

(Translation)

Minutes of Meeting of Islands District Council

Date : 22 October 2018 (Monday)

Time : 2:00 p.m.

Venue : Islands District Council Conference Room,
14/F, Harbour Building, 38 Pier Road, Central, Hong Kong.

Present

Vice-Chairman

Mr YU Hon-kwan, Randy, JP

Members

Mr YUNG Chi-ming, BBS

Mr CHAN Lin-wai

Mr CHEUNG Fu

Mr WONG Hon-kuen, Ken

Mr FAN Chi-ping

Mr LOU Cheuk-wing

Mr WONG Man-hon

Ms YU Lai-fan

Ms LEE Kwai-chun

Ms YUNG Wing-sheung, Amy

Mr TANG Ka-piu, Bill, JP

Mr KWONG Koon-wan

Mr CHOW Ho-ding, Holden

Ms TSANG Sau-ho, Josephine

Mr KWOK Ping, Eric

Ms FU Hiu-lam, Sammi

Attendance by Invitation

Dr CHUI Tak-yi, JP

Mr LAW Sun-on, Gilford

Miss CHEUNG Hoi-ying, Irene

Mr CHAN Kwok-wai, Damian

Mr HUNG Ka-kui

Mr WAN Chi-kin

Under Secretary for Food & Health, Food and Health Bureau

Principal Assistant Secretary for Food and Health (Food)2,
Food and Health Bureau

Assistant Secretary for Food and Health (Food)7,
Food and Health Bureau

Assistant Director (Market Special Duties),
Food and Environmental Hygiene Department

Engineer/Maintenance 1A,

Civil Engineering and Development Department

District Engineer/General(2)B, Highways Department

Ms HON Tsui-san, Shirley	Senior Estate Surveyor/2 (District Lands Office, Islands), Lands Department
Mr LAM Ka-ho	Estate Surveyor/2 (District Lands Office, Islands), Lands Department
Mr TAM Wai-man	Senior Assistant Shipping Master/South, Marine Department
Ms YIU Yi-lun, Iris	Marine Officer/Licensing & Port Formalities (3), Marine Department

In Attendance

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

Secretary

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

Absent with Apology

Mr CHOW Yuk-tong, SBS	
-----------------------	--

Welcoming remarks

The Vice-Chairman Mr Randy YU welcomed Members and representatives of the government departments to the meeting. He said he would preside over the meeting as the Chairman was absent from the meeting due to other commitment. He introduced the following representatives of the government departments who attended the meeting:

- (a) Mr MOK Wai-hung, Acting District Environmental Hygiene Superintendent (Islands) of Food and Environmental Hygiene Department (FEHD) who attended the meeting in place of Mr KWAN Yau-kee;
- (b) Mr WONG Wai-hong, Deputy District Commander (Marine Port) of Hong Kong Police Force (HKPF), who attended the meeting in place of Mr Richard Brinsley Sheridan;
- (c) Mr WONG Yick-lung, Assistant District Commander (Crime) (Lantau) of HKPF, who attended the meeting in place of Mr HO Yun-sing; and
- (d) Ms LEE Sin-man, Senior Housing Manager (Hong Kong Island & Islands 2 and Management Control) of Housing Department (HD) who attended the meeting in place of Mrs CHEUNG LO Pik Yuk, Helen.

(Post-meeting note added by HKPF (Marine Port District):

Mr LAU Cheng-fung, SSP assumed the post of District Commander (Marine Port).)

- 2. Members noted that the Chairman Mr CHOW Yuk-tong was unable to attend the meeting due to other commitment.

I. Confirmation of the Minutes of Meeting held on 3 September 2018

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

- 4. The captioned minutes were confirmed unanimously without amendment.

(Since the guests of agenda item II had not yet arrived, the Acting Chairman indicated that other items would be discussed first.)

III. Question on temporary helipad in Cheung Chau (Paper IDC 110/2018)

- 5. The Acting Chairman welcomed Mr HUNG Ka-kui, Engineer/Maintenance 1A of Civil Engineering and Development Department (CEDD) and Mr WAN Chi-kin,

District Engineer/General (2)B of Highways Department (HyD) to the meeting to respond to the question. The Hospital Authority (HA) had provided a written reply for Members' perusal.

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

7. Mr HUNG Ka-kui said the staff of CEDD had conducted on-site visit to Cheung Chau Helipad with Mr KWONG Koon-wan and representatives of HyD and other departments on 19 September, and the maintenance proposal and cost estimate were subsequently made for the damage caused. Relevant information was submitted for consideration to HA, which was responsible for repairs of the helipad. After obtaining the consent of HA and the funding required, CEDD would carry out the repairs and maintenance immediately. The work was expected to commence in November and be completed in February the following year.

8. Mr WAN Chi-kin said that the Maintenance Section of HyD had been in close liaison with CEDD all along. Upon completion of seawall restoration by CEDD and its satisfaction with the stability of the platform, HyD would commence the road surface repairs.

9. Mr KWONG Koon-wan said that during the site visit last time, the departmental representatives suggested that work should be carried out to reinforce or chain the concrete bunds dislodged by typhoon. He inquired about the details, and asked whether other departments, besides HyD carrying out the road surface repairs, would assist in repairing the street lamps and cables after CEDD completed the seawall restoration.

10. Ms LEE Kwai-chun said that as the helipad was near the residential area, she hoped the relevant departments would complete the repairs expeditiously so that the helipad could be opened to the Government Flying Service for use. She enquired whether the repairs included repairing the coastal road leading to Kwun Yam Beach.

11. Mr HUNG Ka-kui said that besides installing metal poles to chain the concrete bunds to reinforce their stability, CEDD would further place rock-armoured bunds along the concrete bunds for protection. The seawall reinforcement work was included in the work schedule. After completion of the seawall reinforcement work, HyD would be contacted to repair the street lamps, cables and pipes. HyD would carry out the road repairs while the work at the helipad began concurrently. CEDD would coordinate with the departments concerned to ensure early reopening of the access road and helipad. As a barge would be used to lift heavy objects, no temporary access would be open to the public when the work was in progress.

12. Mr YUNG Chi-ming said that with the residential area in close proximity, the noises of helicopter operations at the temporary helipad would cause disturbance to residents. He hoped the relevant departments would maintain close liaison and co-

operation so that the works at the helipad and the connecting road section could be completed within 4 months as scheduled.

13. Mr HUNG Ka-kui said that CEDD would maintain close liaison with HyD and report the work progress timely so that preparation could be made by the relevant departments beforehand for a smooth handover.

14. Mr CHAU Chun-wing, Tomy said that the Leisure and Cultural Services Department (LCSD) would continue collaborating with the relevant government departments for providing emergency medical services in closing the Cheung Chau Sports Ground for serving as the temporary helipad before completion of the repair works to the Helicopter Landing Site.

