

(Translation)

Minutes of Meeting of Islands District Council

Date : 25 June 2018 (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, SBS

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 YU Wang-pong

Principal Environmental Protection Officer
(Strategic Facilities Development & Planning Group),
Environmental Protection Department
Senior Environmental Protection Officer
(Strategic Facilities Development & Planning Group),
Environmental Protection Department

Mr MAN Tin-ho

Ms YUNG Ting-fong, Joanne	Senior Environmental Protection Officer (Strategic Facilities Development & Planning Group), Environmental Protection Department
Ms SZETO Hau-yan, Esther	Property Service Manager / Service (Hong Kong Island & Islands 3), Housing Department
Mr LEE Kim-fai	Senior Health Inspector (Cleansing & Pest Control), Food and Environmental Hygiene Department
Ms LAW Lai-chun, Gladys	Senior Executive Officer (Planning), Leisure and Cultural Services Department
Ms CHU Wai-sze, Fiona	Chief Transport Officer/Planning/Ferry Review, Transport Department
Ms HO Kit-ying, Florence	Senior Transport Officer/Planning/Ferry, Transport Department
Ms CHOI Siu-man, Sherman	Senior Transport Officer/Islands, Transport Department
Dr LEE Chi-on, Clement	Senior School Development Officer (Islands)1, Education Bureau
Mr WAN Sung-ho, Jeremy	General Manager (Mail Processing), Post Office
Ms WONG Lai-chu, Phoebe	Senior Estate Surveyor 1, District Lands Office/Islands, Lands Department
Mr CHEUNG Chi-yuen, Michael	Project Director, Keppel Seghers – Zhen Hua Joint Venture
Mr CHUNG Tai- tong, Peter	Project Manager, Keppel Seghers – Zhen Hua Joint Venture
Mr YEUNG Wing-lau, Toby	Project Coordination Manager, Keppel Seghers – Zhen Hua Joint Venture
Mr WONG Man-chiu, MC	Facilities Coordination Manager, Keppel Seghers – Zhen Hua Joint Venture
Ms Annie LAM	Assistant PR Manager-External Affairs, MTR Corporation Limited
Ms Isabelle NEO	Head of Policy, APAC, OFO
Mr Eric LO	Marketing Manager, Hong Kong, OFO

In Attendance

Mr LI Ping-wai, Anthony, JP	District Officer (Islands), Islands District Office
Mr AU Sheung-man, Benjamin	Assistant District Officer (Islands)1, Islands District Office
Ms CHONG Yan-yee, Belinda	Assistant District Officer (Islands)2, Islands District Office
Mr MOK Sui-hung	Senior Liaison Officer (1), Islands District Office
Ms CHAN Hing-kwan, Patty	Senior Liaison Officer (2), Islands District Office
Mr WONG Kwok-fai, Alfred	Chief Engineer/Lantau 1, Civil Engineering and Development Department
Mr SIU Yee-lin, Richard	District Planning Officer (Sai Kung and Islands) (Acting), Planning Department

Ms LEE Sin-man	Senior Housing Manager, (Hong Kong Island & Islands 2 and Management Control), Housing Department
Mr LI Kin-nga, Denis	District Lands Officer/Islands, Lands Department
Mr KWOK Chi-hang	Administrative Assistant/Lands, Lands Department
Mr NG Wai-lung, David	Assistant District Social Welfare Officer (Central Western, Southern and Islands), Social Welfare Department
Mr HO Yun-sing, Ricky	District Commander (Lantau), Hong Kong Police Force
Mr WONG Wai-hong	District Commander (Marine Port) (Acting), Hong Kong Police Force
Mr CHAN Chun	Police Community Relations Officer (Lantau District), Hong Kong Police Force
Mr YUEN King-ho	Police Community Relations Officer (Marine Port District), Hong Kong Police Force
Mr MOK Ying-kit, Kenneth	Chief Transport Officer/NT South West, Transport Department
Mr KWAN Yau-kee	District Environmental Hygiene Superintendent (Islands), Food and Environmental Hygiene Department
Ms HO Sau-fan, Fanny	Chief Leisure Manager (New Territories West), Leisure and Cultural Services Department
Mr CHAU Chun-wing, Tomy	District Leisure Manager (Islands), Leisure and Cultural Services Department

Secretary

Ms Dora CHENG	Senior Executive Officer (District Council), Islands District Office
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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) Mr WONG Wai-hong, District Commander (Marine Port) (Acting) of Hong Kong Police Force (HKPF) who attended the meeting in place of Mr Richard Brinsley Sheridan;
- (b) Mr SIU Yee-lin, Richard, District Planning Officer (Sai Kung and Islands) (Acting) of Planning Department (PlanD) who attended the meeting in place of Ms TAM Yin-ping, Donna;

- (c) Mr NG Wai-lung, David, Assistant District Social Welfare Officer (Central Western, Southern and Islands) of Social Welfare Department (SWD) who attended the meeting in place of Mr LAM Ding-fung;
- (d) Ms LEE Sin-man, Senior Housing Manager (Hong Kong Islands, Islands 2 & Management Control) of Housing Department (HD) who attended the meeting in place of Mrs CHEUNG LO Pik-yuk, Helen;
- (e) Mr KWOK Chi-hang, Administrative Assistant/Lands of Lands Department (LandsD); and
- (f) Mr MOK Sui-hung, Senior Liaison Officer (1) of Islands District Office (IsDO).

In view of the large number of agenda items, the Chairman asked Members to speak as concisely as possible.

I. Confirmation of the Minutes of Meeting held on 23 April 2018

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

3 The captioned minutes were confirmed unanimously without amendment.

II. Integrated Waste Management Facilities Phase 1 - Latest Progress and Architectural Design  
(Paper IDC 60/2018)

4. The Chairman welcomed Mr YU Wang-pong, Principal Environmental Protection Officer (Strategic Facilities Development & Planning Group), Mr MAN Tin-ho, Senior Environmental Protection Officer (Strategic Facilities Development & Planning Group) and Ms YUNG Ting-fong, Joanne, Senior Environmental Protection Officer (Strategic Facilities Development & Planning Group) of Environmental Protection Department (EPD) as well as Mr CHEUNG Chi-yuen, Michael, Project Director, Mr CHUNG Tai-tong, Peter, Project Manager, Mr YEUNG Wing-lau, Toby, Project Coordination Manager and Mr WONG Man-chiu, MC, Facilities Coordination Manager of Keppel Seghers – Zhen Hua Joint Venture to the meeting to present the paper.

5. Mr Toby YEUNG and Mr MC WONG presented the paper with the aid of PowerPoint presentation.

6. Ms Amy YUNG enquired how the contractor would deal with the emissions from waste incineration and the transportation and disposal of hazardous solid waste after incineration

7. Mr MC WONG said there were multiple air pollution control systems to ensure the emissions e.g. dioxins and nitrogen oxides produced during the incineration process were treated.

8. Mr Toby YEUNG added that the incinerators and boilers would recover heat energy during incineration while the flue gas treatment system would reduce pollutant emissions such as nitrogen oxides or acidic gases, particulates and dioxins in the flue gas. The emissions from incineration would comply with the emission standards of the European Commission and the emission standard for nitrogen oxides would be even more stringent than the corresponding European Commission standard. The flue gas treatment system was equipped with a continuous emissions monitoring system. If the emissions reached 95% of the emission limits during operation, waste feeding into the incineration system would be ceased and a system check would be conducted to ensure it was normal before resuming incineration. Air quality monitoring stations would be set up at Shek Kwu Chau, Cheung Chau and Pui O respectively to monitor the air quality during the operation of the facilities. The incinerator could handle 3 000 tonnes of municipal solid waste (MSW) per day.

9. Mr MC WONG said that the volume of MSW would be reduced to about 10% after incineration and the residue comprised bottom and fly ash. The latter after cement solidification and the bottom ash would be transported by vessel and disposed of at the West New Territories (WENT) Landfill in Nim Wan.

10. Mr Eric KWOK said the waste containing dioxins or other residue was just disposed of at the landfill. He enquired how the contractor could comply with the requirements of the Environmental Impact Assessment Ordinance.

11. Mr MC WONG said the incinerator would be operated at a temperature of 850 °C or above with high turbulence and the flue gas would be maintained for a residence time of at least 2 seconds to avoid the creation of dioxins. The treated flue gas would comply with the emission standards of the European Commission and the emission standard for nitrogen oxides would be even more stringent than the corresponding European Commission standard. The fly ash produced during incineration would be stabilised and solidified. The treated fly ash and bottom ash would undergo tests as required by the environmental permit and contract to ensure that the fly ash complies with the Incineration Residue Pollution Control Limits and leachability criteria set down in the environmental permit while the bottom ash complies with the leachability criteria shown in the contract before disposal to the landfill.

12. Mr Eric KWOK raised the following questions:

- (a) The contractor said just now that the filter installed in the chimney could clean up dioxins and nitrogen oxides with scrubbers. He asked whether the dioxins and nitrogen oxides contained in wastewater would be treated before discharge to sea.

- (b) The water temperature was over 800 °C during incineration. He asked about the temperature of wastewater when discharged and whether it would affect the temperature of surrounding water, especially the ecology of the nearby coastal protection area in Southern Lantau.
- (c) The contractor would handle a total of 3 000 tonnes of waste collected from 18 districts each day. He asked whether low- or zero-emission waste vehicles would be used for transportation, and was afraid that the carbon emissions of petrol vehicles would be more polluting than waste burning. If diesel-powered barges were used, more pollution would be caused.
- (d) He asked whether the deep cement mixing method used by the contractor in reclamation would affect the clarity of surrounding water.

