

(Translation)

Minutes of Meeting of Islands District Council

Date : 24 April 2017 (Monday)
Time : 2:00 p.m.
Venue : Islands District Council Conference Room,
14/F, Harbour Building, 38 Pier Road, Central, Hong Kong.

Present

Chairman

Mr CHOW Yuk-tong, BBS

Vice-Chairman

Mr YU Hon-kwan, Randy, JP

Members

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

Attendance by Invitation

Mr LEE Kai-wing, Raymond, JP	Director of Planning, Planning Department
Mr CHAN Ka-ho, Kelvin	Town Planner (New Plans), Planning Department
Ms LAW Lai-chun, Gladys	Senior Executive Officer (Planning), Leisure and Cultural Services Department
Ms CHU Wai-sze, Fiona	Senior Transport Officer/Planning/Ferry2, Transport Department
Dr David SUN	Deputy Hospital Chief Executive, North Lantau Hospital, Hospital Authority
Mr KAN Yat-chung, Thomas	Senior Hospital Administrator, North Lantau Hospital, Hospital Authority

Mr YEUNG Tak-hoi

Senior Engineer/Hong Kong and Islands,
Water Supplies Department

Mr CHAN Tin-lung, Benny

Deputy General Manager, New Lantao Bus Co.(1973) Ltd.

In Attendance

Mr LI Ping-wai, Anthony, JP

District Officer (Islands), Islands District Office

Ms CHONG Yan-yee, Belinda

Assistant District Officer (Islands)1, Islands District Office

Mr CHOW Chit, Joe

Assistant District Officer (Islands)2, Islands District Office

Ms HUI Yuen-mei, May

Senior Liaison Officer (1), Islands District Office

Ms CHAN Hing-kwan, Patty

Senior Liaison Officer (2), Islands District Office

Mr MA Hon-wing, Wilson

Senior Engineer/Project Management (Islands),
Civil Engineering and Development Department

Ms TAM Yin-ping, Donna

District Planning Officer (Sai Kung and Islands),
Planning Department

Mr WONG Kwok-wai, Wilson

Acting District Lands Officer (Islands), Lands Department

Mr WONG Tat-ming

Administrative Assistant (Lands/Islands), Lands Department

Mr LAM Ding-fung

District Social Welfare Officer (Central Western, Southern
and Islands), Social Welfare Department

Mrs MAK LAU Wai-mun, Josephine

District Commander (Lantau), Hong Kong Police Force

Mr LEUNG Chung-ting

Acting District Commander (Marine Port),
Hong Kong Police Force

Mr CHAN Chun

Police Community Relations Officer (Lantau District),
Hong Kong Police Force

Mr LAM Wa-kit

Acting Police Community Relations Officer (Marine Port
District), Hong Kong Police Force

Mr CHAN Kai-lam, Allan

Senior Property Service Manager (Wong Tai Sin, Tsing Yi
and Tsuen Wan), Housing Department

Mr TO Chi-keung, Gary

Acting Chief Transport Officer/New Territories South West,
Transport Department

Mr KWAN Yau-kee

District Environmental Hygiene Superintendent (Islands),
Food and Environmental Hygiene Department

Mr CHAU Chun-wing, Tomy

District Leisure Manager (Islands), Leisure and Cultural
Services Department

Secretary

Ms Candy CHAN

Senior Executive Officer (District Council),
Islands District Office

Absent with Apology

Ms FU Hiu-lam, Sammi

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## Welcoming remarks

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

- (a) Mrs MAK LAU Wai-mun, Josephine, District Commander (Lantau) of Hong Kong Police Force (HKPF);
- (b) Mr LEUNG Chung-ting, Acting District Commander (Marine Port) and Mr LAM Wa-kit, Acting Police Community Relations Officer (Marine Port District) of HKPF in place of Mr Richard Brinsley SHERIDAN and Mr YUEN King-ho;
- (c) Mr TO Chi-keung, Gary, Acting Chief Transport Officer/New Territories South West of Transport Department (TD);
- (d) Mr WONG Kwok-wai, Wilson, Acting District Lands Officer (Islands) of Lands Department (LandsD);
- (e) Mr CHAN Kai-lam, Allan, Senior Property Service Manager (Wong Tai Sin, Tsing Yi and Tsuen Wan) of Housing Department (HD) in place of Mrs Helen CHEUNG; and
- (f) Mr MA Hon-wing, Wilson, Senior Engineer/Project Management (Islands) of Civil Engineering and Development Department (CEDD) in place of Mr LO Kwok-chung.

2. Members noted that Ms Sammi Fu was unable to attend the meeting due to other commitments.

## I. Visit of the Director of Planning to Islands District Council

3. The Chairman welcomed Mr LEE Kai-wing, Raymond, JP, Director of Planning to the meeting for meeting and exchange with Members.

4. Mr Raymond LEE gave a briefing on the works of Planning Department (PlanD) and the major planning and development projects in Islands District with the aid of PowerPoint presentation.

5. Mr Holden CHOW expressed his views as follows:

- (a) The Development Bureau (DEVB) had applied to the Legislative Council (LegCo) for about \$20 billion for the reclamation in Tung Chung East and advance works to meet the first population intake targeted for 2023. At an earlier meeting of Islands District Council (IDC), the representative of MTRCL stated that Tung Chung East MTR Station could be expected to be completed in 2026 the earliest, but delay in railway project was not uncommon, he was afraid the railway infrastructure could not keep pace with the development of Tung Chung

East. He hoped PlanD and the relevant departments would follow up for expediting the construction progress of Tung Chung East MTR Station in tandem with the population intake.

- (b) He enquired about the progress of the planning and design work of Tung Chung Town Park.

6. Ms Amy YUNG expressed her views as follows:

- (a) She appreciated that the representative of PlanD had visited Discovery Bay last Saturday and briefed the residents on the planning concept of “Hong Kong 2030+”. The majority of attendees opposed the East Lantau Metropolis (ELM) project, citing uncertainties in future population growth as the main cause. The Financial Secretary had suggested Hongkongers consider moving to the “bay area” region, and she was skeptical about the projected increase of 1 million people. The feasibility planning studies incurred enormous costs and building artificial islands in the sea would also have significant impacts on Islands District in terms of ecology and landscape, etc. The residents did not want to see a waste of public money, and there was no need and urgency and it would be unreasonable to conduct such planning. She would submit her comments to the department formally in due course.
- (b) She requested the Director to explain the procedures for formulating outline zoning plans. There were two planning applications concerning Discovery Bay recently, one of which was withdrawn while further information was being submitted for the other. Since abundant documents were involved in each application, she had to ask her staff to go to the office of the Town Planning Board (TPB) in North Point from Discovery Bay to make a large number of photocopies which was not eco-friendly and time consuming. She had to read a large amount of technical documents before submitting comments and the time was tight. In this connection, she hoped PlanD would suggest to the Secretariat of TPB to upload the relevant documents to the website to enable the public to download and thus streamline the process to improve efficiency.

7. Mr Eric KWOK expressed his views as follows:

- (a) He had made enquiries to the relevant departments and Secretary for Transport and Housing about the construction of Tung Chung West Extension and was told that Tung Chung West MTR Station would be constructed between 2020 and 2024. However, in the Policy Address of this year, it was only mentioned that the Government would conduct detailed planning for the above without giving the construction date. He thought the Government should not break its promise after pledging the implementation of the project between 2020 and 2024.

- (b) The Secretary for Food and Health Bureau (SFH) had said on different occasions that a municipal market would be built in Tung Chung, and the residents of Yat Tung Estate were very concerned about the progress. He enquired about the construction schedule for the municipal market in Tung Chung.
- (c) He enquired whether land had been reserved near Tung Chung Area 39 for an indoor sports centre and cultural and recreational facilities.
- (d) On establishment of bazaars, the Working Group on Promotion of Bazaar Development in Islands District had organised a number of bazaar activities since last year. He hoped the Director would facilitate Tung Chung residents in setting up bazaars.
- (e) Reclamation for about 130 hectares of land was planned in Tung Chung New Town Extension project for provision of about 40 000 residential units which were expected to accommodate about 120 000 people. He was concerned that the railway transportation could not cope with the population growth. Tung Chung now had a population of around 80 000 to 90 000 and traffic congestion was serious. The residents mainly relied on MTR but with the constraints imposed by the section at Tsing Ma Bridge, the MTRCL would have difficulty in increasing train frequency.
- (f) He had time and again held discussions with PlanD and TD about the large number of mainland vehicles entering the territory after the commissioning of Hong Kong-Zhuhai-Macao Bridge (HZMB) and what they would do if the emissions of such vehicles did not meet the emission standards of Hong Kong.
- (g) In view of the current high demand for marine sand globally, there were bound to be environmental impacts although the Airport Authority purchased marine sand from Indonesia or Pearl River Delta, etc. legally for reclamation work of the airport third runway project. He hoped all parties concerned would monitor the situation.

