

(Translation)

Minutes of Meeting of Islands District Council

Date : 24 October 2016 (Monday)
Time : 2:00 p.m.
Venue : Islands District Council Conference Room,
14/F, Harbour Building, 38 Pier Road, Central, Hong Kong.

Present

Chairman

Mr CHOW Yuk-tong, BBS

Vice-Chairman

Mr YU Hon-kwan, Randy, JP

Members

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

Attendance by Invitation

Mr HUI Siu-wai, JP	Director of Buildings, Buildings Department
Mr CHENG Yu-hon, Daniel	Senior Building Surveyor, Buildings Department
Ms WONG Fung-sang, Mandy	Administration Assistant/Director of Buildings, Buildings Department
Mr MA Hon-wing, Wilson	Senior Engineer/Project Management (Islands Division), Civil Engineering and Development Department
Mr WONG Pak-kin, Ken	Chief Transport Officer/Planning/Ferry Review, Transport Department
Ms CHU Wai-sze, Fiona	Senior Transport Officer/Planning/Ferry2, Transport Department

Mr LAU Wing-fai, Wessex	Senior Environment Protection Officer (Sewerage Infrastructure), Environmental Protection Department
Mr IP Ho-yin, Nelson	Acting Senior Environment Protection Officer (Mobile Source), Environmental Protection Department
Mr CHEN Hao-ting, Ambrose	Environment Protection Officer (Mobile Source), Environmental Protection Department
Mr FOK Chi-sum	Engineer/Sewerage Projects , Drainage Services Department
Ms LAW Wai-chun	Chief Health Inspector, Food and Environmental Hygiene Department
Mr CHAN Yan-sum, Danny	Director (Product Development, Marketing and Sales), Post Office
Mr CHAN Kai-lam, Allan	Senior Property Service Manager (Wong Tai Sin, Tsing Yi and Tsuen Wan), Housing Department

In Attendance

Mr CHOW Chit, Joe	Acting District Officer (Islands), Islands District Office
Ms CHONG Yan-yee, Belinda	Assistant District Officer (Islands)1, Islands District Office
Ms HUI Yuen-mei, May	Senior Liaison Officer (1), Islands District Office
Ms CHAN Hing-kwan, Patty	Senior Liaison Officer (2), Islands District Office
Mr LO Kwok-chung, David	Chief Engineer/Islands, Civil Engineering and Development Department
Ms TAM Yin-ping, Donna	District Planning Officer (Sai Kung & Islands), Planning Department
Mr LI Kin-nga, Denis	District Lands Officer (Islands), Lands Department
Ms LO Man-kam	Administrative Assistant (Lands/Islands), Lands Department
Mr CHU Kam-sing, Daniel	Assistant District Social Welfare Officer (Central Western, Southern and Islands), Social Welfare Department
Ms LEE Nga-lai, Alice	District Commander (Lantau), Hong Kong Police Force
Mr SHERIDAN RICHARD, BRINSLEY	District Commander (Marine Port), Hong Kong Police Force
Ms FAN Chin-ting, Erica	Police Community Relations Officer (Lantau District), Hong Kong Police Force
Mr LAW Tung-wah, Benji	Police Community Relations Officer (Marine Port District), Hong Kong Police Force
Mr HSU Kam-lung, Virgil	Chief Manager/Management (Hong Kong Islands and Islands), Housing Department
Mr YUEN Hong-shing, Honson	Chief Transport Officer/NT South West, Transport Department
Mr KWAN Yau-kee	District Environmental Hygiene Superintendent (Islands), Food and Environmental Hygiene Department
Mrs Brenda NG	District Leisure Manager (Islands), Leisure and Cultural Services Department

Secretary

Ms Candy CHAN	Senior Executive Officer (District Council), Islands District Office
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## Welcome Remarks

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

- (a) Mr HSU Kam-lung, Virgil, Chief Manager/Management (Hong Kong Islands and Islands) of the Housing Department (HD); and
- (b) Mr CHU Kam-sing, Daniel, Assistant District Social Welfare Officer (Central Western, Southern and Islands) of the Social Welfare Department (SWD) who attended the meeting in place of Mr LAM Ding-fung.

### I. Visit of Director of Buildings to Islands District Council

2. The Chairman welcomed Mr HUI Siu-wai, JP, Director of Buildings to the Islands District Council (IDC) for meeting and exchange with Members. He was also pleased to welcome to the meeting Mr CHENG Yu-hon, Daniel, Senior Building Surveyor of the Buildings Department (BD) and Ms WONG Fung-sang, Mandy, Administrative Assistant to the Director of Buildings.

3. The Director of Buildings gave a briefing of the work of BD with the aid of PowerPoint Presentation.

4. Mr Bill TANG expressed his views as follows:

- (a) Some private property owners of Tung Chung relayed to him that after receiving the notices of BD for window inspection, they kept receiving advertising pamphlets and the Owners' Corporations (OC) also provided contractors' information for their reference. He quoted an example, in order to comply with the requirement, the owners had to appoint Qualified Persons (QPs) to carry out inspection, but some repair proposals from contractors might be deemed unnecessary by them. Besides, many contractors made use of the inspection certificates to lure business.
- (b) Some members of the public were doubtful about the performance of contractors and the professional qualification of persons engaged in window inspection. The way the contractors acted was just their business strategy and was irrelevant to building safety.
- (c) The Mandatory Window Inspection Scheme (MWIS) had been implemented for some time. He hoped the relevant department would study its implementation and regulate the performance and fees charged by the contractors.

5. Ms Amy YUNG expressed her views as follows:

- (a) She was concerned about the implementation of the Mandatory Building Inspection Scheme (MBIS) and MWIS since the residents in Discovery Bay were in the same predicament as Tung Chung residents. She understood that dilapidated buildings would pose a risk to the tenants as well as members of the public. Since the implementation of MBIS and MWIS, a great number of buildings and owners were issued with the notices. She raised no objection but hoped that BD would step up monitoring to deter crime. For instance, bid-rigging occurred frequently and the property owners became helpless, having to pay huge cost and were caught up in conflict.
- (b) The Building Management Ordinance (BMO) was administered by the Home Affairs Bureau (HAB). She considered it was the worst ordinance that Hong Kong had had as the interests of individual owners could not be protected. A vast majority of the undivided shares of Discovery Bay were owned by the majority owners, leaving individual owners, though in great number, holding no more than 30 percent of shares. As such, only an Owners' Management Committee rather than an OC was formed. The former was not a legal entity and had no right to take any legal actions. The management company was a subsidiary of the developer and the spillover effect was that many deep-rooted conflicts and disputes as well as complaints arose. Minority owners of Discovery Bay were in a difficult situation. When the proposed amendments to the legislation were presented to the Legislative Council (LegCo) in 2015, they met with opposition from people with vested interests. She hoped BD and HAB would strengthen communication to provide assistance to minority owners.

6. Mr KWONG Koon-wan said a great number of village houses had been issued with Dangerous Hillside Orders (DH Orders) in recent years. Since no OC was set up and most of the residents were elderly people, they felt helpless when receiving the DH Orders. The hillside repair works could easily cost a million odd dollars, imposing a heavy burden on them. He had received over ten requests from more than a hundred owners. He hoped BD would help repair the slope and the owners were willing to bear a reasonable cost. He understood that the department had to adhere to the established procedures but hoped it would intervene early to help the owners repair the slopes to avoid danger and damage. As most of the owners did not have the relevant professional knowledge nor was there any OC that they could turn to, it would be difficult for them to comply with the orders. He hoped BD would provide assistance and deter bid-rigging. He would provide details of the relevant cases to BD after the meeting for follow-up.

7. Mr Eric KWOK asked how BD would follow up on and handle the unauthorised building works (UBWs) which were not reported.

8. Mr Ken WONG said that there were many “three nil” buildings on Peng Chau. Two fires broke out lately which were caused by old electrical wiring. In the absence of an OC, the households paid no heed when receiving the notices of BD for building inspection and the department failed to take any follow-up actions. He hoped BD would keep such “three nil” buildings under surveillance and issue statutory repair orders where necessary to prevent accidents and casualties. For UBWs of village houses not reported and not belonging to the first batch for clearance, numerous grey areas existed but the Lands Department (LandsD) and BD shifted responsibilities. He urged BD to deal with and follow up on the issue squarely.

9. Mr LOU Cheuk-wing said that there were three private properties beside Shek Tsai Po Road, Tai O which had been vacant for nearly 20 years, with concrete patches coming off from the external walls and steel reinforcement bars exposed. The properties were standing along the only vehicular access and there were many visitors. Fearing that the properties would be in danger of collapsing, he had written to a number of departments but so far no follow-up actions had been taken. He asked if the matter fell under the ambit of BD.

10. Ms Josephine TSANG said she had received two reports of spalled concrete on patches falling off from external walls and had referred the matters to BD but no reply was received. She enquired about the progress.