IV. Question on Discovery Bay Marina Club requesting over 200 yachts to be relocated in 4 months
(Paper IDC 111/2018)

15. The Acting Chairman welcomed Ms HON Tsui-san, Shirley, Senior Estate Surveyor/2 (District Lands Office, Islands)(DLO/Islands) and Mr LAM Ka-ho, Estate Surveyor/2 (DLO/Islands) of Lands Department (LandsD) as well as Mr TAM Wai-man, Senior Assistant Shipping Master/South and Ms YIU Yi-lun, Iris, Marine Officer/Licensing & Port Formalities (3) of Marine Department (MD) to the meeting to respond to the question. A written reply had been provided by the Discovery Bay Marina Club (DBMC) for Members' perusal.

16. Ms Amy YUNG presented the question briefly.

17. Ms Shirley HON said that according to the master plan of Discovery Bay (DB), DBMC was situated at DB Area 22 which was presently designated for "Marina Club". There was no provision in the master plan restricting the number and size of berthing spaces. Concerns had been raised about the closure of berthing spaces by DBMC. After review of the relevant lease conditions, the LandsD considered that the concerned arrangement did not constitute any breach.

18. Mr TAM Wai-man said that issues relating to land lease were not within the purview of MD. DBMC was a private sector operated and managed under the land lease, and MD did not know the number and size of berthing spaces therein. Therefore, enquiries should be made to DBMC direct about the arrangement during renovation and the priority right to use the berthing spaces afterwards.

19. Ms Amy YUNG expressed her views as follows:

- (a) She regretted that HKR International Ltd (HKRI) had, for years, never attended the district council meeting to respond to questions upon

request. She did not think a written reply would suffice as the company did not arrange any representative to address the impromptu follow-up questions. She hoped the Secretariat would check the follow-up letters sent to HKR previously after the meeting. She wanted to continue to follow up on the questions which were not yet answered.

- (b) She did not think MD had explained clearly whether it was legal to live onboard the yachts. As far as she knew, MD had never sent personnel to inspect the DBMC or board the yachts for inspection, and the houseboat owners were led to believe that it was legal to live onboard. DBMC provided daily living facilities such as water and electricity, Internet access and sewage treatment, etc. for houseboat owners living onboard. Apart from charging fees for usage, the club added on the bills and contract a remark “live onboard”. She asked MD whether the documents were checked or an inspection was conducted inside DBMC or on the vessels. If the department did not handle the matter according to legal procedures, the houseboat owners would be led to believe that there was nothing wrong with living onboard.
- (c) She opined that the written reply of DBMC was not detailed enough, nor did it answer the question clearly. For instance, while the written reply stated that the yachts in the berthing spaces were required to comply strictly with the terms and conditions of the club and the requirements of the contract, there was no mention whether houseboat owners were permitted to live onboard under the contract or if the provision of water, electricity, LPG, sewage facilities and Wi-Fi connection etc. by DBMC was in accordance with the shipping legislation.
- (d) The written reply said DBMC had been maintaining direct communication with its members. In fact, after the club issued a notice in September this year informing the houseboat owners to leave within 4 months, the members had demanded for communication but DBMC did not respond to questions at the meeting with the members. It had no intention to communicate at all. Last week DBMC issued an “ultimatum” allowing an extension of the berthing period for 3 months but with harsh terms, including the closure of DBMC during the extension period, suspension of water and electricity supply, payment of a deposit of \$150,000, a one-off payment of 3 months’ berthing fee, insurance cover for the trawlers of the club, withholding the bonds purchased by members so that they could not redeem at due value and that members agreeing to the 3-month extension signed up before the specified solicitor of DBMC (the content of the agreement could only be read at the solicitor office). She opined the arrangement not only unreasonable but irrational and illegal. She urged MD to consider whether such an irresponsible company should continue to operate DBMC.

20. Mr Eric KWOK asked whether MD had a duty to provide sufficient berthing spaces for local yachts. He said over 200 houseboat owners in DB were facing eviction and the Government should have a duty to assist with relocation as HD and Home Affairs Department (HAD) resettled the displaced residents on land. He also asked if the houseboat owners could not reach an agreement with HKRI, whether MD and relevant departments would consider providing berthing places (e.g. Hei Ling Chau Typhoon Shelter) with basic necessities until they found a suitable and permanent berthing location.

21. Mr TAM Wai-man responded as follows:

- (a) According to the marine legislation, yachts could only be used for pleasure purposes and not for dwelling. At present, there were only 4 licensed dwelling vessels in Hong Kong which did not involve any yachts in DB.
- (b) The contract between DBMC and its members was purely a commercial dealing which did not fall within the purview of MD.
- (c) The Government was strive to provide shelter for local vessels. Based on the present assessment, there would be sufficient spaces for local vessels to take shelter by 2030.

22. Ms Amy YUNG expressed her views as follows:

- (a) She was disappointed that MD did not answer her questions. She asked whether MD inspected DBMC or went onboard the vessels for inspection, but MD claimed that the business dealing between DBMC and the tenants was not within its purview. She questioned whether MD turned a blind eye to illegal contracts. There were over 50 houseboat owners facing eviction launching a protest at the meeting. If MD had handled the houseboat dispute properly at the outset, what was happening today might have been avoided. Some of the affected houseboat owners had already been living onboard for 20 years, but over the years MD had failed to perform its duty which amounted to a de facto consent for DBMC to offer membership to houseboat owners living onboard. She reckoned MD was aware of the situation and if not, it failed to perform its duty and she would file a complaint with the Ombudsman.
- (b) The decision of DBMC had widespread consequences, involving houseboat owners of more than 50 nationalities, the dwellings of almost 1 000 people and 200 vessels. Some people had mortgaged their yachts and were now facing bankruptcy. MD had a duty to provide a safe and suitable berthing place for the affected yachts until new berthing locations were found.

- (c) She stressed that the people affected were of different nationalities, many of them taking up top positions of multinational corporations. If foreign professionals' treatment scandal spread, Hong Kong's reputation would be seriously tarnished. She opined that HKRI totally disregarded its corporate social responsibility, making almost a thousand people incur significant losses. She inquired whether the department would continue to grant a licence for it to operate DBMC.

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

- (a) He noticed that HKRI ignored the district council's repeated requests for attending the meeting to respond to Members' questions squarely. It just provided a written reply and had no respect for the Council. A reprimand should be given. The matter involved people's dwellings and assets. The 2-page reply hardly sufficed, and nobody could believe that was the conduct of a listed company, an evidence that it did not fulfill the corporate social responsibility.
- (b) He considered the Hong Kong government system inadequate, and pointed out that many European and American countries issued licences to live-aboard vessels but Hong Kong had stopped doing so. As Hong Kong was experiencing a land shortage, and if there were people preferring an alternative way of life, he opined that the Government should formulate a long-term policy to support it to relieve the housing pressure on land.

