for attending the meeting to present the paper.

137. Mr Anthony LI briefly introduced the content of the paper.

138. Mr CHAN Lin-wai opined that it was necessary to implement the District-led Actions Scheme (DAS) in Islands District. He also considered that the three proposed projects were appropriate, as they could address the problems facing different islands and villages in the district. He said that some black spots with poor hygiene conditions and covered with weeds were prone to mosquito breeding, while obstruction of pedestrian walkways by illegally parked bicycles was also a common problem. He thus hoped that different government departments would make concerted efforts to address and alleviate the said problems under the DAS.

139. Mr KWONG Koon-wan supported the DAS. In respect of the “priority sites” proposed by Members, he hoped that the departments or contractors concerned would keep the Members of the relevant constituencies apprised of the work arrangements and progress.

140. The Vice-chairman Randy YU also supported the DAS. He said that resources were required for tackling some long-standing problems in the district. An example was the constant odour beneath the stilted houses in the summer in Pun Lo Pang, Tai O, a “no man’s land” that was difficult to clean up. He hoped that under the leadership of the District Officer, departments such as LandsD, FEHD, TD, HKPF and MD could join hands to solve the problem.

141. Mr Bill TANG enquired whether the “priority sites” were limited to the unmanaged sites in rural areas; how Members would participate in the DAS; whether the recurrent funding of \$63 million earmarked by the Government would be on-going; and whether additional resources would be provided for other proposed projects in the future.

142. Mr LOU Cheuk-wing supported the DAS. He enquired whether only one priority project could be proposed by each district. Considering the serious mosquito problem in Tai O, he was worried about the infestation of mosquitoes in the mangrove area in the upcoming summer and called for the attention of the relevant departments.

143. Mr Anthony LI thanked Members for their support for the DAS and their views. The concept of the DAS in Islands District involved three aspects. Members could propose priority sites within the district in these three aspects. The DAS mainly targeted unmanaged sites or areas requiring inter-departmental co-ordination. Members could also express their views on areas under the purview of individual departments, which would be relayed to the relevant departments for follow-up. On resources, the funding of \$63 million mentioned in the paper was the total amount of annual recurrent funding earmarked for the implementation of the DAS in the 18 districts. The actual allocation to each district depended on the projects undertaken. It was uncertain at this stage whether the Government would provide additional resources in future.

144. Mr Holden CHOW welcomed the implementation of the DAS by the Government. He said that given the extensive area of Islands District and the limited funding per year, measures such as stepping up anti-mosquito and grass-cutting efforts could benefit the entire district. As such, he considered it appropriate to implement the three proposed projects at this stage.

145. The Chairman also expressed his support for the implementation of the DAS and the three proposed projects to improve the living environment of residents.

146. There being no further comments, the proposals set out in the paper were endorsed unanimously.

XIX. Lantau District Action Plan 2016  
(Paper IDC 33/2016)

147. The Chairman welcomed Ms Alice LEE, District Commander (Lantau) of HKPF, for attending the meeting to present the paper.

148. Ms Alice LEE said that an annual action plan would be formulated having regard to the crime situation in the Lantau District. In 2016, the local operational priorities of the Lantau District were three-fold, namely combating burglary, combating tourist-related crimes and engaging the non-ethnic Chinese (NEC). Meanwhile, other priorities would also be accorded to handling domestic violence cases, preventing deception-related crimes and promoting road and traffic safety. To facilitate the establishment of the aforesaid operational

priorities, the Lantau District would launch a number of district projects, including the ‘Lantau Village GuardWATCH Scheme’, ‘Operation Fast Marker’ and ‘Project One World’. As for management priorities, the Lantau District would continue to promote internal communication, enhance information security and strengthen knowledge management.

149. Mr Eric KWOK appreciated the ‘Lantau Village GuardWATCH Scheme’ and hoped that the Police could establish close liaison and exchange information with villagers through the scheme. He was concerned about the frequent illegal felling of incense trees in Islands District, and proposed that a hotline should be set up so that villagers could report directly to the officers concerned and the Police could take prompt actions accordingly.

150. Ms Amy YUNG said that through the ‘Operation Fast Marker’ project, the Police would maintain regular contact with property management companies and security companies. She hoped that the Police would include operations against bid-rigging in the project because bid-rigging crimes often involved huge amount of money and potential triad control. Furthermore, the perpetrators could easily take advantage of the Mandatory Building Inspection Scheme and the Co-ordinated Maintenance of Buildings Scheme implemented by the Government to commit crimes, thus causing immense nuisance to some minority owners.

151. Mr Bill TANG said that burglaries often occurred in Yat Tung Estate. Recently, residents found that some flat numbers in Mun Yat House were marked. He urged the Police to conduct an in-depth investigation to alleviate residents’ concerns. In view of the recent increase in residents’ complaints against nuisance caused by NEC, he asked whether the crime figures involving NEC had been on the rise over the past year or so. In addition, he proposed that the Police should explore ways to address the needs of NEC with EDB and the Labour Department.

152. Ms Alice LEE gave a consolidated response as follows:

- (a) Regarding the problem of illegal felling of incense trees, she had invited the Chairman of Hong Kong Incense Tree Concern Group and volunteers of other non-profit making organisations to conduct briefing sessions and organise educational workshops in the Lantau District by drawing upon her operational experience in combating the same problem in the Kwun Tong District, so as to equip police officers in the Lantau District with the basic knowledge of incense trees. In addition, she would later work closely with the concerned government departments to embark on a series of initiatives, including sharing of successful cases. Hikers should immediately contact the Report Room of the Lantau District whenever suspicious figures were spotted to engage in illegal felling of incense trees. The Lantau District would consider the proposal of providing a direct hotline for the public’s reporting.
- (b) Regarding the ‘Operation Fast Marker’ mentioned by Ms YUNG, the Organised Crime and Triad Bureau and different police districts had been taking follow-up actions on maintenance works involving bid-rigging. At present, the Crime Wing

Headquarters was responsible for co-ordinating the work. She assured Members that the Police would keep a close eye on the situation of Lantau Island.