8. Mr CHAN Lin-wai was concerned about the future development of Lamma Island. PlanD had put forward a development plan for the Ex-Lamma Quarry (ELQ) site at Sok Kwu Wan, Lamma Island years ago but no progress had been made. Private developers intended to develop a resort on the island but could not obtain approval from the Government. The ferry between Lamma and Central took only 20 minutes and there should be development potential and he was perplexed that the Government failed to act promptly. He hoped the Director would not be vague but explain the development direction for Lamma Island so that the residents could make preparations psychologically.

9. Mr LOU Cheuk-wing expressed his views as follows:
- (a) He supported the broad direction for development of Lantau and had put forth his opinions during the discussion and consultation over the past year. There were a number of villages on Lantau and four Rural Committees were formed. If development was to be launched comprehensively and in phases, it could not go ahead in each district separately. Take Tai O as an example. The improvement works of Tai O began in 2008 but improvement and development were not the same thing. He urged the Government to review and study the development direction for South Lantau including Tai O.
  - (b) As a member of Tai O Rural Committee, he supported the planning vision of “Hong Kong 2030+” and opined that the traffic problem on Lantau should be addressed, which was crucial to its development. With its natural environment, Tai O was popular among individual visitors and drew scores of visitors. However, owing to the lack of transport infrastructure, people had to take three hours to travel from Tai O to the urban areas and vice versa, hence inhibiting development.
  - (c) He hoped that PlanD would incorporate the comments of the rural committees of Tai O and Lantau over the past years into the planning documents.
10. The Vice-chairman Mr Randy YU expressed his views as follows:
- (a) He understood that some people supported the work of PlanD and some did not. For “Hong Kong 2030+”, Members might have divided views over the ELM project but a large majority would support the long-term planning on the whole. He opined that the planning concept of “Hong Kong 2030+” was put forward in a timely manner and hoped that Members’ views would be incorporated in the report of the second round consultation.
  - (b) Members reflected that some residents had questioned the population projection and the necessity of the ELM project. He believed that even if there was no increase in population, a large buffer would still be needed for urban renewal to relocate the residents affected.
  - (c) The “Hong Kong 2030+” had incorporated the plan for the north-south corridor and railway network that South Lantau residents had earnestly wished to have for decades, and the majority of residents were eager for the development of ELM.
  - (d) Some indigenous inhabitants had lived in their villages for several generations of almost a century. They should be entitled to certain rights but the department had zoned private land as conservation area or site of special scientific interest (SSSI). He understood that the

prevailing Town Planning Ordinance did not provide for any compensation mechanism and hoped that the Director would use his influence to push for the formation of a conservation fund preparation committee within the Government for discussion and setting up a conservation fund the soonest possible for providing appropriate compensations to landowners while conserving the private land.

- (e) He appreciated that Ms Donna TAM had conducted site visits several times in person to understand the situation and ensure that the planning was in line with the wishes and needs of people. He hoped the planning of Islands District would continue to be conducted on the same principles and with the same positive attitude to avoid disagreements.

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

- (a) He hoped PlanD would first conduct traffic planning properly in the development of Tung Chung West, and good transport infrastructure should be put in place to meet the huge demand from the growing population.
- (b) Taking Exit A of Tung Chung MTR Station as an example, he said it was inconvenient to take taxi as traffic congestion was serious and the journey time would be lengthened. He hoped there would be proper road planning in Tung Chung West.
- (c) Taking Ma Wan Chung as an example, he said many landowners opposed to zone private lands into the planning area without appropriate compensation or development programme, making them unable to use their own land. Compensation should be made in accordance with prevailing mechanism so that the villagers would then not oppose the land-use planning.

12. Mr WONG Man-hon expressed his views as follows:

- (a) At the several forums for “Hong Kong 2030+”, he had mentioned about the implications of the development of ELM on the local community, e.g. whether there would be sufficient buffer for the future ferry navigation. Without comprehensive traffic infrastructure, there would be no point in the development. Therefore proper traffic planning was required. He was also concerned that some land in Mui Wo was not fully utilised and wondered about the future planning in that regard. There should be improved communications between various parties to discuss the use of land to cater for local needs.
- (b) The Government was going to conduct reclamation work off Tung Chung East for the Tung Chung New Town Extension project but the three local indigenous villages with a history going back several

centuries were still lacking in basic facilities. He opined that was unfair and hoped that standard roads and sewerage facilities would be provided for these villages as far as possible.

13. Mr Bill TANG expressed his views as follows:

- (a) All people in Hong Kong hoped that the Government would build municipal markets or public markets managed by the Food and Environmental Hygiene Department (FEHD) again.
- (b) It was known that the Government had endorsed the construction of municipal markets in Tung Chung and Hung Shui Kiu, and he hoped that the municipal market would be built in Tung Chung as soon as possible. Other new towns such as Ma On Shan and Tsuen Kwan O also had similar needs.
- (c) On land-use planning, he enquired about the nature, requirement, constraints and considerations for municipal market sites and what kind of sites would be designated for municipal market purpose.
- (d) It was learned that the Government planned to build a municipal market in the reclamation area in Tung Chung but as land reclamation took seven years to complete and only then could the planning commence, time would be lost. He enquired whether there was land available in Tung Chung West for the municipal market.

14. Mr Raymond LEE made a consolidated response as follows:

Tung Chung East and Tung Chung West Station

- (a) The Transport and Housing Bureau (THB) had requested MTRCL in January this year to submit a development proposal for Tung Chung East and Tung Chung West Station. The construction period between 2020 to 2024 as mentioned by Mr Eric KWOK was put forward by the Government in an earlier review of the railway strategy. The actual construction dates for Tung Chung East and Tung Chung West Station would be determined after MTRCL submitted the development proposal.
- (b) PlanD recognised the principle for timely provision of facilities to serve population. However, MTRCL or the implementation departments had to take into account various considerations and therefore the principle might not be applicable in every project. During implementation of Tung Chung New Town Extension project, the departments in charge (e.g. PlanD and CEDD) would liaise with the relevant departments to facilitate the provision of facilities.



### Town Park

- (c) The department had reserved land for the construction of town park. Although Leisure and Cultural Services Department (LCSD) advised that there is no exact implementation timetable, CEDD would ask the consultancy firm to provide a preliminary design proposal for the town park when conducting the detailed design study of Tung Chung New Town Extension, so as to assist LCSD and the relevant departments in implementing the town park project as earliest as possible.

### Municipal Market

- (d) There were now two wet markets in Tung Chung managed by The Link in Fu Tung Estate and Yat Tung Estate, and markets would also be provided in the public housing developments in Areas 39 and 56. According to the Policy Address this year, the Government would build sizable markets, and the site selection in Tung Chung should meet the needs of residents and accessible to the public. The site was initially identified in the reclamation area of Tung Chung East as there would be a large population and it was easily accessible via Tung Chung East Station. PlanD was now in discussion with the relevant departments on site identification.
- (e) Municipal market sites were generally zoned “Government, Institution or Community” (“G/IC”) and the provision of different government or community facilities on the G/IC sites depended on the needs of government departments.

### “Hong Kong 2030+”

- (f) “Hong Kong 2030+” was a long-term territorial development strategic study, individual development projects were yet to be initiated at this stage. Strategic planning study was conducted every ten years to map out the direction for long-term development and public views would be incorporated for further study. Due consideration would be given to the public views on “Hong Kong 2030+” in the formulation of a strategic framework for the future development of Hong Kong.
- (g) PlanD understood the concerns over ELM and would discuss the issue further with concerned parties. Not many options were available for Hong Kong’s continuous development. The Government had clearly spelled out brownfield sites in the New Territories is an option. There were plenty of brownfield sites in Hung Shui Kiu, Fanling North, Kwu Tung North and Yuen Long South New Development Areas and studies would be conducted on the use and existing operations on brownfield sites so as to help the Government to address this problem in the long run. In addition, development projects in the New Territories may involve eco-sensitive areas or demolition. These issues had to be resolved for providing land for long-term development. Reclamation was also an option. A balance had to be struck and it was hoped that

“Hong Kong 2030+” could provide a framework for discussion within the community.

#### Conservation policy

- (h) Concerns over conservation areas and SSSI as well as compensation for the conservation area would be relayed to the relevant departments.
- (i) Farming in private agricultural land zoned conservation or green belt was always permitted.

