

(Translation)

**Minutes of Meeting of Islands District Council**

Date : 19 December 2016 (Monday)  
Time : 2:00 p.m.  
Venue : Islands District Council Conference Room,  
14/F, Harbour Building, 38 Pier Road, Central, Hong Kong.

**Present**

**Chairman**

Mr CHOW Yuk-tong, BBS

**Vice-Chairman**

Mr YU Hon-kwan, Randy, JP

**Members**

Mr YUNG Chi-ming, BBS  
Mr CHAN Lin-wai  
Mr CHEUNG Fu  
Mr 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**

Mrs LAI CHAN Chi-kuen, Marion, JP	Permanent Secretary for Education, Education Bureau
Mr CHOI Ho-pun	Principal Education Officer (ECP), Education Bureau
Mr KWOK Ho-ting	Chief School Development Officer(Wanchai and Islands), Education Bureau
Mr MA Siu-cheung, Eric, JP	Under Secretary for Development, Development Bureau
Mr FUNG Ying-lun, Allen	Political Assistant to Secretary for Development, Development Bureau

Miss LAU Bo-ye, Winnie	Chief Town Planner/Strategic Planning, Planning Department
Mr CHAN Sze-wai, Kevin	Senior Town Planner/Strategic Planning, Planning Department
Mr SIU Yee-lin, Richard	Senior Town Planner/Islands(1), Planning Department
Mr WONG Pak-kin, Ken	Chief Transport Officer/Planning/Ferry Review, Transport Department
Ms CHU Wai-sze, Fiona	Senior Transport Officer/Planning/Ferry2, Transport Department
Ms LOU Ching-ye, Esther	Engineer/Central & Western, Transport Department
Ms LAW Lai Chun, Gladys	Senior Executive Officer (Planning), Leisure and Cultural Services Department
Mr HAU Wing-man, Raymond	Deputy District Leisure Manager (Islands), Leisure and Cultural Services Department
Ms TAM Mee-ye, Greta	Senior Environment Protection Officer (Water Policy & Science), Environmental Protection Department
Mr MOK Hing-man	Senior Electrical & Mechanical Engineer, Electrical and Mechanical Services Department (EMSD)
Mr CHAN Wai-ho	Division Commander (Marine and Off-shore Islands), Fire Services Department
Mr HO Wing-ming	Acting Divisional Officer/South West Division, (New Territories) Fire Services Department
Mr Eddie POON	Head of Community Relations, The Hong Kong Jockey Club
Mr WONG Ting-wai	Retail Manager, The Hong Kong Jockey Club
Mr LO Fai-hung, Lewis	Assistant Retail Manager, The Hong Kong Jockey Club
Ms Joanne WONG	Asset Manager, The Hong Kong Jockey Club

**In Attendance**

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 & Islands), Planning Department
Mr LI Kin-nga, Denis	District Lands Officer (Islands), Lands Department
Ms LO Man-kam	Administrative Assistant (Lands/Islands), Lands Department
Mr LAM Ding-fung	District Social Welfare Officer (Central Western, Southern & Islands), Social Welfare Department

Ms LEE Nga-lai, Alice	District Commander (Lantau), Hong Kong Police Force
Mr SHERIDAN RICHARD, BRINSLEY	District Commander (Marine Port), Hong Kong Police Force
Mr CHAN Chun	Police Community Relations Officer (Lantau District), Hong Kong Police Force
Mr LAW Tung-wah, Benji	Police Community Relations Officer (Marine Port District), Hong Kong Police Force
Mr HSU Kam-lung	Chief Housing Manager/Hong Kong Island and Islands, Housing Department
Mr YUEN Hon-shing, Honson	Chief Transportation Officer/New Territories South West, Transport Department
Mr KWAN Yau-kee	District Environmental Hygiene Superintendent (Islands), Food and Environmental Hygiene Department
Ms Dilys CHEUNG	Chief Leisure Manager (New Territories West), Leisure and Cultural Services Department
Mrs Brenda NG	District Leisure Manager (Islands), Leisure and Cultural Services Department

**Secretary**

Ms Candy CHAN	Senior Executive Officer (District Council), Islands District Office
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**Absent with Apology**

Mr WONG Hon kuen, Ken

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**Welcoming remarks**

The Chairman welcomed Members and representatives of the government departments to the meeting. He introduced Mr CHAN Chun, Police Community Relations Officer (Lantau District) of the Hong Kong Police Force (HKPF).

2. Members noted that Mr Ken WONG was unable to attend the meeting due to other commitments.

I. **Visit of Permanent Secretary for Education to Islands District Council**

3. The Chairman welcomed Mrs LAI CHAN Chi-kuen, Marion, JP, Permanent Secretary for Education to the Islands District Council (IDC) for meeting and exchange with Members. He was also pleased to welcome to the meeting Mr CHOI

Ho-pun, Principal Education Officer (ECP) and Mr KWOK Ho-ting, Chief School Development Officer of the Education Bureau (EDB).

4. Mrs Marion LAI gave a briefing on the major education policies, including the Government's dedication and commitment in education, kindergarten education, primary and secondary education, post-secondary education as well as vocational and professional education and training with the aid of Powerpoint Presentation.

5. Mr CHAN Lin-wai said he was the Chancellor of Northern Lamma School, the only primary school on the island. To provide support for non-Chinese speaking (NCS) students, the school recruited two contract teachers with the grant of \$950,000 for the 2016/17 school year. However, the teachers normally left after having one or two years' experience. He hoped the Bureau would consider converting the contract teaching posts into regular ones so as to retain staff.

6. Ms Amy YUNG expressed her views as follows:

- (a) The Territory-wide System Assessment for Primary Three students (Primary 3 TSA) might resume next month. Although EDB claimed that the assessment papers and question design had been modified, there was no guarantee that it would not impose drills and pressure on parents and students. She was told that some parents had launched a signature campaign to raise objection and asked whether EDB would consider cancelling TSA.
- (b) The special school project in Tung Chung had been dragging on for nearly 10 years and she recently learnt that the school might be completed in 2019. Disparity in resource allocation between mainstream schools and special schools existed. In October this year, the High Court held in a judicial review that EDB's decision to reject a special school in implementing the Native-speaking English Teacher (NET) Scheme was a direct discrimination and unconstitutional. She wondered if EDB would ensure equal treatment for students in the special school in Tung Chung and mainstream school students as a result of the judgment.

7. Mr Eric KWOK expressed his views as follows:

- (a) Whether EDB would consider allowing the parents to decide whether to participate in TSA or not.
- (b) He had earlier attended two activities held for members of ethnic minorities and were told that their children had problems with their studies. He noticed that most of the ethnic minority students in Tung Chung attended a primary school in Tsing Yi where English was used as a medium of instruction and they had difficulty in learning to speak Cantonese and write Chinese. He asked whether EDB would consider allocating resources to bridge ethnic minority students to

mainstream schools. He proposed the Bureau draw reference from the education systems overseas by teaching Chinese as a second language so that the ethnic minority students could integrate into the mainstream community.

8. Mr Bill TANG expressed his views as follows:

- (a) He hoped that funding approval would be obtained from the Legislative Council (LegCo) early for acceleration and completion of the special school in Tung Chung in the 2019 school year. He requested EDB to provide a concrete timetable so that he could relay to the residents/parents. Given that students with special needs had to travel to school in other districts in the interim, he asked whether EDB would introduce any special short-term relief measures to help them meet the travel expenses and solve other problems.
- (b) He was concerned about the education of ethnic minority students (especially those of South Asian origin). Many ethnic minority students in Yat Tung Estate, Tung Chung had to travel long distances to attend school in other districts, e.g. the Islamic Kasim Tuet Memorial College in Chai Wan. Long journeys to school might affect their studies, making them leave school prematurely. He asked whether EDB had looked into how ethnic minority students in Lautau and Tung Chung attended school in other districts, and if there was any incentive for them to attend school in the district.

9. Ms YU Lai-fan said that the Northern Lamma School premises were in dilapidated condition. Although provision was granted for building new school facilities and a suitable site was identified, little progress had been made. She hoped EDB would attend to the matter. With so many students in Tung Chung travelling to schools in other districts, she worried that the local schools would face closure with declining student enrollment.

10. Mrs Marion LAI made a consolidated response as follows:

Primary 3 TSA

- (a) In response to public concerns over Primary 3 TSA, EDB has tasked the established Coordinating Committee on Basic Competency Assessment and Assessment Literacy (the Committee) composed of professionals in the education sector to conduct a comprehensive review of TSA. The Hong Kong Examinations and Assessment Authority invited 50 schools to participate in the 2016 Tryout Study (Primary 3). The review by the Committee was completed and a report was submitted to EDB.
- (b) The report stated that the improved assessment papers and question design had eliminated the incentives for over-drilling. The Committee reaffirmed the intent and value of the establishment of

TSA and recognised the functional use of TSA data to provide feedback to learning and teaching. The Committee recommended extending the improved assessment papers to all primary schools with a view to gathering more comprehensive feedback and to continuously reviewing and enhancing the arrangements of TSA. The recommendations were now being considered by EDB.

- (c) She pointed out that there was no necessary relation between drilling and Primary 3 TSA. TSA was designed to gauge students' attainment of the basic competencies. TSA was a low-stake assessment and by no means to assess individual students or schools. TSA had a positive objective to enhance the effectiveness of teaching and learning. On system level, territory-wide data helped the Government review the curriculum and provide adequate support to schools, while school reports facilitated the enhancement of learning and teaching in school.
- (d) EDB encourages better communication between schools and parents over homework arrangements. In fact, the improved TSA papers had minimised the incentives for over-drilling, and no drilling of students was required. On homework arrangements, EDB had issued clear guidelines for schools. As whole-day schooling has been implemented, schools were required to arrange time within lessons as far as possible for students to complete part of their homework that involves writing. Students can complete other homework, such as preparation for lessons, reading and collection of information after school.
- (e) Regarding Mr Eric KWOK's proposal for parents to participate in TSA on a voluntary basis, the Bureau took the view that TSA facilitated assessment for learning and thus encouraged participation by schools and every student. If only some students participated in TSA, the value of the school-level report would be greatly undermined.
- (f) The report of the Committee was being examined by EDB and would be released shortly. No matter what the final decision was, she hoped that stakeholders could be rational and positive and act in the best interests of Hong Kong's education and children.