13. Mr YU Wang-pong responded as follows:

- (a) Integrated Waste Management Facilities (IWMF) Phase 1 would include a wastewater treatment plant and wastewater would be reused by the facilities after treatment in compliance with the zero-discharge of wastewater as required by the environmental permit.
- (b) The waste transportation would be the same as it was now. MSW compacted in tightly sealed containers would be delivered by dedicated container vessels from the 3 refuse transfer stations including West Kowloon Transfer Station, Island East Transfer Station and Island West Transfer Station, although their destination was now changed to the artificial island near Shek Kwu Chau instead of the WENT Landfill.
- (c) The Airport Authority had applied the deep cement mixing method for reclamation in the Three Runway System project. Drawing on the relevant experience, the contractor would lay down a 2-metre thick layer of sand blanket on the seabed prior to the commencement of works to avoid adverse impacts on water quality.

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

- (a) To his knowledge, EPD had conducted a briefing in Mui Wo and said there were already enough monitoring stations. In response to public concerns over air quality monitoring, he proposed that monitoring stations could be installed off Mui Wo and Hei Ling Chau.
- (b) Regarding the impacts on peripheral facilities, he asked whether compensation would be offered to fisherman with regard to Shek Kwu Chau incineration. There would be water and electricity supply on Shek Kwu Chau and the department should take this opportunity to lay fresh water pipes in the villages of Southern Lantau. It was understood that

the cables would be laid from Tung Chung to Shek Kwu Chau. If so, resurfacing work should be carried out along the entire length of the road, instead of paving the road sections dredged with asphalt concrete, which would only aggravate damage to the road.

- (c) He asked whether the waste generated in Tung Chung and Southern Lantau would be transported to Shek Kwu Chau after completion of the incineration and if vessels were used for waste transportation.

15. Mr CHEUNG Fu said that the architectural design, however it was, would cause far-reaching impacts on Southern Lantau and the fengshui thereof would be affected by the design of chimney. He proposed to scale down the height of chimney by 10 metres to reduce the impacts on the area. The flue gas would disperse to the surrounding to the detriment of residents' health, and he objected to the development of IWMF at the conservation area and coastal protection area.

16. Mr Bill TANG expressed his views as follows:

- (a) He opined that EPD had a duty to inform the public the statistical information about emissions, effectiveness of waste treatment as well as relevant considerations concerning turning waste to energy. Most of the European countries now explicitly opted for incinerators to building landfills as the former could generate more social benefits, including energy generation. As such, the Government was obliged to provide concrete statistics and documents to help people choose between incinerators and landfills.
- (b) He raised concerns over monitoring of air pollutants and the treatment of wastewater.
- (c) He opined that even though the volume of bottom ash was reduced to only 10% of that of the MSW, the residue still amounted to 300 tonnes. He hoped it could be reused efficiently to avoid wastage. He also hoped that the department would give a written reply explaining the treatment of ash, wastewater and air pollutants, and the pros and cons of incinerators in terms of social benefits or energy generation, etc. as an alternative to landfills.
- (d) Incinerators were not in use in Hong Kong for more than 20 years. The successful bidder was Keppel Seghers – Zhen Hua Joint Venture. He inquired about the experience and service standard of the joint venture in operating waste-to-energy incinerators in Hong Kong and peripheral regions.

17. Mr Holden CHOW said that he hoped that the incinerator, if built, could turn waste to energy. It was estimated that 480 million kWh of surplus electricity could be recovered for export to the public power grid. He suggested that priority be given to

the residents of Cheung Chau and Southern Lantau for the power generated from Shek Kwu Chau incinerator with concessionary tariff provided. In overseas countries or other places, compensation would be offered to residents affected most by the presence of obnoxious facilities, including distributing among them the benefits arising from the construction of such facilities in priority.

18. Mr KWONG Koon-wan said that according to paragraph 11 of the paper, an expert review panel had been set up for the architectural and landscaping design of the IWMF Phase 1. Panel members included representatives from professional institutes and the School of Architecture. He proposed that EPD set up a monitoring unit with members from professional institutes upon the commencement of operation or works so as to enhance acceptability and public confidence.

19. Mr CHAN Lin-wai said that the briefing of EPD presented a rosy picture of the facilities in Shek Kwu Chau ignoring the problems facing the peripheral villages in Southern Lantau and the feelings of villagers therein. Tun Fu allowance had to be paid to the people concerned when the Government implemented large-scale works to pacify the villagers in peripheral villages. He hoped EPD and the Southern Lantau Rural Committee (RC) would discuss the matter.

20. The Vice-Chairman Mr Randy YU expressed his views as follows:

- (a) He was grateful that the design company provided a range of options for the chimney design and enquired about the data suggesting that option 4, i.e. the yacht-shaped design was the most preferred design. At a distance from Cheung Chau, only the upper part could be seen. When looking from Shui Hau or Tong Fuk in Southern Lantau, much of the chimney was still observable and it did not resemble a yacht from a distance. He opined that the yacht-shaped design was only noticeable when one looked from a ferry within a short distance. He hoped one would feel relaxing when viewing it from Southern Lantau.
- (b) The paper stated that the design height was necessary. He asked the department whether the chimney could be scaled down by 10 metres.
- (c) For air monitoring, he proposed that an air monitoring station be set up near the residential dwellings in Tai Long Tsuen and the Pui O air monitoring station be moved slightly westward to cover a larger area in Southern Lantau to provide appropriate monitoring service for residents nearby.

21. Mr FAN Chi-ping worried about air quality as the height of the chimney would not only cause impacts on Mui Wo and Lantau but also Tung Chung. He opined that the construction of an incinerator would affect fengshui and rituals should be performed according to the traditions. He hoped the department would liaise with the villagers in the surrounding areas and the RC and take remedial measures for the



large-scale works beforehand. Also, he suggested the department step up monitoring of the works.

22. Ms LEE Kwai-chun expressed her views as follows:

- (a) To her understanding, the ash at the bottom of the furnace was useful. She asked if it could be sorted for reuse.
- (b) Regarding the request for scaling down the chimney by 10 metres, she asked whether the flue gas emitted would disperse or remain inside the chimney

23. Mr Bill TANG supplemented as follows:

- (a) The village nearest to the incinerator was Tai Long Tsuen which had no supply of tap water. The Vice-Chairman and he knew that the Development Bureau (DEVB) and Environment Bureau (ENB) were originally set to follow up on the water supply issue but the bureaux eventually took no follow-up actions and did nothing about it. He learned that another department had pledged to provide tap water for Mui Tsz Lam nearby when it planned to relocate Shatin Sewage Treatment Works. He queried why a project worth several ten billions did not include the construction of a 500-metre long water pipe for Tai Long Tsuen. He hoped the bureau would respond.
- (b) Regarding the issue of potential water and air pollution, he asked if real-time monitoring data could be provided to allay public concerns.

24. Mr YU Wang-pong made a consolidated response as follows:

- (a) Regarding the proposal for allowing professionals to take part in the district liaison group meeting, EPD would consider it and future arrangement might be made in this direction.
- (b) The application for Tun Fu allowance had been referred to District Lands Office (DLO)/Islands for follow-up, and EPD would maintain liaison with DLO/Islands and IsDO.
- (c) The yacht-shaped design of the chimney was chosen after summing up the opinions raised at the meetings with the community which preferred the yacht design. As Members expected that the yacht-shaped design could still be seen from afar, he would reflect it to the contractor in the hope of further improving the exterior appearance of the chimney.
- (d) The chimney height of 150 metres was set with reference to the air quality modelling result. The chimney would be at the same height as the

highest point of Shek Kwu Chau. If it was scaled down by 10 metres, the emissions might have an adverse impact on Shek Kwu Chau.

- (e) For the supply of tap water, EPD would continue to liaise with the Sustainable Lantau Office on water supply and the technical feasibility.
- (f) Regarding the bottom ash, the contract stipulated that the contractor extract and recover the useful metal from the bottom ash. As to whether the bottom ash could be recovered for other beneficial uses, it would be further explored by the department and the contractor during the design and construction stage.
- (g) EPD reiterated that all wastewater would be treated and then reused by the facilities in compliance with the zero discharge of wastewater requirement of the environmental permit.
- (h) On air monitoring, the first tier, and the most important one, was stack emission monitoring by which one could first identify operation problems, if any. The 3 air quality monitoring stations formed a regional monitoring network which provided sufficient representative and scientific data in respect of the impacts on air sensitivity receivers in different wind directions. The results could be used to assess the accuracy of the objective data and forecast, which was the second tier of monitoring. The third tier of monitoring consisted of the 16 air quality monitoring stations throughout the territory which formed a comprehensive network with an extensive coverage area. EPD noted Members' views and would consider installing mobile air quality monitoring equipment after assessing the actual situation upon the operation of IWMP. However, certain siting requirements had to be met, e.g. there should be no obstacles or interference and the structure of the building should provide adequate support for the monitoring equipment, etc., therefore it was difficult to identify appropriate sites for installing air quality monitoring stations. Mobile air quality monitoring equipment was under consideration as it allowed greater flexibility.
- (i) The monitoring data would be uploaded onto a dedicated website for public information though some data would be made public only after collation and verification. EPD and the contractor would work closely to make the data available as soon as possible for public inspection.
- (j) Regarding carbon emissions, according to the paper, it was estimated that about 440 000 tonnes of greenhouse gas emission per year could be curtailed and as much as about 480 million kWh of surplus electricity could be produced for export to the public power grid every year. As to Members' proposal for providing concessionary tariffs to the residents nearby, as it fell within the scope of energy policy under ENB, he was in no position to comment and would relay it to the Bureau.

25. The Vice-Chairman Mr Randy YU hoped that the department would undertake to improve the chimney design until people were satisfied with it. Regarding the mobile monitoring equipment, he hoped that mobile equipment would be installed in Mui Wo and Tai Long Tsuen during the first year, and after a year's observation that air quality was normal, it could be placed there intermittently.

26. The Chairman said Hong Kong was facing a problem of overpopulation with land shortage. If no incinerator was built, it would be impossible to handle the waste by landfilling only. They had visited Japan, Singapore and Macau and inspected the incinerators built therein. He understood the concerns of residents. With the advancement of technology, he believed the IWMTF would be more advanced than the European Union's. If the villagers had comments on the development, assistance should be provided and communication be enhanced.