#### Outline Zoning Plan

- (j) The statutory plans were prepared by PlanD for consideration by TPB. Upon agreement obtained by TPB, the plans would be gazetted under the Town Planning Ordinance to invite representations and comments from the public. A hearing would then be arranged. The decisions would be submitted to the Chief Executive in Council for consideration.
- (k) The Town Planning Ordinance was amended in 2004. Section 12A was added indicating that apart from the Government was responsible for the preparation of plans, members of the public could make an application under Section 12A for amendments to the plans. According to Section 12A, the applicants were required to demonstrate the proposed uses set out in the application were feasible. To increase transparency, all applications and documents received would be exhibited and made available for public inspection and comments.
- (l) With advances in the internet technology, PlanD was now reviewing the dissemination of application documents but it would take time to resolve the procedural and technical issues, e.g. whether the documents submitted by applicants could be uploaded online, and if affirmative, the technicalities involved. The department encouraged the applicants to submit documents by electronic means as far as possible. After the above issue was resolved, it was hoped that information would be disseminated in a user-friendly manner.

#### Future development on Lamma Island

- (m) Phase II reclamation work at Yung Shue Wan, Lamma had been completed and the works area was now incorporated in the Lamma Island Outline Zoning Plan. It was understood that CEDD was conducting a review of the detailed content of Phase II and there was no implementation timetable for the time being.
- (n) Regarding the land use at ELQ Site, a study had been conducted with CEDD and recommended the Government to explore the feasibility of making use of private developers' capacity to expedite the development. A market research was being conducted and development proposals were invited. PlanD would report the outcome to IDC in due course.

#### Development on Lantau Island

- (o) Regarding the comprehensive development on Lantau, CEDD was making preparations for the setting up of the Sustainable Lantau Office. Meanwhile, the development of the whole Lantau, including traffic improvement on Lantau and Tai O as well as upgrading and enhancing of the facilities on South Lantau would continue to be overseen by the Lantau Development Advisory Committee.

15. Mr Eric KWOK enquired whether an indoor sports centre and recreation facilities would be constructed in Tung Chung Area 39 and if the implementation timetables could be provided. For the impacts of HZMB on air quality, he hoped liaison between various departments would be maintained to ascertain whether emissions of mainland vehicles were subject to control under the ordinances in Hong Kong.

16. Mr Raymond LEE said that air pollution from vehicle emissions was under the purview of the Environmental Protection Department (EPD) instead of PlanD. According to the relevant ordinance on air pollution control, EPD would take prosecution actions if any contravention was found.

17. Ms Donna TAM supplemented that PlanD had reserved a site near Tung Chung Area 39 for building indoor sports centre and community centre. It would continue liaise with LCSD for implementation of the project expeditiously.

18. Mr WONG Man-hon said the plan did not illustrate that sewerage facilities and standard road would be provided in the three villages and hoped that the department would consider incorporating the above in the planning.

19. Mr Holden CHOW asked if the planning design would be implemented only after the consultancy firm of CEDD had commented on the preliminary design of the town park.

20. Mr Bill TANG asked for the reason for not considering building a municipal market in Tung Chung West.

21. Mr CHEUNG Fu said that the current South Lantau Road was planned in the early days when Shek Pik Reservoir was built and was not a standard road. He hoped the section between Mui Wo and Tai O could be designed as a standard road so that the Highways Department (HyD) and TD could follow up for provision of alighting bays. He also hoped that PlanD could design a north-south corridor linking Lantau and Mui Wo to improve the traffic on Lantau.

22. Ms Amy YUNG said that the Director mentioned that owners could make applications under Section 12A of the Town Planning Ordinance. The application concerning Discovery Bay was filed under Section 12A and she hoped the Director would check whether the applicant was an owner since domestic owners were deemed co-owners under the principal Deed of Mutual Covenant (DMC).

23. Mr Raymond LEE made a consolidated response as follows:

- (a) Tai Ho and other villages were incorporated in the statutory plan which provided guidelines for future planning and development.
- (b) For Tung Chung Town Park, CEDD and PlanD would request the consultant of the Tung Chung New Town Extension project to provide the preliminary design so that the department could proceed with the construction of the park with the relevant departments including LCSD as soon as possible.
- (c) There was already a market in Tung Chung West and market facilities would also be provided in Area 39 under construction. With the growing population, transport infrastructures in Tung Chung East would be improved. FEHD planned to build a sizable municipal market there. PlanD and FEHD would further discuss the relevant issues.
- (d) Regarding the planning of South Lantau Road, CEDD was making preparations for the setting up of the Sustainable Lantau Office which would study the development on Lantau, including the traffic on South Lantau Road, in a holistic manner.
- (e) There was no provision in Section 12A of the Town Planning Ordinance requiring the applicant to be the owner. When an application was made by a person other than the owner, the owner had to be informed. On the issue of DMC, advice was sought from the Department of Justice which stated that PlanD could continue to process the planning application concerned.

(Mr Ken WONG and Mr Bill TANG joined the meeting at about 2.10 p.m. and 2.35 p.m. respectively.)

## II. Confirmation of the Minutes of Meeting held on 20 February 2017

24. 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.

25. The captioned minutes were confirmed unanimously without amendment.

## III. Question on improving recreation and sports facilities in Islands District (Paper IDC 27/2017)

26. The Chairman welcomed Ms LAW Lai-chun, Gladys, Senior Executive Officer (Planning) of LCSD to the meeting to respond to the question. The written

reply of LCSD had been distributed to Members for perusal before the meeting.

27. Mr KWONG Koon-wan presented the question.

28. Ms Gladys LAW remarked that a written reply had been provided by LCSD and she had no nothing to supplement.

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

- (a) According to the written reply of LCSD, recreation facilities were provided in Islands District as recommended by the Hong Kong Planning Standards and Guidelines (HKPSG), and he believed it referred to the criteria set out in Chapter 4 (Recreation, Open Space and Greening). As Paragraph 1.14.7 of HKPSG states, “In practice, it will seldom be possible to plan for a whole district at one time; planning for smaller populations of 30 000 - 50 000 are more common. Unlike the standards for open space which apply pro rata to population of any size, a mechanical application of the standards for recreation facilities to a series of smaller populations may result in under-provision of facilities. When planning recreation facilities, it is therefore necessary to (a) consider wider district needs while assessing the needs of a particular sub-district; and (b) be flexible and ensure that the planned facilities may also cater for the needs of adjacent district population, hence there may be a need to exceed the minimum standards for the sub-district.”
- (b) As the Government had set aside \$20 billion for provision of local sports and recreation facilities, Islands District should strive to obtain funding to provide sports facilities to complement the existing ones. Islands District was the largest administration district and he hoped that LCSD would, in light of the demand and inadequacy of facilities, provide additional facilities according to the actual circumstances of Islands District instead of following the HKPSG rigidly.

30. Ms Gladys LAW said that the department appreciated the uniqueness of Islands District and cited the provision of swimming pools and sports centres to illustrate that the recommendations in HKPSG were not the only reference in the planning of facilities for the district. Lands had been reserved for provision of sports facilities to cater for the future development of Islands District. There would be a sports centre in Tung Chung West Area 39, and a site was reserved in the reclamation area in Tung Chung East for a sports ground (including an infield standard soccer pitch). LCSD would monitor closely the development of the district, the local population growth, existing recreation facilities and their usage. The Policy Address of 2017 stated that \$20 billion would be set aside, which was the estimated expenditure for the 26 projects to be launched in the coming five years to develop sports and recreation facilities. The sports centre in Tung Chung West Area 39 and the sports ground in the reclamation area in Tung Chung East were not covered in the said \$20 billion. Funds would have to be applied for these projects.

31. Mr KWONG Koon-wan said that according to HKPSG, the standard for provision of a standard swimming pool complex was 1 m<sup>2</sup> water per 85 persons or 1 complex per 287 000 persons. Although the \$20 billion was reserved for 26 projects, he hoped LCSD would relay the aspirations of Islands District to the relevant bureaux for additional resources to the district. Taking Cheung Chau as an example, he said some children had to go to the swimming pools in Wanchai or Central and Western District for practice since there was no swimming pool on the island. He criticised that HKPSG calculated the population without taking into account the geographical distance. He remarked that flexibility was allowed in paragraph 1.14.7 and the department should not be rigid and be flexible in deploying the resources to meet the demand of residents of Islands District for more sports and recreation facilities.

32. Ms Amy YUNG concurred with Mr KWONG Koon-wan. The islands relied on ferry transport and the traffic was very inconvenient, and it would be unrealistic to follow HKPSG rigidly. She cited the land lease signed in 2000 as an example. The lease required the developers to build an indoor sports centre without financial support from the Government in construction but so far no development plan had been drawn up. Short-term tenancy was granted by LandsD to use the site as mini turf pitch while the residents could only hire the badminton court in the community centre for playing badminton but the venues were always fully booked. She stressed that Islands District was not as convenient as urban areas and an indoor sports centre and a soccer pitch were urgently required in Discovery Bay so that the residents did not have to take the ferry to Peng Chau for the use of such facilities. She hoped her views would be considered by LCSD.

33. The Chairman requested the representative of LCSD to relay the opinions and aspirations of Members to the department and relevant bureaux.