#### Special School

- (g) Regarding the enquiry raised by Ms Amy YUNG about whether the special school in Tung Chung would implement the NET Scheme following the recent court ruling, she pointed out that the construction of school premises was not yet completed and the details of the school's English Language curriculum was still not yet confirmed. No response could be made at this stage but EDB had taken note of Ms YUNG's comments.

- (h) On the completion date of construction of the special school premises, EDB noted that Tung Chung was desperately in need of a special school, and intended to apply to the Finance Committee of LegCo for funding in early 2017 to expedite the works.

Support for ethnic minority students

- (i) The Government was committed to encouraging and supporting the integration of NCS students (notably ethnic minority students) into the community, including facilitating their early adaptation to the local education system and mastery of the Chinese language. Starting from the 2013/14 school year, the funding arrangement for schools admitting NCS students had been revised (i.e. abolition of the so-called “designated schools” system) so as to encourage NCS students to study in mainstream schools to benefit from the immersed Chinese language environment which facilitated their mastery of the Chinese language. As regards learning Chinese as a second language, EDB had implemented a series of measures to enhance support for NCS students’ learning of Chinese including specifically the implementation of the “Chinese Language Curriculum Second Language Learning Framework” (“Learning Framework”) in primary and secondary schools starting from the 2014/15 school year. The “Learning Framework” was developed from the perspective of second language learners to help NCS students overcome the difficulties of learning Chinese as a second language with a view to enabling them to bridge over to mainstream Chinese Language classes. EDB had also increased the additional funding to schools to facilitate their implementation of the “Learning Framework”. Besides, to enhance the employability of NCS school leavers, the Standing Committee on Language Education and Research had launched the “Vocational Chinese Language courses for NCS school-leavers” pegged at Level 1 or 2 of the Qualifications Framework since April 2016. EDB would continue to provide assistance for NCS persons as appropriate.
- (j) There were sufficient places in the public primary and secondary schools (i.e. mainstream schools) in Islands District to meet the demand on school places (including those from NCS students), but individual NCS students might choose to attend schools in other districts for personal and/or family reasons.
- (k) It was understood that some schools might want to create regular teaching posts to stabilise the teaching force. As the abilities and needs of NCS students in Chinese learning might vary, the schools that were provided with the additional funding should plan and adopt intensive learning and teaching modes as appropriate each year, taking into account the learning progress of NCS students. In other words, the schools could deploy the additional funding in different modes to support their NCS students.

### Reprovisioning of schools

- (1) EDB carried out school premises maintenance works through the established mechanism of major repairs and emergency repairs. Nevertheless, not all applications from schools could be approved owing to limited resources. If schools wanted to apply for redevelopment or reprovisioning, many issues would be involved, e.g. identification of suitable sites for reprovisioning. Regarding the concerns of Ms YU Lai-fan over the progress on provision of new facilities in Northern Lamma School, EDB would look into it after the meeting.

(Post-meeting note: Supplementary information regarding the progress on provision of new facilities in Northern Lamma School would be provided by EDB for Members' perusal.)

(Mr CHEUNG Fu and Mr Bill TANG joined the meeting at about 2:15 p.m. and 2:30 p.m. respectively.)

## II. Confirmation of the minutes of Meeting held on 24 October 2016

11. The Chairman said that the above minutes had incorporated the amendments proposed by the government departments and Members, and had been distributed to Members for perusal before the meeting.
12. The captioned minutes were confirmed unanimously without amendment.

## III. Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030 (Paper IDC 132/2016)

13. The Chairman welcomed Mr MA Siu-cheung, Eric, JP, Under Secretary for Development and Mr FUNG Ying-lun, Allen, Political Assistant to Secretary for Development as well as Miss LAU Bo-yee, Winnie, Chief Town Planner/Strategic Planning and Mr CHAN Sze-wai, Kevin, Senior Town Planner/Strategic Planning of the Planning Department (PlanD) to the meeting to present the paper.
14. Mr Eric MA and Ms Winnie LAU presented the paper with the aid of PowerPoint presentation.
15. Mr Eric KWOK expressed his views as follows:
  - (a) According to the paper, Hong Kong's population was expected to reach over 8.20 million by 2043 or, if allowing an upward adjustment of the 10% buffer, the population would reach 9 million. The large-scale development of East Lantau would cause irreparable damage to the ecology. The project reportedly costed \$400 billion, about half the fiscal reserve of the Government and more than the total costs of the



Hong Kong-Zhuhai-Macao Bridge (HZMB) and the Guangdong-Shenzhen-Hong Kong Express Rail Link (XRL). He opined that the population size could either increase or decrease and based on the population projection of 8.22 million by 2043, the population could be reduced to about 7.83 million if adjusted downward by 10%, with a difference of nearly 1 million from 9 million. He was worried that the East Lantau Metropolis (ELM) would end up being a big white elephant project in the sea. He hoped the Development Bureau (DEVB) would look into the issue pragmatically and explain whether it had projected a decline of population by 10%.

- (b) The ELM involved land reclamation of around 1 000 hectares. The western part of Victoria Harbour was very important to Hong Kong people. The reclamation works would block water current and harm the entire ecosystem. In addition, siltation would occur within the Victoria Harbour and the Government would require huge amounts of resources to remove it. He queried how Hong Kong could become Asia's cruise hub. He also enquired if the Government had commissioned five studies and, if so, why the paper made no mention about that.
- (c) The paper pointed out that one-third of the future population would be aged 65 and above, and the Government would carry out urban redevelopment to meet the housing needs of the elderly population. However, there was no mentioning of the rehousing and associated arrangements. He hoped the Government could provide more comprehensive information.

16. Mr Bill TANG expressed his views as follows:

- (a) He opined that limited reclamation outside Victoria Harbour would be acceptable to address the future development and housing needs although he feared that the huge amounts of resources used might not be worthwhile. The reclamation project would be costly and the ELM included the development of Hei Ling Chau. He asked whether DEVB had made the aggregated cost estimate for reclamation, transport infrastructure and reprovisioning of the prison and if it had considered recovering the costs incurred or simply developed land without concerning about cost recovery.
- (b) He hoped that DEVB would provide more statistical information about the development of brownfield sites in New Territories North (e.g. land resumption) and the ELM. For living space, he asked whether the current term of Government had made any improvement to the living space of Hong Kong people after having been governing Hong Kong for four years, and when would be the land reserve depleted if the above two projects could not be implemented.

17. Ms Amy YUNG expressed her views as follows:

- (a) She had reservations about the concept of ELM and the costs involved. It would be the largest and most costly project in Hong Kong's history, surpassing the costs of HZMB, XRL and the third runway at the Hong Kong International Airport combined. Together with the associated facilities (e.g. relocation of Hei Ling Chau Correctional Institutions), the costs incurred would be enormous. The concept of the ELM was first announced by the Chief Executive in the Policy Address published in January 2014. However, no explanation, quantification or proof was given to justify the need for the project. The Government Departmental representatives said in the briefing just now that Hong Kong's population would reach a peak of 8.22 million, or 9 million in 2043 after applying for the 10% upward adjustment factor but the future was uncertain. Basing on the data from the Government, the population could decline to 7.81 million in 2064. In this connection, she queried whether there was a need for developing the ELM which could be a white elephant or a castle in the air. "Hong Kong 2030+" document also did not explain in detail the necessity of developing ELM.
- (b) While the present areas from Central to Quarry Bay, and the future West Kowloon and Wong Chuk Hang would be developed into metropolises, she questioned why the Government did not earnestly go on developing these districts, but rather investing large amounts of money into the large-scale reclamation work in the middle of the sea at the expense of the ecological environment.
- (c) After promulgation of the 2014 Policy Address, the Government undertook a consultation exercise and collected views on the ELM. In May this year, Chinese state leader Mr ZHANG Dejiang, accompanied by government officials, was shown a model of the ELM in Hong Kong. However, Hong Kong people have not had the opportunity to see the model. It was apparent that a decision had already been made within the Government and the consultation exercise to take place over the next few months was just superficial. Over the past few years, residents of the Islands District had generally opposed the ELM project, and she hoped DEVB would listen to public sentiments and not to make plans with the Central Government officials behind closed doors. If the Government insisted to do so and turned such plans into action, there would be a backlash in public opinion and lead to social divisions.

18. Mr KWONG Koon-wan supported the concept of "Hong Kong 2030+" although further discussion was required on its implementation. On the population projections, an ageing population as a fact was beyond dispute, with the ever-growing world population over the past centuries and advances in healthcare facilities. The

population growth rate was mainly affected by the birth rate rather than the death rate, for instance the population growth rate in Japan was low as a result of its falling birth rate. Objectively speaking, after excluding factors such as natural disasters or disease outbreaks, he believed the population of Hong Kong would grow steadily, although it would only be a matter of fast or slow.

19. Mr Randy YU reckoned that the planning concept of “Hong Kong 2030+” proposed by the Government was timely, but the conceptual framework as mentioned in the document was too specific, thus arousing suspicions about the way the Government handled various issues. Many District Council members, the Lantau Development Advisory Committee (LanDAC), as well as himself and the Lantau residents that he represented had said they would be open-minded towards the issue, but the Government had so far not conducted the independent needs analysis of the ELM. The population was projected to peak at around 8.20 to 9 million in 2043, but it could also be lesser than expected. He recommended the Government conduct a scientific and independent survey for determining the planning direction and scale of development before implementing the conceptual framework. He acknowledged there was a need to improve and enhance living space as well as sufficient maneuvering space was required during urban redevelopment and revitalisation of old districts. He reiterated that prerequisites should be set down for the ELM or other development projects. Independent needs analyses and surveys should also be carried out, lest the projects being turned into a big white elephant project.

