

(Translation)

Minutes of Meeting of Islands District Council

Date : 26 June 2017 (Monday)
Time : 2:00 p.m.
Venue : Islands District Council Conference Room,
14/F, Harbour Building, 38 Pier Road, Central, Hong Kong.

Present

Chairman

Mr CHOW Yuk-tong, BBS

Vice-Chairman

Mr YU Hon-kwan, Randy, JP

Members

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

Attendance by Invitation

Mrs YEUNG HO Poi-yan, Ingrid, JP	Commissioner for Transport, Transport Department
Ms HO Wai-yin, Irene	Assistant Commissioner/New Territories, Transport Department
Mr WONG Po-fung	Senior Engineer/Islands, Transport Department
Mr TSANG Chi-yan	Senior Transport Officer/Ferry Planning, Transport Department

Ms LAU Yiu-yan, Joyce	Chief Engineer/Special Projects, Civil Engineering and Development Department
Ms SO Shuk-ye, Joan	Senior Town Planner (Special Duties Division), Civil Engineering and Development Department
Mr LO Chi-cheung, Stephen	Senior Engineer (Islands Division), Civil Engineering and Development Department
Mr SZETO Hon-yin	Senior Engineer (Islands Division), Civil Engineering and Development Department
Dr David SUN	Chief Manager, Kowloon West Cluster/ Deputy Hospital Chief Executive, North Lantau Hospital, Hospital Authority
Mr Thomas KAN	Senior Hospital Administrator (Administrative Services), North Lantau Hospital, Hospital Authority
Mr KWOK Chung-kit, Kanic	Planning Assistant/Islands, Planning Department
Mr YAU San-ping, Peter	Senior Executive Officer (District Management), Islands District Office
Mr OR Yan-kin	Engineer/Consultants Management, Drainage Services Department
Mr LAM Hon-wa	Senior Engineer/Islands, Drainage Services Department
Mr LAM Wai-man, Edwin	Engineer/Islands, Drainage Services Department
Mr WONG Wai-kin, Leo	Acting Senior Environmental Protection Officer (Sewerage Infrastructure), Environmental Protection Department
Mr CHONG Chi-ting, Chris	Assistant Environmental Protection Officer (Sewerage Infrastructure), Environmental Protection Department
Mr LAU Mang-wai, Lawrence	Senior Environmental Protection Officer (Special Duties), Environmental Protection Department
Mr MA Man-kwong, Ray	Curator (Archaeology), Antiquities & Monuments Office
Ms LAU Yee-fong, Karen	Assistant Curator (Archaeological Preservation)1, Antiquities & Monuments Office

In Attendance

Mr LI Ping-wai, Anthony, JP	District Officer (Islands), Islands District Office
Ms CHONG Yan-ye, Belinda	Assistant District Officer (Islands)1, Islands District Office
Mr CHOW Chit, Joe	Assistant District Officer (Islands)2, Islands District Office
Ms CHAN Hing-kwan, Patty	Senior Liaison Officer (2), Islands District Office
Mr LO Kwok-chung, David	Chief Engineer/Islands, Civil Engineering and Development Department
Ms TAM Yin-ping, Donna	District Planning Officer (Sai Kung & Islands), Planning Department

Mr LI Kin-nga, Denis	District Lands Officer (Islands), Lands Department
Mr WONG Tat-ming	Administrative Assistant (Lands/Islands), Lands Department
Mr LAM Ding-fung	District Social Welfare Officer (Central Western, Southern & Islands), Social Welfare Department
Mrs MAK LAU Wai-mun, Josephine	District Commander/Lantau District, Hong Kong Police Force
Mr Richard Brinsley Sheridan	District Commander/Marine Port District, Hong Kong Police Force
Mr CHAN Chun	Public Community Relations Officer/Lantau District, Hong Kong Police Force
Mr YUEN King-ho	Public Community Relations Officer Marine Port District, Hong Kong Police Force
Ms HUI Pui-yuk, Hermia	Senior Housing Manager (Wong Tai Sin, Tsing Yi and Tsuen Wan 2), Housing Department
Mr MOK Ying-kit, Kenneth	Chief Transportation Officer/New Territories South West, Transport Department
Mr KWAN Yau-kee	District Environmental Hygiene Superintendent (Islands), Food and Environmental Hygiene Department
Mr CHAU Chau-wing, Tomy	District Leisure Manager (Islands), Leisure and Cultural Services Department

Secretary

Ms Candy CHAN	Senior Executive Officer (District Council), Islands District Office
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**Welcoming remarks**

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

- (a) Mr MOK Ying-kit, Kenneth, Chief Transportation Officer/New Territories South West of Transport Department (TD); and
- (b) Ms HUI Pui-yuk, Hermia, Senior Housing Manager (Wong Tai Sin, Tsing Yi and Tsuen Wan 2 ) of Housing Department (HD) who attended the meeting in place of Mrs CHEUNG LO Pik Yuk, Helen.