IV. Question on study on the Government owning its ferry fleet  
(Paper IDC 28/2017)

34. The Chairman welcomed Ms CHU Wai-sze, Fiona, Senior Transport Officer/Planning/Ferry2 of TD to the meeting to respond to the question. THB said that TD would arrange a representative to the meeting, and its written reply had been distributed to Members for perusal before the meeting.

35. Mr KWONG Koon-wan presented the question.

36. Ms Fiona CHU presented the written reply in detail.

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

- (a) THB had not stated in the written reply whether IDC could participate in the mid-term review on the ferry operation mode and he hoped TD/THB would consider inviting Members to participate and express

their views so that the study would be more comprehensive and in line with the people's wishes.

- (b) He conceded that the acquisition of vessels by the Government could not help solve the problem for ferry operators where the routine operating costs were concerned. The capital expenditure, i.e. the high tender threshold was what he was referring to. In the present case, only New World First Ferry (NWFF) could have its own fleet and there would probably be no competitions from other tenderers for a three year licence for the next licence period. NWFF had been operating the outlying island ferry routes since 2000. Without any changes in operator, there would be no way for the management of NWFF to adopt a new mindset. He believed the licence would again be granted to NWFF for operating the ferry services for the next licence period and the problems would emerge again and again. If the Government maintained a fleet of vessels and outsourced the operation, there would be an opportunity for a change of operators.
- (c) He queried why the review and study could only be conducted during the mid-term review in 2019 and hoped that an explanation would be given. It would be too late if the review was conducted in 2019. If the proposal was found feasible after the review, the Government would have difficulty procuring enough vessels for outsourcing the operation on 1 July 2020. He expected NWFF would then be asked to operate the ferry service for another year.

38. Ms Amy YUNG quoted the saying of the representative of TD just now that it was the Government's established policy that public transport services should be run by the private sector in accordance with commercial principles. The Government would not participate in the operation or provide direct subsidy for public transport services. Therefore the Government would not purchase its vessel fleet. However, in MTRCL's operation, the Government was the majority shareholder and had injected a huge sum in the corporation, whereas MTRCL had the development right for the superstructures and received non-fare box revenue from property development and management which she considered amounted to subsidy. She hoped the Government would adopt a new mindset and operate the ferry services making reference to the operation of MTRCL. In the case of MTRCL, she did not agree that no subsidy had been provided by the Government.

39. The Vice-chairman Mr Randy YU shared the views of these two Members and deemed the request by Mr KWONG Koon-wan as reasonable. He expressed his views as follows:

- (a) He understood that it was the Government's policy that no direct subsidy would be provided for public transport services. While most of the areas in Hong Kong were accessible by roads or railways, many outlying islands did not have such infrastructure and had to rely on ferry. For years Members had advocated the Government had its

vessel fleet. The Chief Executive's Policy Address of this year stated that the Government would consider and study the issue, which could be deemed as one small step forward.

- (b) As Mr KWONG Koon-wan said earlier, there was no need for the Government to wait until the mid-term review in 2019 to conduct a study. Procurement of government vessels was the long-term direction, as in the case of providing infrastructure facilities in Islands District, which should begin now. Members of IDC should be permitted to participate in the review and give advice on the actual operation of the ferry services and the demand and problems encountered by residents, etc. to meet the local needs.
- (c) He welcomed the Government to conduct studies on extending the special helping measures to the other eight outlying island ferry routes (including the Central-Discovery Bay and Central-Ma Wan routes) so that appropriate subsidy or assistance could be provided to these routes to improve the external transport of outlying islands.

40. Mr Ken WONG also concurred with Mr KWONG Koon-wan. Unlike buses, the ferries used in Hong Kong were not readily available on the market and had to be tailor-made to meet the specific needs. A ferry took at least one year to build and approval had to be obtained from the Marine Department for commissioning. If the review was conducted in 2019, he believed the situation would remain unchanged for the next three years. For the ferry service of Cheung Chau, NWFF had already stated that no new vessels would be built. With vessel collision increasing in recent years, the ferry service had deteriorated. Yet he expected the Government would continue to award the licence to NWFF after the completion of the review as it had no other choices. He urged the Government to set up a working group promptly for the review.

41. The Chairman remarked that there was no easy solution and hoped that THB could adopt a new mindset to explore feasible options and review the ferry policy.

42. Mr KWONG Koon-wan hoped that IDC would request the policy bureau in writing to commence the study within the year on the Government procuring its own fleet and to allow Members to participate in the study.

43. Ms LEE Kwai-chun hoped that the study would commence as soon as possible instead of waiting until the mid-term review in 2019.

44. The Chairman requested the representative of TD to relay the views and concerns of Members to THB for its consideration and further study.

(Mr FAN Chi-ping and Mr YUNG Chi-ming left the meeting at about 3:30 p.m.)



V. Question on law and order in Tung Chung New Town Extension Area  
(Paper IDC 29/2017)

45. The Chairman welcomed Mrs Josephine MAK, District Commander (Lantau) of HKPF to the meeting to response to the question.

46. Mr Holden CHOW presented the paper.

47. Mrs Josephine MAK said that the population of Tung Chung was growing with the development of the new towns. The Visionary provided 1 419 flats accommodating 4 257 people, Century Link provided 2 339 flats for 7 149 people and Ying Tung Estate provided 3 580 flats for 10 000 people totalling about 22 000 people. The residents' concerns over law and order in the district were understandable. On overall crime, 812 cases were recorded in Lantau District for the whole year of 2016, a decrease of 133 cases (14%) from 945 cases in 2015. The number of cases recorded in the first quarter of 2017 was 173, a decrease of 58 cases (25%) compared with the fourth quarter of 2016. The crime rates dropped despite the growth of population. She attributed the low crime rates to the concerted efforts of the colleagues in Lantau District and various stakeholders. There were now four patrol vehicles in the police district patrolling North Lantau daily. Lantau District had requested additional manpower, including patrolling officers and police community relations officers to enhance service to meet the local needs as a result of a rise in population in Tung Chung. It was now awaiting the reply of the headquarters.

48. Mr Holden CHOW said the officers of Lantau District had been striving to maintain law and order, and hoped the district would have a boost in manpower and patrolling vehicles as soon as possible. Night patrols should be stepped up where resources permitted.

49. Mr Eric KWOK pointed out that groups of youths hanged around Yat Chung Estate Car Park Nos. 1-3 at night (particularly on Friday, Saturday and Sunday nights), causing noise nuisances. He had received complaints time and again over the past two years about noise nuisances caused by young night drifters. Thanks to the police, prompt actions were taken each time. There had been some improvement though the youngsters drifted back after a brief respite. He hoped more police resources and manpower could be deployed. He had also discussed with the relevant non-profit making organisations, Housing Department, the management office of Yat Chung (I) Estate and The Link to tackle the problem. Moreover, between 1 a.m. and 1:30 a.m. in the early morning, many cross-border goods vehicles transported goods to the market, and stopped at Sin Yat House near the entrance of Yat Tung Street Market honking, disturbing the sleep of residents. He hoped the police would pay attention to the matter.

VI. Question on request for additional bus services on route 37M  
(Paper IDC 30/2017)

50. The Chairman welcomed Mr Gary TO, Acting Chief Transport Officer/New

Territories South West of TD and Mr CHAN Tin-lung, Benny, Deputy General Manager of New Lantau Bus Co. (1973) Ltd. to the meeting to respond to the question.

51. Mr Holden CHOW presented the question.

52. Mr Gary TO said that during the peak period from Monday to Friday, New Lantau Bus (NLB) route 37M had a headway of 10-15 minutes from 7:10 a.m. to 8:40 a.m. and 8-10 minutes from 4:40 p.m. and 6 p.m. According to an on-site survey conducted in Tung Chung North, TD found that the patronage of bus 37M for both morning and afternoon peak hours was 44-45% and the bus service generally met the needs of passengers'. To tie in with the population intake in the housing courts in the area, NLB implemented a number of improvement measures. Starting from 1 April 2016, the service of bus 37M extended to Tung Chung North. From 10 April 2016 onwards, the peak hour frequency also increased with buses operating at every 10 minutes instead of 15 minutes. From 16 May 2016, the first service advanced from 6:40 a.m. to 6:10 a.m., and from December 2016, the afternoon peak hour frequency increased with buses running at every 8 minutes instead of 10 minutes at the busy time from 4 p.m. to 6 p.m. Moreover, single-deck buses travelling in Tung Chung North were replaced with double deckers with effect from 18 December 2016. The terminus of route 37M was also relocated to Ying Tung Estate on 16 February this year. The bus service was generally satisfactory. TD would monitor closely the population trends in Ying Tung Estate and discuss with NLB where appropriate for service improvement.