20. Mr WONG Man-hon concurred with the planning vision of “Hong Kong 2030+” and the development of Lantau. Today, Hong Kong’s development lagged behind other regions and if long-term planning was not undertaken earlier on, there would be far-reaching impacts on our future and future generations. He said that residents of the four districts on Lantau supported developing Lantau, and hoped DEVB would pay attention to the facilities and infrastructures in the remote villages, e.g. conducting a study on the construction of a coastal highway connecting Tung Chung and Tai O and a trunk road linking North and South Lantau. He supported developing Lantau but the planning of transport infrastructure should be enhanced. For instance, the traffic design in Tung Chung Town Centre was chaotic, with constant vehicular-pedestrian conflicts. In addition, large portions of the existing land on Lantau were designated as Country Park. He proposed that the Government should consider developing part of the land on Lantau for housing use and thus meet the housing needs of the public.

21. Mr Holden CHOW said that the “Hong Kong 2030” was first unveiled in 2000 and then updated in 2007, yet there was no further progress since then. As such, the long-term planning of Hong Kong had grinded to a halt for a long time. Now the Government had finally introduced “Hong Kong 2030+”, which was crucial to the long-term development of Hong Kong, and relevant studies should be conducted as soon as possible. The document stated that ELM could accommodate a maximum population of 700 000, and he considered that it would become a key area to meet the housing needs in the future. He hoped DEVB would commence the studies on traffic connections of Lantau and the Western Economic Corridor shortly. If the Western Economic Corridor was only starting to be implemented after the

completion of the reclamation work concerning the ELM, progress of the necessary works would be too slow. He asked whether the Western Economic Corridor would include a railway network, and if the study and planning of the land-based economic corridor (e.g. a traffic connection between Mui Wo, North Lantau and Tuen Mun) could be commenced first.

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

- (a) Members generally supported the ELM project when it was being discussed at the DC meetings. The ELM could accommodate hundreds of thousands of people, and thus a comprehensive external transport network and ancillary infrastructure were required. Developing the economy was a crucial task for Hong Kong. If the project leaned towards commercial development, he questioned whether that could drive economic growth on all fronts. If Hong Kong did not deal with its economic issues, any development efforts would be to no avail. At present, our economy mainly depended on the tourism and service sectors, which were exposed to external factors. He hoped the Government would capitalise on the development opportunities presented by the Belt and Road Initiative and explore ways to invigorate the economy in detail.
- (b) There was plenty of land on Lantau for development, but they were without sufficient connecting roads. He hoped the Government would earnestly consider building a coastal highway linking Tung Chung and Tai O, in line with the development needs.
- (c) Regarding the future ageing issue of both the population and building stock mentioned in the document, he opined that the issue was economic related. He then recommended deferring the retirement age to address the employment issue. He also noted, if the economy was strong, the people would be wealthier, and thus would have the means to redevelop the old buildings and reinvigorate the construction industry. At present, Hong Kong's rents and medical expenses were high. The youth were reluctant to reproduce together with the emigration trend were the reasons for the declining population. To grow the population, the Government must promote the economy. He hoped that DEVB would thoroughly study these issues. He supported the proposals in the document.

23. Mr Eric MA made a consolidated response as follows:

- (a) There was no doubt that the housing and land supply was inadequate in Hong Kong. The increase in land supply had slowed down for some time, and the work being done now was just catching up on the land supply shortage. Hong Kong's planning in the past was just keeping up with the demand. Should it lag behind, the pressure to catch up would be immense. According to the study on the Long Term

Housing Strategy (LTHS), the housing supply had to be maintained at 460 000 units over the next ten years in order to meet the housing needs. The waiting list for public housing had been building up, with the waiting time being over three years. On public housing, the current Government had been striving to supply land and construct housing units. As for private housing, the Government had undertaken short and medium term measures to accelerate the provision of land over the past few years(e.g. through land sales) to meet the private housing supply target. He stressed that while taking forward the planning for the short and medium term, there was also an urgent need for Hong Kong to undertake long term planning.

- (b) On large-scale new town development, the New Development Area (NDA) projects by the Government in the North East New Territories (NENT) and Hung Shui Kiu had been planned since as early as 1997 and were now entering the detailed planning stage, with the first population intake in or around 2023 to 2024 and the completion of the entire development only after 2030. It was thus clear that the supply of land was a time-consuming and complex process. As Hong Kong was running out of land reserve, there would be no land for deployment if the need arose. Reclamation, for instance, was carried out at Marina Bay in Singapore in the 1980s and then housing and other facilities were provided progressively to meet the relevant needs. If there was enough land reserve in Hong Kong for deployment, it could promptly meet the social and economic needs, and grasp the development potential promptly. On the contrary, land shortages and a strong demand would result in an imbalance between demand and supply and higher prices. If no short-term measures were introduced to boost the land supply, the property prices might go up further. Therefore, the Government opined that it was necessary to undertake long-term planning to build up a sufficient land reserve to cope with the opportunities and needs in the future. To cite an example, many young people had to put off marriage because they could not afford to buy a flat due to high property prices, or could not start a business in light of the exorbitant rents for office space. If the Government had a greater land reserve to meet various demands, the youth and the society as a whole would be benefited.
- (c) Short to medium measures had been introduced by DEVB, including large-scale projects such as Kwu Tung North and Fanling North, Hung Shui Kiu and Yuen Long South NDAs, as well as committed/implemented projects involving about 3 600 hectares of land, in the hope that the society's needs could be met. However, problems and obstacles had been encountered during the implementation of the individual projects. For instance, the NENT NDAs project had been met with opposition during clearance, and the Hung Shui Kiu NDA project was also confronted with challenges in clearing the brownfield sites. Hung Shui Kiu and Yuen Long South

NDAs covered 190 and 100 hectares of brownfield sites respectively. Together with the NENT NDAs, there were a total of 340 hectares of brownfield sites. The Government dealt with the brownfield sites during comprehensive planning of the new town development, albeit the clearance took time. The Government was now exploring suitable ways to deal with the brownfield operations, e.g. relocating them into multi-storey buildings. Members would be updated when concrete options were formulated.

- (d) Regarding Members' query about the lack of data and the Environmental Impact Assessments (EIAs) in the document, the purpose of this visit to IDC was to brief Members on the planning concepts of "Hong Kong 2030+" and to solicit their views. Funding application would be submitted to the LegCo in due course for carrying out detailed planning (e.g. the impacts and investment returns of the projects and whether the land allocated could meet the demand). Relevant data could be provided after detailed planning. At this stage, a conceptual planning framework without detailed details was proposed with reference to the overall situation of Hong Kong. The DEVB hoped Members would express their views on the conceptual proposals.
- (e) "Hong Kong 2030+" was a long-term planning exercise that transcended the year 2030 and would be subject to changes in the population and prevailing social needs over time. The Government hoped that there would be sufficient land to serve as maneuvering spaces. Individual projects/measures would also need to be studied in detail in the future. For example, there would be over 300 000 private residential units aged 70 years or above in 30 years, hence the Government had to look into maneuvering spaces and improvement of the living environment.
- (f) This planning study only provided a framework, and various bureaux and departments would have to follow up in due course. For example, the Transport and Housing Bureau would study the railway and road networks that complemented "Hong Kong 2030+", and the EIA and project cost estimates would be done before the implementation of individual projects. As the progression from planning to realisation might take several decades he hoped Members would consider the long-term planning for Hong Kong from a macro perspective, despite the current projections were subject to change.

24. Ms Winnie LAU made a consolidated response as follows:

Land requirement and population projections

- (a) Regarding the methodology of projecting the land requirement, a topical paper that detailed the consolidated land use requirement analysis had been uploaded onto the "Hong Kong 2030+" website by

PlanD. The population projections provided by the Census and Statistics Department had compiled high, medium and low population projections. The population projection of 8.22 million was the medium, i.e. baseline population projection. Under the low population projection, the population would drop to 7.80 million while in the high projection the population would grow to 9.11 million by 2064. On planning for housing, the growth in number of households was deemed more important than population growth. The domestic household size would continue to decrease, from 4-5 persons before, to the current 2.9 persons, and then to a projected 2.7 persons in the future, hence the housing demand would continue to increase. According to the baseline projection, the number of households would increase by 20% i.e. about 500 000. Given that this study was a long-term planning exercise with a long lead time from planning to materialisation of the projects (in particular large-scale development projects), land should be set aside to serve as a buffer. At the conclusion of the engagement exercise, the Government would consider public views before setting the development priorities.

- (b) On long term housing land, PlanD adopted the LTHS' housing demand projection for the first 10 years, i.e. 460 000 units. The projected demand over the following 20-year period based largely on the methodology adopted for the LTHS's first 10 year housing demand projection. Although the growth in the number of households would ease off, the 300 000-odd private residential flats aged 70 years or above would necessitate the need for redevelopment, thus the Government would need more land to serve as the maneuvering space to this end. The projected demand for housing land was derived based on the baseline population projection.
- (c) Besides housing, economic uses, community facilities and transport infrastructures would also generate land demand. On demand for economic land, the Government had commissioned an independent consultant to assess the long term land demand projections for market-driven economic uses (including Grade A offices, general business and industrial land). PlanD had also asked the relevant bureaux to confirm the long term land demand for policy-driven economic uses (e.g. science park and industrial estate). However, the current projections did not include economic uses that were volatile and difficult to project, such as retail and hotel uses that were vulnerable to external factors. As such, 4 800 hectares of land was the minimum requirement.
- (d) For Government, Institution or Community (GIC) facilities and open space land requirements, the "Hong Kong 2030+" proposed to adopt a per person provision ratio that was higher than the current standard. The enhanced provision per person had been applied when projecting the land requirement induced by the population increase. In addition,

PlanD had also engaged the relevant policy bureaux and departments to confirm the land requirement for other policy-driven uses.

- (e) Although the committed and planned projects (including Hung Shui Kiu NDA and Tung Chung New Town Extension, etc.) could provide around 3 600 hectares of land, it might not be the case that all projects would be materialised accordingly. As such, the 1 200 hectares estimated shortfall was the minimum. PlanD had as far as possible made long-term projections by adopting a scientific and objective approach.
- (f) Commercial and business areas under development, such as Wong Chuk Hang and West Kowloon, had already been included in the calculation of the available economic land supply. However, the consultancy study pointed out that being Asia's World City and a regional financial centre, Hong Kong would face a shortage of Central Business Districts (CBD) Grade A offices. As CBD Grade A Offices must achieve a clustering and synergy effect in order to appeal to headquarter functions, Hong Kong needed another core business district, while Wong Chuk Hang and others would continue to serve as secondary nodes.