27. Mr Eric KWOK said although it was important to maintain communication, provision of additional and advanced air monitoring stations was also important. According to a report of the World Health Organisation, dioxins, though negligible, would have adverse impacts on children, especially male reproductive development. As such, matters of air monitoring station and release of information should be addressed carefully.

28. Mr CHEUNG Fu said that EPD rejected the proposal for scaling down the chimney height. He believed that too high the chimney would have serious impacts on Southern Lantau. He urged EPD to take remedial measures before commencement of works, e.g. handing out Tun Fu allowance, otherwise it would be responsible for whatever consequences in the future.

29. Mr Bill TANG expressed his views as follows:

- (a) He queried the difficulties in releasing data in a real-time manner and hoped that data would be promulgated after analysis and collation to avoid an impression of a cover-up deliberately. He inquired about the objectives set by the department.
- (b) Incinerators were not in use in Hong Kong for more than 20 years. He enquired about the experience and qualifications of the joint venture mentioned just now in handling waste (incinerators especially) in Hong Kong and overseas.

30. The Vice-Chairman Mr Randy YU said the option was accepted resignedly and he hoped that EPD would give a reply in detail in due course. He asked again whether the mobile monitoring equipment could be set up where necessary after it was installed in Mui Wo and Tai Long Wan for a year and if the chimney design could be enhanced.

31. Ms LEE Kwai-chun said that according to the reply of EPD, the feeding of waste into the incinerator would be cut off automatically if the operation condition strayed outside the pre-set limits. She requested that the above be put on record.

32. Ms Amy YUNG had reservation towards what the Chairman said the use of incinerators was the natural and inevitable trend. The facilities concerned a mega-incinerator and all the waste in Hong Kong would be transported there. After combustion, the pollutants and gas as well as MSW etc. would be transported to landfills. However, in Japan, Korea and Taiwan, etc., an incinerator was installed for each community under respective management while the mega-incinerator was built in Islands District to handle the waste from 18 districts. She opposed the construction of an incinerator.

33. The Chairman hoped that Members knew that incinerators would not only be built in Islands District but also in Yuen Long or Tin Shui Wai in future and that it was also impossible that the waste was all disposed of in Islands District. The Bureau should note Members' views and communicate with the residents actively to allay their concerns.

34. The Vice-Chairman Mr Randy YU hoped that a reply would be given in writing in response to Members' questions not yet addressed at the meeting.

(Post-meeting note: EPD had provided supplementary information in writing after the meeting.)

(Mr Bill TANG and the Vice-Chairman Mr Randy YU joined the meeting at about 2:10 p.m. and 2:20 p.m. respectively, and Ms Sammi FU left the meeting at about 2:40 p.m.)

### III. Question on Request for the Use of the Former Cheung Chau Public School for Education Purpose (Paper IDC 61/2018)

35. The Chairman said the Education Bureau (EDB) had been unable to arrange representatives to attend the meeting and a written reply was provided for Members' perusal.

36. Mr KWONG Koon-wan presented the paper. He understood that a study had to be conducted on the feasibility of the option. The site was privately-owned and had been left idle for a long time. He opined that the Government should optimise the use of land resources and asked the Secretariat to issue a letter to EDB to complete the feasibility study expeditiously and take forward the proposal.

(Post-meeting note: The Chairman had written to the Secretary for Education to reflect the views.)

IV. Question on Constructing a Multi-purpose Building on Cheung Chau  
(Paper IDC 62/2018)

37. The Chairman welcomed Mr CHAU Chun-wing, Tomy, District Leisure Manager (Islands) of Leisure and Cultural Services Department (LCSD), Mr NG Wai-lung, David, Assistant District Social Welfare Officer (Central Western, Southern and Islands) of Social Welfare Department (SWD) and Mr SIU Yee-lin, Richard, District Planning Officer (Sai Kung and Islands) (Acting) of Planning Department (PlanD) to the meeting to respond to the question. The DEVB had been unable to arrange representatives to attend the meeting and a written reply had been provided for Members' perusal.

38. Mr KWONG Koon-wan presented the question.

39. Mr Richard SIU said that the site was zoned "Government, Institution or Community" in the Cheung Chau Outline Zoning Plan (OZP). The use proposed by Mr KWONG was an always permitted use and no planning permission was required. However, the implementation of land use proposal would be subject to the decisions of the relevant departments and bureaux.

40. Mr David NG said that generally speaking, SWD would take into consideration such factors as the need of the community and demand for welfare services as well as the total area required, location and connectivity, etc. in planning for social welfare facilities. The site constraints and development parameters set out by PlanD should also be considered. In the case of Cheung Chau, an elderly residential care services plan was now being formulated and SWD was open-minded towards other proposals.

41. Mr Tomy CHAU revealed that there were various recreational facilities including sports centre, parks, playgrounds and 2 gazetted beaches being provided in Cheung Chau. There was no plan for provision of an indoor swimming pool at the moment. LCSD noted the views of Mr KWONG Koon-wan and was open-minded towards the proposal for development of a multi-purpose complex. The department would take into consideration of the factors including demographic changes, demand for recreational and sports facilities, District Council's views and Hong Kong Planning Standards and Guidelines (HKPSG) in planning for the district's recreational facilities in future.

42. Mr KWONG Koon-wan was grateful for the response of the department. He understood that according to the prerequisites under the planning standards, it would be difficult for provision of the facilities in Cheung Chau. He had requested the Financial Secretary to make special arrangements so that Cheung Chau residents needed not travel long distances to other districts to use recreational facilities. Some children in Cheung Chau had to practice swimming in Sun Yat Sen Memorial Park Swimming Pool and he hoped that an indoor swimming pool would be provided on Cheung Chau.

V. Question on Request for Discontinuing the Use of Automated Refuse Collection System in Yat Tung (II) Estate, Tung Chung  
(Paper IDC 63/2018)

43. The Chairman welcomed Ms SZETO Hau-yan, Esther, Property Service Manager / Service (Hong Kong Island & Islands 3) of Housing Department (HD) and Mr LEE Kim-fai, Senior Health Inspector (Cleansing & Pest Control) of Food and Environmental Hygiene Department (FEHD) to the meeting to respond to the question. The written reply of FEHD had been distributed to Members for perusal prior to the meeting.

44. Mr Bill TANG presented the question.

45. Ms Esther SZETO responded as follows:

- (a) Following the breakdown of the automated refuse collection system (ARCS) in Yat Tung (II) Estate for 3 consecutive days in early March 2018, the contractor cleared the obstructed underground pipes overnight to restore the system, but occasional breakdown of the system was still encountered in April. Affected buildings included Mei Yat House, Mun Yat House and Kui Yat House. Since the underground pipes were also connected to Kan Yat House and Kit Yat House, system operation of these 2 buildings was also affected. In consideration of environmental hygiene and workload of cleansing staff, HD had temporarily reconfigured concerned refuse chutes for manual refuse collection (i.e. refuse was conveyed to refuse room on ground floor directly via the chute at the refuse room on each floor) in mid-April for the contractor to examine and repair the underground pipe. Unfortunately, in May, the department found the operation of the ARCS at Kan Yat House and Kit Yat House unsatisfactory, and started in the latter half of May on manual refuse collection by reconfiguration of the refuse chutes of the 2 buildings temporarily.
- (b) Yat Tung (II) Estate consisted of 12 buildings, among which 5 of them, i.e. Mei Yat House, Mun Yat House, Kui Yat House, Kan Yat House and Kit Yat House, had implemented manual refuse collection while the rest continued with the use of ARCS. The current hybrid mode of refuse collection worked satisfactorily. The cleansing staff worked smoothly and the hygienic environment of the estate was maintained.
- (c) Based on maintenance contract of the ARCS, the contractor would be liable to the costs of refuse disposal arising from system breakdown, including recruitment of extra cleansing staff and arrangement of refuse collection vehicles to carry refuse to landfills. To date, no extra expenses was incurred by HD due to the system breakdown and it did not

result in an increased workload for the cleansing staff engaged by the department.

- (d) HD was conducting a comprehensive review on the effectiveness of the ARCS in Yat Tung (II) Estate. There were 3 refuse collection points (RCPs) in Yat Tung (I) Estate and Yat Tung (II) Estate. A complete suspension of ARCS would increase burden on the 3 RCPs. HD was reviewing the capacity and facilities of the RCPs to improve the refuse disposal arrangement.

46. Mr LEE Kim-fai presented the written reply in detail.

47. Mr Bill TANG expressed his views as follows:

- (a) HD revealed that the annual operating expense of the system was \$2 million, which was no doubt a waste of taxpayers' money.
- (b) At present, the ARCS of 6 buildings (including Po Yat House) had been suspended. In other words, over 60% of refuse was not handled by the system. In light of the deteriorating operating condition, the system should be completely suspended as early as possible. He asked when the maintenance contract of the ARCS would expire. In case the system concerned was completely replaced by manual refuse collection, modification of RCPs might be needed. He asked whether the department had any plan in place to cope with the above situation.
- (c) He suggested FEHD commission the same contractor to handle the refuse of Yat Tung (I) Estate and Yat Tung (II) Estate through tender for greater flexibility in refuse disposal. Should the operation of the ARCS in Yat Tung (II) Estate be unstable, the department could request the contractor to deploy manpower from Yat Tung (I) Estate to handle the situation.