11. The Director of Buildings made a consolidated response as follows:

MBIS and MWIS

- (a) There were now over 10 000 QPs (including Authorized Persons, Registered Structural Engineers and Registered Contractors) qualified to provide window inspection services and the actual number of service providers engaged in window inspection works was considerable. At the inception of MWIS, people queried whether it would end up being a mandatory scheme for window replacement. To allay public concerns, BD launched a series of publicity, e.g. a TV programme was broadcast in 2014 to advise the owners to determine and judge whether the opinions given by the QP was reasonable and, if necessary, seeking a second opinion or obtaining quotations from different QPs. The department would also collect quotations and cost information from the market and upload onto its website for public reference. Such information would be updated half-yearly.
- (b) BD would conduct audit checks after the notices of window inspection were issued. Of the 400 000 notices issued, about 300 000 had been complied with and repair works were completed. It had randomly selected about 10 000 cases for field audit. The department staff would visit the owners to find out if they encountered any problems when conducting the repairs. If the services provided by QPs were found unreasonable during random check, actions would be taken after sufficient evidence was obtained but the owners had to be cooperative. BD had instituted prosecutions against persons engaged in building and window inspection. In addition, the

department held meetings with QPs regularly to exchange views and market information.

- (c) Besides, BD would launch publicity to remind persons engaged in window inspection as well as the owners that the latter could decide whether to have the items beyond the scope of prescribed inspection (e.g. gasket) inspected. It would continue to promote the schemes to owners and members of the public.
- (d) The department was aware of the risk of bid-rigging and various departments had worked to target bid-rigging. Some cases were being investigated. Regulation of unfair practices would be stepped up when the Competition Ordinance went into force. BD intended to reduce the number of building inspections per year to enhance regulation and allow for market adaptability.

#### Buildings Ordinance

- (e) The Buildings Ordinance (BO) administered by BD was concerned primarily with the construction and safety of buildings, while BMO fell under the purview of HAB. BMO was now subject to amendment and BD would monitor closely the implications of the amended ordinance and make preparations accordingly.

#### DH Orders

- (f) BD understood the problems of compliance with DH Orders in rural areas. If the orders were not complied with, BD would carry out the required work on behalf of the concerned owners. In inviting tenders for the repair works, DH Orders within the same district would be grouped together as far as practicable to cut repair costs. Consultants would also be appointed to inspect the affected slopes and retaining walls regularly to ensure that they posed no risk to the public before the repair works commenced. Mr KWONG Koon-wan would be asked to provide the details of the relevant cases for follow-up.

(Post-meeting note: Mr KWONG Koon-wan submitted the details of the relevant cases to BD on 25 October 2016 and follow-up actions were now being taken by BD.)

#### UBWs of village houses in the New Territories

- (g) Around 18 000 applications were received under the Reporting Scheme for UBWs in New Territories Exempted Houses but many UBWs were not yet reported. To enhance work efficiency, BD would step up village patrols and had patrolled about 100 villages. If unreported UBWs not targeted for the first batch clearance exercise were identified during patrol, demolition notices would be issued to the owners.
- (h) The dilapidated properties in Tai O were being handled by the Squatter Control Unit under LandsD.

Concrete patches falling off from the external walls of buildings

- (i) BD would send its staff to conduct site inspection after receiving the complaints and a reply would be given. For serious cases of spalled concrete, repair orders would be served on owners. For less serious cases, advisory letters would be issued. Regarding the issue of no reply after report, he would like Ms TSANG to provide relevant information after the meeting for follow-up.

12. Mr LOU Cheuk-wing said that the three properties in Tai O were not squatters and the owners could not be contacted. As the properties had been left vacant for nearly 20 years, he hoped the department would take follow-up actions.

13. The Director of Buildings said that according to the information available, the properties, though made from concrete, were situated on private land and fell under the ambit of the Squatter Control Unit of LandsD. BD would check the information after the meeting and reply to Mr LOU in due course.

(Post-meeting note: Regarding the cases raised by Ms Josephine TSANG and Mr LOU Cheuk-wing, supplementary information had been provided and follow-up actions were taken after the meeting. The relevant information was sent to Members for perusal.)

## II. Confirmation of the Minutes of Meeting held on 13 September 2016

14. 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

15. The captioned minutes were confirmed unanimously without amendment.

## III. Tung Chung New Town Extension Project (Paper IDC 109/2016)

16. The Chairman welcomed Mr LO Kwok-chung, David, Chief Engineer/Islands and Mr MA Hon-wing, Wilson, Senior Engineer/Project Management (Islands Division) of the Civil Engineering and Development Department (CEDD) to the meeting to present the paper.

17. Mr David LO introduced the contents of the paper with the aid of PowerPoint presentation.

18. The Vice-Chairman Mr Randy YU declared an interest. Since the relatives of his spouse had a land-related interest regarding the development proposal for Tung Chung West, he would not give comments on the development planning of the area.

19. Mr Holden CHOW enquired about the implementation timetable of Tung Chung East (TCE) Railway Station and the town park of Tung Chung West (TCW) respectively.

20. Mr Bill TANG raised enquiries and opinions as follows:

- (a) Although no reclamation was involved in the proposed development for TCW, government land (on which licensed structures were erected) had to be resumed and matters concerning the conservation of Tung Chung Valley and construction of a river park would also have to be addressed. He asked whether the funding application made to LegCo earlier on for the detailed design covered the costs of the above.
- (b) For the major land uses and development parameters for Tung Chung New Town Extension, there was a Metro Core Area of about 7.6 hectares as shown in Attachment 2. He asked whether it covered for the well-developed Tung Chung Town Centre or just the new extension area.
- (c) He enquired about the construction schedule for TCW Railway Station, the site reserved for the municipal market and whether the relevant departments (e.g. the Food and Health Bureau (FHB)) would timely provide of the market.

21. Mr Eric KWOK raised enquiries and opinions as follows:

- (a) The planning for Wong Lung Hang in TCW and Tin Sum had already been incorporated in the associated Outline Zoning Plans (OZPs). He was worried that reclamation and dredging, etc. might be required if the land adjoining Wong Lung Hang was developed in the future and damage would be caused to the environment without proper regulation.
- (b) Whether Tung Chung River Park would be designated as an eco-park and Tung Chung Valley be developed into a community farm.
- (c) TCW Area 61A was zoned as “Green belt” during the Phase 3 public consultation. However, the area was now zoned for residential use under the current recommended outline development plan. It was learned that some developers had requested to increase the plot ratio of Area 61A. He asked about the criteria under which the Government would revise the plan and whether it had held closed-door meetings with individual stakeholders or their agents and been succumbed to the lobby for the residential zoning.
- (d) The number of residential flats provided in Tung Chung New Town Extension would be increased from 48 000 to 49 400, while the future aggregated population in Tung Chung was projected to reach 270 000. He was concerned whether the external transport infrastructure in Tung Chung was capable of coping with the demand after the commissioning of Hong Kong-Zhuhai-Macao Bridge (HZMB). The Kap Shui Mun incident earlier



on was quoted as an example. Moreover, the train service was suspended after an overhead cable in Sunny Bay MTR Station was broken, with residents and visitors in Tung Chung being left stranded. It was said that the capacity of Tsing Ma Bridge had reached saturation. He was concerned that with the projected increase in population, the railway service alone could not cope with the demand for external transport linkages (especially connection with Kowloon and Hong Kong Island).

22. Ms Amy YUNG expressed her views as follows:

- (a) According to Attachment 2, the plot ratio of TCE's residential developments ranged from 2.5 to 6.5 while TCW had a plot ratio of 1 to 6. She asked if that meant the population density in TCE was higher than TCW. In the early days, the private developments in Tung Chung were suffered from wall effect, and she was afraid the higher ratio in TCE might result in wall effect and affect the environment and air ventilation.
- (b) According to the briefing and paper of CEDD, Tung Chung Area 58 was intended for provision of Government, Institution and Community (G/IC) facilities and designated for religious purpose in future. She hoped that the relevant department would provide further information on the land use in Area 58.

23. Mr FAN Chi-ping enquired when the construction of TCW Station would begin. The development proposal for TCE was magnificent but there were only public housing or HOS flats in TCW. Taking Wong Lung Hang as an example, he criticised the designation of plenty private land as "Green belt", affecting the land value without offering any compensations, which was unfair to private landowners.

24. Ms Sammi FU expressed her views as follows:

- (a) Given that the proposed TCE Station was close to the reclamation area, whether the works would commence only after the completion of reclamation and if there were other sites suitable for construction of TCE Station, as well as details of the implementation timetable.
- (b) She was pleased that land was reserved in the new extension area for facilities such as sports ground and tertiary institute as well as residential flats. However, she was concerned that the public transport services in Tung Chung North and TCE could not cope with the rising demand generated by rapid population growth. She asked whether the Government had other plans to improve traffic apart from building TCE Station. She suggested the Government to accord priority to improve traffic before building housing flats.

25. Mr David LO said that for the Tung Chung New Town Extension project, CEDD was mainly responsible for the reclamation and infrastructure works. The

planning issue raised by Members would be addressed by the representative of PlanD later. His consolidated response with regard to the engineering work was as follows:

TCE and TCW Stations

- (a) While conducting the feasibility study on Tung Chung New Town Extension, the study team recommended that TCE Station be put into commissioning in 2026. As the site for the station was close to the adjoining reclamation area, it could not be handed over to the relevant bureaux and departments or MTRCL for commencement of construction work until reclamation works attained certain milestones.
- (b) According to the “Railway Development Strategy 2014” announced in 2014, the implementation of the TCW Station project was tentatively set between 2020 and 2024. No further information was available.