#### Ecological impacts of ELM

- (g) Regarding Members' concerns over the ecological impacts of ELM, a strategic environmental assessment was conducted when the Enhancing Land Supply Strategy was put forward a few years ago. PlanD had also commissioned a consultant to undertake a strategic environmental assessment for "Hong Kong 2030+". Statutory EIAs would also be carried out in taking forward the project to ensure no unacceptable environmental impacts.
- (h) Environmentally-friendly elements would be integrated into this long-term and large-scale new development project, e.g. developing eco-shoreline when undertaking sea reclamation. It is hoped that the use of new engineering design concepts would enhance the environment.

#### Sustainable development

- (i) Sustainability assessment, including a broad-brush financial assessment, would be undertaken for "Hong Kong 2030+" recommendations in due course. Detailed assessments on the costs involved and the economic benefit to Hong Kong would also be conducted when individual projects were taken forward.

#### Strategic planning

- (j) PlanD had started to formulate strategic planning back in the 1970s and carried out a review around every ten years. The last review was



promulgated in 2007. The present “Hong Kong 2030+” was a timely update on the previous plan.

25. The Chairman said that if members have further comments, they could be submitted to PlanD prior to 30 April next year.

26. Ms Amy YUNG understood that the Government would increase land supply in the short, medium and long term, and that redevelopment took a long lead time. She asked why there was no mention of the Fanling Golf Course and if it was omitted. The golf course-related proposal was put forward a few years ago and the land could be made available once it was taken back.

27. Ms Winnie LAU said that as private recreational leases were being reviewed by the Home Affairs Bureau (HAB), the Fanling Golf Course had not been included as part of the New Territories North Development. PlanD would further look into the matter after the review was completed.

28. Mr Eric KWOK pursued whether DEVB would publish the five study reports on ELM and Mui Wo development in due course for public inspection.

29. The Chairman requested DEVB to respond to Mr Eric KWOK’s enquiry after the meeting.

30. Mr Eric MA requested Mr Eric KWOK to provide the titles of the five study reports after the meeting for follow up.

(Post-meeting note: Mr Eric KWOK emailed Under Secretary for Development on 20 December 2016 to request to make public the five study reports pertaining ELB and Lantau Island. PlanD replied to Mr Eric KWOK on behalf of DEVB on 16 January 2017.)

(Mr Holden CHOW joined the meeting at about 3:35 p.m. and Mr CHEUNG Fu left the meeting at about 3:20 p.m.)

#### IV. Draft Tai Ho Outline Zoning Plan No. S/I-TH/B (Paper IDC 131/2016)

31. The Chairman welcomed Ms TAM Yin-ping, Donna, District Planning Officer (Sai Kung & Islands) and Mr SIU Yee-lin, Richard, Senior Town Planner of PlanD to the meeting to present the paper.

32. Ms Donna TAM and Mr Richard SIU presented the paper with the aid of PowerPoint presentation.

33. Mr WONG Man-hon said that residents of the three villages, namely, Pak Mong, Ngau Kwu Long and Tai Ho, raised objections to the Draft Tai Ho Outline

Zoning Plan (Draft OZP) No. S/I-TH/B and he would express views on their behalf as follows:

- (a) The present planning intention tilted towards environmental conservation, with up to 96% of the land being designated for conservation purpose. Private land was designated for conservation without compensation. It was unfair and unjust to the landowners and such planning was unacceptable. The bottom line of villagers was to preserve the agricultural land as it was. The residents of the three villages opposed the designation of large portions of land as green belt or for conservation purpose.
- (b) At present, the Government was developing North Lantau vigorously which could soon become a bridgehead. While the whole of North Lantau could benefit from urban development, the residents of the three villages could only heave a resigned sigh. With the infrastructure projects in close proximity, they were exposed to traffic emissions and pollutants, and could not take advantage of the convenience brought about by urbanisation. They hoped the Government would strike a balance between conservation and development rather than taking a broad brush approach to demarcate large portions of land for conservation. If the conservation policy was not administered effectively, land resources would be wasted and the management of nature environment and ecology would leave a lot to be desired.
- (c) While the SAR Government encountered difficulties in getting land for housing development in urban areas, it designated 191 hectares of land in Tai Ho for conservation, of which 167 hectares were zoned as green belt. Why did it not utilise the vast land resources in Tai Ho optimally for housing development?
- (d) Compared with other areas, the planning of Tai Ho was extremely unfair. According to the Mui Wo Fringe OZP, 12.7 hectares and 18.4 hectares of land were zoned “Residential” and “Recreation” respectively. In Tung Chung West, 15 hectares of land was designated for village-type development, residential, subsidised housing and government facilities purposes. The residents of the three villages hoped for a comprehensive planning, not one focusing on conservation only.
- (e) The document detailed at great length the ecological importance of Tai Ho and Tai Ho Stream. The villagers hoped that the Government would build the sewerage and drainage systems and devote resources proactively to conserve Tai Ho area.
- (f) The Government stated that it would develop Lantau into a “community for living, leisure and study”. However, there was no standard road in Tai Ho. Owing to traffic inconvenience, villagers moved to urban

areas so that they could go to work or attend school in Tung Chung more conveniently. In this case, how could it be a “liveable” and “studiable” community?

- (g) The boundary of Tin Liu Village fell within Ngau Kwu Long Village, whereas for rural representative election, it fell within the geographical constituency of Tai Ho Sun Village. It was a problem left over from history but the draft OZP failed to recognize it. Apart from the existing house lot, no more land was reserved for “village-type development” to cater for future needs. The villagers of Tin Liu Village demanded an extension of the village-type development zone.
- (h) The land within the “village-type development” zone of Tai Ho Sun Village was unable to meet the demand. There are now 23 applications for New Territories small house development on the relative flat land within the village environs (“VE”) which was however not included in the “village-type development” zone on the draft OZP. The land within the “village-type development” zone was either lying on steep slopes or near Tai Ho Stream and only about 3 to 5 small houses could be built there. Some villagers’ old house lot was not included in the “village-type development” zone. The villagers demanded an extension of the “village-type development” zone in Tai Ho Village to take into account their living condition and the demand for small houses.
- (i) There were 12 hectares of land within the “VE” of Ngau Kwu Long Village suitable for development. Yet there were less than 2 hectares of land zoned “village-type development”. In other words, the developable land was reduced to just one-sixth with several pieces of old house lot being excluded from the “village-type development” zone. The villagers found it unacceptable. They demanded an extension of the “village-type development” zone in Ngau Kwu Long Village to take into account their living condition and the demand for small houses.
- (j) Similarly, the “VE” of Pak Mong had abundant land suitable for development. However, the land was suffered from serious erosion. The feng shui woodland that was planted by their ancestors was now designated as conservation area with restrictions on village development. To the west there was completely no land zoned “village-type development”, and the land to the north used for agricultural activities was now zoned as green belt. The villagers opposed such zonings.
- (k) The villagers demanded the removal of private farmland from “Sites of Special Scientific Interest” (“SSSI”) or for compensation to or an exchange of land with the landowners. According to the planning intention, permission from the Town Planning Board (TPB) is required for farming within the “SSSI”. Making the landowners seek approval

for farming on their own land would constitute an infringement of their rights. According to Article 105 of the Basic Law, “The Hong Kong Special Administrative Region shall, in accordance with law, protect the right of individuals..... of property and their right to compensation for lawful deprivation of their property.” Article 120 also stated that “all leases of land granted, decided upon or renewed before the establishment of the Hong Kong Special Administrative Region.....shall continue to be recognized and protected under the law of the Region.” They requested the SAR Government to act in accordance with the Basic Law and stop seizing people’s private property. Without any alternatives, the villagers would protect their property by their own means.

- (l) The land adjacent to “SSSI” was designated as conservation area with constraints on development, which constituted seizing people’s property forcibly. That was extremely unfair to the landowners. The conservation area was large in size, covering up over 10 hectares of private land from the estuary to the source of the stream. Back in 1999, when Tai Ho Stream was designated as “SSSI”, the Government stated in its written reply that the designation only affected development within 20 metres along both sides of the stream and consideration may be given for compensation. However, the “SSSI” on the current draft OZP covered an area of 30 metres along the stream and there was no mention of compensation. The villagers opined that the conservation area should be set back within 20 metres with compensation options offered and mitigation measures implemented. With the watercourse bunds situated inside the “SSSI”, the villagers could not carry out maintenance and repairs. Which departments would take responsibility for the loss incurred?
- (m) The villagers are now applying for modifying a vacant school and football pitch for use as village office. The relevant site was now zoned as green belt. To enhance village cohesion, maintain the rural character and customs and to optimise land resources, there was a need for rezoning the site for “GIC” use.
- (n) There was an old temple at the fringe of Tai Ho Wan. Hordes of villagers and fishermen went there for worship every year. As the temple was situated near the shore, maintenance and repairs were required regularly. In addition, plan for redevelopment could not be ruled out. The current “Coastal Protection Area” zoning would seriously impede its maintenance or redevelopment in future. The villagers proposed that the temple site be rezoned for “GIC” use.
- (o) The planned population of Tai Ho was approximately 830 but there were no other sites reserved for “GIC” use on the current draft OZP apart from the existing government facilities. Livelihood facilities were necessary for improving people’s livelihood. Yet there was

completely no plan for community or public facilities on the draft OZP.  
How did the residents get on with their lives?

He urged PlanD to consider the views of the residents of the three villages and amend the draft OZP.