24. Mr Eric KWOK said that the Legislative Council (LegCo) had discussed the problem of insufficient berthing spaces for vessels including yachts twice, in July last year and May this year respectively. The representative of MD had replied too hastily that there were enough berthing spaces. If that was the case, the 200 houseboat owners would not have faced the dilemmas over berths. The department was unreasonable by including the berthing spaces in remote areas in the New Territories. Their problem had to be solved. The prevailing law forbade people to live onboard but some houseboat owners had lived on the vessels for more than 20 years and a "floating community" had been progressively developed. Risks and opportunities were two sides of the same coin. The department could take this opportunity to review and perfect the present infrastructure, and consider developing a "floating community" in Hong Kong to promote its international image.

25. Mr Bill TANG said while DBMC should know the government policy related to yachts, MD should be fully aware of the operation mode of the club. He recognised there were grounds for lodging a complaint to the Ombudsman. Regarding whether it was appropriate for boaters to continue to live onboard, he had no comment but for the sake of safety, the Government should first relocate the yachts facing eviction to somewhere else in the vicinity.

26. Mr Holden CHOW said although the written reply of DBMC pointed out that “live onboard” was different from “dwelling”, the houseboat owners was led to believe that it was lawful to live onboard. Apart from relocation, he was concerned about the future arrangement of DBMC, e.g. whether the new contract would state explicitly whether the houseboat owners could live on boats or not. He was afraid if DBMC stated that they could while they were not permitted to do so by law, the houseboat owners might enter into the agreement without a clear understanding of the content. Since no representative of DBMC attended the meeting, he could not enquire of further details.

27. Ms Josephine TSANG said DBMC had charged berthing and other fees for years but without specifying clearly the living aboard issue. She opined that HKRI, which was responsible for overseeing DBMC, was obliged to find out the details and make an early move to prohibit the houseboat owners from living aboard to avoid any misunderstanding. The request of DBMC for the yachts to leave now without any relocation arrangement amounted to forced eviction. MD said there was enough space for vessels to take shelter but she opined that provision of space for shelter was not enough. The department should help to relocate the vessels. She said HKRI had never arranged representatives to attend the meeting to respond to questions, forestalling direct communication between both sides. HKRI showed no respect for IDC. She hoped the relevant departments would coordinate to help houseboat owners get out of the predicament.

28. Ms Amy YUNG expressed her views as follows:

- (a) She was grateful that the District Officer Mr Anthony LI coordinated to arrange relevant departments to meet the affected DB houseboat owners. There were now 2 months to go before the deadline set by DBMC. She hoped that the various departments would do their utmost to assist, and Members would be supportive and understanding. Since time was tight, she hoped the District Officer would relay the above to the Chief Executive and make a special arrangement under a special situation to help almost a thousand houseboat owners solve their dwelling problem.
- (b) She said there was still no option to solve the matter. Regarding the proposal for relocating the vessels to Hei Ling Chau Typhoon Shelter, she said the winds and waves were high in Hei Ling Chau and might not be suitable for pleasure boats. There were also concerns about daily living, transport infrastructure and access to school, etc.
- (c) She emphasised that the affected houseboat owners involved several ten people of different nationalities. If the matter was not handled properly, the image of Hong Kong as a whole would be adversely affected, leaving people with the impression that the Hong Kong Government connived at the unacceptable treatment of foreigners by a listed corporation. She

hoped the District Officer would collaborate with various departments to deal with this matter.

- (d) She pointed out that some legislations in Hong Kong were already outdated, e.g. the ban on smoking onboard had been abolished in other major cities. She hoped that the idea of developing a floating community in our city surrounded by water would be considered seriously to ease the housing problem and serve as a tourist attraction.

29. Mr KWONG Koon-wan urged HKRI to give a definite completion date. It was a listed company and would spark public speculation if it withheld the completion date deliberately or caused an unreasonable delay to the works, hence an impact on its share price and income. The shareholders could file a complaint with the Securities and Futures Commission. Noting that the written reply did not provide the renovation details, he opined that the company was obliged to provide details such as a definite completion date, facilities upgraded and whether the existing members would be accorded priority to the use of the club after renovation.

30. Mr TAM Wai-man responded as follows:

- (a) As he was not responsible for enforcement matters, he was unable to provide information about inspections conducted.
- (b) The granting of licence to HKRI for operating DBMC was not the purview of MD.
- (c) MD had conducted an assessment between 2014 and 2015 which reported that the existing sheltered space in Hong Kong could cater for demand till 2030. And MD's reply above was based on the executive summary of the assessment report. The executive summary could be downloaded at MD's website.
- (d) MD had received enquiries from some of the DBMC's members by telephone and email, and had discussed with them regarding the berthing arrangement. More than 100 applications had been received for permission to lay private mooring at Hei Ling Chau Typhoon Shelter and these applications were being processed. The vetting and approval process would be completed as soon as possible to allow vessel owners to use the private moorings.

31. The Acting Chairman invited the guests to respond to the question concerning the licensing of DBMC but no department gave response. He said he would check with the Secretariat after the meeting about the department responsible for licensing.

32. Mr Anthony LI noted that MD was actively following up on the matter and processing the applications for using private buoys at Hei Ling Chau Typhoon Shelter

to help the affected vessels. Earlier on, the District Office had a meeting with Ms Amy YUNG, a few representatives of DBMC members and representatives of the relevant departments to discuss the matter.

33. The Acting Chairman said the matter was being followed up by Ms Amy YUNG, member of the constituency and the District Officer would provide assistance where appropriate. The IDC would also continue to monitor the development.

V. Question on Discovery Bay Marina Club refusing shelter for yachts when Typhoon Mangkhut hit Hong Kong
(Paper IDC 112/2018)

34. The Acting Chairman welcomed Mr TAM Wai-man, Senior Assistant Shipping Master/South and Ms Iris YIU, Marine Officer/Licensing & Port Formalities (3) of MD to the meeting to respond to the question.

35. Ms Amy YUNG presented the question.

36. Mr TAM Wai-man responded as follows:

- (a) The DBMC was a private sector which was operated and managed under the reversion land lease. It was the business of a private property to decide whether or not to allow pleasure vessels to enter and use its facilities, and MD might not intervene in the matter.
- (b) During the passage of typhoons, local vessels could enter and take refuge in typhoon shelters; and Hei Ling Chau Typhoon Shelter and Cheung Chau Typhoon Shelter were situated near DB. According to the department records, during the passage of Typhoon Mangkhut, there were vacant spaces in the 2 typhoon shelters above still available for use by local vessels.
- (c) Regarding accidents involving vessels due to Typhoon Mangkhut, MD recorded 1 vessel was being washed ashore at Nim Shue Wan by the typhoons. The case was now being followed up and investigated by the relevant personnel.

37. Mr Ken WONG was concerned about a vessel being stranded at Nim Shue Wan. Villagers had complained that the vessel was blocking the access at Cheung Sha Lan, with its wreckage lying on the farmland and had asked MD to clear the area. MD however said that the vessel was lying on land and not at sea and the case should be referred to District Lands Office/Islands (“DLO”). He opined that MD should exercise its supervisory duty and inform the vessel owner to remove the wreckage as soon as possible. If the owner had confirmed the surrender of the vessel in writing, MD should remove the wreckage.