Town Park

- (c) The town park was not an associated infrastructure of the Tung Chung New Town Extension project. However, it was understood that the public aspired for its early completion and, after discussion with the Leisure and Cultural Services Department (LCSD), CEDD would proceed with the conceptual design and plan for the town park under TCW consultancy, and would conduct public engagement exercise. After completion of the conceptual design, CEDD would pass the design to the relevant departments for consideration on its implementation.

Funding Application

- (d) A funding application was submitted in May this year for carrying out the site investigation works and detailed design. Funding would also be sought from LegCo in future for the proposed developments in TCE and TCW.

River Park

- (e) Since the consultancy agreement for the TCW Extension project was not signed until late September this year, the consultants were still reviewing the design information and no detailed planning and design options could be provided at the moment. The department noted the aspirations of Members and the public and the study team would consider the detailed design with the Drainage Services Department (DSD) in due course.

Population density

- (f) The population density of TCE would be higher than that of TCW, The urban design for the TCE Extension Area had adopted a stepped height profile with lower buildings on the waterfront and taller buildings near the North Lantau Highway. At the feasibility study stage, an air ventilation study, which included testing of physical model in the wind tunnel had been conducted for the planning options to ensure no wall effect.

#### Conservation Area

- (g) Conservation areas were designated for river preservation and flood control purposes. After examination of the natural resources and extensive public consultation, the study team opined that it would be appropriate to designate the land surrounding Tung Chung Stream which was of ecological importance as a “Conservation Area” or a river park.

26. Ms Donna TAM made a consolidated response to planning issues as follows:

#### Land use planning

- (a) An objective of the Tung Chung New Town Extension project was to develop land to meeting housing, economic and social needs of Hong Kong. As such, the study team put forward development proposals for TCE and TCW extension areas. Taking into account factors such as the need to protect rural characteristics and sites of ecological values in TCW, the study team formulated a Recommended Outline Development Plan (see Appendix attached for more details). The relevant development proposals were incorporated in the three Outline Zoning Plans (OZPs) gazetted in January this year. The Town Planning Board held hearings in September and October to consider the representations to the OZPs.
- (b) Regarding the land use in Tung Chung Area 61A, the consultants had consulted the public on the possible land use proposals during the Stage 3 public engagement exercise. Different views were received, including developing areas of low ecological value in Tung Chung Valley. In order to strike a balance between conservation and development, after further study by the Consultants, PlanD considered the abandoned agricultural land as well as areas away from Tung Chung Stream could be used for residential purpose. The proposals were incorporated in the OZPs.
- (c) Regarding the planning for Wong Lung Hang, the area now falls within the planning scheme boundary of the Tung Chung Town Centre Area OZP. The Agriculture, Fisheries and Conservation Department (AFCD) pointed out that Wong Lung Hang is an Ecologically Important Stream. As such, the stream and its riparian areas were zoned “Conservation Area” in the OZP for conservation purpose.
- (d) Under the current Outline Development Plan, land had been reserved in Tung Chung Area 58 for religious purpose. Since Area 58 could only be utilized upon completion of the road and associated works, it was proposed that the concerned works to be carried out together with the reclamation work.

#### Development density of TCE and TCW

- (e) As TCE was derived from reclamation while TCW was a conservation area, the development density of the former would be higher.

#### Metro Core Area

- (f) The Metro Core Area mentioned in the paper referred to the Metro Core Area to be developed in the reclamation area of TCE extension area. It does not include the developed area within the existing town centre.

#### Municipal Market

- (g) According to the written reply of FEHD to the question for agenda item 12, market facilities were already provided in Tung Chung New Town and also two public wet markets would be provided in the public rental housing developments to be completed in Tung Chung Area 56 and Area 39. Land was reserved in Tung Chung New Town Extension for the development of Government, Institution or Community facilities. Market use was always permitted within residential sites. As the project was still at preliminary design stage, PlanD would follow up closely with the relevant departments to cater for the development needs and public aspirations.

27. Mr FAN Chi-ping said that the residents in TCW had no objection to development but it would be unfair to land owners if private land was designated as “Green Belt” without any compensation. He reiterated that there was no river but only two watercourses in Tung Chung which were formerly used for irrigation.

28. Mr Bill TANG requested PlanD to provide the development parameters for Yat Tung Estate and Tung Chung Area 39. He was concerned about the progress of TCW Station and asked whether site investigation was conducted therein.

29. Mr WONG Man-hon said he had times and again relayed to PlanD the connectivity problem facing the three villages of Mui Wo (i.e. Pak Mong, Ngau Kwu Long and Tai Ho Villages) and hoped that with the development of TCE, improvements would be made to the external road network. He also proposed to provide additional facilities near Tai Ho Wan Beach to attract tourists. On the other hand, he criticised the designation of Tai Ho as a “Site of Special Scientific Interests” without putting in place a compensation mechanism. He opined that PlanD should not formulate development plans for private land blindly with little regard to the villagers’ feelings.

30. Mr Ken WONG cited Area 61A as an example that PlanD rezoned a “Green Belt” on government land for housing and designated private land as “Green Belt”, which in practice amounted to oppression. He queried whether PlanD carried out any site inspection or study in formulating OZPs. For example, the squatter areas on Peng Chau with poor environmental conditions were unsuitable for “Green Belt” zonings. He hoped the department would conduct site inspection in future to ascertain the suitability for the zoning and to make consideration from the private landowners’ perspective to avoid affecting original land value.

31. Mr David LO made a consolidated reply as follows:

TCW Station

- (a) The site for the proposed TCW Station was identified during the Tung Chung New Town Extension Study. The consultants had taken into account the topography and exchanged views with MTRCL. A detailed site investigation for the station was to be conducted by the Transport and Housing Bureau (THB) and the future operator.
- (b) Although TCW Station was not an infrastructure to be undertaken by CEDD under the Tung Chung New Town Extension project, a review on the arrangements of the TCW Station was included in the consultancy agreement for TCW Extension to facilitate the formulation of the implementation timetable by the relevant bureaux and departments.

Traffic and transport planning

- (c) Mui Wo villages did not fall within the scope of Tung Chung New Town Extension. A transport interchange would be built on North Lantau Highway to connect TCE Road Pl. During the Phase 3 public engagement exercise in 2014, the study team noted that the villagers of the three villages in Tai Ho aspired to have a more convenient access to North Lantau Highway. To meet such public aspirations, plans had been made for building slip roads at the proposed transport interchange to link up North Lantau Highway with Cheung Tung Road.
- (d) On the road and railway network of North Lantau, the study team had examined the traffic arrangements during the feasibility study. Regarding the railway transportation, with the improvement to the signaling system and provision of an over-run tunnel in the Hong Kong Station for trains to turn around the capacity of Tung Chung Line would be able to meet the demand as a result of population growth in Tung Chung New Town Extension.
- (e) On the road arrangement, the feasibility study had taken into account the increasing traffic flow after commissioning of the HZMB and Tuen Mun Chap Lap Kok Link. The road network on North Lantau would be able to cope with the demand in Tung Chung New Town Extension.

32. Mr David LO hoped that Members would endorse the infrastructure works for Tung Chung Area 58, so that arrangement could be made for gazetting and submission of the funding application to LegCo for the reclamation work in TCE.

33. Ms Amy YUNG hoped that a road would be built to connect the toll booth of the Discovery Bay Tunnel with TCE Station. Cheung Tung Road was narrow and busy but all Discovery Bay buses had to pass through it. A new road connecting the TCE Station would alleviate the traffic pressure and enhance road safety and also serve the residents of Discovery Bay.

34. Ms Donna TAM said that as the paper was submitted by CEDD for reporting the works in TCE and TCW, only the development parameters for some sites within the new extension area were provided. The completed Yat Tung Estate in Tung Chung Town Centre and Tung Chung Area 39 under construction were excluded. They were all incorporated in the three Tung Chung OZPs. PlanD could provide Mr TANG with the development parameters of Yat Tung Estate and Tung Chung Area 39 after the meeting if required.

(Post-meeting note: At the request of Mr Bill TANG, PlanD provided him with the development parameters for Yat Tung Estate and Area 39, Tung Chung via the Secretariat of IDC on 26 October.)

35. Mr David LO understood that the residents of Discovery Bay wanted to have a more convenient access to North Lantau Highway or TCE Extension. Under the current plan, the transport interchange at North Lantau Highway could link up Cheung Tung Road with the new Road P1. In other words, the residents of Discovery Bay could travel to TCE Extension area via the North Lantau Highway transport exchange and Cheung Tung Road.

36. Mr CHEUNG Fu said the Government should put in place a mechanism to compensate the private landowners affected by the greening plan and proposed to halt the plan for the time being.