34. Mr Holden CHOW expressed his views as follows:

- (a) According to the draft OZP, approximately 6.43 hectares of land was reserved for “village-type development”. As the population was planned for about 830, he asked PlanD whether the land reserved was sufficient to cater for the needs of the people of the three villages. If it failed to reserve sufficient land, the villagers’ rights to live there would be deprived. He hoped the Government would deal with the matter prudently.
- (b) The draft OZP had marked several road junctions for detailed design in future. There was only a footpath without standard road in the three villages. He asked whether there would be any plan this time to build a road linking the future Tai Ho transport interchange to serve the residents.
- (c) Back then, after the promulgation of the draft Tai Ho Development Permission Area (DPA) Plan, the residents of the three villages and the DC members had relayed that lots of land included in the conservation area was under private ownership and the Government had treated the residents unfairly without compensation. If PlanD continued to adopt the original planning proposal and ignored public opinion upon the expiration of the three-year limit, the residents would never accept that. He enquired whether the Government would consider giving compensation or acquiring the land.

35. Vice-chairman Mr Randy YU expressed his views as follows:

- (a) During the presentation of the paper, the representative of PlanD said that Mui Wo Rural Committee and the residents of the three villages had been consulted. He did not think what the representative said was accurate or reflected the whole truth since the Department had not relayed to the District Council the objections of the rural committee and the residents of the three villages to the draft OZP.
- (b) The residents of the three villages were distressed by the planning. The comments made by Mr WONG Man-hon just now had consolidated the views of young and old people in the villages who were worried that the planning on the draft OZP would place restraints on village development. He hoped PlanD and the Government would consider the views of the villagers.

- (c) PlanD had made a number of amendments from the preparation of DPA to the current draft OZP, e.g. the land reserved for “village-type development” had increased from 1.2 hectares to 6.43 hectares, but much of the additional land was situated on steep slopes, making it difficult to build houses.
- (d) All rural areas in Hong Kong had certain ecological value. If they were populated, a people-oriented approach should be adopted. In 1999, the Government designated the land within 20 metres on both sides of Tai Ho Stream (water channel) as “SSSI” but the boundary of which was now extended to 30 metres. The Government had pledged that consideration may be given to compensate the villagers but so far no compensation offer was made. The villagers now invoked the provisions of the Basic Law to hope the Government safeguard the private property rights. If PlanD turned a deaf ear, conflicts would arise.
- (e) He queried whether conservation had to be carried out at the expense of the residents of the three villages. As Mr WONG Man-hon said, the connection of North Lantau Highway with the HZMB Hong Kong Boundary Crossing Facilities near Tai Ho Wan would have impacts on the ecology thereof. From the perspective of conservation, no roads should be built in the vicinity of Tai Ho Wan. The residents were exposed to traffic emissions, contaminants and air pollutants but could not take advantage of traffic convenience. The closure of Tai Hoi Wan estuary had resulted in drainage problems in two places inside the villages. The residents could not afford the maintenance cost of the watercourse bunds and the Government did not allow them to farm. He understood that PlanD had tried to remedy but was disappointed at the Government’s overall policy.
- (f) He had times and again requested the Government to set up a conservation fund. If the planning had violated people’s private property rights, compensation should be given appropriately. If the Government acknowledged the importance of environmental protection, it should consider offering an exchange of land with or compensating the residents of the three villages. The residents only wanted to keep the farmland for farming, and the Government should also recognize their demand for land for “village-type development”. He reiterated that the conservation fund, if set up, could enable the protection of private property rights under conservation programs.
- (g) He pointed out that the lack of sewerage and drainage facilities in the area made it difficult to carrying out conservation. He hoped that the Government would provide basic facilities for the residents.
- (h) In recent years, some villagers resumed farming and removed trees and weeds on private land/Tso or Tong land near Tai Ho Stream. As the

relevant land was situated in the “SSSI”, rural-urban confrontation arose. In view of the changes in topography, would the Government consider removing the Tso or Tong land from the “SSSI”? He hoped PlanD would relay to the Government the views of the villagers and also provide assistance as best as it could and not to stick to the old policy rigidly.

36. Mr Eric KWOK concurred with the fair principle put forward by Vice-chairman Mr Randy YU. On conservation of private farmland, the Government should adopt a long-term policy, e.g. setting up a conservation fund or considering the option of land acquisition or land exchange, to avoid conflicts as a result of designating private land for conservation purpose, lest the conservation efforts became unsustainable or worse still, ruined. Last year, some villagers of Tai Ho Wan staged a protest against government planning in the mangroves. He urged the Government to deal with the matter of conservation involving private ownership through compensation or acquisition of land at market price to ensure environmental sustainability.

37. Mr FAN Chi-ping supported the development of Lantau but criticised that PlanD designated private land as green belt without giving compensation, which constituted freezing of private asset. He clarified that there was no stream but a water channel in Tung Chung, and queried whether the Department had conducted consultation on the name change.

38. Mr LOU Cheuk-wing concurred with the views of the residents of the three villages and Mr WONG Man-hon. Taking Tai O as an example, he said PlanD did not listen to public opinions to make amendments after consultation and the consultation was just superficial. He opined that PlanD and the Environmental Protection Department (EPD) were just concerned with conservation, making lots of land unable to be used for building houses. He hoped the relevant departments would review and study for releasing some of the country park land for housing development.

39. Ms YU Lai-fan said that the three villages were inhabited by indigenous inhabitants. They were small villages but had large populations. The villagers were disgruntled that the Government had not taken into account the opinions in the community during consultation. She hoped PlanD would review the draft OZP and reconcile conservation with housing development to achieve a win-win situation.

40. Ms Donna TAM made a consolidated response as follows:

- (a) PlanD noted the views of Mr WONG Man-hon during its earlier meeting with the residents of the three villages. Their views in relation to the boundary of Tin Liu Village, the extent of “village-type development” zone, conversion of the vacant school and football pitch into a village office, zoning of the temple site at the fringe of Tai Ho Wan for “GIC” use as well as construction of a village road under the

rural public works project, etc. were under consideration, and the Department would continue to hold discussions with the villagers.

- (b) Members enquired why much of the land in Tai Ho was designated for conservation area given its siting in northern Lantau close to Tung Chung. She explained that the planning intention of the Revised Concept Plan for Lantau for developing along Northern Lantau did not mean the whole of north Lantau would be used for development. The Department would preserve the sites with ecological value as much as possible. The development needs of indigenous inhabitants would also be taken into account when conservation was carried out.
- (c) PlanD had already designated land suitable for building small houses for “village-type development” purpose, including some fallow farmland within “VE” suitable for housing development. If the land area of “village-type development” zone need to be reviewed in future, it could be carried out under the established mechanism.
- (d) Regarding the designation of private farmland for conservation, lots of private land in Tai Ho is farmland and the proposal for zoning the farmland as “Green Belt” is for preserving the natural character. Agricultural use is always permitted within “Green Belt” and villagers are not required to apply for planning permission to resume farming.
- (e) On road planning, it had been explained to the residents of the three villages that the Tung Chung New Town Extension project comprised the construction of a transport interchange and a road P1 to connect Tai Ho. Conceivably, the transport would be more convenient in future. As for whether village roads could be constructed under the minor works programmes, it is stated clearly on the draft OZP that local public works and road works co-ordinated or implemented by the Government are always permitted.
- (f) Regarding the views of the three villages on “SSSI”, PlanD had explained that the extent of “SSSI” was delineated by the Agriculture, Fisheries and Conservation Department and no farmland would be lost. For land lying below the waters, it would study how the actual farmland landscape could be shown on the draft OZP.
- (g) On the matter of compensation for private farmland within “SSSI”, the compensation was not stipulated under the Town Planning Ordinance. As for whether the conservation policy should be refined in future, e.g. setting up a conservation fund, the views would be conveyed to the relevant bureaux.
- (h) With reference to the views on drainage and sewerage facilities, according to the draft OZP, the drainage and sewerage works co-ordinated or implemented by the Government are always permitted.



PlanD would relay the aspirations of the residents to the relevant works departments after the meeting for their consideration.

- (i) In response to Members' concerns about PlanD merely reflecting the views of residents in general terms, she said that all comments collected (including those of residents, DC and others) would be presented to TPB truthfully for consideration of the draft OZP. The OZP would be gazetted after a decision was made by TPB.

41. Vice-chairman Mr Randy YU did not agree to the saying that agricultural use is always permitted within green belt. It was perfectly justifiable that residents of the three villages farmed or built houses on the land cleared. The farmland that the villagers referred to was different from what urban dwellers had in mind. The villagers should be free to decide what to do with the land. It was unfair to them to the saying that agricultural use was permissible.

42. Mr WONG Man-hon said he and the residents of the three villagers demanded strongly that PlanD to review the planning on the draft OZP.

43. The Chairman urged PlanD to consider Members' views.

V. Proposed Service Improvements of Major Outlying Island Ferry Routes  
(Paper IDC 141/2016)

44. The Chairman welcomed Mr WONG Pak-kin, Ken, Chief Transport Officer/Planning/Ferry Review and Ms CHU Wai-sze, Fiona, Senior Transport Officer/Planning/Ferry2 of Transport Department (TD) to the meeting to give responses.

45. Mr Ken WONG Pak-kin and Ms Fiona CHU presented the paper with the aid of PowerPoint presentation.

46. Ms Josephine TSANG expressed her views as follows:

- (a) She had concerns about the Special Helping Measures (SHM) provided by the Government to the six major outlying islands ferry routes, which included an increase in the amount of subsidy from \$190 million to \$410 million for the next 3-year license period, as well as a new addition under SHM to subsidize ferry operators to purchase new vessels, yet at the same time it approved fare increases for the two ferry operators during the new license period. She estimated that the profits generated by the operators in the first two years of the next license period would be more than 4%, and did not understand why under the proposed "single vessel type operation mode" for the "Central-Peng Chau" ferry route, the fare in the third year was different from the first two years. She opined that it was unreasonable.

Furthermore, she did not concur with the proposition that fare increases by the ferry operators could enhance service quality.