53. Mr Benny CHAN supplemented that NLB had been monitoring the demand for bus service as a result of population growth. Apart from service enhancement, it would increase the frequency of bus 37M gradually to tie in with the actual population intake and plan to use double-deckers for the route to increase the capacity and upgrade the service.

54. Mr Holden CHOW said that although TD considered the route 37M could generally meet the needs of passengers, the residents generally opined that the frequency was not good enough. He enquired when double deckers would be used to run on the route and bus frequency would be increased.

55. Mr Benny CHAN said that the procurement of double deckers had proceeded to the tendering stage and the buses were expected to be delivered early next year for commissioning in the first or second quarter of 2018. NLB would maintain close liaison with TD to increase the frequency of bus 37M to tie in with the population intake.

VII. Question on provision of specialist services in North Lantau Hospital  
(Paper IDC 31/2017)

56. The Chairman welcomed Dr David SUN, Deputy Hospital Chief Executive and Mr KAN Yat-chung, Thomas, Senior Hospital Administrator of North Lantau

Hospital (NLTH), Hospital Authority (HA) to the meeting to respond to the question.

57. Mr Holden CHOW presented the question.

58. Mr David SUN said HA had planned to increase the beds of NLTH progressively and provide endoscopy and other surgical services. On specialties, it planned to extend the services to include paediatrics and gynaecology. HA would review the services every year taking into account such factors as the staffing condition, resources, demand for specialties and population growth. The above was still at the planning stage and no exact timetable was formulated.

59. Mr Holden CHOW said that he had requested NLTH to provide specialties such as renal, urology and obstetric services during the last term DC. He understood there was a shortage of medical manpower but NLTH had come in operation for some time and some specialties were not yet available. The residents had to travel long distances to Princess Margaret Hospital for follow-up treatment and it would be very inconvenient for them. He hoped HA would improve and further extend the services of NLTH to spare the locals the hassle of receiving treatment in other districts. Given that HA had already planned to extend the specialty services, he hoped it would provide a tentative implementation timetable to avoid further delay.

60. Dr David SUN said NLTH understood the aspirations of Members and residents and was doing its utmost to extend the medical services in phases.

61. Mr Eric KWOK concurred with Mr Holden CHOW and opined that NLTH should expand and improve the services as appropriate. He hoped Dr SUN would relay their views to HA. Earlier, Members had discussed with the Director of Planning the future Tung Chung East New Town Extension project which was expected to be completed in phases in 10 to 13 years and could accommodate an additional 120 000 people. With the population intake of a number of housing estates in Tung Chung West to be expected next year, coupled with the commencement of several large-scale infrastructure projects (e.g. artificial islands of HZMB and the Airport third runway project), he opined that it was now the right time to expand the services of NLTH. The expansion of services (including hardware and software) took time and could not be completed overnight. He hoped HA would review and make plans early to meet the future demand.

62. The Chairman requested Dr SUN to relay Members' views to HA.

VIII. Motion on conversion of the idle grassland behind North Lantau Hospital into temporary recreation and sports space  
(Paper IDC 32/2017)

63. The Chairman welcomed Dr David SUN, Deputy Hospital Chief Executive and Mr Thomas KAN, Senior Hospital Administrator of NLTH, HA to the meeting to respond to the question. The Food and Health Bureau revealed that the representative of HA would attend the meeting to respond to Members' question.

The motion was proposed by Mr Eric KWOK and seconded by Ms Josephine TSANG.

64. Mr Eric KWOK introduced the content of the motion.

65. Dr David SUN said that the site adjoining NLTH (Area 22) was reserved for hospital development purpose (e.g. provision of medical services or relevant facilities) and no exact timetable could now be provided. If it was used as temporary sports and recreation space, it might have to be returned at short notice when required by the HA.

66. Ms Josephine TSANG said that NLTH was experiencing a shortage of medical manpower and lots of facilities were not yet opened. Therefore it would be unrealistic to implement the expansion project. She hoped HA would consider opening the site for use by residents of Yat Tung Estate and the neighbourhood.

67. Mr Holden CHOW supported the motion. In the past, there were proposals from organisations for converting the idle grassland behind NLTH for use as temporary recreation and sports space and the organisations had requested his assistance in the matter. He said while Members had requested for more specialty services in NLTH but of no avail, the hospital now stated that it needed to develop the Phase 2 on the said site, raising suspicion whether it had enough resources and manpower for further development. He hoped HA would consider opening the site for temporary sports and recreation purpose to prevent a waste of resources.

68. Mr Ken WONG shared Members' views. He said there was land in Peng Chau sitting idle for years and such land should be allocated for other uses when there was no plan for long-term development. He agreed to Ms Josephine TSANG's saying that HA should not refuse opening the site if it did not have sufficient manpower to expand the medical services.

69. The Vice-chairman Mr Randy YU supported the motion and expressed his views as follows:

- (a) He and Mr Holden CHOW received enquiries from some organisations about the lease of the said site during the last term DC. The organisations said they were willing to build a natural turf sports ground at their own expense if they were granted a short term tenancy of more than five years. Except for some sessions that were reserved for training, the site could be open to the public. He opined that this form of public-private partnership arrangement should be encouraged. Members could discuss other forms of partnership if needs arose.
- (b) He expected there was slim chance that the works for Phase 2 would commence in the coming five to eight years. Assuming that the site would certainly not be in use for the next five years, it could be open for public use for four years, giving about 8 to 12 months for land formation.

- (c) Given that HA could not provide an exact timetable for extension of service or the Phase 2 development for the time being, it would be a win-win arrangement without involving too much public money or impeding the Phase 2 development. He hoped HA would be open-minded and would listen to the advice.
- (d) If the motion was passed, he suggested that there should be cooperation and adequate communication with NLTH.

70. Mr Bill TANG opined that the relevant organisations be identified and proposed revising the wording of the motion, e.g. by inserting the words “studying concurrently the feasibility of engaging recreation and sports organisations of Hong Kong to manage the site and support the sports development in the community” for more flexibility.

71. Ms LEE Kwai-chun supported the motion and preferred the allocation of the site for short-term uses to leaving it idle continuously.

72. Mr Anthony LI said it was understood that LandsD had received applications from organisations and hoped the department would update them on the latest situation.

73. Mr Wilson WONG said that an application had been received for using the vacant site for developing a recreation and sports facility. As no details were given, LandsD had requested the organisation in writing to submit detailed proposals. Information from the applicant organization was awaiting and no further discussion had been made with the relevant departments for the time being.

74. Mr Eric KWOK concurred with Mr Bill TANG in principle and proposed replacing the sports organisations with “non-profit making sports organisations”.

75. The Vice-chairman Mr Randy YU said that as some organisations might not register as “non-profit making organisations”, he suggested using the wording “for non-profit making purposes” to allow organisations aiming at promoting recreation and sports activities to apply the site for non-profit making purposes.

76. Ms Amy YUNG proposed reading out the amended motion before putting it to a vote.

77. Mr Bill TANG consolidated the views above and amended the motion as follows:

“ That the idle grassland behind North Lantau Hospital (Area 22) should be converted into temporary recreation and sports space and a study be made concurrently on the feasibility of using the site for non-profit making purposes to support the promotion of recreation and sports activities in the community and provide more recreation and sports facilities for Tung Chung residents. ”

78. Ms LEE Kwai-chun supported the amended motion of Mr Bill TANG.

79. The Chairman put the amended motion to vote by a show of hands. The vote was 15 for and none against or abstaining. The amended motion was passed.

(Mr Holden CHOW left the meeting at about 4:20 p.m.)

IX. Question on traffic chaos at the roundabout near Yat Tung Estate bus terminus  
(Paper IDC 33/2017)

80. The Chairman welcomed Mr Gary TO, Acting Chief Transport Officer/New Territories South West of TD, Mr Allan CHAN, Senior Property Service Manager (Wong Tai Sin, Tsing Yi and Tsuen Wan) of HD, Ms Donna TAM, District Planning Officer (Sai Kung and Islands) of PlanD as well as Mr Wilson WONG, Acting District Lands Officer (Islands) of LandsD to the meeting to respond to the question. HyD did not have any special comments with regard to the proposal for the time being.

81. Mr Eric KWOK presented the question.

82. Mr Allan CHAN responded as follows:

- (a) Near the roundabout of Yat Tung Estate were a commercial centre, a market and a bus terminus. It was easily accessible. Since the completion of the estate, the roundabout had become a place for residents boarding and alighting from taxis. Many taxis, including urban taxis, waited for passengers there, causing congestion at rush hours. The roundabout was managed by HD and a regular security guard was deployed there to direct traffic during the morning rush hours. More security guards would be deployed where necessary.
- (b) Regarding the proposal of Mr Eric KWOK, he opined that Yat Tung Estate bus terminus was better placed to ease the traffic congestion at the roundabout. HD was responsible for the routine operation of the bus terminus and had no comment about planning matter. For the site near Tak Yat House, it was too far away and the residents might be reluctant to wait for taxis there.