37. Ms Amy YUNG opined that the Council should consider the impacts of the plan on the overall development objectively and comprehensively. Matters involving individual parties should be dealt with separately.

38. Ms LEE Kwai-chun and Mr WONG Man-hon proposed giving conditional support.

39. The Chairman said that conditional support was given for the above project and hoped that the relevant departments would take into consideration the views and concerns of Members.

(Mr Holden CHOW left the meeting at about 3:10 p.m.)

IV. Proposed provision of monthly ticket passages for the “Central-Cheung Chau” ferry route  
(Paper IDC 110/2016)

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

41. Mr WONG Pak-kin, Ken, briefed the meeting of the background of the paper and Ms Fiona CHU then introduced the contents of the paper with the aid of PowerPoint presentation.

42. Mr YUNG Chi-ming said he supported the proposed provision of monthly ticket passages as a short-term proposal and suggested to standardise the use of monthly tickets during public holidays (including Jiao-festival/ Bun Carnival) for residents and the activity staff working on holidays. In the long term, he hoped TD would continue to study the feasibility of providing special passage for Cheung Chau residents.

43. Ms LEE Kwai-chun agreed to the pilot implementation of the proposal and to review its effectiveness and make improvement afterwards.

44. Mr KWONG Koon-wan raised opinions and enquiries as follows:

- (a) He had reservations about the provision of monthly ticket passage as the frequent passengers would not benefit much. Last year, he put forward a proposal for providing a passage for holders of monthly tickets and multiple tickets which were widely received by residents. The department rejected the proposal without giving a clear explanation and had dodged it since then.
- (b) According to paragraph 4 of the paper, the New World First Ferry Services Limited (NWFF) provided extra services during the peak hours on holidays, averaging at 12-15 minutes' interval (i.e. about 6-7 sailings per hour) to ease passenger flow. He did not understand why the NWFF rejected the residents' request for implementing special arrangements during the peak hours on non-holiday weekdays such as deploying ferries with higher capacity or increasing the frequency.
- (c) Took the public holidays in 2017 as an example, the specified dates that the department suggested for implementing monthly ticket passages were limited and were therefore not effective but the resources involved were enormous. He did not support the proposal. According to the information provided by TD, the patronage on Sundays and public holidays was 34% higher than that on weekdays. If the monthly ticket passage was to be implemented, he opined that all Saturdays and Sundays should be applicable so that more people could benefit and it would also provide an incentive for residents to use monthly tickets.
- (d) Regarding the timing, in comparison with the system upgrading work of MTRCL, he queried why the NWFF required 9-12 months to complete the software modification work and hoped that a detailed explanation would be given. According to the implementation schedule as stated in the paper, the implementation of the multiple ticket proposal would require another 2-3 years. He opined that it should proceed with caution and hoped that the department would refine the arrangements to respond to the public's needs.

45. Mr WONG Pak-kin, Ken made a consolidated response as follows:

- (a) Under normal circumstances, the order of public transport boarding was based on passengers' queuing sequence. However, under the special passenger demand pattern of the "Central-Cheung Chau" ferry route, some residents working on holiday might have difficulty in boarding the ferry. Therefore, the department put forward the proposed provision of monthly ticket passages. As the passengers who frequently took ferries to work normally purchased monthly tickets, the department believed that the proposal could alleviate the impacts on them under the special passenger demand pattern on holidays.
- (b) According to the preliminary estimation of the First Ferry, software modification would take 9-12 months. After obtaining support from the District Council, TD would ask the NWFF to provide the implementation schedule and implement the proposal as soon as possible.
- (c) TD was open about the specified dates for implementing monthly ticket passages as actual needs arose so as to bring convenience to Cheung Chau residents working on holidays. It would consider the views of Members to explore the feasibility of extending the scope and to enhance management of the monthly ticket passages on specified days.
- (d) In view of the arrangements during the Jiao-festival/ Bun Festival in Cheung Chau, Police was required to implement extensive crowd management measures in the vicinity of Cheung Chau Ferry Pier and therefore careful consideration was necessary about the provision of monthly ticket passages on the event days. TD noted the comments of Mr YUNG Chi-ming and would discuss with the Police and the District Office the feasibility of providing monthly ticket passages on the above event days.
- (e) On the multiple ticket proposal made by Mr KWONG, given that several ticket types were provided by the NWFF for the Cheung Chau ferry route in addition to the fare differences between weekdays and holidays, the fare structure was very complicated. Even if TD and the NWFF agreed to introduce the new ticket type, the software modification would take more time and require additional cost, thus causing delay in implementing measures that could bring convenience to Cheung Chau residents who had to work on holidays. Therefore, TD proposed to provide monthly ticket passages first and examine the multiple ticket proposal at the next stage. He pointed out that the new ticket type would increase the operating costs of ferry services which might end up having an impact on fares. The department had to exercise caution.



46. Ms Fiona CHU supplemented that the NWFF had to commission for software design and integration with the ticketing system at the ferry piers. System testing and mock tests for different types of tickets would be conducted to ensure smooth operation of the new software and accurate fare payment, and most importantly, accurate input of patronage data at the turnstiles to avoid overloading. After modification of the ticket system at the piers, the NWFF would then provide training to the frontline staff and maintenance technicians to help them carry out their work in future. According to the experience of the NWFF, the above works would take 9-12 months to complete.

47. Mr Ken WONG opined that the NWFF did not have enough vessels to increase capacity. Provision of monthly ticket passages could not solve the problem of ferry boarding. In order to solve the problem completely, he suggested the Government either require the NWFF to acquire new vessels upon service renewal in the next licence period, or acquire its own fleet progressively and entrust the ferry operators with their management. He hoped TD and THB would follow up on the proposal.

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

- (a) He enquired whether TD had actually assessed how much additional time and cost would be required for implementing the multiple ticket proposal compared with the monthly ticket. He could not agree to its claim unless it was supported by actual statistics. If more citizens would benefit from the multiple ticket proposal, he would support it although extra time and cost would be involved and it was more time-consuming. As the NWFF did not disclose its financial statements, the public could not help monitor and could only rely on the Government to do so. He hoped the department would step up its monitoring of the ferry operations.
- (b) According to the findings of an e-survey conducted by individuals and received before the meeting, although the survey method was not yet verified, the community and most of the Cheung Chau residents objected to the proposal of the department for provision of monthly ticket passages. He hoped the department would look into the crux of the problem and resolve it, rather than putting forward unrealistic proposals.
- (c) He suggested the department carry out comprehensive reforms and not to be led by the nose by NWFF. The contract period lasted almost 10 years. High speed vessels were acquired by the company when it took over the fleet in 2000, but then it bought no more vessels and used vessels 40 to 50 years of age by maintaining them with the Government subsidies. He opined that the practice was not cost-effective or environmentally-friendly and would result in a waste of public money. If the NWFF acquired new vessels with the Government subsidies to increase the carrying capacity, the matter would be solved.

49. Ms LEE Kwai-chun urged the Bureau to reconsider the proposal for acquiring the Government fleet to address the traffic problem of Cheung Chau in the long term.

50. The Chairman said that he understood the problem facing Cheung Chau ferry services and suggested to implement short-term measures to relieve the situation. He hoped that the Government would consider and follow up on the views of Members and to explore long-term proposals.

51. Mr KWONG Koon-wan said that the operation of the monthly ticket and multiple ticket proposed earlier was similar to the T cards currently in use in Discovery Bay. He hoped the department would study and refine the special passage proposal and discuss it at the Traffic and Transport Committee (T&TC) meeting on 21 November this year. TD had commissioned a private firm to conduct a survey on the ferry services but the findings were markedly different from the citizen survey. He suggested TD commission the local education institutions to conduct surveys in future.

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

- (a) At the meeting of IDC in April this year, TD reported the findings of the mid-term review on the special helping measures for the six major outlying island ferry routes (including the “Central-Cheung Chau” route) of the current licence period (starting from 2014), including the negotiation with the incumbent operators for extension of the licences for the next three years. IDC/T&TC would be briefed on the progress in due course.
- (b) The proposal for multiple ticket cum monthly ticket passages involved the use of a new type of ticket and brought drastic changes to the already complex fare collection system in place, which would without doubt delay the provision of monthly ticket passages. As such, the department proposed to provide monthly ticket passages first and hoped the District Council would give support. It would urge the NWFF for early completion of the associated works for implementation of the arrangements. Meanwhile, the department would continue to consider the multiple ticket proposal and maintain liaison with Mr KWONG.
- (c) The Stores and Procurement Regulations had to be complied with in shortlisting of contractors for conducting survey on ferry services, and the department could only invite tenders rather than commission the universities directly to conduct the survey.

53. Ms YU Lai-fan said that besides Cheung Chau, the residents of Lamma Island also had difficulties in ferry boarding on holidays. If there were not enough ferries, provision of monthly ticket passages would not solve the problem. She was worried that the monthly ticket/special passage arrangement might give rise to conflicts among passengers.

54. The Chairman supported the implementation of monthly ticket passages on a trial basis first and then review the arrangements and explore long-term proposals.