38. Ms Amy YUNG expressed her views as follows:

- (a) She opined that MD had a duty to ensure the safety of local vessels especially during typhoons. Typhoon Mangkhut came in extraordinary speed and vessels sailed to Hei Ling Chau or other typhoon shelters from DB took time. She did not think the suggestion of MD to take refuge at nearby typhoon shelters would work.
- (b) The vessel involved was originally moored at Nim Shue Wan next to DBMC. Some vessel owners were members of DBMC and it would be most convenient and quickest for the vessels to take refuge at DBMC. It was unreasonable for DBMC to refuse to provide assistance to vessels in distress, and MD or other departments should consider seriously whether to grant licence to HKRI to continue operating DBMC. If a company refusing to fulfill corporate social responsibility was allowed to continue carrying on a business, something with more serious and widespread consequences would happen. In addition, she hoped that disclosure was made for the public to know that a listed company was treating the members and nearby residents unreasonably.
- (c) Typhoon Mangkhut had caused havoc and road subsidence in Nim Shue Wan. Some residents were left homeless and faced problems in their daily lives. DB residents organised a volunteer team to give them assistance over the following days, e.g. buy food and transport it by golf carts to the people affected and help clean up the streets, etc.
- (d) She found that as a listed corporation, HKRI exploited legal loopholes to commit wrongdoings and subject the residents and members to unreasonable treatment which was outrageous. She reprimanded it strongly again for what it did.
- (e) She believed that various departments should have received a number of complaints and hoped that they would carefully review the operation of the company and consider whether such a selfish company should be allowed to continue to carry on a business.

39. Mr TAM Wai-man responded as follows:

- (a) Vessels being washed ashore by wind might not be within the purview of MD. It was learned that the case had been referred to DLO for follow up. MD could provide assistance where necessary.
- (b) MD noted the views of Ms YUNG and reiterated that the licensing of DBMC was not within the purview of MD.

40. Ms Josephine TSANG said the representative of MD expressed that vessels carried ashore by wind was not within the ambit of the department and the case had been referred to DLO for action. She opined that it was an irresponsible reply.

41. Mr Ken WONG guessed that the vessel blown to Nim Shue Wan still had a valid licence but it was unclear if its owner had signed the papers giving up the vessel. He asked MD to check whether the owner had indicated explicitly the surrender of the vessel to avoid misunderstandings in case other people or departments dealt with the wreckage without the owner's consent.

42. Mr Holden CHOW said that there should not be a lack of coordination among departments when they engaged in the post-typhoon recovery work. The city was strewn with fallen trees after the attack of Typhoon Mangkhut. The HyD, the Police, Transport Department (TD) and LCSD, etc. worked closely in the recovery process. He hoped MD would not shirk responsibilities in the post-typhoon recovery work, otherwise the matter could not be resolved effectively.

43. Mr Eric KWOK said that DBMC under HKRI earned a handsome amount of income every year by recruiting members and charging hefty berthing and membership fees. He asked DLO whether the bay area where DBMC was situated was under the ownership of HKRI, and if not, it made hefty profit from government land.

44. Mr TAM wai-man said the department had discussed with Mr Ken WONG many times regarding the vessel, and he believed Mr WONG knew the way vessels on land would be dealt with. Although the dealing of vessels on land was not within the ambit of MD, the department was ready to provide assistance where necessary.

45. Mr LING Ka-fai said the mooring area of DBMC was under the ownership of HKRI. DLO would check and confirm with Mr KWOK after the meeting.

(Post-meeting note: DLO checked the relevant land lease documents after the meeting and confirmed that the mooring area of DBMC was situated in the private area of DB which was granted to HKRI.)

46. Mr Eric KWOK thanked DLO for its reply and hoped that it would report to IDC after checking the relevant record. He said the use of public place for hefty gains involved legal issues and should be brought to court for determination as the case of hawking without a licence. If DLO confirmed that HKRI had been operating DBMC in public place, Mr KWOK opined that it necessitated legal actions.

47. Mr Ken WONG expressed his views as follows:

- (a) He asked MD again whether the owner had signed the papers giving up the vessel. If the owner had not yet given it up, the vessel should continue to be kept under watch by MD. The department should contact the vessel owner for handling the remains. If the vessel owner

confirmed giving up the vessel, the remains would then be deemed as refuse on land.

- (b) DBMC had not yet explained the reason for refusing entry to 6 vessels, whether it was because the berths were full or for whatever reasons. When he knew the full force of the typhoon, he requested MD via the district office that day to appeal to vessel owners to take shelter, and MD also deployed vessels for duty and follow-up actions but some vessels were still blown ashore by the typhoon. He said when there was a typhoon, some vessels were always blown over to Nim Shue Wan and damaged. He hoped the vessel owners and MD would exercise their duties and bring the vessels to a safe location.

48. Mr TAM Wai-man said he had little information about the said case at the moment and would reply to Mr Ken WONG after checking the details.

49. The Acting Chairman requested MD to check whether the vessel blown ashore to Nim Shue Wan still had a valid licence and if the owner confirmed giving it up and asked MD to help clear up the remains. He also requested DLO to check the location of the vessel and send the information to Members. Lastly, he requested the Secretariat to issue a letter to HKRI and ask for the reasons for refusing entry to vessels during the hit of Typhoon Mangkhut.

(Post-meeting note: According to the information of DLO, during the hit of Typhoon Mangkhut, several vessels were blown ashore to the Government land or private land in Nim Shue Wan. DLO would cooperate with MD actively to handle the vessels. Meanwhile, MD reported that the licence of the vessel concerned remained valid until March 2019 and the owner had not signed any paper giving up the vessel. MD was ready to provide appropriate assistance where necessary.)

II. The development of a new public market at Tung Chung Town Centre (Paper IDC 109/2018)

50. The Acting Chairman welcomed Dr CHUI Tak-yi, JP, Under Secretary for Food and Health, Mr LAW Sun-on, Gilford, Principal Assistant Secretary for Food and Health (Food)² and Miss CHEUNG Hoi-ying, Irene, Assistant Secretary for Food and Health (Food)⁷ of Food and Health Bureau as well as Mr CHAN Kwok-wai, Damian, Assistant Director (Market Special Duties) and Mr MOK Wai-hung, Acting District Environmental Hygiene Superintendent (Islands) of FEHD to the meeting to present the paper.