- (b) At present, the "Central-Peng Chau" ferry route adopted a "mixed vessel type operation mode", but the ferry operator claimed that the 2 ordinary ferry vessels had aged such that they might not survive the whole duration of the next 3-year license period. As a result, the ferry operator had proposed that starting from the next license period, the ordinary ferries would be replaced by 2 fast ferries to provide "single vessel type" (fast ferries) service. As the ferry was the only means of transport for outbound Peng Chau residents, she criticized the operator for disregarding public opinion and the above proposal was unfair to Peng Chau residents.
- (c) With regard to the proposed additional Central-bound sailing departing from Peng Chau at 6:20 a.m., she pointed out that currently there was a non-scheduled sailing returning from Central to Peng Chau at 6:10 a.m., thus it would be just an adjustment of departure time by the ferry operator rather an actual increase in the number of sailings.
- (d) In regard to journey speed, she enquired about the reason for the addition travelling time by 2 to 7 minutes under the proposed "single vessel type operation mode" as compared to fast ferries. She conveyed that residents found it unreasonable having to pay a higher fare for a slower journey.
- (e) As for the monthly tickets, under the "single vessel type operation mode", a monthly ticket with 60 trips would cost \$830. Assuming a 5-day work week with a total of 40 trips per month, the daily average cost would be \$41.5 which was not economical. As most Peng Chau residents used monthly tickets with photos affixed to them, the remaining unused rides were non-transferrable to other ferry riders. Residents urged the ferry operator to introduce a reasonably priced multiple trips package providing 50 trips at the cost of \$16 to \$18 per trip to enhance accessibility as well as to benefit the genuine residents of Peng Chau to achieve a win-win outcome.
- (f) She queried the accuracy of the claim in Paragraph 15 of the paper about an average of about 800 passenger trips with monthly ticket holders paying the fare difference for taking fast ferry. She and Mr Ken WONG had asked the ferry operator to provide the relevant data but had yet to receive them.
- (g) In terms of freight services, most businesses in Peng Chau used the ferry to carry cargoes. Early this year during a site visit with the TD representative, she pointed out that the arched springboards of the newer fast ferries posed a danger and caused inconvenience to freight workers and the disabled, and urged the ferry operator to make

improvements. Yet the ferry operator stated that the problem could not be rectified till 1 July 2017 (i.e. the start of the new license period). In addition, she was concerned whether the fast ferries would have sufficient freight area to carry the cargoes.

- (h) The “Central-Peng Chau” ferry route was currently operating under the “mixed vessel type operation mode” to allow residents to choose from two types of ferries. At present, however, the ferry operator generally replaced scheduled ordinary ferry sailings with fast ferries, which she deemed no different from a single vessel type arrangement and added to the burden on Peng Chau residents.
- (i) Therefore, she would like TD and the ferry operator to arrange representatives to attend a Peng Chau residents’ meeting to listen to their views. The residents mostly wanted to maintain the “mixed vessel type operation mode” of status quo. Unless the conditions were favorable to Peng Chau residents, she and Peng Chau Rural Committee Chairman Mr Ken WONG opposed the operating of the “Central-Peng Chau” ferry route entirely with fast ferries in the next license period.

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

- (a) Concerning the “Central-Cheung Chau” ferry route, Paragraph 5 of the paper mentioned the weekday morning peak hours was from 7 a.m. to 9 a.m., but he considered the peak should be from 5:50 a.m. to 9:00 a.m. He queried that the information as set out in the paper did not match reality.
- (b) The paper only proposed adjustments to the ferry schedule without increasing the number of sailings. The weekday and holiday schedule would remain unchanged at 84 sailings and 77 sailings respectively (exclusive of additional holiday sailings). He questioned why the ferry operator could provide more than 90 sailings on holidays but was unable to increase the number of fast ferry sailings during morning and evening peak hours.
- (c) He had previously proposed to the management of New World First Ferry Services Limited (NWFF) and TD to deploy faster vessels with bigger carrying capacity (New Ferry II) for peak hour sailings, but currently New Ferry II was only used for the 7:55 a.m. sailing. The ferry operator had all along cited the shortage of manpower for refusing to deploy New Ferry II, the problem had yet to be resolved. He doubted the competence of the NWFF management, and hoped TD would follow up with the company.
- (d) Paragraph 6 of the paper stated that the passenger loading of the overall sailings (inclusive of both fast and ordinary ferry sailings) for the “Central - Cheung Chau” ferry route was only at 49%, a figure he

questioned as misleading. He considered merging the loading figures from both ordinary and fast ferries had failed to reflect the actual situation. Based on his observations, the passenger loading of fast ferries averaged over 90%, while those of ordinary ferries were only about 30%.

- (e) In terms of the service schedule, he considered the proposed arrangements that limited to schedule adjustment with no increase in the number of sailings would have little effect on enhancing service. He hoped that TD and NWFF would focus on ways to boost the number of sailings during peak periods, such as considering deploying other types of vessels or chartering. On the other hand, no changes would be necessary for the sailings from 10 a.m. to 5 p.m. on weekdays. Any drastic changes to the schedule that would lengthen the waiting time would instead cause frustration amongst Cheung Chau residents.

48. Mr Bill TANG said that there was limited space inside the fast ferries for freight, and he was worried that the adoption of “single vessel type operation mode” for the “Central-Peng Chau” ferry route would have an impact on the logistics arrangements and operations of the island’s businesses (for example, the food and beverage industry) that would indirectly affect Peng Chau residents’ livelihood. He would like TD to duly consult DC Members of Peng Chau and the residents before making a decision.

49. Ms LEE Kwai-chun said that there was a need for the provision of monthly ticket passage during the holidays as Cheung Chau residents having to work during holidays found it difficult to board the ferries. Should the monthly ticket passage prove feasible after trial, she hoped it would be open to multi-trip ticket holders as well. In addition, if the ferry operator proposed increasing the number of sailings or adjustments to the ferry schedule, it should first consult the residents (such as conducting a questionnaire survey).

50. Mr Ken WONG Pak-kin gave a consolidated response as follows:

- (a) Regarding the views expressed by Members on the various ferry routes, TD would study and analyze them before discussing further with the operators to amend the relevant proposals. TD had yet to establish a position on the various proposals.

#### Special Helping Measures

- (b) The objectives of providing SHM for six major outlying island ferry routes were to maintain the long-term financial viability of ferry services and reduce the burden of fare increases on passengers. As with other public transport passengers, ferry passengers should shoulder their fair share of fare increases. The Government would increase the amount of SHM to \$410 million in the next license period and would also approve an average fare increase of about 4% for the six ferry routes. The

current proposed fare adjustment would be 3 years apart from the previous one.

“Central - Peng Chau” ferry route

- (c) Concerning the enquiry by Ms Josephine TSANG whether the adoption of “single vessel type operation mode” for this route would be a disguised price increase, the Department had carefully reviewed the financial projections under mixed and single vessel types to ensure that Hong Kong & Kowloon Ferry Ltd (HKKF) would not receive additional ticket revenue from the adoption of “single vessel type operation mode”.
- (d) In regard to the records on fare difference paid as set out in Paragraph 15, they were from the operational records submitted by HKKF to TD. At present, HKKF must submit various kinds of operational records to TD on a monthly basis, and the Department found that on weekdays, there were an average of about 800 passengers trips for which monthly ticket holders needed to pay fare difference for taking fast ferry for the Peng Chau ferry route.
- (e) As regards the problem of springboards, the Department had worked with the ferry operator to look into improvement measures, and urged the operator to implement improvements expeditiously without having to wait till 1 July 2017.
- (f) The Department was ready to arrange a community consultation forum to listen to residents’ views.
- (g) Regarding Mr TANG’s remarks on the freight service to Peng Chau, the Department understood that the service was the economic lifeblood of the island, and had requested the ferry operator to ensure the freight service would not be affected when proposing the adoption of “single vessel type operation mode”. Furthermore, TD had arranged a full-day freight service survey of the Peng Chau ferry route to fully understand the demand for such service in each sailing. It was initially found that the freight utilization rate was not high and concentrated in two particular periods. The Department would continue to conduct similar surveys to ascertain the situation.

“Central - Cheung Chau” ferry route

- (h) The Department noted the views expressed by Mr KWONG Koon-wan and would study and analyze them. Just like other modes of public transport, the Department must take into account the overall situation when reviewing the pattern of passenger demand, and the figures set out in Paragraph 6 had reflected the overall situation. At present, the Cheung Chau ferry route faced the problem of very high passenger loading for fast sailings, while that for ordinary sailings was quite low. TD was of the view that the reserve carrying capacity of ordinary

ferries should be optimally deployed to reduce pressure on fare increase in the long run.

- (i) Regarding Ms LEE Kwai-chun's enquiry, the Department would listen to the views of the local community on the proposals.

51. Mr YUNG Chi-ming concurred with Mr KWONG Koon-wan that the passenger loading figures set out in the paper did not match the reality. He hoped that the ferry operators should focus on increasing the number of sailings to facilitate passenger flow during peak periods. As the ferry schedule had been in place for many years, residents had become accustomed to and familiar with it, and any changes to the schedule would make a great impact on them. If the timetable had to be revised eventually, NWFF and TD should inform residents as early as possible so that the latter could make arrangements accordingly.

52. Mr CHAN Lin-wai said that concerning the additional sailing from Yung Shue Wan to Central, he suggested the departure time be changed from 5:45 a.m. to 5:30 a.m. The suggestion had been brought up for many years, he hoped TD would discuss with the ferry operator to operate the additional sailing as soon as possible without having to wait until the commencement of the next license period.

53. Mr KWONG Koon-wan reiterated that the passenger loading data for the "Central - Cheung Chau" ferry route were not in line with the actual situation, noting that the fast ferry sailings during the morning peak from 6 a.m. to 8 a.m. were often full. Since the ferry operator had been able to add more than 10 sailings on Sundays, he wondered why an additional fast ferry sailing could not be arranged during the morning and evening peak periods on weekdays, and urged TD and NWFF to seriously consider increasing the number of sailings during the peak periods instead of adjusting the service schedule.

54. The Chairman requested TD to consider the views expressed by Members.

(Mr FAN Chi-ping left the meeting at about 5:10 p.m.)

VI. Question on improvement of the pedestrian link at the Central Piers  
(Paper IDC 133/2016)

55. The Chairman welcomed Ms LOU Ching-yee, Esther, Engineer/Central & Western of TD to the meeting to give responses. The written reply of Leisure and Cultural Services Department (LCSD) had been sent to Members for perusal before the meeting.