55. Mr Ken WONG proposed the department, when negotiation with the ferry operators for renewing the licence, set out a contract term requiring the latter to acquire new vessels so as to solve the problem of vessel shortage. He also proposed an extension of the licence period to provide an incentive for the operator to buy new vessels.

56. Ms Josephine TSANG opined that the ferry operators might be reluctant to bid if there was a licensing requirement for acquisition of new vessels. The Government should consider providing subsidies for them to purchase new vessels.

57. The Chairman concluded that the District Council supported the proposed provision of monthly ticket passages on trial basis and hoped that TD would consider Members' views. Mr KWONG Koon-wan raised objections while Mr Ken WONG had reservations about the proposal.

V. Matters relating to the arrangement of condolence and ritual for the deceased at Hoi Bun Pavilion  
(Paper IDC 113/2016)

58. The Chairman welcomed Mr KWAN Yau-kee, District Environmental Hygiene Superintendent (Islands) of the Food and Environmental Hygiene Department (FEHD) to the meeting to present the paper.

59. Mr KWAN Yau-kee introduced the contents of the paper.

60. Mr YUNG Chi-ming declared that he was the Chairman of Cheung Chau Rural Committee (CCRC) while Ms LEE Kwai-chun and Mr KWONG Koon-wan declared that they were members of the CCRC.

61. The Chairman said that given that Hoi Bun Pavilion had already ceased operation and since CCRC discharged public duties without personal interests involved and the issue under discussion concerned mainly the proposed arrangements of the farewell ceremonies for the deceased, he allowed Mr YUNG Chi-ming, Ms LEE Kwai-chun and Mr KWONG Koon-wan to participate in the discussion pursuant to Order 48(11) of the Islands District Council Standing Orders. They needed not be excused.

62. Mr YUNG Chi-ming said that he and the Cheung Chau residents found the two options unacceptable and expressed his views as follows:

- (a) For option 1, there was no funeral parlour in Cheung Chau and Hoi Bun Pavilion was not a funeral parlour. In the past, the family members used to hold simple farewell service for the deceased at the mortuary of Cheung Chau Hospital and the hermetically sealed coffin was then placed inside the

Hoi Bun Pavilion for conducting condolence. As the relatives were mostly elderly, it was not easy to travel long distance to the urban areas to pay tribute. If the residents died in Cheung Chau Hospital, it was not feasible to transport the corpses to the funeral parlours in urban areas and then back to Cheung Chau for burial. For option 2, the road to Cheung Chau Crematorium was long and bumpy and not well illuminated, and since the crematorium was not big enough, it was difficult to hold the farewell ceremonies therein.

- (b) Hoi Bun Pavilion was a problem left over from history. In the past, Cheung Chau residents erected bamboo scaffolding at the open space in front of their homes for placing the corpses before the coffins were ready. To avoid the laying of corpses here and there obstructing the means of access for firefighting, CCRC combined the rituals of scaffolding and farewell into the same place. The farewell ceremonies in the New Territories villages varied. He asked FEHD how to deal with the matter.
- (c) For paragraph 4 of the paper, he asked how many complaints FEHD had received about Hoi Bun Pavilion. CCRC had submitted the signatures of 3 000-odd residents to FEHD and Island District Office on 3 April demanding to retain Hoi Bun Pavilion.
- (d) For paragraph 9 of the paper, he proposed to reinstate Hoi Bun Pavilion for carrying out mourning and farewell ceremonies. In the long term, the facilities in Hoi Bun Pavilion should be improved and enhanced to meet the statutory requirements and subject to regulation by FEHD.

63. Ms LEE Kwai-chun said that as there was no place in Cheung Chau for holding farewell ceremonies, the abandoned Hoi Bun Pavilion was used for paying tribute to the deceased. If mourning service was not allowed to be held in Hoi Bun Pavilion, the residents would feel helpless. She proposed improving and enhancing the facilities in Hoi Bun Pavilion to address the hygiene problem, and hoped that FEHD would appreciate the aspirations of the community and retain the place for farewell and mourning purposes.

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

- (a) When FEHD filed an appeal in 2015, he opined that the grounds for appeal were not strong enough. At the meeting with the Secretary for Food and Health on 2 September, he proposed that the Government look for a suitable site in Cheung Chau with the residents to conduct mourning and farewell ceremonies. Yet the bureau did not make any site proposals. It was apparent that the problem had existed for a long time as the paper stated that the Government had launched consultation exercises in 1992 and 2006 on the relocation site. He urged the Government to deal with the matter seriously and not just task CCRC with it.

- (b) For paragraph 5 of the paper, he hoped the department would seek clarification of the court ruling as to whether the High Court directed it to reconsider if the operation of Hoi Bun Pavilion was regulated by the Regulation or whether it was compulsorily required to take enforcement actions. Should it be the former, it was up to FEHD to decide whether to exercise the enforcement power; should it be the latter, FEHD had to take enforcement actions in compliance with the ruling.
- (c) He objected to both options. For option 1, the residents could only hold the farewell ceremonies in urban areas but not in Cheung Chau. A Cheung Chau resident died in Cheung Chau Hospital last week and his family was now waiting for the outcome of the deliberation in the District Council to decide whether the mourning service was to be held in Cheung Chau or urban areas. He believed that there was a desperate need to retain Hoi Bun Pavilion for the time being and hoped that the department would seek clarification of the court ruling to determine how it was to be implemented. For option 2, it had to walk long distance to the crematorium. It could not be accessible by vehicle, and part of the road had no lighting, so the residents would have difficulty going there. He hoped the department would explain the rationale for using the hall of the crematorium for ritual ceremonies and respond whether the hall was an exempted area under the Funeral Parlours Regulation (Cap. 132AD). If so, he hoped a more suitable venue would be identified.
- (d) According to Section 4(1) of the Funeral Parlours Regulation, no person shall carry on the business of a funeral parlour save under and in accordance with a licence granted by the Director. Any person who contravenes the above is liable to a fine at level 3 (i.e. \$10,000) and to imprisonment for 6 months. If FEHD took enforcement actions against Hoi Bun Pavilion arbitrarily, he would accept responsibilities. The Government should not dodge but pursue the relocation matter or the deceased's relatives would have no choice but to lay the coffins here and there in Cheung Chau. He was doubtful whether the department's arrangement would benefit the residents.

65. Ms Amy YUNG said that no illegalities should be encouraged. For option 2, the department had proposed for placing the coffins at the hall of Cheung Chau Crematorium but the respective District Council members considered the place unsuitable as the road was long and not well illuminated. She asked whether FEHD would enhance the facilities in the crematorium and install more lights along the road to enable the residents to pay tribute. Given that the respective Members had just declared interests and clarified that the arrangement would not involve the personal interests of members of CCRC, she asked whether it provided free service to the residents and if not, the cost of the service each time.

66. Mr Ken WONG said that indigenous residents were eligible to be buried in hillside graves which was their traditional rights and should be protected under the Basic Law. In Peng Chau, for example, the relatives held the solemn rituals at the pier and then placed the coffin before burial the next day. If Cheung Chau residents had no choice but to lay the coffins in front of their homes, he asked how the department would enforce the law. He pointed out that road rituals were common in all villages and asked FEHD if it was illegal to conduct such rituals.

67. Mr CHAN Lin-wai said that since the 1970s, the funeral service in Cheung Chau was conducted by CCRC and no problem had been encountered. He agreed with the District Council members of Cheung Chau that both options were infeasible. The road to the crematorium was long and it would be very inconvenient for the residents to go there. While the charges for holding mourning services in Cheung Chau were just several thousand dollars, it would be costly to rent the funeral parlours. To respect the traditional customs and for the interests of low-income residents, he supported Mr YUNG's proposal for retaining Hoi Bun Pavilion and improving the facilities therein.

68. Mr LOU Cheuk-wing said that neither Tai O nor Cheung Chau had funeral parlours and it was illogical for the court to adopt the funeral practice of urban areas in the remote villages in Islands District. Also, it might not be profitable to run a funeral business in the sparsely-populated Islands District. As such, the way funeral services conducted in cities should be different from the rural areas. CCRC had assisted the residents in holding mourning and farewell ceremonies for the deceased in Hoi Bun Pavilion according to their tradition for several decades without making profits. He opined that prior to enforcing the law, FEHD should handle the funeral matters in various villages in Islands District. If the funeral facilities were not yet provided, the relevant legislation should not come into force. He also proposed that FEHD build a municipal funeral parlour to serve the residents in Islands District.

69. Ms Josephine TSANG was doubtful of the feasibility of the two options. For option 1, it was impossible to deliver the deceased to the funeral parlours in urban areas after death in Cheung Chau and then back to Cheung Chau. For option 2, she queried whether the department concerned had conducted site visit to the crematorium as the road was bumpy and might be too much for the relatives who were mostly elderly. The department's decision to discontinue the operation of Hoi Bun Pavilion after the court ruling was just dodging the issue. She opined that it should look for a practical solution as the issue did not just concern the residents of Cheung Chau but also the whole Islands District. In Peng Chau, for instance, the corpses were laid at home and the residents would then pick a day for the mourning services and burial. Given the low demand, nobody would run the funeral business in Peng Chau. She supported Mr LOU Cheuk-wing's proposal for FEHD to provide funeral facilities and hoped that it would face up to the problem and make proper arrangements.