51. Dr CHUI Tak-yi and Mr Damian CHAN presented the paper.

52. Mr Holden CHOW expressed his views as follows:

- (a) Members had proposed to build a public market in Tung Chung Town Centre as early as 2014, and he had written to the current-term Chief Executive 4 times to reflect the aspiration. Earlier on, the Government unveiled a plan to develop the project at the new reclamation area which would take over 10 years to complete. He was grateful that the Government now implemented the public market project at Tung Chung Town Centre.
- (b) There were not many restaurants in Tung Chung, and residents were concerned whether the new public market would provide a cooked food centre. He proposed that a cooked food centre be provided to cater to the residents' aspiration.
- (c) The new market would be situated at a public transport interchange (PTI) near the existing Tung Chung MTR Station. The location was convenient but the design for the PTI was outdated, and traffic congestion occurred frequently. Members had suggested a number of improvement options. Construction of the public market might lead to worsening of traffic condition. It was hoped that the relevant departments would address the traffic issue when building the market. At present many feeder buses travelling within or beyond the district picked up and dropped passengers at the PTI. He wanted to know the temporary traffic arrangement during the construction period.
- (d) To his knowledge, the layout plan for Tung Chung New Town had set aside the site for housing development. The residents nearby were extremely concerned about the building height and he hoped the relevant departments would take into consideration their concerns when designing the new public market.

53. Mr Eric KWOK expressed his views as follows:

- (a) He was pleased that the Government implemented the market project at Tung Chung Town Centre. The site identified was not only close to the locations of 3 mega projects, i.e. Hong Kong-Zhuhai-Macao Bridge (HZMB), the three runway system and SkyCity but could also cater to Tung Chung residents' aspiration for years.
- (b) He proposed an underground car park for the new public market and retaining the existing at-grade PTI for feeder buses travelling within and beyond the district to pick up and drop passengers and for goods vehicles to load and unload goods.

- (c) Vehicles plying between the site and urban areas or the airport would pass through Hei Tung Street, Tat Tung Road and Shun Tung Road. The traffic volume therein would increase sharply after the completion of the new public market. Bottleneck might occur. He proposed that HyD and TD build new roads to divert traffic.
- (d) The buildings next to Citygate were about 5 to 6 storeys high. Wall effect might be created if the proposed new market complex was too tall. He suggested providing greenery on the rooftop and more sitting-out areas.
- (e) He, on behalf of Tung Chung Community Development Alliance, requested the department to provide the dates of commencement and completion of the proposed new public market. He asked whether it would be managed by FEHD after completion and how it was to be managed in line with other commercial facilities developed. On the other hand, a market management consultative committee was set up for each market previously built and he asked whether a similar committee would be set up for the new public market with residents appointed as members.

54. Ms Sammi FU expressed her views as follows:

- (a) She welcomed the construction of a new public market on the existing land to cater to residents' aspiration. As the process involved was complicated, she hoped the department would provide a definite schedule of the project and set up a temporary market.
- (b) The market in Tung Chung was not of big scale and there were not many choices on offer. There were also just a few restaurants. The residents hoped that a multi-purpose complex would be built to provide adequate stalls and a cooked food centre. Noting that the proposed public market only had 2 storeys, they were afraid it could not cope with the rising demand from a growing population.
- (c) There were bus stops, a taxi stand and a residential bus stop for Caribbean Coast on the site identified. To avoid disruption of residents' lives, she proposed that a relocation plan be made soonest possible and that a study be conducted to minimise the traffic impacts as a result of goods vehicles loading and unloading goods at the market.
- (d) Regarding the management of the new public market, she was concerned whether FEHD could co-operate with the developers managing the commercial facilities. She suggested that resident representatives be appointed as members of the market management consultative committee.

55. Mr Bill Tang expressed his views as follows:

- (a) There were not many goods on offer in the market of Tung Chung and the prices were higher than other districts. He was pleased that the Government build a new public market on the existing land to expedite the construction and cater to people's aspiration for years.
- (b) The site identified for the new public market met public expectation, but he considered the On Tung Street Soccer Pitch situated between Yat Tung Estate and Fu Tung Estate was more suitable. The soccer pitch was originally planned for providing supporting facilities for North Lantau Hospital but the commencement of the project was nowhere in sight. Instead of being left idle or used for building some useless supporting facilities, it would better be used for setting up a public market. When the public market was completed, the traffic on Tat Tung Road would become very busy, probably with traffic queues like Tai Po Hui market. Under the premise that the project completion date would not be affected, he proposed using the site of soccer pitch to avoid congestion at Tat Tung Road in the future.
- (c) With proximity to the airport, there should be 24-hour shops in the district to cater for residents' and tourists' needs. Unlike Tsuen Wan and Kwai Chung, Tung Chung did not have restaurants operating till midnight. The management of shopping centres was in rigid old style without personality. Since a cooked food centre could be run more flexibly, and the eateries could operate till midnight, he proposed the provision of a cooked food centre in the new public market with the unique character of Tung Chung to cater to the needs of the locals and tourists.
- (d) He objected to the outsourcing of market operation as it would affect the survival of small businesses, making the negotiation of tenancy renewal difficult. He agreed that measures such as the Quota and Points System could enhance the present management of FEHD and prevent assigning the lease to a third party or using the flats as storerooms.

56. Ms Amy YUNG supported the construction of a new public market as the residents of Tung Chung and DB could benefit. To prevent big crowds gathering at the bus terminus at Citygate, she suggested retaining the DB residential bus stop and taxi stand at the site with the proposed market on the floors above.

57. Mr FAN Chi-ping said that although the proposed new public market would be easily accessible, the PTI was very busy during morning peak hours and congestion would be worsened during the construction period if the market was to be built there. Moreover, the increasing pedestrian traffic after the completion of the market would

also lead to the roads nearby overburdened. As such, he proposed changing the site to On Tung Street Soccer Pitch. As there would be significant growth of population in Tung Chung, the proposed 2 storeys for the market would be unable to accommodate a cooked food centre and sufficient stalls. He suggested the addition of one more storey.

58. Mr Damian CHAN made a consolidated response as follows:

- (a) FEHD would consider whether there was the need for a cooked food centre in light of the local situation, and if yes, the mode of operation such as in the form of cooked food stalls offering takeaways.
- (b) Experience revealed that the stalls scattering within a market of 1 to 2 storeys would be most convenient to customers as there would be relatively fewer customers on higher floors. The department suggested the market should have 2 storeys and the size and number of stalls could be adjusted to provide a better shopping environment for customers.
- (c) According to the preliminary design, the ground level of the building would be reserved for in-situ reprovisioning of the PTI with the new public market on the first two floors.
- (d) The lot would be developed by private developers through land sale. The greening requirement would be looked into in details.
- (e) Regarding the completion schedule, as the project involved land sale which was time-consuming, the preliminary works and technical feasibility study would be commenced expeditiously to tie in with the land sale programme undertaken by the relevant department.
- (f) The current planning was formulated based on the assumption that the new market would be managed by FEHD upon completion. FEHD was reviewing comprehensively the management mode of the existing markets and would keep an open mind towards outsourcing or other management modes. FEHD was also studying on enhancement of the existing market management consultative mechanism.
- (g) FEHD had considered other suggested locations, but found the site in the vicinity of a MTR station is the optimal one as the new market should be positioned as one serving a wide community in the district.