56. Mr KWONG Koon-wan presented the question and added that on 25 February this year, a site visit to the footpath opposite Central Pier No. 5 was conducted with himself, Mr Randy YU, Mr WONG Man-hon, Mr Ken WONG, Ms Josephine TSANG and Engineer/Central & Western of TD in attendance. He formally requested LCSD and TD to shrink the size of the flower beds along the

Central Piers walkway to widen the footpath. From the short video he shot on location, more than 95% of pedestrians would pass through the road section concerned. He could send the video to the relevant departments after the meeting.

57. Ms Esther LOU said that concerned flower beds and the Central Waterfront Promenade were not managed by TD according to the current record. If the relevant department (responsible for the management and maintenance of the said flower beds and areas) proposed to remove the flower beds, TD would have no adverse comment from the view point of traffic engineering.

58. Vice-chairman Mr Randy YU said that since the site fell under the purview of Central and Western District, he suggested that the relevant government departments (including LCSD, TD and Highways Department) to conduct a site visit with IDC Chairman, Vice-Chairman and members concerned to look into ways to take forward the proposal. He had been unofficially communicating with some Central and Western District Council (DC) Members who would express support for pertinent needs of Islands District.

59. Ms LEE Kwai-chun proposed to invite representatives of the department responsible for horticulture maintenance to join the site visit.

60. The Chairman hoped that the relevant departments would visit the site with members concerned as soon as possible and follow up the relevant proposal.

(Ms Josephine TSANG left the meeting at about 5:50 pm, and Vice-chairman Mr Randy YU left the meeting at about 5: 55 pm.)

VII. Question on provision of a standard sports ground in Tung Chung  
(Paper IDC 134/2016)

61. The Chairman welcomed Ms TAM Yin-ping, Donna, District Planning Officer (Sai Kung & Islands) of PlanD and Ms LAW Lai Chun, Gladys, Senior Executive Officer (Planning) of LCSD to the meeting to give responses. The written replies of PlanD and LCSD had been sent to Members for perusal before the meeting.

62. Mr Eric KWOK presented the question.

63. Ms Donna TAM briefly presented the written reply of PlanD. In accordance with the recommendations of the Tung Chung New Town Extension Study, Tung Chung Area 138 was zoned “Government, Institution or Community” (about 3 hectares in area) and reserved for the development of a sports ground in the draft Tung Chung Extension Area OZP No. S/I-TCE/1. The detailed design and construction timetable of the sports ground would be further explored by the relevant departments.

64. Mr Holden CHOW said that he had proposed the construction of a standard sports ground in the last-term DC. He was aware that the Tung Chung New Town Extension Area had reserved land for a sports ground but the implementation would require many years to complete, thus he hoped that the relevant departments could expedite the progress and consider possible options to meet the needs of the district in the interim.

65. Mr Eric KWOK was dissatisfied with the written reply of LCSD, which stated that there was no plan for the provision of additional sports ground facilities in the Islands District (including Tung Chung) for the time being since there was already a sports ground in Cheung Chau. He said it was not feasible for Tung Chung residents to go to Cheung Chau to use the sports ground there and urged LCSD to expedite the construction of a standard sports ground on the reserved site in Tung Chung.

VIII. Question on large amount of garbage on the beach in Discovery Bay  
(Paper IDC 135/2016)

66. The Chairman welcomed Ms TAM Mee-yee, Greta, Senior Environment Protection Officer (Water Policy & Science) of EPD, Mr KWAN Yau-kee, District Environmental Hygiene Superintendent (Islands) of FEHD as well as Mr HAU Wing-man, Raymond, Deputy District Leisure Manager (Islands) of LCSD to the meeting to give responses. The Marine Department and Hong Kong Resort International Limited (HKR) had not arranged representatives to the meeting but had submitted their written replies for Members' reference. LCSD had also submitted its written reply for Members' reference.

67. Ms Amy YUNG presented the question.

68. Ms Greta TAM responded as follows:

- (a) The EPD conducted a study on marine refuse in Hong Kong in 2013 and 2014, and its findings showed that prevailing wind had a significant impact on refuse accumulation. Marine refuse could travel to Hong Kong via different routes or drift to the territory after long periods of time, and subject to natural factors such as wind speed, wind direction, sea currents and coastal terrain, thus the extent of refuse accumulation on individual beaches differed. The study also pointed out that in general, shorelines in the four areas in Hong Kong, including Tuen Mun, Tsuen Wan, Southern District and Islands District, tended to accumulate marine refuse more easily. In the summer when rainfall was high, refuse accumulated in local storm water drains or shorelines would be flushed into the sea, and certain refuse would be carried by the outflow of the Pearl River into the waters and coasts of Hong Kong.



- (b) The study indicated that most of the marine refuse originated locally. In times when nearby regions were affected by torrential rains or flooding, refuse could also have been flushed to the sea and drifted to Hong Kong. In addition, marine refuse could also be generated from ships at sea. As the sources of marine refuse were very complex and diverse, in the absence of detailed information, the Department found it difficult to verify and trace the sources.
- (c) The Government established the Inter-departmental Working Group on Clean Shorelines at the end of 2012 to enhance the coordination among relevant government departments to address the marine refuse problem in Hong Kong through a three-pronged long term strategy, namely, (1) reducing waste generation at source, (2) reducing the amount of refuse entering the marine environment, and (3) removing refuse from the marine environment. In addition, the Government would tackle the problem through enhancing shorelines cleansing work and public education to promote public awareness in clean shorelines, such as reducing the use of disposable items and proper recycling. Separately, EPD would continue to communicate and coordinate with relevant Mainland authorities on various regional marine environmental matters including marine refuse.
- (d) After the discovery of a large amount of marine refuse at some beaches in Hong Kong in July this year, Hong Kong and Guangdong agreed in September 2016 to set up the Hong Kong-Guangdong Marine Environmental Management Special Panel, under the framework of the Hong Kong-Guangdong Joint Working Group on Sustainable Development and Environmental Protection. The Special Panel was formally established and convened a meeting in October 2016 to discuss matters concerning the setting up of a notification and alert system on marine refuse as well as the follow-up actions on combating illegal marine dumping activities.

69. Mr KWAN Yau-kee said FEHD had provided its written response to the second question.

70. Mr Raymond HAU said that on the 9 beaches in the Islands District managed by LCSD, an average of 90 000 kilograms of refuse was collected every month from these beaches over the past year, more than the same period last year, mainly due to the large amount of marine refuse from June to August this year, whereas the amount of refuse collected from September onwards had returned to normal level.

71. Ms Amy YUNG said that the medical waste as shown on the photos attached to the question was found at Tai Pak Beach, instead of Sam Pak Wan Beach as stated by HKR in its written reply which claimed no medical waste was discovered at Tai Pak Beach. She expressed her gratitude to the environmentalists who self-initiated a cleanup at Sam Pak Wan Beach, where EPD collected several tons of refuse on each occasion. While EPD had been promoting the source separation of waste and had

put forward various waste reduction measures, it must continue its efforts, especially in dealing with marine waste and illegal marine dumping activities. In addition, she was pleased that Guangdong and Hong Kong had set up a special panel and conducted its first meeting in October, noting it was a step in the positive direction, and hoped that the panel could deliver results in future so that the efforts of EPD and the relevant government departments would not be in vain.

IX. Question on a gas explosion in Discovery Bay  
(Paper IDC 136/2016)

72. The Chairman welcomed Mr MOK Hing-man, Senior Electrical & Mechanical Engineer of EMSD and Mr CHAN Wai-ho, Division Commander (Marine and Off-shore Islands) of FSD to the meeting to give responses. Discovery Bay Services Management Limited and San Hing (LPG) Company Limited had not arranged representatives to the meeting but had submitted their written replies for Members' reference.

73. Ms Amy YUNG presented the question.

74. Mr MOK Hing-man responded as follows:

- (a) According to the records of EMSD, the underground gas pipe concerned had been in use for more than 30 years, thus was subject to a biannual pressure test by an independent third party. The last one was conducted on 28 December 2015 in compliance with safety regulations. In addition, under the Gas Safety Ordinance (Cap. 51), the owner of a LPG installation was required to employ a competent person every year to carry out inspections on the installation to ascertain that the installation was maintained and operated in accordance with the requirements, and the installation concerned was compliant with the statutory regulations. Therefore, the accident was believed to be caused by the aging of pipelines instead of human negligence or insufficient inspections.
- (b) After the accident, ExxonMobil replaced the pipes concerned, and install the original underground section above ground. To prevent similar incidents from recurring in Parkland Drive of Discovery Bay, EMSD had requested ExxonMobil to replace all 7 sets of similar underground pipes and install them above ground, and seal the underground wire ducts leading to the meter room, to prevent gases from passing to the meter room which was located in low level.
- (c) ExxonMobil would measure the thickness of the anti-corrosion coating on all underground pipelines in the estate in 2017 as an extra inspection measure to improve safety.

75. Mr. CHAN Wai-ho said that on 9 September 2016, the occurrence of the incident, the FSD personnel arrived at the scene and detected the presence of hydrocarbon gas inside the meter room of the building. They immediately informed the LPG supplier to turn off the gas supply device. Afterwards, FSD inspected the various facilities in the building and found no danger to the public. The Department had nothing to comment whether the accident was attributed by human negligence.

76. Ms Amy YUNG said that it was very fortunate that no one was injured in this incident which exposed the problem of aging pipes. Under the Ordinance, pipes over 30 years of age must be inspected every 2 years. The incident prompted the LPG supplier to perform inspection for the entire estate as well as replacing the pipes next year, which she opined as a positive approach. As the estate was built over 30 years ago, if not attended immediately, some of its facilities might have aged to the point where accidents would occur. She hoped the management company would take note of it.

(Post-meeting note: The supplementary information provided by FSD after the meeting had been submitted for Members' perusal on 16 January 2017.)

(Mr Holden CHOW left the meeting at about 6:15 p.m.)