70. Mr FAN Chi-ping said that the funeral arrangement in Cheung Chau was relevant to the tradition of Islands District and the New Territories. Many villagers used to place the coffins at home and he hoped the Government would provide funeral facilities in the villages.

71. Mr KWAN Yau-kee made a consolidated response as follows:

Complaints about Hoi Bun Pavilion

- (a) The department would provide the complaints figures after the meeting. As the Hoi Bun Pavilion attracted much attention recently, CCRC took the initiative to close it.

(Post-meeting note: During the period between January 2015 and October 2016, FEHD received a total of 15 complaints about Hoi Bun Pavilion.)

Proposal for the Government to build a funeral parlour

- (b) Under the current policy, the Government did not build any government-run public funeral parlour. The Grand Peace Funeral Parlour in Hunghom, a public funeral parlour, was formerly managed by the Government but was now privately operated. On provision of a privately-built and operated funeral parlour in Cheung Chau, the Government took an open attitude and would handle the matter according to the relevant legislation and licensing policy.

The court judgment and proposed options

- (c) The High Court directed the Director of Food and Environmental Hygiene to reconsider whether the operation of Hoi Bun Pavilion was regulated by the Regulation and whether any follow-up actions under the Regulation needed to be carried out, but without setting the timetable for follow-up actions. The department would seek legal advice on how to follow up the case.
- (d) The court held that Hoi Bun Pavilion should be regulated by the Funeral Parlours Regulation, so the department was required to handle and follow up the matter according to the Regulation with feasible options proposed. As stated in paragraph 9 of the paper, the Government would, taking into account the circumstances and the residents' views, decide if amendment to the relevant provisions was necessary for regulating the Hoi Bun Pavilion whose facilities were different from those in an ordinary licensed funeral parlour. As the amendment process was time-consuming, the paper proposed two options for Members' deliberation.
- (e) For option 2, the hall of the crematorium was managed by the Government and could be used to place the coffins. The department was aware of Members' concerns over the long bumpy road to the crematorium. The route would be shorter if people took a ferry from Cheung Chau Public Pier to Sai Wan and from there walked to the crematorium. It was just a fall-back option and Members and residents were invited to put forward other enhancement and feasible options.

The situation in other areas

- (f) On the traditional customs in other areas in Islands District as mentioned by Members, FEHD had all along respected the mourning and farewell services for the deceased. Since the court ruled in favour of the applicant seeking judicial review of Hoi Bun Pavilion and FEHD was denied an appeal, he proposed to focus on the situation in Cheung Chau first. It was therefore of paramount importance at the moment that the department work out a solution that was permissible in law and also acceptable to most of the residents. Other similar matters in other areas would then be followed up by FEHD and other relevant departments.
- (g) So far the Islands District Environmental Hygiene Office under FEHD had not received any complaints from other areas about the mourning and farewell services. Should any complaints involving government land be received, they would be dealt with by FEHD and other relevant departments such as the Fire Services Department, Hong Kong Police Force, Lands Department and BD as authorised by law.

72. Mr KWONG Koon-wan considered that the court ruling directing FEHD to re-examine the operation of Hoi Bun Pavilion was open to question. He suggested that while the department was reconsidering the issue, CCRC should be allowed to use Hoi Bun Pavilion.

73. Mr Ken WONG asked if a licence was required for conducting road rituals.

74. Mr KWAN Yau-kee supplemented as follows:

- (a) On road rituals, FEHD would seek legal advice after taking into account the circumstances and the evidence collected so as to determine whether road rituals were to be regulated under the Funeral Parlours Regulation or conducted with a licence.
- (b) Although the Court of Appeal had not set the implementation timetable, it had been more than half a year since the judgment was handed down in March. If no follow-up actions were taken, the residents might apply for an injunction against the operation of Hoi Bun Pavilion and query whether the inaction of the department was against the law. Follow-up actions of the department included enforcement of law and calling for amendment to the regulation. As the latter took time, the department might consider enforcing the law. For the penalty for offenders, it was for the court to decide and FEHD would not give comments.

75. Mr YUNG Chi-ming supplemented that CCRC assisted in centralising the farewell ceremonies for the deceased in Hoi Bun Pavilion to avoid obstructing firefighting and rescue operations. It charged \$1,100 each time to recover the expenses incurred for cleaning service, water and electricity, as well as repairs and maintenance, much less than what the funeral parlours charged. Due to size



constraints, Hoi Bun Pavilion could only provide service for one deceased each time. If two deceased residents were to be mourned at the same time, another site had to be arranged by the relatives for erecting bamboo scaffolding (the cost of which was more than \$6,000). That meant they had to bear an extra expense of over \$6,000 even though no fee was charged by CCRC. CCRC exercised social responsibility and provided services to benefit the residents.

76. The Chairman said Members had offered their views on the two options and hoped that FEHD would follow up. He hoped that in the long run, the department would, taking into account the geographical uniqueness of Cheung Chau and the views of residents, study whether there was a need to formulate regulatory measures different from those for ordinary licensed funeral parlours.

77. Mr KWONG Koon-wan said that as Cheung Chau residents were awaiting the outcome of the discussion to decide on the memorial service for the deceased, FEHD should provide a resolution or consider suspending law enforcement so that Hoi Bun Pavilion could continue to be used.

78. Mr CHEUNG Fu suggested continuing using Hoi Bun Pavilion for road rituals.

79. Mr KWAN Yau-kee replied that Hoi Bun Pavilion had already ceased operation and if residents conducted mourning and farewell ceremonies therein, FEHD would take enforcement actions. On amendment to the relevant regulation, as stated in paragraph 9 of the paper, FEHD would review the current regulation and solicit the views of the residents. It hoped that CCRC would help convene resident forums to collect the residents' views on the issue. Feasible options would then be presented for FHB to consider whether amendment was necessary. He would not comment on the proposal of individual Members to continue conducting road rituals at the outdoor area outside Hoi Bun Pavilion.

80. Mr YUNG Chi-ming proposed to improve and enhance the facilities of Hoi Bun Pavilion and that the Pavilion should be regulated by FEHD. He hoped FEHD would consider his proposal.

81. The Chairman hoped that FEHD would consider Members' opinions.

VI. Question on Outlying Islands Sewerage Stage 2-Peng Chau Village Sewerage Phase 2  
(Paper IDC 114/2016)

82. The Chairman welcomed Mr LAU Wing-fai, Wessex, Senior Environment Protection Officer (Sewerage Infrastructure) of the Environmental Protection Department (EPD) and Mr FOK Chi-sum, Engineer/Sewerage Projects of DSD to the meeting to respond to the question.

83. Mr Ken WONG presented the question.

84. Mr FOK Chi-sum said that DSD had completed the detailed design of the Phase 2 of Peng Chau village sewerage system, and the tendering process was ready to begin. Upon securing necessary resources, arrangements would be made expeditiously for tendering and commencement of works.

85. Mr Wessex LAU said that as the representative of DSD mentioned, the preparatory works including the project design and tendering documents were generally completed. EPD had submitted a bid earlier for resource allocation but the bid was unsuccessful, and the project could not commence in 2017. EPD would continue to seek funding for implementation of the Phase 2 of Peng Chau village sewerage system project the soonest possible.

86. Mr Ken WONG said that as funding approval was not granted, there would be further delay in implementation of the Phase 2 of Peng Chau village sewerage system project. The residents complained frequently about the wastewater and hygiene problems. He was worried that if no funding was secured next year, god knew when the Phase 2 project could begin. He criticised that the Government financed large-scale infrastructure projects and did not care about people's livelihood. He urged the Government to finalise the implementation timetable as soon as possible.

87. Mr Wessex LAU said that since funding was not yet available, the actual timetable for implementation could not be ascertained for the time being. When funding was secured, DSD would take forward the project the soonest possible.

88. Ms Josephine TSANG said that the residents were reluctant to spend money to repair the septic tank or build a new one given that the Government had made plan for the Phase 2 of Peng Chau village sewerage system project. When the department reported work progress early this year, the date of commencement was 2016 but now since no funding was secured, the work could not commence in 2017. She was not pleased that the commencement date could not be ascertained.

89. Mr Ken WONG queried whether Environment Bureau and DSD had provided funding for other village sewerage projects. He was unhappy that the Government prioritised the infrastructure and housing projects at the expense of villages, leaving the project in limbo.

90. The Chairman urged the relevant department to seek funding vigorously for implementation of the project the soonest possible.

91. Mr Wessex LAU said that the views of IDC and Members would be reflected to the Central Government and hoped that the project would be considered with a higher priority in resource allocation. His department also hoped that funding would be allocated for implementation of the project expeditiously to improve the environment.

VII. Question on follow up on installation of automatic teller machines (JETCO system) in Cheung Chau  
(Paper IDC 115/2016)

92. The Chairman welcomed Ms LAW Wai-chun, Chief Health Inspector of the Food and Environmental Hygiene Department (FEHD) and Mr CHAN Yan-sum, Danny, Director (Product Development, Marketing and Sales) of Hongkong Post to the meeting to respond to the question. The written replies of Bank of China (Hong Kong) Limited and the Bank of East Asia had been distributed to Members for perusal before the meeting.