48. Mr Eric KWOK expressed his views as follows:

- (a) Since ARCS was put into operation in 2005, occasional problems occurred continuously and unpleasant odour was generated which had provoked much criticism. He received a complaint from residents and Tung Chung Catholic School about the stench near Sui Yat House yesterday afternoon. As early as 10 years ago, he suggested the Government stop using the German-made ARCS, especially in Yat Tung Estate. Sharing the same view with Mr Bill TANG, he hoped that HD would stop using ARCS and provide the timetable for the suspension.
- (b) FEHD should assist the outsourced refuse collection contractors of Yat Tung Estate to transport refuse, especially during summer as much as possible. It was learnt that a considerable amount of refuse was

accumulated at Carpark 1 of Hong Yat House pending the action by FEHD, and could not be removed promptly. He asked FEHD how many refuse collection vehicles were dispatched per day to assist the outsourced contractors transporting refuse, and whether the department would arrange extra refuse collection vehicles when they were insufficient.

49. Ms Esther SZETO made a consolidated response as follows:

- (a) At present, ARCS was still in use in Po Yat House. Refuse wrapped in garbage bags was collected and put into refuse containers by cleansing workers manually, transported to the ground floor by lift, and then loaded into the refuse disposal inlet of the system. The maintenance contract of the ARCS would expire on 31 May 2019. HD was reviewing the refuse collection arrangements of Yat Tung (I) Estate and Yat Tung (II) Estate.
- (b) Apart from reviewing the effectiveness of ARCS, HD would consider the optimal utilisation of the 3 RCPs in Yat Tung (I) Estate and Yat Tung (II) Estate and the allocation of each building's refuse collection work. It would also review whether grab trucks or box trucks should be used for transporting refuse. Preliminary discussion between HD and FEHD was already underway and would continue to follow up on the future arrangements for refuse collection.
- (c) As for the complaints from residents about the odour nuisance reflected by Mr Eric KWOK, odour was generated when the contractor was clearing the blocked underground pipes which were used to transport refuse to the central treatment plant. She understood that the situation was unsatisfactory and HD would adjust the maintenance schedule in the hope of minimising the nuisance and impacts on residents.

50. Mr LEE Kim-fai made a consolidated response as follows:

- (a) Mr Bill TANG's suggestion for deploying one single contractor for waste collection services in Yat Tung (I) Estate and Yat Tung (II) Estate would be feasible in the long run. However, the 2 estates are deploying different refuse collection systems with service provision by 2 different contractors of FEHD with different contract periods. Whether his suggestion could be implemented depends on which refuse collection system(s) is / are adopted by Yat Tung (I) Estate and Yat Tung (II) Estate eventually.
- (b) Waste collection services in Yat Tung Estate are provided by refuse collection vehicles twice per day at present. FEHD would deploy additional refuse collection vehicles as appropriate, such as before or



after Chinese Lunar New Year. FEHD would maintain close liaison with HD for prompt refuse removal.

- VI. Question on Progress of a Development Project Adjoining Citygate  
(Paper IDC 64/2018)
- VII. Question on Progress of Extension Works of Citygate, Tung Chung and the Future Arrangements  
(Paper IDC 65/2018)

51. The Chairman said that Items VI and VII were interrelated and suggested the items be discussed concurrently. He welcomed Mr MOK Ying-kit, Kenneth, Chief Transport Officer/NT South West and Ms CHOI Siu-man, Sherman, Senior Transport Officer/Islands of Transport Department (TD) to the meeting to respond to the question. The developer was unable to arrange representatives to attend the meeting and a written reply had been provided for Members' perusal. TD had also provided a written reply for Members' perusal.

52. Mr Bill TANG and Mr Holden CHOW presented the questions on Papers IDC 64/2018 and IDC 65/2018 respectively.

53. The Vice-Chairman Mr Randy YU made a declaration of interest. Since he was working with a company which held 20% of the beneficial interests of the development project, he would not express any opinion on the 2 agenda items. He could withdraw from the discussion if necessary.

(The Chairman allowed the Vice-Chairman Mr Randy YU to stay in the meeting but he should refrain from taking part in the discussion, decision-making or voting.)

54. Ms Sherman CHOI presented the written reply of TD in detail.

55. Ms Amy YUNG said that the bus terminus at Exit D of the MTR station would be relocated but residents of Discovery Bay wished to retain it. If the bus terminus was retained, work would have to be conducted at Tat Tung Road so buses could park without making a detour. She would be ready to communicate with TD directly and study ways of implementing the proposal. She hoped her suggestion would be put on record.

56. Mr Holden CHOW expressed his views as follows:

- (a) He hoped his views would be put on record. A number of residents were concerned about the completion date of the extension works of Citygate, and hoped that a cinema could be provided in response to the demand of residents.
- (b) TD said the arrangements of bus stops were still under review and had not been finalised. He said that the new bus terminus should have

sufficient space to accommodate all bus routes (including Lantau buses) to and from Tung Chung City Centre. He hoped the department could report the specific arrangements to Members in due course.

57. Mr Bill TANG expressed his views as follows:

- (a) Representatives of the developer should attend the meeting to facilitate direct communication. Residents in Tung Chung were concerned about the facilities (such as a cinema and restaurants) included in the development project so he hoped the developer could report the works progress to Members pro-actively. It was mentioned in the written reply of the developer that the new cinema would be run by UA Cinemas, which was a matter of public concern.
- (b) Although the implementation details of the bus stops were not yet finalised by TD, residents in Tung Chung, Lantau Island and Discovery Bay (DB) had expressed concern over the arrangements of the existing open-air temporary bus stop and the covered bus stop to be put into service in the future upon the completion of the extension works of Citygate. He hoped TD could maintain close liaison and discuss the relevant arrangements in detail with Members as well as the Chairmen of the RCs concerned. He considered that some arrangements at Tung Chung Bus Terminus had been improved, such as the re-routing of bus route no. 38 as a result of the works had turned out to be more convenient to the public.
- (c) The development project and Hong Kong-Zhuhai-Macao Bridge would complete concurrently, and he did not wish to see the covered bus terminus serving only Mainland and Macau tourists going to Citygate, whereas residents in Lantau Island continued using the open-air bus stop. He hoped that arrangements could be made by TD to take care of the well-being of the locals.

58. Ms Sherman CHOI made a consolidated response as follows:

- (a) To dovetail with the extension works of Citygate, the terminating point of Residents' Service route no. DB01R would temporarily be relocated to Exit D of Tung Chung Station during construction and be reinstated to the newly completed public transport interchange upon completion of the works. If the residents and Ms Amy YUNG would like to suggest retaining the bus terminus at Exit D of Tung Chung Station, they could discuss with the operator, which could then apply for follow-up. As for Ms Amy YUNG's suggestion of conducting works at Tat Tung Road to facilitate bus parking without detour, the department would follow up on the matter after the meeting.

- (b) TD noted Members' concerns and their views on the arrangements of the bus stops. The department would maintain liaison with Members and conduct consultation when appropriate if any specific plan was available.
- (c) Regarding the routing of Lantau bus route no. 38, it would not revert to the original route upon completion of the development project. At present, route no. 38 turned left at Mei Tung Street to Tat Tung Road. After the works were completed, buses could reach Shun Tung Road via Tat Tung Road by turning left at the entrance opposite the temporary bus terminus. The route would be shorter and the bus would not resume to its original routing.

VIII. Question on Mosquito Problem in Tung Chung  
(Paper IDC 66/2018)

59. The Chairman welcomed Mr LEE Kim-fai, Senior Health Inspector (Cleansing & Pest Control) of FEHD to the meeting to respond to the question. The written reply of FEHD had been distributed to Members for perusal prior to the meeting.

60. Mr Holden CHOW briefly presented the question.

61. Mr LEE Kim-fai introduced the written reply of FEHD in detail.

62. Mr Holden CHOW enquired whether the upsurge of ovitrap index for *Aedes albopictus* (OI) for Tung Chung from 6% in April to 18% in May indicated that mosquito infestation had reached an extremely high level. The mosquito problem at the construction site close to Century Link, The Visionary and Ying Tung Estate was particularly serious. He received mosquito complaints from time to time and hoped FEHD could pay close attention and follow up on the matter.

63. Ms LEE Kwai-chun said that the OI for Cheung Chau rose from 0% in May to 2.9% in June. She asked whether the department had obtained information of the sources of mosquitoes and the distribution of their locations as well as carried out preventive and control measures effectively.

64. Mr LEE Kim-fai made a consolidated response as follows:

- (a) FEHD would continue to monitor the construction sites in Tung Chung North, particularly those around The Visionary. He opined that the OI of 18% recorded in Tung Chung was not particularly serious. The situation had already been improved this year as the OI in last May was higher than 18%.
- (b) The OI for Cheung Chau for the first 5 months was 0% but rose to 2.8% in June. FEHD would check if the ovitraps, commonly referred as

“mosquito cups”, contain any mosquito larva and egg. Taking Cheung Chau as an example, an OI of 2.8% denoted mosquito breeding was detected in 1 or 2 ovitraps. The mosquito breeding was not particularly serious when taking consideration of the rainy and warm weather in May. FEHD would note the ovitraps with mosquito breeding and strengthen preventive and control measures in their vicinities.

(As the guests of item IX had not yet arrived, the Chairman decided to discuss item X first.)

X. Question on Primary 1 Central Allocation Arrangement on Peng Chau  
(Paper IDC 68/2018)

65. The Chairman welcomed Dr LEE Chi-on, Clement, Senior School Development Officer (Islands)1 of Education Bureau (EDB) and Mr WAN Sung-ho, Jeremy, General Manager (Mail Processing) of Post Office to the meeting to respond to the question. The written reply of EDB was distributed to Members for perusal prior to the meeting.

66. Ms Josephine TSANG presented the question briefly.

67. Dr Clement LEE explained the written reply briefly.

68. Mr Jeremy WAN said that according to the information provided by EDB, it posted 22 local ordinary large size letters addressed to Peng Chau before the cut-off time on 30 May. Hongkong Post pledged that large letters posted before the cut-off time could reach recipients within two working days, i.e. 2 June after posting. According to the schedule, the 22 letters should have been dealt with and sorted manually between 31 May and 1 June. An average of 150 000 ordinary large letters was handled per day but owing to momentary negligence, and six letters were missorted to other post offices by mistake. After the staff knew that a mistake was made, the six missorted letters were found at around 7 p.m. that day, and immediate arrangements were made for their delivery to Peng Chau. Nevertheless, the dispatch could only be made on the following working day, i.e. 4 June. Hongkong Post apologized to the students and parents for any inconvenience caused. It had strengthened staff training and would monitor the letter sorting closely to ensure accuracy. Coordination with EDB would also be enhanced to ensure the service standard was met.