- (c) HKPF had investigated the causes for all flats in Yat Tung Estate with suspicious markings in the past four to five months but had not reached a conclusion. There were a total of 246 crime cases recorded in Yat Tung Estate in 2015, and two of them were burglary cases. After initial analysis, the Police considered that there was no evidence to indicate that the suspicious markings involved any criminal elements.
- (d) There were a total of 956 crime cases recorded in the whole Lantau District in the past year, and 56 of them involved NEC. There were 12 cases in the first quarter of 2016. The Police would closely monitor the crime cases involving NEC. According to the survey results on the integration of NEC into the Hong Kong society conducted in Kowloon East, language was the barrier faced by NEC in Hong Kong. EDB would launch a pilot programme in a secondary school in an attempt to tailor the curriculum to suit the needs of students of different language proficiency levels. The Lantau District would continue to work closely with the department concerned to follow up on the issue.

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

XX. Marine Port District Action Plan 2016  
(Paper IDC 34/2016)

153. The Chairman welcomed Mr Richard Brinsley SHERIDAN, District Commander (Marine Port) of HKPF, for attending the meeting to present the paper.

154. Mr Richard Brinsley SHERIDAN said that the Marine Port District would continue to work with the community to combat and deter violent crime. The Police had also taken active enforcement actions against dangerous drugs and a number of successful arrests had been made within the last two quarters. Meanwhile, it would step up its efforts to deter drug abuse on outlying islands and vessels. The Police would continue to support maritime environmental protection through joint operations. Public alertness to telephone scams as well as awareness of cyber security and sea safety would also be raised through publicity and education. In addition, the Police would ramp up anti-terrorism efforts and strive to combat illegal immigration and smuggling, including illegal tree-poaching activities by illegal immigrants and visitors on outlying islands. On management priorities, the Marine Port District would continue to promote community engagement, enhance the personal qualities and professional qualifications of its members, and strengthen criminal intelligence gathering, etc.

155. Mr CHAN Lin-wai said that residents of Lamma Island had always maintained a good relationship with the Police. Last year, the Marine Police had a lot of effort in combating illegal immigrants on Lamma Island, arrested many illegal tree-poaching cases and

effectively deterred illegal immigrants from committing such crime on the islands. The work of the Marine Police had won the appreciation of local residents. He hoped that the Police would continue to combat crime so that residents could enjoy a peaceful and secured environment on Lamma Island.

156. Mr Eric KWOK said that one of the operational priorities of the Marine Police was to support maritime environmental protection. He enquired whether it had detected any illegal fishing activities by Mainland fishing vessels in Hong Kong waters during the fishing moratorium period last year; and if yes, whether it had the figures on successful arrests.

157. Mr Richard Brinsley SHERIDAN gave a consolidated response as follows:

- (a) He thanked Mr CHAN for his appreciation to the work of the Marine Police. The Police would continue to do its utmost to keep up its good work and maintain law and order on Lamma Island as well as other outlying islands so that residents could enjoy a peaceful and secured environment.
- (b) As regards supporting maritime environmental protection, the Police had been cooperating and conducting joint operations with the Agriculture, Fisheries and Conservation Department to combat illegal trawling activities during the fishing moratorium period or at any other time. Since some illegal trawling activities were conducted near the marine border of Hong Kong, there were difficulties in enforcement. The Marine South Division had arrested and prosecuted a number of vessels which had engaged in illegal trawling activities. In view of the forthcoming moratorium period, the Police would closely monitor the situation while continuing its patrols and operations against illegal activities in the waters concerned.

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

XXI. Proposed Islands District Council Funds Allocation in 2016/2017  
(Paper IDC 52/2016)

158. The Chairman said that according to HAD, IDC had been allocated the same amount of provision as last year, i.e. \$18,688,000, for the District Minor Works Programme in 2016/2017.

159. Members noted and endorsed the proposals set out in the paper.

XXII. Report on the Work of the Islands District Management Committee (March 2016)  
(Paper IDC 53/2016)

160. Members noted and endorsed the captioned paper.

XXIII. Reports on the Work of the IDC Committees and Working Groups  
(Papers IDC 54-59/2016)

161. Mr Bill TANG expressed his understanding that no financial resources would be allocated to the Working Group on Promotion of Bazaar Development in Islands District this year, but he hoped that IDC would consider earmarking some funding to the Working Group next year.

162. Members noted and endorsed the captioned paper.

(Post-meeting note: Paragraph 6 of the Report on the Work of the Community Affairs, Culture and Recreation Committee (Paper IDC 54/2016) had been amended to “Tung Chung Areas 27, 39 and 56”.)

XXIV. Allocation of DC funds

(i) Up-to-date Financial Position on the Use of DC Funds  
(Paper IDC 60/2016)

163. Members noted and endorsed the captioned paper.

(ii) Approval for Using DC Funds by circulation from 1 February to 31 March 2016  
(Paper IDC 61/2016)

164. Members noted and endorsed the captioned paper.

XXV. Date of Next Meeting

165. There being no other business, the meeting was adjourned at 7:00 p.m. The next meeting would be held at 2:00 p.m. on 27 June 2016 (Monday).

Islands District Council Secretariat  
September 2016