83. Mr Gary TO responded as follows:

- (a) The design of Yat Tung Estate bus terminus adopted a peripheral saw-tooth design for the boarding platforms. A total of six bus bays of saw-tooth design were provided at the north, west and south ends of the terminus. The bus lay-by in the middle could accommodate buses. Currently, the terminus was used by a total of 18 bus routes. During

peak periods on weekdays, about 120 buses got in and out of the terminus every hour.

- (b) During the morning peak periods from Monday to Saturday, NLB route 38 travelling between Yat Tung Estate and Tung Chung MTR Station operated about every 1.5 to 3 minutes with high frequency. To meet the demand of Yat Tung Estate residents, NLB deployed multiple buses of route 38 in the morning peak hours, and the drivers could make use of the lanes in the terminus for maneuvers to pick up passengers.
- (c) The problem at the roundabout in Yat Tung Estate would not affect the bus services. In TD's opinions, if the second bus lane in the terminus was converted into a temporary taxi stand as proposed by Mr Eric KWOK, the bus operation would be affected and bus No. 38 would be difficult to maintain its frequency, hence the residents of Yat Tung Estate would be affected. The lane could only accommodate four taxis and the row of taxis would then extend from the terminus to Yat Tung Street, blocking the entrance of the terminus.
- (d) Yat Tung Estate had a population of over 40 000. A double-decker and a single-decker could accommodate about 120 and 60-70 passengers respectively whereas a taxi could just accommodate 4 to 5 passengers. Bus No. 38 provided a steady service mainly serving the residents in Yat Tung Estate.
- (e) There were a total of 18 routes in Yat Tung Estate bus terminus. During peak periods, about 120 buses got in and out of the terminus every hour. If the second lane in the terminus was converted into a temporary taxi stand, the circular system of the terminus and the traffic in Yat Tung Street and the vicinity would be much affected. TD did not support the proposal for converting the lane into a temporary taxi stand.

84. Mr Bill TANG said that there were taxi stands at both Yat Tung Street and Chung aYan Road but few people used them. That was because the community planning had gone wrong. Regarding the proposal for converting the second lane into a taxi stand, he opined that the location was convenient and the residents would be easy to adapt to the arrangement though the flow of bus No. 38 would be affected and he had reservation in that regard. For proposed setting up a temporary taxi stand on a vacant site near Tak Yat House, he considered it would have less impact on the traffic flow nearby. He suggested the issue be further discussed at the Traffic and Transport Committee meeting to gather the views of the representatives of bus companies and taxi industry in attendance.

85. Mr Eric KWOK agreed with TD and considered that the conversion of the second lane of the terminus into a temporary taxi stand was not feasible, but was disappointed that TD failed to find a solution. He had conducted a site visit and found that the roundabout was heavily congested in the morning. Taxi drivers and other drivers honked their horns, and quarrels erupted between the security guards and

drivers of private cars at the roundabout. He hoped TD would look into the matter seriously. With regard to the proposal for designating the site near Tak Yat House into a temporary taxi stand for urban taxis, although the location was a bit too far away, he believed the residents would adapt in time if there were no better alternatives. He asked PlanD and LandsD for their comments on the proposal.

86. Ms Donna TAM said that with regard to the proposed site on Diagram B, it was designated as “Government, Institution or Community” (“G/IC”) zone on the Tung Chung Town Centre Area Outline Zoning Plan. If there was no clear long-term use for the site, short-term uses (e.g. a taxi stand) could be considered. However, the site proposed by Mr Eric KWOK fell partly on private land.

87. Mr Wilson WONG said according to the record, a large portion of the proposed site for a temporary urban taxi stand in Diagram B belonged to private land, with only a small portion to the south, a tiny bit of area, being the government land. As the Government did not hold the majority ownership of the concerned land, it was unlikely that the proposal could work. If the government land was considered suitable for a temporary taxi stand, there had to be further discussion with the relevant departments. It was learned that a road widening project was planned to be implemented by CEDD near the government land but there was no implementation timetable for the time being.

88. Ms Josephine TSANG said that no taxi stand had been provided at Yat Tung Estate for years but many people took taxis. She was disappointed that TD opposed the proposal without putting forward any feasible options.

89. The Chairman requested TD to consider Members’ views and explore feasible options.

X. Question on use of fresh water for toilet flushing in Tung Chung  
(Paper IDC 34/2017)

90. The Chairman welcomed Mr YEUNG Tak-hoi, Senior Engineer/HK 3 of Water Supplies Department (WSD) to the meeting to respond to the question.

91. Mr KWOK Ping presented the question.

92. Mr YEUNG Tak-hoi responded as follows:

- (a) On question 1, despite the original plan of WSD to provide a seawater pumping station at the waterfront of the future Tung Chung reclamation area, the reclamation project was shelved due to a change of Tung Chung development plan and its scale, thus the seawater flushing system was not yet available. When CEDD conducted a feasibility study on the development planning of the remaining area in Tung Chung in 2011, WSD requested that a waterfront site at the future



reclamation area be reserved for provision of a seawater pumping station.

- (b) On question 2, the seawater supply system of the Tung Chung New Town Extension included a seawater service reservoir, a seawater pumping station at the future reclamation area and connecting water pipes. WSD and CEDD agreed to combine the existing seawater supply zone of Tung Chung New Town and the future seawater supply zone of Tung Chung New Town Extension to provide a more efficient and cost-effective seawater supply system. Detailed design of the system was now underway to tie in with the first population intake of Tung Chung East New Town Extension.
- (c) On question 3, the fresh water for toilet flushing in Tung Chung was currently supplied by Siu Ho Wan Water Treatment Works, and the raw water of which was supplied by Tai Lam Chung Reservoir or Shek Pik Reservoir according to the actual operational needs. In view of the high water level in Shek Pik Reservoir during the rainy season, raw water was mainly supplied therefrom to avoid water overflow.
- (d) On question 4, according to the statistics, the total quantity of fresh water used for toilet flushing in Tung Chung last year was 2.56 million cubic metres, accounting for about 0.26% of the total fresh water consumption in Hong Kong. Given that the fresh water supply for Tung Chung came from Tai Lam Chung Reservoir and Shek Pik Reservoir, and part of the raw water in Tai Lam Chung Reservoir and all raw water in Shek Pik Reservoir came from rainfall, the extra cost of fresh water for flushing could not be reflected by the payment for Dongjiang water purchase.
- (e) On question 5, regarding fresh water for flushing, 30 cubic metres of flushing supply was provided free of charge to each registered consumer for a four-month period. For a four-person household with appropriate flushing water consumption (i.e. an average of seven flushes per person per day), the quantity of free flushing supply was sufficient. Additional flushing water consumption was charged at \$4.58 per cubic metre. As such, the general households needed not pay or just paid a small amount for fresh water charges for flushing.

93. Mr KWOK Ping considered it unacceptable that seawater flushing would not be available until the Tung Chung New Extension project completed 13 years later. Thirteen years were too long considering that fresh water had been used for toilet flushing in Tung Chung for years and fresh water was a very precious resource on Earth and should not be wasted. He hoped the representative of WSD would relay his opinions to the Department and provide a temporary seawater pumping station in the Tung Chung area as soon as possible to conserve fresh water.

94. Mr KWONG Koon-wan said that he had earlier visited an exhibition of water resource in Taipei and learned that Hong Kong was one of the few places in the world where seawater was widely used for flushing, while fresh water was still used for flushing in other locations (e.g. Taipei, Europe and the United States, etc.). The effort of WSD in this regard was commendable although there was still room for improvement. To his knowledge, the cost of seawater flushing was high because seawater could only be used after being filtered and disinfected, which required hundreds of million dollars each year. As fresh water was used for flushing in Cheung Chau at present, the cost of provision of water treatment works for seawater filtering and the salt water pipes laying works, etc. would be enormous.

95. Mr YEUNG Tak-hoi indicated that subject to funding approval of LegCo for the project, with the first population intake of Tung Chung New Town Extension to be expected in 2023 at the earliest, the seawater supply system of Tung Chung New Town would be completed concurrently.

96. Mr Wilson MA added that the Tung Chung New Town Extension project included the provision of a seawater pumping station, seawater service reservoir and seawater supply system. The supply system had to tie in with the Tung Chung East reclamation works and now funding was being sought from LegCo for the Tung Chung East reclamation. The said system was still at the design stage, and if things went smoothly, it was expected to be completed in tandem with the first population intake (i.e. 2023 at the earliest).