(Post-meeting note: Hongkong Post and EDB discussed the future arrangement for delivery of Primary 1 registration forms so that the registration forms could be delivered to the parents by the specified dates.)

69. Ms Josephine TSANG asked EDB about the number of students in DB and Peng Chau participating in the Central Allocation for Primary 1 Admission (POA) this year. EDB posted the letters on 30 May and the letters reached Peng Chau residents on 2 June only, indicating that the letters addressed to Peng Chau might sometimes not

be received within 2 days. She suggested that registered post be used to dispatch the central allocation results to avoid recurrence of similar incidents.

70. The Chairman requested EDB to monitor the situation closely.

71. Mr Ken WONG said that EDB had saved resources by not setting up a central allocation centre in Peng Chau or DB, and since there would not be too many letters involved, he hoped EDB would consider dispatching the central allocation results by registered post. Ms Josephine TSANG went to the central allocation centre in person that day and told the staff that the parents were anxious to learn the central allocation results and she would verify their identity, but the staff refused to disclose the results on privacy ground. Members considered that the way the bureau and some government departments handled the matter was too rigid and lacked flexibility, hence wasting a lot of time. He hoped the bureau would be more accommodating in similar situation in the future.

72. Ms Josephine TSANG enquired whether EDB would consider setting up a central allocation centre in DB next year. As there would be more students in DB which was in close proximity to Peng Chau, the students in Peng Chau could obtain the results in the central allocation centre of DB.

73. Ms Amy YUNG asked the bureau again the number of students in DB and Peng Chau (school net 99) joining the Central Allocation for POA this year.

74. Dr Clement LEE said he did not have the relevant details at the moment.

(Post-meeting note: About 60 Primary 1 registration forms were sent to DB and Peng Chau this year.)

75. Ms Amy YUNG expressed her views as follows:

- (a) Members received a lot of complaints from parents and students each year after the release of central allocation results. Members then contacted EDB on behalf of the parents but seldom received a direct and valid response. She considered the bureau was too bureaucratic and hoped that it would change the way it handled matters and better understand the public sentiments to help address the problems of the residents.
- (b) If the number of students in DB and Peng Chau, say, totalled about 200 which was in no way a small number, she would support setting up a central allocation centre in DB. The parents in Peng Chau could then travel to DB by ferry to get the results from the DB central allocation centre to avoid mis-delivery of letters. They were anxious to know the

results of central allocation and hoped that EDB would consider setting up a central allocation centre in DB.

76. Dr Clement LEE responded as follows:

- (a) He noted the views of Members and would relate to the colleagues of School Places Allocation Section (Primary 1 Admission). It was hoped that a more convenient solution would be found for the parents in DB and Peng Chau.
- (b) If the Primary 1 registration form was delivered by registered post, the parents would have to stay at home to sign for it. If the parents were out and unable to get the result on the result release day, i.e. 2 June (Saturday) for the current academic year, they would have to collect it later at the post office which generally opened from Monday to Friday and on Saturday morning. As such, the parents could only collect the result at the post office on the following Monday, i.e. 4 June.
- (c) At the Central Allocation stage, the parents were required to bring the original copy of Primary 1 registration form issued by EDB to the school allocated for registration and no fax copy would be entertained. The staff of EDB therefore suggested the parents not yet receiving the letter to contact the School Places Allocation Section in person to collect the original copy of Primary 1 registration form.

77. Ms Josephine TSANG expressed her views as follows:

- (a) EDB said if the parents were out and failed to receive the registered post on Saturday, they could only collect it next Monday. She found the reply of EDB ridiculous and asked whether the result release day fell on Saturday every year.
- (b) She criticised the staff of EDB as being stubborn and unreasonable. First, they asked the parents to explain in writing the reason for collecting letters at Kwun Tong and then queried the identity of district council member on privacy ground. On the day in question, 2 parents left Peng Chau for work and asked other parents to collect the letters on their behalf, but ended up failing to get the letters. They became helpless. She criticised the staff as stubborn and hoped that the bureau would remind its staff to improve their working attitude.

78. The Chairman hoped that EDB would pay more attention to the said matter.

79. Dr Clement LEE said he would reflect the views to the relevant section.

(Mr Holden CHOW and Mr WONG Man-hon left the meeting at around 4 p.m. and 4:10 p.m. respectively.)

IX. Question on Request for MTR Corporation Limited to Enhance the Service of Tung Chung Line  
(Paper IDC 67/2018)

80. The Chairman welcomed Ms Annie LAM, Assistant PR Manager-External Affairs of MTR Corporation Limited (MTRCL) to the meeting to respond to the question.

81. As Mr Holden CHOW had to leave the meeting early, he entrusted Ms LEE Kwai-chun to present the question on his behalf.

82. Ms LEE Kwai-chun presented the question.

83. Ms Annie LAM replied as follows:

- (a) MTRCL had been monitoring the service of Tung Chung Line closely and would make changes where necessary to cater for the demand of passengers at peak hours. The Olympic to Kowloon section on Tung Chung Line was busy. Earlier this year, adjustment was made to the train frequency of Tung Chung Line during peak hours to ensure the trains were set evenly and to enable passengers to find out the train departure time more easily. To address the loading during peak hours, 2 extra trips from Tsing Yi to Kowloon were arranged by MTRCL to relieve crowdedness and provide a more comfortable environment to passengers boarding at Tung Chung MTR station. Passenger information display system was also installed at the station concourse at Tung Chung Station showing the departure time and destination of the next four trains, etc. Rail services would be enhanced in response to Members' concerns and the demands of passengers and to tie in the transport arrangement of TD during the closure of Tsing Ma Bridge.
- (b) Regarding the provision of wide gates and escalators at Tung Chung MTR station, MTRCL understood the concerns of Members and had discussed the implementation matters. The Corporation would prioritise works with regard to their merits and urgency. For example, priority would be accorded to improvement works for stations without lifts or escalators connecting station concourse to street level. The above works for Tung Chung Station would be launched as soon as possible. Members would be kept informed if there were any updates.

- (c) With the overall planning and development of Hong Kong's railway system being steered by the Government, the future railway planning was formulated primarily in line with government strategies. MTRCL submitted a proposal for Tung Chung West Extension and Tung Chung East MTR station early this year. It was now being studied by the relevant government departments.

84. Ms LEE Kwai-chun said the matter would be followed up by Mr Holden CHOW after the meeting.

85. Mr LOU Cheuk-wing reflected that Tung Chung MTR station was very crowded at peak times and the local residents and Southern Lantau residents who changed for public buses were much affected. He had once alighted at Tung Chung station during rush hours and had to take more than 10 minutes to reach Fu Tung Estate. In the end he missed the bus departing for Southern Lantau. There were only 2 exits at Tung Chung station and the escalators and stairs connecting the concourse and lobby hall were not enough, leading to huge crowds inside the station and Southern Lantau residents being stuck and getting home late. He hoped MTRCL could make an effort to direct people flow and ease the overcrowding situation in Tung Chung station.

86. The Chairman asked MTRCL to follow up on Members' views and address the overcrowding problem at Tung Chung station at peak hours.

XI. Question on Peng Chau Ferry Pier  
(Paper IDC 69/2018)

87. The Chairman welcomed Ms CHU Wai-sze, Fiona, Chief Transport Officer/Planning/Ferry Review and Ms HO Kit-ying, Florence, Senior Transport Officer/Planning/Ferry of TD to the meeting to respond to the question. The Transport and Housing Bureau (THB) was unable to arrange representatives to attend the meeting and had provided a written reply for Members' perusal. TD's representatives would respond to the question on behalf of THB.

88. Mr Ken WONG presented the question.

89. Ms Fiona CHU made a consolidated response as follows:

- (a) Apart from monitoring the Peng Chau ferry service and the operation of the Peng Chau Ferry Pier, TD would coordinate with relevant public works departments, e.g. Civil Engineering and Development Department (CEDD), Architectural Services Department (ArchSD) and Electrical and Mechanical Services Department (EMSD) on routine maintenance and emergency repairs of the pier.
- (b) Peng Chau Ferry Pier was leased to Hong Kong and Kowloon Ferry Holdings Limited (HKKF) which was responsible for its day-to-day



operation. Currently, the pier was share-used between HKK and New World First Ferry Services Limited for operating the “Central-Peng Chau” and “Inter-islands” routes respectively.

- (c) In the event of incidents or adverse weather causing damage to the pier, TD would coordinate with relevant public works departments for repairs as soon as possible to minimise any inconvenience caused to the public. If the pier was closed temporarily for repairs, TD would collaborate with Marine Department (MD), HKPF and IsDO, etc. to arrange passengers to alight and board at the public pier nearby where necessary. If it was closed for a longer time, the ferry operator would deploy a pontoon for embarkation and disembarkation temporarily. TD would also require the ferry operator to implement contingency measures such as deploying extra manpower for crowd control as well as using portable octopus machines for fare collection.
- (d) In the long term, TD would consider whether improvement to Peng Chau Ferry Pier through expansion / reconstruction or other option would be required taking into consideration the passenger flow of the ferry pier, , future development of Peng Chau and the service levels of the ferry services, etc. According to the present statistics and ferry service condition, the pier had sufficient capacity to cope with the demand and it had no plan to redevelop or extend the pier at the moment.