59. Mr MOK Ying-kit, Kenneth said the PTI near Tung Chung MTR Station was built 20 years ago and the capacity of PTI had not factored in the new development projects. Traffic impact assessment would be conducted and mitigation measures would be explored. Members' views would be taken into account to ensure that the increasing traffic could be coped with upon implementation of new development

projects. CEDD was now studying the temporary traffic arrangement at PTI during the construction period. TD would maintain close liaison with CEDD and provide advice as necessary. The department would consider Members' views thoroughly on in-situ reprovisioning of DB residential bus stop and taxi stand, and make appropriate arrangement to facilitate passenger interchange for MTR.

60. Mr Eric KWOK enquired about the building height of the proposed new public market since wall effect would be created if it was too tall. Some residents and tourists complained about inadequate restaurants in Tung Chung area. He hoped that a diverse cooked food centre would be provided in the district to stimulate tourism industry. Hei Tung Street of urban area or airport direction was always suffered from traffic congestion, and the traffic worsened after the opening of HZMB. Apart from providing sufficient parking spaces, he hoped the relevant departments would explore traffic diversion measures when considering town planning.

61. Mr Holden CHOW requested to have a cooked food centre inside the new public market to cater for residents' aspirations for years. Regarding the temporary traffic arrangement, he hoped that the bus stop and taxi stand would be retained in-situ and that the department would draw reference from previous experience when making the traffic arrangement for PTI during the construction period. As there was a shortage of parking spaces in the area, he suggested that more parking spaces be provided in the project.

62. Mr Bill TANG hoped that a concrete timetable could be provided so that the public would know the details such as the date of land sale and date of completion of the project.

63. The Acting Chairman also hoped that relevant provisions would be included in the land sale to respond to Members' aspirations.

64. Ms Josephine TSANG said that with its proximity to the airport, there were plenty of tourists in Tung Chung. The cooked food centre should not only provide takeaways but also specialty gourmet food so that tourists could have a taste of local food after arriving at or before leaving Hong Kong. If the market of 2-storey high was to house a cooked food centre, putting raw and cooked food side by side would lead to food safety problem. She suggested to make a more optimal use of land and build a 3-storey market.

65. Mr Holden CHOW said that in general, a public market provided cooked food stalls for people to eat in. The residents hoped that the Tung Chung new public market provided similar facilities, and he objected that only takeaways were to be provided in the cooked food centre of the new market. He suggested that a 3-storey market be built and that it would be more ideal if the new market was managed by FEHD rather than a contractor.

66. Mr Damian CHAN reiterated that FEHD would not rule out the possibility of

setting up a cooked food market or cooked food stalls offering takeaways at this stage.

67. Ms TAM Yin-ping, Donna said that according to the statutory outline zoning plan (OZP), the building height within the site should not exceed 100mPD. Therefore, the building height would be lower than that of Fu Tung Estate and Tung Chung Crescent nearby. It was stipulated that the building height would increase gradually from the waterfront to inland area, ascending from several ten mPD to about 100-200 mPD. The Planning Department conducted air ventilation and visual impact assessments when preparing the OZP with various land use zones and height restrictions, and considered the proposed height as appropriate. Given that higher floor-to-floor height was required for commercial facilities, the building would comprise no more than 30 storeys with the height restriction imposed. Under the current planning, a PTI would be provided on the ground level with the market and commercial facilities on the floors above.

68. Mr Holden CHOW said that although the building height was restricted to 100 mPD, he hoped that the relevant department could reduce the height where appropriate to minimise the impacts on residents.

69. Mr Damian CHAN said that a feasibility study on the project was underway. Although a definite land sale schedule was unavailable, he believed that the developer would commence work expeditiously after the granting of land.

70. Mr Bill TANG said the project was a partnership of the Government and private developers and consulted whether funding approval of LegCo would not be required. He enquired about the facilities included in the commercial development and whether a shopping mall and eateries, if included, would lead to unhealthy competition with the market and cooked food centre.

71. Mr Damian CHAN said that FEHD was still considering the specific arrangement for the development, and if necessary, would seek funding from LegCo for construction of the market. Regarding the management of the market, its operation would be independent from the rest of the commercial development.

72. Ms Donna TAM said according to the OZP, the site was already designated for commercial use which could be used for retail, office or hotel purposes, etc. At present there was no designation for a particular commercial use. If the relevant departments recommended to impose restrictions on a particular use under the land lease conditions, the department would consider the recommendation. There would not be restrictions on the particular commercial uses on the OZP.

73. The Acting Chairman hoped that the department would consider setting up a cooked food centre in the market and provide the timetable as soon as possible.

VI. Question on taking over maintenance responsibility for the passageway at Pak Mong
(Paper IDC 113/2018)

74. The Acting Chairman welcomed Mr WAN Chi-kin, District Engineer/General(2)B of HyD to the meeting to respond to the question.

75. Mr WONG Man-hon briefly introduced the question.

76. Mr WAN Chi-kin said it was known that TD had replied to Mui Wo Rural Committee on 21 August this year that it was mainly responsible for maintenance of public roads but not village roads. Pak Mong passageway was an unnamed village road, which would be handled by HyD according to the general arrangement for village roads. Upon completion of works, the passageway would be handed over to DLO/Islands and the future repairs and maintenance would be carried out by IsDO.

77. Mr WONG Man-hon said that the written reply of TD was received last week. He said that the maintenance and repairs of Cheung Tung Road was under the purview of HyD and TD and the roundabout was also built by the two departments, but the maintenance of Pak Mong passageway section was carried out by IsDO. He considered this inappropriate and was discontented with HyD and TD for shirking their management responsibility.

78. Mr Kenneth MOK said that TD had studied with other departments the maintenance and management arrangement. Since the road section was a village road, it would be handed over to IsDO for repairs and maintenance after completion of works. He would relay Members' views on the management to the personnel concerned.

79. Mr WONG Man-hon said that he had discussed the issue with the villagers of Pak Mong Village, Ngau Kwu Long and Tai Ho. While the HZMB and the bridges connecting the artificial islands were constructed by the Government, HyD and TD were not responsible for the management of facilities on the artificial islands and left it to IsDO. He did not think this appropriate. Given the large number of rural facilities, it would be difficult for IsDO to allocate resources. He urged HyD and TD to take follow-up action as soon as possible and not to leave the management of the road section to IsDO.

80. Mr Ken WONG enquired of HyD about the criteria for determining the road management responsibility. Citing the reclamation at Tung Wan, Peng Chau as an example, he pointed out that HyD was responsible for the left side of the reclamation area but not the emergency vehicle access on the right. He would like to know under what criteria village roads were defined and road maintenance was undertaken by HyD.

81. The Acting Chairman asked the representatives of HyD and TD to respond to the enquiry of Mr Ken WONG about determining the responsibility for road management.