97. Mr KWOK Ping said that due to geographical constraints, the pumping of seawater was difficult in some locations which were far away from the waterfront, thus fresh water was used for flushing. Tung Chung was facing the sea and Shek Pik Reservoir was located at South Lantau, and much resources and money would be needed to deliver water from Shek Pik Reservoir to Tung Chung. Unlike the planning for Cheung Chau and South Lantau, with the development of the new extension area, Tung Chung would become a large new town with a total population of 500 000 to 600 000, and fresh water should not be continued to be used for flushing. He reiterated that water was a very precious resource and should not be wasted.

98. The Chairman asked WSD to consider Members' opinions.

XI. Motion to request franchised bus companies operating on Lantau Island to offer fare concessions to students  
(Paper IDC 35/2017)

99. The Chairman indicated that the motion was proposed by Mr Bill TANG and seconded by Mr FAN Chi-ping.

100. Mr Bill TANG presented the motion.

101. The Chairman asked Members to vote on the motion by a show of hands as no amendment was proposed by Members. There were 14 votes for the motion, and none against or abstaining. Hence the motion was passed.

(Mr LOU Cheuk-wing and Mr Randy YU left the meeting at around 5:00 p.m.)

XII. Question on request for Bank of China to provide more banking services in Tung Chung  
(Paper IDC 36/2017)

102. The Chairman indicated that the Financial Services and the Treasury Bureau had referred the matter to the Hong Kong Monetary Authority (HKMA) for follow-up. The written replies of HKMA and Bank of China (Hong Kong) Limited (BOCHK) were distributed to Members for perusal prior to the meeting.

103. Mr Bill TANG presented the question. According to the written reply of BOCHK, there was just a branch in Tung Chung at the Hong Kong International Airport, with an automated teller machine provided in other locations. He hoped to request BOCHK through IDC to provide self-service banking offering services such as cash deposit, passbook update and cheque deposit, etc. to cater for the needs of residents and businesses.

(Post-meeting note: The Secretariat had relayed Members' opinions to BOCHK by letter.)

XIII. Question on a traffic accident occurred outside Discovery Bay International School  
(Paper IDC 37/2017)

104. The Chairman welcomed Mrs Josephine MAK, District Commander (Lantau) of HKPF to the meeting to respond to the question. Discovery Bay Services Management Limited (DBSML) was unable to arrange representatives to attend the meeting but had provided a written reply for Members' perusal. Moreover, the written reply of TD had been distributed to Members for perusal prior to the meeting.

105. Ms Amy YUNG presented the question.

106. Mrs Josephine MAK responded as follows:

- (a) On the afternoon of 17 March this year, a traffic accident occurred near the Discovery Bay International School involving a four-year-old girl and a government vehicle owned by the Cyber Security and Technology Crime Bureau of HKPF. The vehicle was granted a permit to enter Discovery Bay on that day upon informing the Police and DBSML in accordance with relevant procedures.

- (b) According to the CCTV record, at the time of the accident, the road traffic was smooth and the vehicle did not travel at high speed. The girl leaving her maid dashed onto the road from the refuge island and was hit by the vehicle. She was sent to hospital for medical treatment with head abrasion and discharged on the same day. The above case was now under investigation by Special Investigation Team of Traffic New Territories South Region. No prosecution was instituted for the time being.
- (c) The Police contacted the school and DBSML after the accident. Subject to manpower availability, the school pledged that staff in reflective clothing would be arranged to help students cross the road after school when necessary. The Police would also liaise with and visit all schools on Lantau Island regularly to raise the road safety awareness of the students.

107. Ms Amy YUNG said DBSML indicated in its written reply that it would put up banners at the roads nearby. However, she opined that putting up banners was not enough as traffic accidents occurred frequently nearby. She suggested displaying permanent signboards such as “School Area, Beware Children” or providing more zebra crossings to warn residents against jaywalking. She thanked the Police again for proactively handling the case at Discovery Bay.

XIV. Question on closure of Cheung Tung Road  
(Paper IDC 38/2017)

108. The Chairman welcomed Mr Wilson MA, Senior Engineer/Project Management (Islands) of CEDD and Mr Gary TO, Acting Chief Transport Officer/New Territories South West of TD to the meeting to respond to the question. HyD and Discovery Bay Transit Services Limited were unable to arrange representatives to attend the meeting but had provided the written replies for Members’ perusal.

109. Ms Amy YUNG presented the question.

110. Mr Wilson MA indicated that a new cycle track network of about 12 kilometres (km) would be constructed under the Tung Chung New Town Extension project, including a coastal cycle track of about 5 km along the waterfront promenade in Tung Chung East to the proposed Tai Ho Interchange (i.e. near the MTR Siu Ho Wan depot). Its detailed design had commenced in the middle of last year and was still in progress. No exact timetable was available for the time being. Upon the completion of the design, CEDD would review the timetable and provide further details to IDC. The technical feasibility study on the cycle track section from Tai Ho Interchange to Sunny Bay would be considered with the Siu Ho Wan/Sunny Bay reclamation work, and no timetable was available for the time being.

111. Mr Gary TO said that upon being notified on that day that Cheung Tung Road could not be re-opened, TD's Emergency Transport Co-ordination Centre released the information immediately and announced the temporary traffic arrangement at around 6:03 a.m. through television, radio and the Internet, with a view to minimising the impact on the public.

112. Ms Amy YUNG raised the opinions as follows:

- (a) The increased burden on Cheung Tung Road was obvious. She was worried that following the commencement of the Tung Chung Sewage Treatment Works project, more similar incidents would occur in the future as a result of the increasing traffic flow. She hoped the relevant departments would ensure the residents were informed as soon as possible and suggested the works contractor announce the arrangements via mobile applications.
- (b) Bicycle was one of the factors for the increasing burden on Cheung Tung Road, which was an important training location for professional cyclists. She had no objection to professional cyclists using Cheung Tung Road as they were familiar with the road and safety rules and respected other road users. She supported the cyclist groups organising cycling activities and competitions there.
- (c) However, she was worried about the safety of beginners on Cheung Tung Road. She had previously presented slides showing several learner bicycles riding in parallel on Cheung Tung Road, which not only obstructed the traffic but also putting themselves at risk. She thanked the Police for distributing promotional leaflets from time to time and prosecuting the offenders.
- (d) She reckoned that cycling beginners should practice in beautiful coastal areas to reduce burdens on Cheung Tung Road and avoid danger. She hoped CEDD would finalise the timetable for the construction of the cycle track as soon as possible.

XV. Question on automated refuse collection system in Yat Tung (II) Estate, Tung Chung  
(Paper IDC 39/2017)

113. The Chairman welcomed Mr Allan CHAN, Senior Property Service Manager of HD and Mr KWAN Yau-kee, District Environmental Hygiene Superintendent (Islands) of FEHD to the meeting to respond to the question.

114. Mr Bill TANG presented the paper.

115. Mr Allan CHAN responded as follows:

- (a) The automated refuse collection system had been installed in a total of

11 estates. Apart from two estates which had stopped using it about ten years ago, the system was still in use in the remaining nine estates including Yat Tung (II) Estate.

- (b) The annual maintenance cost of the system for Yat Tung (II) Estate is around \$2 million annually or around \$160,000 a month (i.e. around \$26 per household on average). Apart from the system maintenance cost, the refuse disposal and cleansing expenditure for Yat Tung (I) and (II) Estates was roughly the same.
- (c) Over the past year, the system had never been out of service completely throughout the entire estate, except for service suspension ranging from one to 12 days in individual blocks as a result of inappropriate disposal of refuse by cleansing workers or their failure to comply with signals leading to clogging.
- (d) The system collected around 75% of refuse. Bulky furniture and items were collected manually.
- (e) Cleansing workers were required to dump refuse according to the signals or clogging would occur and the collection would be less satisfactory. HD had already made adjustment, dividing Yat Tung (II) Estate into three separate zones for the system operation by turns. The cleansing workers then needed not wait for the signals for dumping refuse and the system could collect refuse continuously. The new arrangement had been on trial since 7 April this year and the refuse collection was satisfactory. The work efficiency also improved, with the time for collection reducing from 3 hours to 2.5 hours per block. HD would continue to review and monitor the system operation for improvement where necessary.

116. Mr KWAN Yau-kee said that a written reply had been provided by FEHD. FEHD was responsible for collecting domestic refuse while the refuse collection system was installed and managed by HD.

117. Mr Bill TANG expressed his views as follows:

- (a) He had criticised the effectiveness of the refuse collection system used in 11 estates (including Yat Tung (II) Estate) for years. The system originated in Europe where the refuse was not too wet, too hard or pointed. In the public housing in Hong Kong, the refuse was mixed with food waste and the cleansing workers did not separate the refuse, causing hygiene problems and affecting the operation of the system.
- (b) On comparison of the cleansing bills for Yat Tung (I) and (II) Estates, Yat Tung (I) Estate used the traditional method for refuse collection. The cleansing workers pushed cartloads of refuse to the refuse room for collection by the outsourced service contractors of FEHD. Yat Tung

(II) Estate had to pay \$2 million more and more time was needed for refuse treatment. There were also lots of hygiene problems. From the perspective of cost-effectiveness, the refuse collection system was unsatisfactory. He enquired whether HD would consider stopping the use of the system throughout the entire estate completely or progressively and using the traditional mode as Yat Tung (I) Estate did which would cost much less and be less complicated.