X. Question on construction of public columbarium facilities at Sham Shui Kok Drive in Tsuen Wan  
(Paper IDC 137/2016)

77. The Chairman said that the written reply of the Food and Health Bureau (FHB) and the Food and Environmental Hygiene Department (FEHD) had been sent to Members for perusal before the meeting.

78. Ms Amy YUNG presented the question. She was disappointed at the written reply of FHB and FEHD. The proposed sites of the columbarium were close to Tung Chung, Pak Mong and Discovery Bay in Islands District but FEHD only consulted Tsuen Wan DC, while IDC was only provided with the circulation paper without being consulted. She considered that unfair. Although the concerned department would arrange a site visit for IDC Members and reassess the traffic impacts on Cheung Tung Road, she considered that insufficient. If IDC was not consulted, she would ask the Department to arrange representatives to come to Discovery Bay and brief the residents on the plan for a formal consultation.

(Post-meeting note: On 5 January 2017, FHB and FEHD arranged IDC Members to conduct site visit at the Sham Shui Kok sites and Sunny Bay MTR Station and answered the enquiries raised. FEHD staff and the representatives of Ove Arup & Partners Hong Kong Ltd. also attended the meeting of Traffic and Transport Committee under IDC on 17 January 2017 as requested to answer the enquiries.)

79. The Chairman hoped that interested members could join the site visit later at Sham Shui Kok to find out the impacts on the Islands District and convey their views to the relevant departments.

XI. Question on progress of relocation of Yat Tung Estate Hong Kong Jockey Club off-course betting centre  
(Paper IDC 138/2016)

80. The Chairman welcomed Mr Eddie POON, Head of Community Relations, Mr WONG Ting-wai, Retail Manager, Mr LO Fai-hung, Lewis, Assistant Retail Manager and Ms Joanne WONG, Asset Manager of the Hong Kong Jockey Club (HKJC) as well as Mr LI Ping-wai, Anthony, JP, District Officer (Islands) of Islands District Office (IsDO) to the meeting to respond to the question. The written reply of HKJC had been sent to Members for perusal before the meeting.

81. Mr Bill TANG presented the question.

82. Mr Eddie POON replied as follows:

- (a) In 2015, HKJC gave a detailed briefing to IDC in response to the enquiry raised by Mr Bill TANG about the relocation of Yat Tung Estate HKJC off-course betting centre. It had listened to the views of Members at the meeting and then actively followed up with The Link on the relocation. The representatives of HKJC later accompanied Mr Bill TANG, the District Officer (Islands) and the staff of IsDO to Yat Tung Estate Shopping Centre for site visit on several occasions to look for suitable sites.
- (b) As mentioned in Paragraphs 4 and 5 of the written reply, HKJC received a reply from The Link recently that a shop unit of comparable size to the current Tung Chung off-course betting centre was identified preliminarily in Yat Tung Estate Shopping Centre. As it was just at the preliminary proposal stage, the suitability and feasibility of the shop unit were yet to be confirmed, and no specific details (including the shop tenants affected) could be released for the time being. HKJC would conduct technical feasibility studies on the proposed shop unit in 2017 and update IDC timely when the outcomes of the studies were available.

83. Mr Bill TANG appreciated that Mr POON's team and the District Officer (Islands) had followed up the matter proactively over the past years, and he recognized the difficulty in finding suitable sites. On the proposed shop unit, he enquired about the timetable of relocation and whether HKJC would apply to HAB next year for a licence if the site was accepted by all parties (including the educational institutions nearby) and the technical feasibility studies were finalised, and if the relocation site was not accepted, whether the betting centre would continue to operate in the current site.

84. Mr Eric KWOK said that the betting centre was now situated on the ground floor below three kindergartens, which was against the principle of HKJC that no betting centre should be set up near the schools or youth centres. Back then, he had raised objections but the site was endorsed eventually, leading to many problems they were now facing. He hoped HKJC would relocate the betting centre the soonest possible, taking into account the views of the educational institutions and non-governmental organisations (NGOs) nearby. He pointed out that smoking was rampant near the betting centre during horse racing days and the environment was poor. He hoped that HKJC would monitor the situation.

85. Mr Eddie POON replied as follows:

- (a) On the timetable of relocation, HKJC would conduct technical feasibility studies on the proposed shop unit in 2017, including the associated facilities such as fire escape, fire appliances, power supply, air-conditioning, ventilation and drains and would discuss with the relevant departments, e.g. the Buildings Department and the Fire Services Department (FSD) on the layout plan. After the technical feasibility studies were finalised, HKJC was expected to apply to HAB for a licence formally in 2017 and IsDO would assist in local consultation.
- (b) HKJC agreed that the current site of the betting centre was not satisfactory. It was open-minded towards the relocation and would follow up on the matter. The proposed shop unit, which was located some distance away from the students/educational institutions, was tentatively regarded as suitable in the hope of lessening conflicts. The matter had been followed up proactively.
- (c) HKJC would consider the views of various stakeholders of the district during local consultation.

86. Mr Bill TANG proposed that HKJC and the District Office to contact the educational institutions in the district as soon as possible to gauge their views. He also hoped that HKJC would confirm after the meeting whether it had tried to find premises at the shopping centres in Tung Chung Areas 39 and 56.

## XII. Motion on provision of a public market in Tung Chung (Paper IDC 139/2016)

87. The Chairman said that the motion was moved by Mr Bill TANG and seconded by Mr Holden CHOW. The written reply of FHB and FEHD had been sent to Members for perusal before the meeting.

88. Mr Bill TANG introduced the contents of the motion.

89. The Chairman said Mr Holden CHOW could not arrive in time from the LegCo meeting to speak for the motion, and that he had asked Mr Bill TANG in writing before the meeting to speak and vote on his behalf.

90. Mr Bill TANG read out the written representation of Mr Holden CHOW on his behalf:

“ I am in support of identifying a site in Tung Chung for building a public market. I have been receiving comments from members of the public that the commodity prices in Tung Chung are high compared with other places. The choices are also limited. With the high transport costs, the residents have to pay more for food. As such, I supported the motion on provision of a public market in Tung Chung so that residents can have more food choices at reasonable prices. ”

91. Mr Eric KWOK concurred with Mr Bill TANG's views and proposed that a suitable site near Yat Tung MTR Station be identified for setting up a public market. He suggested to amend the motion as follows:

“ The IDC is in support of setting up a public market in Tung Chung New Town under the management of FEHD the earliest possible (during the term of the current Government if possible), and the proposed site should be near the grassroots neighbourhood (e.g. Yat Tung Estate MTR Station), selling wet and dried goods and fresh produce with a cooked food centre provided. ”

92. The amended motion made by Mr Eric KWOK was seconded by Ms Amy YUNG.

93. Mr Bill TANG supported the amended motion made by Mr Eric KWOK and he had submitted the site proposal to the Government.

94. The Chairman put the amended motion to vote by a show of hands. The vote was 13 for and none against or abstaining. The amended motion was passed.

XIII. Question on progress of district support centre for persons with disabilities in Islands District  
(Paper IDC 140/2016)

95. The Chairman welcomed Mr LAM Ding-fung, District Social Welfare Officer (Central Western, Southern & Islands) of the Social Welfare Department (SWD) to the meeting to respond to the question.

96. Mr Bill TANG presented the question.

97. Mr LAM Ding-fung said that in response to the objections from the Works Section of The Link Asset Management Ltd (The Link), he and the staff of Hong Kong Sheng Kung Hui Welfare Council (HKSKHW) met the representatives of The Link last week. After discussion, the Works Section of The Link had no further objections. In order to reach an agreement, SWD and HKSKHWC made numerous concessions and pledges, including that the works at the backstairs from the ground floor exit to the 3/F was to be carried out by HKSKHWC. After signing the lease with the Leasing Office of The Link, HKSKHWC would immediately submit the building plan to the relevant departments for approval and applied for funding for the renovation. The renovation work was expected to commence in the third quarter of 2017 after the building plan was approved and funding was secured from the Lotteries Fund.

98. Mr Bill TANG said that the special school in Tung Chung had made good progress but the work on the district support centre for the disabilities stagnated. He understood that SWD had done its best but the progress was far from satisfactory. Judging from the present progress, TWGHs Lok Kwan District Support Centre in Tung Chung could only be completed in 2018 at the earliest. All the three questions he raised at the meeting were related to The Link directly or indirectly. He condemned The Link for being un-cooperative, resulting in delay in the project. He thanked the representatives of the relevant departments for their support. If SWD encountered further problems or was forced to exert pressure on The Link in future, he was willing to give it a hand.

99. Ms Amy YUNG was pleased that the Department had given an explanation and been working closely with NGOs. The Link, as a listed company, should take up corporate social responsibility but instead hindered the works and caused delay in the project. She condemned The Link strongly and hoped the Secretariat would put the condemnations from her and Mr Bill TANG on record.

100. Mr Eric KWOK also condemned The Link and was willing to work with Mr Bill TANG to exert pressure to the company where necessary.

#### XIV. Progress on District-led Actions Scheme (Paper IDC 142/2016)

101. The Chairman welcomed Mr CHOW Chit, Joe, Assistant District Officer (Islands) of IsDO to the meeting to present the paper.

102. Mr Joe CHOW briefly introduced the contents of the paper.

103. Mr Eric KWOK praised the District-led Actions Scheme coordinated by IsDO, especially the mosquito control and weeding work in Yat Tung Estate.

104. Members noted and endorsed the paper with no comments made.

XV. Report on the work of the Islands District Management Committee (November 2016)  
(Paper IDC 143/2016)

105. Members noted and endorsed the paper.

XVI. Reports on the work of the IDC Committees and Working Groups  
(Papers IDC 144-150/2016)

106. Members noted and endorsed the paper.

XVII. Allocation of DC funds

(i) Up-to-date financial position on the use of DC funds  
(Paper IDC 151/2016)

107. Members noted and endorsed the paper.

(ii) Approval for Using DC Funds by circulation from 1 October to 30 November 2016  
(Paper IDC 152/2016)

108. Members noted and endorsed the paper.

XVIII. Date of Next Meeting

109. There being no other business, the meeting was adjourned at 6:42 pm. The next meeting would be held on 20 February (Monday) 2017 at 2:00 pm.

-End-