90. Mr Ken WONG disagreed with TD and expressed his views as follows:

- (a) The ferry piers in Islands District had two spaces for berthing but there was only one for Peng Chau Ferry Pier which was considered as a faulty planning. As land transport was not available for Peng Chau, the consequences would be serious if the pier was not able for berthing due to some unexpected incidents.
- (b) The ferries of HKKF were generally large in size. He was afraid the vessels would be too big to berth at Peng Chau Public Pier. He queried whether sufficient communication between TD and MD had made leading to the former unawareness of the situation.
- (c) He was disappointed with the past working performance of EMSD. When the ferry operator was encouraged to sub-let the commercial areas inside the Peng Chau Ferry Pier 4 years ago, the tenants had requested to increase the power supply but as of today only 3 phase-electricity was provided and many tenants found that the power supply was inadequate.
- (d) With the development of the ferry operation at Peng Chau Ferry Pier, the pier was no longer used by a single ferry operator but sharing with another ferry operator. As there was only one space for berthing, the consequence would be serious if unexpected incidents occurred.

- (e) He enquired DOs, CEDD and MD about their contingency plans for the pier and whether drills would be conducted by these departments to ensure effective response.

91. Ms Josephine TSANG expressed her views as follows:

- (a) She agreed with Mr Ken WONG that the pier with only a single berthing space was undesirable. According to TD, if Peng Chau Ferry Pier was closed temporarily, it would arrange the passengers to use Peng Chau Public Pier. She queried whether drills had been conducted to ensure that the arrangement was feasible.
- (b) A few years ago a ferry had its gangplank broken during typhoon. Fortunately the ferry services had already been suspended, otherwise it would be difficult for passengers to disembark. She requested that Peng Chau Ferry Pier be included in the list of redevelopment projects.

92. The Chairman requested TD to take into consideration the special features and the needs of the locals in Peng Chau.

93. Mr Ken WONG proposed that the relevant departments to conduct drills and asked about the role of DOs when unexpected situation happened.

94. Mr Anthony LI said IsDO would follow up with TD and Mr Ken WONG on the arrangements of drills after the meeting.

95. Ms Fiona CHU said that HKKF had recently arranged a berthing trial at a Peng Chau Landing near Peng Chau Ferry Pier and found it feasible. On the other hand, she agreed that drills should be conducted for ferries to use the public pier(s) in Peng Chau to ascertain the feasibility and improvements where necessary.

## XII. Question on the Traffic Accident on Cheung Tung Road (Paper IDC 70/2018)

96. The Chairman welcomed Mr MOK Ying-kit, Kenneth, Chief Transport Officer/NT South West of TD; Mr HO Yun-sing, Ricky, District Commander (Lantau) of the Hong Kong Police Force as well as Ms Isabelle NEO, Head of Policy of OFO (APAC) and Mr Eric LO, Marketing Manager of OFO (Hong Kong) to the meeting to respond to the question. The Chairman said that THB was unable to arrange representatives to the meeting and representative of TD would respond to Members' questions on behalf of THB.

97. Mr Bill TANG presented the question.

98. Mr Ricky HO responded to parts 1, 2 and 4 of the question as follows:
- (a) On 26 May this year, a traffic accident happened on Cheung Tung Road in which a college student riding a bicycle was knocked down by a taxi and certified dead on the next day. The taxi driver was arrested by the Police for dangerous driving and the case was being investigated by the Accident Investigation Unit of Traffic New Territories South. The taxi driver was released on bail. Upon completion of the expert report and subject to the progress of the investigation, consideration would be given as to whether to institute a prosecution.
  - (b) Over the past 5 years (i.e. 2013 to 2017), a total of 193 traffic accidents occurred on Cheung Tung Road, of which 2 were fatal. Over half (107) of the accidents involved bicycles, including 1 fatal case. The number of traffic accidents involving bicycles on Cheung Tung Road had shown a downward trend from 25 accidents in 2015 to 18 accidents in 2017.
  - (c) Cheung Tung Road had been a bicycle accident blackspot. The Police had specially stepped up patrol at the location after the said accident. Regarding bicycle users, the Police would urge those riding without helmets to wear a helmet. It would also apply to DLO for display of publicity banners and large posters at prominent places of Cheung Tung Road. For motorists, the Police would step up prosecution regarding behaviours such as speeding, crossing double white lines and illegal overtaking and discuss with TD measures to improve road safety in the long run.
99. Mr Kenneth MOK responded to parts 2 to 5 of the question on behalf of THB and TD as follows:
- (a) The location where the accident happened was a straight single-lane road with a speed limit of 50 km/hr. No traffic accident causing casualties had happened on the road section over the past 5 years.
  - (b) On insurance, according to the Motor Vehicles Insurance (Third Party Risks) Ordinance, it was an offence for failure to procure third party risks insurance in breach of the statutory requirements. Since the accident involved a vehicle in motion, the family of the deceased could seek damages from the taxi driver for the accident. The Police had referred the case to SWD to provide assistance to the family of the deceased when necessary.
  - (c) According to the Road Traffic (Construction and Maintenance of Vehicles) Regulations, each bicycle (including rented bicycles) shall be equipped with various devices including a braking system, an audible alarm and an obligatory reflector; and a white light must be shown at the front and a red light at the rear of the bicycle at night or in poor visibility

conditions. TD had reminded bike-sharing service operators of their duty to ensure that their bicycles complied with the above statutory requirements.

- (d) On overall road safety, TD and the Police had been collaborating with the Road Safety Council to organise education and publicity activities to enhance cyclists' awareness of safety. TD also launched the Cycling Information Centre website which provided information such as regulations on cycling and safe cycling tips. Since bike-sharing service was operated mainly via mobile platforms, the department reminded the operators to enable easy access to safe cycling tips through their applications. TD would continue to keep in view the trend of accidents involving cyclists and explore improvement measures. CEDD was now exploring the feasibility of enhancing the cycle track network under the Tung Chung New Town Extension (TCNTE) and had consulted the Islands District Council (IDC) in September last year.
- (e) On regulation, there was not much difference between bike-sharing service operated through mobile applications and the conventional bicycle rental service in terms of business nature, except the modes of operation were slightly different. Bike-sharing service had got much attention since its launch last year. Relevant government departments had met with the bike-sharing service operators respectively in June, July and September 2017 as well as January and February 2018 to convey the discontent of the DCs and the public towards the operation of shared bicycles, and remind them to comply with the relevant regulations. The government departments also gave briefings at DC meetings. The Government would closely monitor the impact of the operation of bike-sharing businesses on the community and take enforcement action when necessary, in particular in relation to the placing and parking of bicycles. Where necessary, the Government would consider strengthening regulation of bike-sharing service, such as introducing the Code of Practice on Automated Bicycle Rental Service, but the code of practice and regulatory regime should be practicable and not against the principle of fair competition.

100. Ms Isabelle NEO responded as follows:

- (a) OFO felt deeply sorry about the accident. The company had sent representatives to visit the family of the deceased last week to extend an apology and provide assistance. This was the first fatal accident the company had in Hong Kong. It was learnt that no damage report concerning the subject bicycle was received prior to the accident. The company would assist in police investigation and provide relevant information.

- (b) The company supported the Government's measures and policies to enhance cycling safety and had also been promoting the message of responsible cycling. Where a bicycle was found damaged, the company would first lock up the bicycle and then arrange staff to recall it so as to avoid members of the public using the bicycle. The company provided channels such as mobile application for cyclists to report damaged bicycles easily and reminded them to give due regard to safety through social media platforms. Moreover, all bicycles of the company were covered by insurance.
- (c) The accident was still under investigation and OFO would co-operate fully in the investigation. Any suggestions on enhancing cycling safety were welcome.

101. Mr Bill TANG raised his views as follows:

- (a) According to the statistics provided by the Police, from 2013 to 2017, a total of 193 traffic accidents happened on Cheung Tung Road, of which 107 cases involved bicycles. He believed that Cheung Tung Road was a blackspot of bicycle accidents and asked the Police to provide the number of accidents in the first half of 2018. He also enquired if there were other roads in Hong Kong already with 2 fatal accidents involving bicycles as in the case of Cheung Tung Road, so as to assess whether Cheung Tung Road was more prone to accidents compared with other roads in the territory.
- (b) On enhancing road safety, in addition to urging cyclists to pay attention to road safety, the department should address the issue through works or regulation, for example, the feasibility of prohibiting bicycles from using Cheung Tung Road by law. Moreover, he enquired whether it was illegal to ride a bicycle on the road without a helmet and whether the victim of the fatal accident was wearing a helmet.
- (c) While TD indicated that it would closely monitor the situation and did not rule out the implementation of the Code of Practice on Automated Bicycle Rental Service, it was recognised that such code of practice was generally not legally binding. He enquired whether the department preferred to adopt a non-legally binding regulatory mechanism or a licensing regime to regulate bicycle rental service operated by individual companies.
- (d) In addition to the impact of shared bicycles on public space, Members were also concerned about public safety in the use of bicycles as well as the Government regulation of bicycle rental companies. He opined that TD should conduct comprehensive inspection of bicycle rental companies, such as whether the companies had taken out an insurance for bicycle users. Since there was currently no provision requiring

bicycle rental companies to take out an insurance, he enquired how TD would approach the issue if the companies did not provide users with insurance coverage.

- (e) He enquired about the maximum amount of compensation of insurance taken out by OFO for the users. The company indicated that no damage report concerning the subject bicycle was received prior to the accident and that maintenance and repair of bicycles were performed either by deploying staff to inspect bicycles or encouraging the public to report damages via mobile application, but he questioned whether it was sufficient to ensure the safety of every bicycle. He enquired whether the company would set targets such as conducting periodical inspections of all bicycles to ensure the bicycle parts functioned well.