- (c) For service suspension in individual blocks, he asked whether it was Kui Yat House where the service was suspended for 12 days and, if yes, whether the department would stop using the system in Kui Yat House to avoid a malfunction affecting the environment.

118. Ms Amy YUNG said EPD planned to implement the waste charging scheme through (1) the households buying rubbish bags; or (2) basing on the quantity of rubbish produced by the estates. She opined that HD should discuss with EPD before considering whether continuing or discontinuing the use of the system to comply with the waste charging policy. Upon implementation of the waste charging scheme, she believed the households would separate and reduce the waste. She hoped EPD would step up public education on waste separation and implement the waste charging scheme as early as possible in the hope of addressing the growing waste problem and problems arising from the automated refuse collection system.

119. Mr Eric KWOK said that the automated refuse collection system had been in use in Yat Tung (II) Estate since 2004 and many problems (including odour) cropped up at that time. He learned that the system was bought from Germany but the eating habits of Germans were different from those of Chinese. There was less food waste in Germany and it had done a better job in waste separation. Thus the system could work well in Germany. He agreed with Ms Amy YUNG that HD should study whether the system should continue to be used after the implementation of the waste charging scheme.

120. Mr Allan CHAN said HD found the operation and maintenance of the system acceptable. The zone separation for refuse collection had been on trial for about two weeks with satisfactory results and less time was needed in refuse treatment. HD would continue to monitor the new arrangement. Regarding Kui Yat House with the system being out of service for 12 days, that was due to the size of the housing block which was larger than other blocks with an annex, therefore more waste was generated. Hence higher rate of causing problem during the process of refuse dumping according to the light signal. If the system was out of service due to a glitch in operation, the automated refuse collection company would arrange for refuse collection. If the system is being abandoned, HD would then have to arrange workers for refuse collection itself. HD would monitor the situation closely and follow up with the automated refuse collection company and management company.

121. Mr Bill TANG reiterated that Yat Tung (II) Estate spent an additional \$2 million in domestic refuse collection with unsatisfactory results. Besides making it difficult for cleansing workers to collect refuse, it posed risks to public health. He

questioned the continued use of the system wasting public money. He would invite the representatives of HD, FEHD and EPD after the meeting to conduct district visit and explore how to collect refuse properly and in an environmental-friendly way in line with the waste charging policy.

(Mr CHEUNG Fu left the meeting at about 5:20 p.m.)

XVI. Marine Port District Action Plan 2017  
(Paper IDC 25/2017)

122. The Chairman welcomed Mr LEUNG Chung-ting, Acting District Commander (Marine Port) of HKPF to the meeting to present the paper.

123. Mr LEUNG Chung-ting stated that Marine Port District Action Plan 2017 was tabled and he welcome Members to comment the paper. He cited the brief made by the Commissioner of Police in the last meeting that there was a decrease in overall crime in Hong Kong in 2016, the crime rate in Cheung Chau also dropped about 24.8% in compare to 2015. He thanked the DC Members and various sectors for their advice in crime prevention. The Marine Port District had also been implementing various community-policing schemes in Lamma Island, Peng Chau and Cheung Chau and would continue to work with the Rural Committees and locals to combat crime. Regarding young night drifters, the Marine Port District had introduced the Project TEENBEACON with non-government organisations since 2016 to build self-esteem in youngsters to help them pursue further studies or choose a career.

XVII. Lantau District Action Plan 2017  
(Paper IDC 26/2017)

124. The Chairman welcomed Mrs Josephine MAK, District Commander (Lantau) of HKPF to the meeting to present the paper.

125. Mrs Josephine MAK briefly presented the paper. The Lantau District formulated the action plan each year taking into account the crime trends and community development. The priorities for Lantau District in 2017 included burglary and tourist-related crime reduction and strengthening the engagement of non-ethnic Chinese community. In this connection, the Lantau District had implemented the Lantau Village Guardwatch Scheme, Operation Fast Marker, Project “Vision Possible” and Project One World. It would continue to invite the DC Members and the community members to join the police publicity campaigns in crime prevention.

126. Mr Eric KWOK was concerned about the illegal felling of *Aquilaria sinensis* which had become a common occurrence in Islands District (e.g. South Lantau and Shui Hau, etc.). He suggested the incorporation of illegal tree felling into



the Lantau Village Guardwatch Scheme to encourage villagers to report such activities.

XVIII. Progress on District-led Actions Scheme  
(Paper IDC 24/2017)

127. The Chairman welcomed Mr CHOW Chit, Joe, Assistant District Officer (Islands)<sup>2</sup> of Islands District Office (IsDO) to the meeting to present the paper.

128. Mr Joe CHOW introduced the contents of the paper.

129. Mr Bill TANG enquired about the progress of On Tung Street soccer pitch project and why it could not be open until early next year.

130. Ms Belinda CHONG replied that the tendering process was underway and if things went smoothly, the works was expected to commence in late May this year and continue for about half a year before completion by the end of the year.

131. With reference to item 28 at Annex 2 (Marina Drive refuse collection point, Discovery Bay), Ms Amy YUNG raised her opinions and enquiry as follows

- (a) During a meeting between (IDC) Members and SFH the year before last, she requested to increase the frequency of refuse collection to prevent rodent infestation resulting from refuse accumulation and step up the beach clean-ups. FEHD however did not step up cleaning the beaches or increase refuse collection, resulting in the deterioration of the environment.
- (b) She was disappointed that the Secretary did not follow up on Members' enquiry after the meeting and hoped that it would be put on record.
- (c) Discovery Bay was a private development but there was public open space, including beaches, which was open to Hong Kong people and tourists. The developer held fee-charging events there and the participants left behind large amounts of refuse. The bunds were covered with refuse after the holidays, attracting pests and rodents. She asked whether FEHD had noticed the environmental condition of the beaches.

132. Mr KWAN Yau-kee said that the beaches in Discovery Bay were private areas and the management company was responsible for the cleaning work. The department could provide technical advice if required.

133. Ms Amy YUNG requested FEHD to issue letters to the management company for stepping up the beach clean-ups and increasing rounds of refuse collection at the refuse collection points to improve hygiene. She also hoped that

follow-up actions would be taken in response to the two questions she had raised to the Secretary.

(Post-meeting note: FEHD had been monitoring the environmental condition of the beaches in Discovery Bay and the staff patrolled the beaches frequently but no refuse accumulation or signs of pests or rodents were found. The department had issued an advisory letter to HKR International Ltd. to remind it of the need to keep the beaches clean. HKR International Ltd. was responsible for the management of Marina Drive refuse collection point, and the maintenance of cleanliness and rodent control therein. FEHD was responsible for collection of domestic refuse/waste therein and would request the service contractor to increase the frequency of refuse/waste collection depending on the actual situation. It would continue to monitor the condition at the above locations and take necessary actions to maintain a clean environment.)

134. Mr CHAN Lin-wai was concerned about the illegal parking of bicycles on Lamma Island. He opined that the joint clearance actions taken by the Police, FEHD, LandsD and District Office could not curb the problem effectively. At an earlier meeting of the Traffic and Transport Committee, a number of Members had made proposals targeting the problem of illegally parked bicycles in Islands District. He hoped the two police districts in Islands District would draw reference from the pilot scheme implemented in North District for clearance of illegally parked bicycles in Islands District.

135. The Chairman said he had consulted preliminarily the Chairman of North DC on the pilot scheme on bicycle clearance and was told that the results were satisfactory. He hoped the relevant departments would study the feasibility of implementing the scheme in Islands District on trial if manpower and resources permitted.

XIX. Proposed Islands District Council Funds allocation in 2017/2018  
(Paper IDC 40/2017)

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

XX. Report on the work of the Islands District Management Committee (March 2017)  
(Paper IDC 41/2017)

137. Members noted and endorsed the paper.

XXI. Reports on the work of the IDC Committees  
(Papers IDC 42-45/2017)

138. Members noted and endorsed the paper.

XXII. Allocation of DC funds

(i) Up-to-date financial position on the use of DC funds  
(Paper IDC 46/2017)

139. Members noted and endorsed the paper.

(ii) Approval for using DC Funds by circulation from 1 February to 31 March 2017  
(Paper IDC 47/2017)

140. Members noted and endorsed the paper.

XXIII. Date of next meeting

141. There being no other business, the meeting was adjourned at 5:53 p.m.  
The next meeting would be held on 26 June 2017 (Monday) at 2:00 p.m.

- End -