82. Mr WAN Chi-kin said that he was unable to give a reply at the moment, and the department would study the matter further and provide a joint reply with TD after the meeting.

83. Mr Kenneth MOK said that he had nothing to supplement at the moment and that the department would provide a reply after clarifying with the relevant personnel.

84. The Acting Chairman said that two matters were to be followed up under this agenda. First, HyD was to provide a written reply to the enquiry of Mr Ken WONG about the criteria for determining road management responsibility. Second, TD was to follow up on and consider Mr WONG Man-hon's proposal of HyD or TD taking over the management of the road section and report the progress to Members timely.

(Post-meeting note of TD and HyD: For road projects, the responsible departments would make recommendation on the departments responsible for the future management and maintenance of the proposed roads. Upon discussion among the relevant departments, the departments responsible for the management and maintenance of the proposed roads would be ascertained. In general, TD was mainly responsible for the management of public roads but not village roads, whereas the roads repaired and maintained by HyD should meet the design standards set out in the Transport Planning and Design Manual with the recurrent provision for maintenance secured.

Since Pak Mong passageway was an unnamed village road, it did not meet the design standards set out in the Transport Planning and Design Manual and the recurrent provision for maintenance was not yet secured. Therefore, the responsible department would follow the general arrangement for other village roads and hand over the passageway to DLO/Islands upon works completion. The repairs and maintenance would be undertaken by IsDO.)

VII. Question on the progress of Tung Chung West Extension
(Paper IDC 114/2018)

85. The Acting Chairman said that the Transport and Housing Bureau (THB) and MTR Corporation Ltd. (MTRCL) had been unable to arrange representatives to attend the meeting, and their written replies were provided for Members' perusal.

86. Mr Eric KWOK briefly introduced the question.

87. The Acting Chairman enquired whether Mr Eric KWOK had any comment in respect of the two written replies.

88. Mr Eric KWOK was disappointed at THB's written reply as the content of which was similar to the written reply early this year. He opined that THB was not concerned with people's pressing needs. MTRCL submitted the proposal of Tung Chung West Extension to THB in January 2018 and he questioned why the bureau had not yet done anything about it. He hoped that when the issue was raised next time, THB would arrange representative to attend the meeting to give response.

VIII. Marine Port District Action Plan 2018 (Interim Report)
(Paper IDC 107/2018)

89. The Acting Chairman welcomed Mr WONG Wai-hong, Deputy District Commander (Marine Port) of HKPF to the meeting to present the paper.

90. Mr WONG Wai-hong briefly presented the report.

91. Mr KWONG Koon-wan said that over the past 6 months uniformed police had stepped up foot patrol, bicycle patrol and police car patrol, and no burglary was reported. He commended the district commander for stepping up patrols to prevent burglary effectively. It was reported that Cheung Chau Division had issued 105 summonses to offending village vehicles and bicycles and 5 traffic accident reports were made. He enquired how many village vehicles and bicycles were involved.

92. Mr Eric KWOK appreciated the efforts made in support of maritime environmental protection and hoped that the Police would enhance conservation of maritime resources in Hong Kong, including applying for resource allocation from relevant departments to protect marine reserves such as Shek Kwu Chau Marine Park.

93. Ms LEE Kwai-chun said that \$45 million worth of smuggled goods were seized by the Marine Police, which could help deter smuggling activities. Residents were concerned that smuggled goods would pose threats to the safety and health of the public and hoped that the Police would pay more attention to smuggling activities.

94. Mr WONG Wai-hong gave a consolidated response as follows:

- (a) Regarding the enquiry about summonses, 41 were issued to offending village vehicles and 64 to offending bicycles. On traffic accidents, 1 accident involved village vehicle and 4 involved bicycles.
- (b) Regarding Mr Eric KWOK's proposal of protecting Shek Kwu Chau Marine Park and the maritime environment, the Police would closely monitor the situation with MD and other relevant departments.
- (c) Regarding smuggling activities, the Police would continue to adopt the intelligence-led strategy and step up the crackdown on smuggling activities.

95. Ms LEE Kwai-chun said that regarding the problem of tricycles and bicycles on Cheung Chau during holidays, while the pier was not a prohibited area, the elders might be knocked down when there were crowds of people. The road section off the Water Supplies Department (WSD) premise to Shing Cheong Lane was not open to bicycles and tricycles during holidays but violations were found. She hoped that the uniformed police officers would remind people to comply with the prohibition.

96. Mr YUNG Chi-ming commended the Project “AMAZONITE” of Cheung Chau Division and hoped that it would be extended to the remaining two streets. The residents would join hands with the Police in combating crimes.

97. Mr CHAN Lin-wai said that the “One Police One Village” crime preventive measure had been in place for 10 years and operating effectively. Half a year ago, thefts were rampant on Lamma Island with more than 10 burglary cases reported. The Police worked hand in hand with the villagers and installed closed-circuit televisions and no more thefts occurred. He was concerned about the problem of illegal parking of bicycles and hoped that the Police would collaborate with FEHD and IsDO to combat bicycle problem, such as instituting summary prosecution against persons who placed bicycles illegally.

98. Mr WONG Wai-hong gave a consolidated response as follows:

- (a) Regarding the problem of tricycles and bicycles at the road section from WSD premise to Shing Cheong Lane, the Police would continue to step up educational efforts and law enforcement.
- (b) He thanked Mr YUNG Chi-ming for his support for the Police’s Project “AMAZONITE”. The project was now implemented at 3 streets and would be extended to the remaining streets.
- (c) The Police would continue to implement the “One Police One Village Scheme”.
- (d) On illegal parking of bicycles, the Police would pursue measures to enhance education and enforcement.

(Mr FAN Chi-ping, Mr WONG Man-hon and Mr KWONG Koon-wan left the meeting at around 4:30 p.m. and 4:45 p.m. respectively.)

IX. Lantau District Action Plan 2018 Mid-year Review
(Paper IDC 108/2018)

99. The Acting Chairman welcomed Mr WONG Yick-lung, Assistant District Commander (Crime) (Lantau) of HKPF to the meeting to present the paper.

100. Mr WONG Yick-lung briefly presented the report.

101. Mr Bill TANG was worried that after the commissioning of HZMB, the North Lantau Highway or Lantau Link would be congested. He enquired whether the Police would deploy additional manpower. As the Lantau Link was long without any connection road along the route, it would be hard for ambulancemen to reach the scene at once when traffic accidents happened. He hoped that the Police would consider measures to enhance the management of Lantau Link.

102. Mr Holden CHOW expressed his views as follows:

- (a) He extended gratitude for Police work, in particular the recovery work after the onslaught of super typhoon Mangkhut in Hong Kong.
- (b) Regarding burglary cases, it was known that burglaries were committed earlier at low-density residential developments but the situation had been improved.
- (c) Regarding the arrangement for HZMB Hong Kong Port, he enquired whether the Police would, in response to TD's request, appeal to members of the public to use public transport instead of driving cars during the initial commissioning of HZMB to avoid congestion. Moreover, he suggested the Police to alert drivers on the day of commissioning to avoid confusion given their unfamiliarity with the traffic signs and road markings.