93. Mr KWONG Koon-wan presented the question.

94. Ms LAW Wai-chun responded as follows:

- (a) Regarding the proposal for installation of automatic teller machines (ATMs) inside Cheung Chau Municipal Services Building, FEHD had consulted the Government Property Agency (GPA) and requested for a feasibility study to be conducted. GPA stated in the preliminary reply that information such as the exact location of the proposed installation, the area required, existence of any independent electrical installations and requirement for wiring and/ or other works, if necessary, had to be provided. Consent of other users of the building also had to be obtained before a feasibility study could be carried out.
- (b) ATMs, generally speaking, were installed on the ground floor to facilitate easy access by the public. There were now a market of FEHD, a post office as well as two entrances (one of which connecting a stadium of LCSD and the first and second floors with the other connecting a library) on the ground floor of Cheung Chau Municipal Services Building.
- (c) In Cheung Chau Market, fresh produce was sold on the ground floor which was a wet market. No space was found suitable for installing ATMs after site inspection. Besides, Cheung Chau Market opened from 6 am to 8 pm and the residents could not use the ATM after 8 pm if it was positioned there.
- (d) LCSD also expressed that there was no place inside Cheung Chau Municipal Services Building suitable for installing ATMs.

95. Mr Danny CHAN said that Hongkong Post was open towards the proposal for installing ATMs at Cheung Chau Post Office. As Hongkong Post was operated under a trading fund, it could let out accommodation which was temporarily not required for the provision of postal services, provided that open tenders were arranged. Previously, Hongkong Post had identified spaces for installing ATMs and had called tenders but only got a lukewarm response. In response to the proposal of IDC Members, Hongkong Post would consider putting Cheung Chau Post Office on

the list of space availability for letting, and cover it in the tender documents in future, but without specifying the servicing banks and ATM network. The tender results would, however, depend on the response from banks.

96. Mr KWONG Koon-wan hoped that he would be informed if open tenders were called so that he could ask the banks with branches in Cheung Chau to submit bids. He also wanted to conduct site visit with the staff of relevant departments to check whether there were suitable places inside Cheung Chau Municipal Services Building for installing ATMs, for example, at the library entrance or beside the escalator of the market.

97. The Chairman asked the departments to consider and follow up on the views of Members.

(Mr CHEUNG Fu and Mr CHAN Lin-wai left the meeting at about 5:35 p.m.)

VIII. Question on progress of Tung Chung West Station and improvement to the traffic in Tung Chung West  
(Paper IDC 116/2016)

98. The Chairman welcomed Mr YUEN Hong-shing, Honson, Chief Transport Officer/NT South West of TD to the meeting to give responses. The written reply of THB had been sent to Members for perusal before the meeting.

99. Mr Bill TANG presented the question.

100. Mr Honson YUEN's reply to Question No.2 and 3 was as follows:

- (a) TD was obligated to improve the traffic conditions. With regards to the traffic condition in the vicinity of the Yat Tung Estate Bus Terminus, there were currently two traffic lanes, one leading from Yat Tung Street to Yat Tung Estate, and another turning right to the terminus. Yat Tung Estate Bus Terminus was busy especially in the mornings as there were 20 bus routes, with some running at higher frequency than others. Upon inspection, TD considered Yat Tung Street had no defects in its design and its traffic situation was acceptable. The department would continue to monitor the situation, and discuss solutions with the relevant government departments (such as HD) if there was severe congestion in the nearby road networks.
- (b) With regard to the proposal for "E" routes detouring to Chung Yan Road during the morning peak hours, at present there were two whole-day "E" routes departing from Yat Tung Estate for Tsuen Wan and Ho Man Tin respectively. In addition, there were quite a number of special routes in the mornings travelling to Causeway Bay, Tseung Kwan O and Hung Hom, etc. TD was of the view that since the "E" routes departing from the airport mainly catered for the staff working at the airport island, it was undesirable

to arrange for all “E” buses making detours to Chung Yan Road as it would directly affect the journey time and frequencies, causing inconvenience to all existing passengers, including the staff of the airport island. Therefore, TD advised Yat Tung Estate residents to make use of the bus interchange schemes to change buses at the Lantau Link Toll Plaza Interchange to reach their destinations.

101. Mr Bill TANG expressed his views as follows:

- (a) The reply from THB did not provide a detailed timetable for the TCW Extension and TCW Station, for example, whether preparatory work had already commenced and how to take forward the construction works between 2020 and 2024. He was concerned that there would be delay of the project, and hoped that TD could relay the aspirations of Members to THB and commence the TCW Extension project as soon as possible.
- (b) With regard to the congestion problem at Yat Tung Estate Bus Terminus, the current phased opening of the Yat Tung Estate Car Park No.3 would probably lead to an increase in vehicular flow. He was concerned that the operation of barrier gates at the entrance and exit of the car park would become the critical factor affecting the traffic in the vicinity of Yat Tung Estate Bus Terminus and Yat Tung Street, and hoped TD would take note of the situation.
- (c) At present, E31, E21A and a few other bus routes detoured to Tung Chung North, and he was baffled as to why other “E” routes could not make detours to Chung Yan Road to benefit the residents of Yat Tung Estate. Besides, Yat Tung Estate Bus Terminus had reached saturation and could not accommodate more new bus routes. He hoped TD would reconsider the proposal for allowing “E” routes to detour to Yat Tung Estate.

102. Mr Eric KWOK criticized the response of THB concerning the implementation timetable of TCW Station as bureaucratic. He said an earlier response from the Bureau indicated that the Government had planned to take forward the construction of TCW Station between 2020 and 2024, but now it replied that further public consultation would be required for the physical specific alignment, station location, mode of implementation, cost estimates, modes of financing and actual implementation. He added that at the meeting with the Secretary for Transport and Housing (STH) on 28 September this year, he had raised the issue of traffic problems in TCW and the written reply of STH after the meeting stated that it was the performance target of the Bureau was to implement TCW Station project between 2020 and 2024. He wondered why the Bureau replied differently. He was concerned that the “endless deliberation inside the Government without decision, and tentative decision without implementation” might leave the construction plan of TCW Station in limbo. He wished to work hand in hand with Mr Bill TANG to urge the Government to set a construction timetable. He would also like to conduct a site visit with the representative of TD and Mr Bill TANG to observe the traffic situation at Yat Tung Estate Bus Terminus and find possible solutions.

103. Mr Honson YUEN said that as Yat Tung Estate Bus Terminus was managed by HD, he proposed to conduct the site visit with Members and representative of HD.

104. The Chairman requested TD to arrange a site visit and relay the views of Members to THB after the meeting.

(Mr FAN Chi-ping left the meeting at about 5:40 p.m.)

(Mr LOU Cheuk-wing left the meeting at about 5:45 p.m.)

IX. Question on increasing bus frequency between Yat Tung Estate and Kowloon East and Tseung Kwan O  
(Paper IDC 118/2016)

105. The Chairman welcomed Mr YUEN Hong-shing, Honson, Chief Transport Officer/NT South West of TD to the meeting to give responses.

106. Mr Bill TANG presented the question.

107. Mr Honson YUEN replied as follows:

(a) From 3 to 7 October this year, the carrying capacity of route E22S ranged from 67% to 83%, with no passengers left behind for the next bus. The average carrying capacity was less than 80%. TD had discussed with the bus company which was willing to consider increasing the frequency if there were sustainable demand.

(b) TD had all along been encouraging bus companies to offer more fare concessions to passengers. The proposal for two-way section fares should be considered carefully. In view of the pace of public transport in Hong Kong, passengers tended to board and alight as quickly as they could. If two-way section fares were implemented, the passengers would need to tap their Octopus before alighting which would add to the boarding/alighting time, thus the bus companies would not consider implementing such proposal for the time being.

108. Mr Bill TANG said that an additional trip was provided for route E11S shortly after it commenced operation, with its carrying capacity similar to route E22S. Therefore, he hoped that TD and the bus company would consider increasing the frequency of route E22S as soon as possible. In addition, many passengers alighting in East Kowloon could save \$6 if section fares were implemented for this route. He hoped TD could lobby the bus company to implement section fares for route E22S to benefit the grassroots residents of Yat Tung Estate.

X. Question on progress of Citygate extension project  
(Paper IDC 117/2016)

109. The Chairman said the written reply of Citygate developer had been distributed to Members for perusal before the meeting.

110. Mr Bill TANG presented the question. According to the written reply of the developer, the new cinema at Citygate would be completed and in operation by the end of 2018. In view of the transitional period, he hoped the developer could expedite the re-provisioning of the cinema to meet the needs of Tung Chung and Lantau residents. Furthermore, he hoped IsDO and the relevant departments would follow up on the future land use of the existing temporary bus terminus.

111. Mr Eric KWOK hoped the developer would regularly clean the fans above the Route 38 bus stop at Citygate to improve ventilation.