102. Mr Eric KWOK raised his views as follows:

- (a) While THB indicated that the operators were reminded to comply with the safety requirements for bicycle rental service, this fatal accident apparently reflected that the current practice of the bureau was insufficient and infeasible. Members of the Legislative Council (LegCo) had repeatedly requested THB at meetings to establish a licensing regime to require the bicycle rental service operators to comply with the same regulations as those for rental car service, so as to avoid the former doing business perfunctorily without Government regulation.
- (b) Members reflected that there were many shared bicycles parking indiscriminately in Yat Tung Estate, Tung Chung, and some were found damaged. He requested the Police to pay attention to whether the equipment of OFO bicycles met the requirements.
- (c) If it was infeasible to encourage the operators to exercise self-discipline, THB should establish a licensing regime to regulate bike-sharing service. He opined that lax regulation by government departments would cause serious consequences.

103. Mr Ricky HO responded as follows:

- (a) In the first half of 2018, a total of 11 traffic accidents involving bicycles happened on Cheung Tung Road.
- (b) The victim of the fatal accident was not wearing a helmet and there was no regulation requiring that a cyclist must wear a helmet.
- (c) The Police had considered the proposal of prohibiting bicycles from entering Cheung Tung Road. Bicycles were currently prohibited from entering some roads in Hong Kong including certain sections of Sai Sha Road and a steep section in Tai Mei Tuk. However, this would have a

great impact on people using bicycles as a means of transport, and it was necessary to strike a balance between the needs of the villagers and the general public. The Police would have to study and discuss the proposal with TD.

104. Mr Kenneth MOK responded as follows:

- (a) The Police had provided supplementary information about the proposals of regulation and prohibition. He would ask the officers responsible for works projects to liaise with the Police.
- (b) On regulatory work, there was currently no specific regulation in Hong Kong regulating bicycle rental service and the operators could carry on a business after obtaining business registration. The introduction of legislative control would require extensive consultation with various stakeholders and the industry, thus the problem could not be solved immediately. The Government was now addressing the problem through enhanced enforcement and clearance actions, for example, the District Offices co-ordinated with various departments to conduct joint operations against illegally-parked bicycles. A trial scheme had been implemented in Sheung Shui to step up clearance of non-compliant bicycles.
- (c) Besides enforcement, the Government also endeavoured to promote the operators to operate in a sustainable manner and according to the prevailing ordinances, provided that the rental service did not breach the Road Users' Code.

105. Mr Eric KWOK was displeased that the departmental representatives turned a blind eye to the accident. He opined that the departments should formulate short- and long-term solutions. In the short term, the problem should be handled summarily by departments such as the Police and TD; in the long term, a licensing regime should be established. He hoped that THB would consider establishing a licensing regime the same as that for private car rental service, otherwise, it could hardly absolve itself from blame if accidents happened again in the future.

106. Ms Isabelle NEO responded as follows:

- (a) Regarding the specifications of bicycles, 100% of the OFO bicycles met the standard and were equipped with all devices required by law including the front and rear lights and alarm, etc.
- (b) Regarding the time lag between bicycle failures and reporting, she was aware of Members' concern and agreed that prevention was better than cure, yet there was no one-size-fits-all solution. On the one hand, the company conducted regular inspections for all bicycles. Inspection staff not only handled bicycles with reported damages but inspected all

bicycles proactively every day. The users were also reminded through mobile application to check the bicycle condition before use, and relevant publicity and education efforts would continue in the future.

- (c) Regarding insurance, she reiterated that insurance policy had been taken out for the users, the policy was the same as that for other transport operators.

107. Ms Josephine TSANG opined that TD was lax about the shared bicycles and negligent in supervision. She said that shared bicycles had caused many problems in Tung Chung and other districts, for example, many bicycles were placed inside the estates and not recalled, and the public bicycle parking spaces were occupied by shared bicycles. She noticed that some shared bicycles were not equipped with an alarm and the front and rear lights, which would pose danger to the cyclists and other road users. She hoped that TD could address the issue in a proactive and ambitious manner to prevent accidents from happening.

108. Mr FAN Chi-ping was disappointed with TD's reply and opined that the department was shielding the bike-sharing service operators. He said that shared bicycles were found everywhere in Yat Tung Estate and nearby villages in Tung Chung, some were placed on the roads or even in a river in Ma Wan Chung. He considered that it was impossible to require the operators to exercise self-discipline and a regulatory regime should be established.

109. Mr Bill TANG raised his views as follows:

- (a) He welcomed that the Police and TD proactively considered implementing bicycle control measures at Cheung Tung Road and hoped that the usual residents and villagers in the district who used bicycles as their means of transport would be sufficiently consulted. If improvement of Cheung Tung Road could not be achieved by improvement works, the proposal of bicycle control should be considered.
- (b) He opined that TD should formulate policies to address the issue of shared bicycles and hoped that the department would take note of Members' concern. He reckoned that there was public demand for shared bicycles, otherwise various companies would not have rushed into the business in Hong Kong. He hoped that the Government would formulate relevant policies as early as possible for effective traffic control and road safety before the use of shared bicycles affected the public interest. He suggested that the policy implemented should ensure the public spaces would not be affected and that the bicycles renting out through mobile applications were always safe for use. Insurance requirements should also be included.
- (c) Since OFO indicated that insurance was bought for the users, and it had



arranged staff to the meeting to respond to questions as well as extended condolences to the family of the deceased, its attitude was appreciated by Members. Regardless of the cause of the accident, similar accidents should not happen again and he requested the Government and the operator to make improvements in different areas.

- (d) He suggested OFO indicate in its mobile application and website that users were provided with insurance coverage as well as the procedures for making a claim after an accident and casualties were caused.
- (e) Although OFO said that it would duly inspect the bicycles, he urged OFO to set internal targets as soon as possible to ensure that inspections were performed on all bicycles within a certain period.

110. The Chairman believed that the guests and departmental representatives had noted Members' concern about shared bicycles and public safety. He hoped that thorough discussions would be conducted to explore improvement measures to minimise accidents and casualties.

(Mr KWONG Koon-wan and Mr Bill TANG left the meeting at around 4:55 p.m. and 5:10 p.m. respectively.)

XIII. Question on progress of the Development of Phase 2 of North Lantau Hospital (Area 22)  
(Paper IDC 71/2018)

111. The Chairman welcomed Ms WONG Lai-chu, Phoebe, Senior Estate Surveyor and Mr KWOK Chi-hang, Administrative Assistant/Lands of DLO/Islands to the meeting to respond to the paper. The Hospital Authority (HA) was unable to arrange representatives to the meeting but had provided a written reply for Members' perusal. DLO/Islands had also provided a written reply for Members' perusal.

112. Mr Eric KWOK briefly presented the question.

113. Ms Phoebe WONG said that according to the record of DLO/Islands, the land adjacent to phase 1 of North Lantau Hospital was unleased and unallocated government land and no application had been received to date from HA for permanent or temporary allocation of the land. However, HA had informed DLO/Islands by email indicating that site investigation works on the land would commence in the third quarter of 2018.

114. Mr Eric KWOK regretted that HA had not arranged representatives to attend the meeting. In its written reply, HA indicated that the project would be implemented in two stages and investigation works would commence in the near future, but the commencement date of works was not clearly indicated. Since there was a lack of recreational space in Tung Chung West and the exact commencement date of works was not available, he requested HA to open the site for recreational use.

115. Ms Amy YUNG said that although this issue had been time and again discussed at the meetings, the land was left idle for 5 years by the departments concerned and HA, resulting in a waste of resources. She regretted that HA had not arranged representatives to attend the meeting. It was advised by DLO/Islands that no application for permanent or temporary allocation of the land was received, whereas HA indicated that the land could not be opened up as site investigation works would commence in the third quarter of 2018. In case HA failed to commence the works as scheduled and refused to open the land, resources would continue to be wasted. She expressed dissatisfaction with HA's act of leaving the land idle and requested DLO to write to HA, stating that the land would be converted into a temporary soccer pitch and open for public use until an application for permanent land allocation was submitted by HA.

116. Ms Phoebe WONG said that provided that the long-term planned use of the land would not be affected, applications for short-term uses by government departments/organisations would be considered by DLO. DLO would follow up with HA on the progress of HA's project after the meeting.

(Post-meeting note: On 27 June 2018, ArchSD submitted an application for a simplified temporary land allocation to DLO/Islands to permit ground investigation study/work in connection with the development of HA's supporting services centre, which would be carried out from September 2018 to February 2019. The land allocation application would be processed according to applicable procedures.)

117. Ms Amy YUNG suggested making an application for short-term use of the land to DLO in the name of IDC.

118. Mr Eric KWOK supported Ms YUNG's suggestion. IDC had passed the motion of converting the land into a temporary open space at the last meeting, and he had also proposed the development of temporary open space through the 2017-2018 District Minor Works Programme. He agreed that an application for short-term use of the land be made in the name of IDC.

119. The Chairman said that on the day the Secretary for Food and Health (SFH) visited IDC, he and District Officer (Islands) accompanied SFH to conduct site visit. Representative of HA indicated on the occasion that Members' request had been noted but since investigation work would soon commence, it was unsuitable to open the land for public use.

120. Mr Eric KWOK suggested the Secretariat write to HA, requesting the latter to state clearly the exact date on which the investigation work was approved and the commencement date of works.

121. The Vice-chairman Mr Randy YU said that this issue had been discussed time and again by Members and the motion of converting the land to a temporary open space had been passed at the last meeting. He proposed a new item on the agenda for the District Facilities Management Committee (DFMC) meeting on 16 July this year to discuss the funding application for converting the land for recreational use and the costs relating to daily maintenance and clearance of refuse in order to make better use of the land.

122. The Chairman agreed to the proposal of Mr YU.

XIV. Question on Development of Indoor Sports Centre and Community Hall in Tung Chung Area 39  
(Paper IDC 72/2018)

123. The Chairman welcomed Mr Richard SIU, District Planning Officer (Sai Kung and Islands) (Acting) of PlanD, Ms LAW Lai-chun, Gladys, Senior Executive Officer (Planning) of LCSD and Mr AU Sheung-man, Benjamin, Assistant District Officer (Islands) of IsDO to the meeting to respond to the paper. PlanD and LCSD had provided written replies for Members' perusal.