103. Mr Eric KWOK expressed his views as follows:

- (a) He was concerned that there would be a rise in illegal immigration and smuggling activities after the commissioning of HZMB. He enquired whether the Police had deployed additional manpower to combat the said activities.
- (b) He commended the Police for strategically deploying sufficient manpower at the major trunk roads and interchanges of Tung Chung and Lantau Island for making timely response to reduce the impact on residents of Tung Chung and Lantau Island after the commissioning of HZMB. It was known that some people who took part in self-drive tours would visit the Airport Island and Tung Chung town centre. He was concerned that the left- and right-hand drive would cause confusion at the roundabout and hoped that additional Police manpower would be deployed to closely monitor the situation.
- (c) He thanked the Lantau North Division police officers for conducting inspections at Shek Mun Kap from time to time to prevent drivers without

a Lantau Closed Road Permit (LCRP) from driving on closed roads. It was learnt that the Driving on Lantau Island Scheme had attracted visitors to flock to Lantau South, but many of them did not hold a LCRP. The paper stated that the Police carried out a total of 294 roadblock operations and issued 121 summonses on South Lantau in the first half of 2018. He proposed replacing the LCRP with electronic sensor card to save police manpower and administrative resource as well as to enhance efficiency.

104. Mr WONG Yick-lung gave a consolidated response as follows:

- (a) Regarding the traffic situation following the commissioning of HZMB, the Police would endeavour to maintain smooth traffic in the area and minimise the impact on residents of Tung Chung and Lantau Island. On staffing arrangement, apart from the Lantau Division, the New Territories South Regional Headquarters would also deploy staff to ensure smooth traffic and, with the support of various parties, maintain the traffic volume at a reasonable level. The Police would strategically deploy manpower according to the circumstances to avoid traffic congestion.
- (b) On closed roads, the Police would consult various stakeholders and continue to take enforcement action under the existing mechanism. It would remind members of the public that they could only enter the area with a LCRP.
- (c) Regarding whether additional manpower would be deployed to intercept illegal immigrants after the commissioning of HZMB, the Police was now considering various measures.

105. Ms Amy YUNG expressed her views as follows:

- (a) DB was a private place but taxis were found passing the vicinity of Discovery Bay Plaza which was a no-entry area. She had no idea about the enforcement authority of the DB security staff and enquired whether the Police could take prosecution action.
- (b) Recently, many outside vehicles (such as light goods vehicles) were found entering DB. As revealed by the residents, private vehicles were used for delivering goods in breach of the tunnel ordinance. She enquired whether the Police could take enforcement action under such circumstances.
- (c) While drivers were required to drive slowly at DB, many golf carts operated at 30 km per hour and vehicles were also found operating illegally on certain roads within the estate. She enquired whether the

Police could take enforcement action, such as using laser guns for prosecuting offenders.

106. Mr WONG Yick-lung said that he had no information about enforcement against traffic offences at DB at hand, but stressed that anti-speeding operations had been conducted to address speeding problem in DB, including the use of laser guns for prosecuting speeding offenders. As for taxis entering Discovery Bay Plaza and the prosecution mounted, he would check after the meeting and reply to Ms YUNG in due course.

107. Ms Amy YUNG said that she could provide the relevant information such as photos, relevant time and month and vehicle registration marks for follow-up.

108. Mr WONG Yick-lung thanked Ms Amy YUNG for providing the information.

109. The Acting Chairman asked Ms Amy YUNG to provide information to the Police after the meeting. As for the use of electronic identification cards on closed roads as proposed by Mr Eric KWOK, he asked TD's representative to respond.

110. Mr Kenneth MOK said that regarding the use of new technology for regulation of driving on closed roads on Lantau, he learned that a study was being conducted by CEDD. TD would report the progress to Members.

(Post-meeting note: CEDD planned to commission a consultancy study on the feasibility of installing an electronic system at the entrance of Lantau closed roads (i.e. Shek Mun Kap roundabout) to enhance monitoring, and would maintain close liaison with TD and relevant government departments.)

111. The Acting Chairman suggested TD's representative follow up after the meeting and report the progress to Members, even though the proposal was not adopted for the time being or was on hold pending further consideration. Moreover, he was pleased that the two Police Divisions had maintained a low crime rate and a high detection rate. Hong Kong was a safe city and Islands District was among Hong Kong's safest districts. He also thanked the on- and off-duty police officers for giving assistance in the district during the onslaught of super typhoon Mangkhut.

(Mr CHEUNG Fu left the meeting at around 5:00 p.m.)

X. Progress on District-led Actions Scheme
(Paper IDC115/2018)

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

113. Mr Benjamin AU briefly presented the paper.

114. Members noted the content of the paper and had no comment.

XI. Report on the Work of the Islands District Management Committee (September 2018)
(Paper IDC116/2018)

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

116. Mr Anthony LI said that the arrangement for recovery work after the typhoon was discussed at the meeting of the Islands District Management Committee on 18 September 2018. Restoration works were required for some facilities in the Islands District with expenses incurred. IsDO had discussed with HAD the allocation of additional funding for carrying out the restoration works under the District Minor Works programme. IsDO would report to Members the detailed arrangement in due course.

117. Ms Amy YUNG said according to paragraph 7 of the paper, the beach cleanup would be postponed due to Typhoon Mangkhut. She noticed that damage was caused to the footpath leading to Sam Pak Wan beach, DB by Typhoon Mangkhut. She enquired whether the beach cleanup conducted by IsDO and the departments concerned would be held after the renovation of the footpath so as to avoid accidents.

118. Mr Benjamin AU understood that it was not suitable to hold the beach cleanup under the current circumstances. Prior to each cleaning activity, IsDO would liaise closely with the members of the constituency to ascertain the exact date and detailed arrangement. IsDO would contact Ms YUNG after restoring the facilities concerned for discussion and arrangement for the activity at the time as appropriate.

119. The Acting Chairman thanked the District Officer Mr Anthony LI and his colleagues for sparing no effort from relief to recovery work before and after the hit of Typhoon Mangkhut.

120. Members noted the paper.

XII. Reports on the Work of the IDC Committees
(Paper IDC 117-120/2018)

121. Members noted the papers.

XIII. Allocation of DC funds

- (i) Up-to-date Financial Position on the Use of DC Funds
(Paper IDC 121/2018)

122. Members noted the paper.

- (ii) Approval for Using DC Funds by circulation from 1 August to 30 September 2018
(Paper IDC 122/2018)

123. Members noted the paper.

XIV. Date of Next Meeting

124. There being no other business, the meeting was adjourned at 5:12 p.m. The next meeting will be held on 17 December 2018 (Monday) at 2:00 p.m.

-End-