(Post-meeting note: The Secretariat had conveyed the views of Members to the Citygate developer.)

XI. Question on provision of an indoor sports centre and a community hall in Tung Chung Area 39  
(Paper IDC 119/2016)

112. The Chairman welcomed Ms TAM Yin-ping, Donna, District Planning Officer (Sai Kung & Islands) of PlanD to the meeting to give responses.

113. Mr Eric KWOK presented the question.

114. Ms Donna TAM said that PlanD did not publish any town plan on 14 September this year. The Tung Chung Town Centre Area OZP covering Tung Chung Area 39 and nearby area was gazetted on January 8, 2016 under the Town Planning Ordinance (TPO). According to the current OZP, a site near the public housing estate in Area 39 was zoned "G/IC". Developments of indoor recreation centre and community hall were always permitted within the zone. The implementation programme would be followed up by the relevant departments.

115. Mr Eric KWOK enquired about the nature of a plan prepared by PlanD on 14 September this year which he was holding. He cited the TCW Extension as an example, fearing that the government would renege on its promise, with the construction of the indoor recreation centre and the community hall unable to be implemented.

116. Ms Donna TAM said that following the gazettal of the OZP under the TPO, PlanD would continue to discuss with the relevant departments on the detailed design of each site to be shown on a more detailed layout plan.. This detailed layout plan was not a statutory plan. The plan referred to by Mr KWOK was a departmental

document prepared by PlanD for internal discussion with relevant departments on the implementation details such as land requirements and site areas of the indoor recreation centre and community hall, etc., which were to be incorporated in the detailed layout plan.

XII. Question on provision of a public market under the Food and Environmental Hygiene Department and a market of the housing estate  
(Paper IDC 120/2016)

117. The Chairman welcomed Mr CHAN Kai-lam, Allan, Senior Property Service Manager (Wong Tai Sin, Tsing Yi, Tsuen Wan and Islands) of HD and Ms TAM Yin-ping, Donna, District Planning Officer (Sai Kung & Islands) of PlanD to the meeting to give responses. The written replies of FHB and FEHD had been distributed to Members for perusal before the meeting.

118. Mr Eric KWOK presented the question.

119. Mr Allan CHAN replied as follows:

- (a) Under the policy of the Hong Kong Housing Authority (HA) in commercial facilities management, wet markets fell under the purview of the Commercial Properties Committee under HA. The Commercial Properties Committee gave advice and formulated plans on such matters as lease administration arrangements and strategies for commercial facilities managed by HA, and monitored their effectiveness. The Committee comprised LegCo and District Council members, professionals from various sectors and community representatives, and through discussion and monitoring, could fully reflect the views of different strata in society for the purpose of assisting HA in developing an appropriate set of policies and measures. Frontline staff of HD would carry out regular inspections in markets to ensure that the single-operator tenants complied with the tenancy requirements, maintained quality management services and established good relationship with various stakeholders including stall operators, etc. HD assessed the performance of single-operator tenants every two months, taking into account feedbacks from Estate Management Advisory Committees. As the current monitoring system and measures were adequate, HA would continue to monitor the situation closely and maintain close communications with stakeholders, and to implement timely follow-up and enhancement measures, taking into account the actual needs of the community.
- (b) Public housing development in Tung Chung Area 56 was currently carrying out the later stage of exterior and finishing works and was expected to be completed by early 2017. HD would closely monitor its progress. As to when the wet market at the estate could commence operation, generally speaking, HA would arrange the leasing matters with the single operator before the development was completed, i.e. around the end of 2016. Upon



completion of the development in early 2017, HA would arrange for the successful single operator tenderer to complete the formalities of contract signing and takeover of the premises, followed by fitting out works and commencement of business.

120. Ms Donna TAM said written replies had been provided by FHB and FEHD. She added that PlanD had reserved a number of “Government, Institution or Community” sites during the land use planning under the Tung Chung New Town Extension Study. Market use was always permitted within these sites. In addition, provision of market in the “Residential (Group A)” zones on the OZP was also always permitted. The Tung Chung New Town Extension Area was now in its detailed design stage, and PlanD would follow up with the relevant departments and bureaux on the provision of market therein. If FHB and FEHD intended to build a municipal market in Tung Chung, a site could be reserved for such purpose and the use could be shown on the detailed plan.

121. Mr Bill TANG agreed with Mr KWOK and hoped that the department would consider setting up management or advisory committees for the markets of HD in some locales to collect views so as to better understand public sentiments and community needs. He expressed his disagreement for HA’s adoption of the single-operator letting arrangement for its markets, and hoped that a review would be conducted by the Commercial Properties Committee of HA.

122. The Chairman asked HD to follow up and convey Members' views.

XIII. Question on coaches parking along Yu Tung Road in Yat Tung Estate with engine running  
(Paper IDC 121/2016)

123. The Chairman welcomed Mr IP Ho-yin, Nelson, Acting Senior Environment Protection Officer (Mobile Source) and Mr CHEN Hao-ting, Ambrose, Environment Protection Officer (Mobile Source) of EPD, as well as Ms LEE Nga-lai, Alice, District Commander (Lantau) of the Hong Kong Police Force (HKPF) to the meeting to respond to the question.

124. Mr KWOK Ping presented the question.

125. Mr Nelson IP responded as follows:

- (a) After receiving the complaints in October 2015, EPD had conducted a total of ten enforcement-cum-publicity activities at Yu Tung Road, Yat Tung Estate, of which three were jointly conducted with traffic wardens of HKPF. During the activities, 14 vehicles with engines idling were timed and five drivers were issued with fixed penalty notices in breach of the idling requirement, while the remaining drivers either turned off the engines or drove their vehicles away. EPD would continue to take joint enforcement

actions with traffic wardens of HKPF and strengthen public education to promote the good practice of switching off idling engines.

- (b) Before the implementation of the Motor Vehicle Idling (Fixed Penalty) Ordinance, EPD had issued letters to all coach operators throughout the territory to remind drivers on the importance of switching off idling engines. Warning letters were also issued to coach operators whose vehicles were found with idling engines and timed by the enforcement staff to alert their drivers the requirement of switching off idling engines. EPD would continue to conduct enforcement-cum-publicity activities on Yu Tung Road and monitor the situation there.

126. Ms Alice LEE said that EPD was empowered to enforce the Ordinance and the lead department for enforcement actions. HKPF would join hands with EPD to strengthen publicity and enforcement operations. According to the Police record, no complaints about coaches idling had been received for the previous nine months. The Motor Vehicle Idling (Fixed Penalty) Ordinance provided that drivers could be exempted from the idling prohibition when the very hot weather warning or the amber, red and black rainstorm warning signals had been issued.

127. Mr KWOK Ping proposed the Police conducting more crackdowns to deter vehicles idling. Apart from taking enforcement actions against coaches idling, he proposed that EPD issue letters to the relevant coach operators to remind drivers of the prohibition.

128. Mr Nelson IP supplemented that the department issued warning letters to coach operators whose vehicles were found with idling engines and timed by the enforcement staff to alert their drivers the requirement of switching off idling engines.

(Post-meeting note: On 28 October 2016, EPD conducted enforcement-cum-publicity activity on Yu Tung Road, Yat Tung Estate and found six coaches with idling engines. The six coaches were timed and four drivers with engines idling for more than three minutes were issued with fixed penalty notices. The department also issued warning letters to the relevant coach companies requesting them to remind their drivers of the requirement of switching off idling engines.)

#### XIV. Lantau District Action Plan 2016 Mid-Year Review (Paper IDC 111/2016)

129. The Chairman welcomed Ms LEE Nga-lai, Alice, District Commander (Lantau) of HKPF to the meeting to present the paper.

130. Ms Alice LEE briefly introduced the contents of the paper and hoped that Members would help remind residents to be vigilant against scams.

131. Mr Bill TANG raised concerns over delinquency among minority youths and hoped that the Police would keep their hangouts under surveillance to avoid them getting into trouble.

XV. Marine Port District Action Plan 2016 (Interim Report)  
(Paper IDC 112/2016)

132. The Chairman welcomed Mr SHERIDAN RICHARD BRINSLEY, District Commander (Marine Port) of HKPF to the meeting to present the paper.

133. Mr SHERIDAN RICHARD BRINSLEY briefly introduced the contents of the paper.

134. Members noted the paper and no comments were made.

XVI. Report on the work of the Islands District Management Committee (September 2016)  
(Paper IDC 122/2016)

135. Members noted and endorsed the paper.

XVII. Reports on the work of the IDC Committees and Working Group  
(Papers IDC 123-127/2016)

136. Members noted and endorsed the paper.

XVIII. Allocation of DC funds

(i) Up-to-date Financial Position on the Use of DC Funds  
(Paper IDC 128/2016)

137. Members noted and endorsed the paper.

(ii) Approval for Using DC Funds by circulation from 1 August to 30 September 2016  
(Paper IDC 129/2016)

138. Members noted and endorsed the paper.

XIX. Date of Next Meeting

139. There being no other business, the meeting was adjourned at 6:25 p.m. The next meeting would be held on Monday, 19 December 2016 at 2:00 p.m.

- End -