124. Mr Eric KWOK briefly presented the question.

125. Mr Richard SIU briefly presented the written reply.

126. Ms Gladys LAW briefly presented the written reply.

127. Mr Benjamin AU said that IsDO noted Members' request for the development of a community hall in Tung Chung West. According to the written replies of PlanD and LCSD, the Government had reserved land for developing an indoor sports centre in Tung Chung Area 107 (i.e. in Mun Tung Estate adjacent to Area 39). IsDO had expressed intention to develop a community hall in the indoor sports centre, and would pay close attention to the progress of project implementation by LCSD and discuss the details with the departments concerned including LCSD in due course.

128. Ms Amy YUNG expressed her views as follows:

- (a) According to the written reply of LCSD, the facilities provided in Islands District were in compliance with the recommendations set out in HKPSG. She suggested the department pay a site visit to Islands District to understand the geographical setting and traffic condition therein. The islands were widely apart so it was inconvenient for residents to travel to other islands for using sports facilities. The total population of the district should therefore not be the only factor considered when LCSD was planning for the sports facilities. Due to its unique geographical setting, LCSD could consider developing a small sports centre to make it more convenient for residents of the

Islands District to use the sports facilities.

- (b) The Government planned to develop a sports centre in DB as early as 2000 but nothing definite was decided eventually. Over the years, DB residents had to go to Peng Chau by ferry or Tung Chung by vehicle to use the sports facilities. She requested the departments concerned to follow up pro-actively.

129. Mr Eric KWOK expressed his views as follows:

- (a) According to LCSD, the number of sports centres in Islands District met the requirements of HKPSG, but in reality, this could not be further from the truth. Tung Chung was far away from Cheung Chau and Peng Chau and residents seldom went to Praya Street Sports Centre in Cheung Chau or Peng Chau Sports Centre. If Peng Chau and Cheung Chau were excluded, the number of sports centres in Islands District did not comply with the requirements of HKPSG at all. People had already been living in Tung Chung West for 20 years and Mun Tung Estate would soon be ready for intake. However, there was a serious shortage of indoor sports centres in Tung Chung Area 39. He hoped the departments concerned would proceed with the planning and seek funding soon for project implementation.
- (b) He supported IsDO's proposal of developing a community hall in the indoor sports centre complex, and asked for a definite works schedule.

130. Mr Benjamin AU made a consolidated response as follows:

- (a) He gave clarifications in response to the question about the community hall and indoor sports centre complex. "Tung Chung Area 107" referred to by PlanD, LCSD and IsDO was the same as Area 39 mentioned by Mr Eric KWOK. He asked PlanD to give further details.
- (b) He asked LCSD, the lead department for the proposed indoor sports centre complex to respond to the enquiry about the schedule of the works.

131. Mr Richard SIU said that the land for developing the indoor sports centre and the community hall originally fell into Area 39 but was incorporated into Area 107 after re-delineation. There was no change in the actual location.

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

- (a) The Government had time and again undertaken to comply with the requests of Members in exchange for their support for government policies but it failed to honour its promises. A few years ago, the departments concerned undertook to develop an indoor sports centre and a community hall in Area 39 when a residential project was launched

there. The residential housing was now completed but the promises were not yet honoured.

- (b) With the continuous increase of Tung Chung's population, he hoped the Government would implement the proposal of developing an indoor sports centre and a community hall in Tung Chung West (Areas 107 and 108 for instance) expeditiously and commence the works right away.

133. Ms Gladys LAW said that the number of sports centres in Islands District basically met the requirements of HKPSG. However, to cope with the future development of Tung Chung, it was announced in the 2017 Policy Address that the Government had reserved land for developing a sports centre in Tung Chung Area 39 (i.e. Area 107 at present), and would conduct a technical feasibility study for the project within 5 years to prepare for works commencement. LCSD was actively planning the facilities for the sports centre and would report to IDC in due course.

134. Mr Eric KWOK said that Lek Yuen Estate, Wo Che Estate, Sha Kok Estate and Pok Hong Estate in Shatin had population of 15 989, 17 816, 16 151 and 14 167 respectively according to population data and each of the estates was equipped with a community hall. With a population of around 46 000, Yat Tung Estates should be equipped with 3 community halls but there was none at present. Regarding the promise to conduct a technical feasibility study within 5 years, he considered that it was too long a time and suggested IsDO discuss and commence the planning work with LCSD as soon as possible.

135. Mr Benjamin AU said that IsDO noted the requests of Mr Eric KWOK and Mr FAN Chi-ping and would follow up with LCSD pro-actively.

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

XV. Question on Request for Extending the Cycle Track Along Road P1 to Inspiration Lake  
(Paper IDC 73/2018)

136. The Chairman welcomed Mr WONG Kwok-fai, Alfred, Chief Engineer/Lantau 1 of CEDD and Mr Richard SIU, District Planning Officer (Sai Kung and Islands) (Acting) of PlanD to the meeting to respond to the paper. Highways Department was unable to arrange representatives to attend the meeting but they and CEDD had provided a written reply for Members' perusal.

137. Mr Eric KWOK briefly presented the question.

138. Ms Alfred WONG briefly presented the written reply.

139. Mr Eric KWOK said that many cyclists cycled to Sunny Bay or Inspiration Lake via Cheung Tung Road oblivious to danger. He hoped the departments concerned would explore the feasibility of extending the cycle track along Road P1 to

Inspiration Lake when considering TCNTE or other projects.

XVI. Annual District Plan 2018-2019 - Planning  
(Paper IDC 56/2018)

140. The Chairman welcomed Mr Richard SIU, District Planning Officer (Sai Kung and Islands) (Acting) of PlanD to the meeting to present the paper.

141. Mr Richard SIU briefly presented the paper.

142. Mr Eric KWOK enquired whether land would be earmarked for public housing development in the Siu Ho Wan OZP.

143. Mr Richard SIU said that there was a site currently zoned “Other Specified Uses (Railway Depot and Public Transport Interchange with Commercial/Residential Development)” in the draft Siu Ho Wan OZP. As to whether the site would be used for public housing development, the Government kept an open mind and had not made a final decision for the time being.

XVII. Transport Department Traffic and Transport Working Plan 2018-2019  
(Paper IDC 57/2018)

144. The Chairman welcomed Mr Kenneth MOK, Chief Transport Officer/NT South West of TD to the meeting to present the paper.

145. Mr Kenneth MOK briefly presented the paper.

146. Ms Amy YUNG said that the railway was the major means of transport in Hong Kong but the railway operation was plagued by a series of MTRCL incidents recently. She requested TD to formulate contingency measures in order to minimise the impact on members of the public.

XVIII. The Housing Department’s Programme of Activities for Estate Management in the Islands District in 2018/19  
(Paper IDC 58/2018)

147. The Chairman welcomed Ms LEE Sin-man, Senior Housing Manager (Hong Kong Islands, Islands 2 & Management Control) of HD to the meeting to present the paper.

148. Ms LEE Sin-man briefly presented the paper.

149. Mr Eric KWOK said that the problem of throwing objects from height in Yat Tung Estate was serious and requested HD arranging the anti-throwing objects from height task force to conduct patrols for achieving better deterrence.

150. Ms LEE Sin-man responded that the department would render full support. In addition to deploying anti-throwing objects from height task forces to step up patrol at Yat Tung Estate, procurement of more mobile surveillance systems would also be considered to enhance monitoring of throwing objects from height.

XIX. Islands District Office 2018/19 Annual Work Plan  
(Paper IDC 59/2018)

151. The Chairman welcomed Mr LI Ping-wai, Anthony, District Officer (Islands) of IsDO to the meeting to present the paper.

152. Mr Anthony LI briefly presented the paper and indicated that the District-led Actions Scheme would continue to be implemented in 2018/19. Moreover, IsDO now worked closely with the Home Affairs Department and ArchSD to press ahead with the design work of Cheung Chau community hall and a funding application was expected to be submitted to LegCo next year. On the other hand, discussion with LCSD and ArchSD was underway to expedite the works of Tung Chung community hall and the sports centre.

XX. Progress on District-led Actions Scheme  
(Paper IDC 74/2018)

153. The Chairman welcomed Mr Benjamin AU, Assistant District Officer (Islands)<sup>1</sup> of IsDO to the meeting to present the paper.

154. Mr Benjamin AU briefly presented the paper.

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

XXI. Report on the Work of the Islands District Management Committee (May 2018)  
(Paper IDC 75/2018)

156. Members noted and endorsed the paper.

XXII. Reports on the Work of the IDC Committees  
(Papers IDC 76-79/2018)

157. Ms Amy YUNG enquired about the progress of renting community halls to DC members for use as offices mentioned in Paper IDC 77/2018.

158. The Chairman said that the Secretariat would contact Ms YUNG after the meeting.

159. Members noted and endorsed the paper.

(Post-meeting note: The Chairman of DFMC had written to the Chief Secretary for Administration.)

160. The Chairman said that a duty visit to Kunming scheduled for August this year had been endorsed at the earlier meeting, but some Members indicated the other day that they were unable to participate due to their busy schedule in August, resulting in the number of participants less than half the total number of Members. He asked Members to consider rescheduling to sometime after 22 October with the trip changing to 4 days/3 nights. The Secretariat would issue letters to inform Members of the relevant details.

161. Members endorsed the changes to the date and duration of visit.

### XXIII. Allocation of DC funds

(i) Up-to-date Financial Position on the Use of DC Funds  
(Paper IDC 80/2018)

162. Members noted and endorsed the paper.

(ii) Approval for Using DC Funds by circulation from 1 April to 31 May 2018  
(Paper IDC 81/2018)

163. Members noted and endorsed the paper.

### XXIV. Date of Next Meeting

164. There being no other business, the meeting was adjourned at 5:58 p.m. The next meeting will be held on 3 September 2018 (Monday) at 2:00 p.m.

-End-