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

2. The Council agreed to change the order of the agenda items and move onto Item XII after Item II.

I. Visit of the Commissioner for Transport to Islands District Council

3. The Chairman welcomed Mrs YEUNG HO Poi-yan, Ingrid, JP, Commissioner for Transport to the meeting for exchange with Members. He was also pleased to welcome to the meeting Ms HO Wai-yin, Irene, Assistant Commissioner/New Territories and Mr WONG Po-fung, Senior Engineer/Islands of TD.

4. Mrs Ingrid YEUNG said she had visited Islands District Council (IDC) three years ago and hoped that the meeting could again provide an opportunity for her to exchange views with Members on traffic and transport issues in relation to Islands District.

5. Ms Irene HO gave a briefing on the purview of TD and the improvements to traffic engineering and public transport services in Islands District with the aid of PowerPoint presentation.

6. Mr Bill TANG expressed his views as follows:

(a) On the proposed new railway project (Tung Chung West Extension and Tung Chung East MTR Station), the Government had mentioned that construction would commence between 2020 and 2024 but the advance works had so far not been implemented. He asked whether the construction of Tung Chung West Extension would be postponed or commence in 2020 as scheduled.

(b) Tung Chung residents going to school or working in other districts had to travel by Long Win bus or Citybus. With more people working in the Airport and the Airport getting busier, the two bus companies had gained huge profits. However, concessions were only made available to people working in the Airport. He hoped TD would propose to the bus companies to introduce monthly tickets (applicable to routes A and E) to benefit Tung Chung residents.

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

(a) On the long-term operation model of ferry services, it was mentioned in the briefing that a mid-term review would be conducted in 2019, including studying the proposal for the Government owning its ferry fleet. He opined that there was no conflict between the ferry fleet study and the mid-term review and was puzzled that the study could not be conducted within the year. He had said at the last meeting that it would be too late to conduct the study in 2019 because implementation would take time if the proposal was considered feasible after the study, and the outsourcing could not be effected upon the commencement of the next licence period.

- (b) On 21 June this year, an ordinary ferry of New World First Ferry (NWFF) departing at 6:45 p.m. from Central for Cheung Chau had an incident. He received a phone call at around 7:30 p.m. that night and the ship master only mentioned that there was a mechanical failure without giving further details whatsoever or whether passengers were required to take any actions.
- (c) NWFF had been involved in a number of accidents over the past years. After the accident in 2012, he had reflected to the management of NWFF about the need to train ship masters to handle emergency situations. He also recommended that instructions be displayed onboard to remind ship masters to alert passengers and the contingency measures to be taken in case there was an incident. If passengers were left unknown about what happened in case of accidents, they would not know how to react or just sat there frightened or turned rowdy. He hoped TD would discuss with NWFF how to improve the contingency arrangements.
- (d) To his knowledge, TD would submit a funding request to the Legislative Council (LegCo) for the improvement work at Central Pier Nos. 4,5 and 6 and he hoped the works would start expeditiously as the facilities therein, e.g. barrier-free access and sanitation facilities, needed improvement.
- (e) At present, there was no barrier-free access in Cheung Chau Ferry Pier and the elderly and the handicapped had difficulty boarding the ferries. As an example, owing to the low water level at the pier, passengers of fast ferries could not alight or board from the lower deck at high tides and had to use the upper deck. Those carrying prams or in wheelchair then had to seek assistance from others to access the sloping passage to the cabin. He had reflected and discussed the issue with TD and NWFF many times but no improvement was made. He hoped the department would reach a decision on extension of Cheung Chau Ferry Pier or development of a new one as soon as possible.
- (f) On bus services, although it was shown at the bus stop that route No.2 departing from Central Pier had a headway of 15-20 minutes, the actual headway was around half an hour. Passengers always waited in vain and gave up. He had requested repeatedly for buses departing from Central Pier with overlapping routes or passing the same districts partially such as Nos. 2, 11 and 25 be arranged at the same bus stop for the convenience of passengers.

8. Mr Holden CHOW expressed his views as follows

- (a) On the traffic at the roundabout outside Exit A of Tung Chung MTR Station, he appointed an engineer to commission a study himself last

year and put forward improvement proposals to the department. He appreciated that the department reacted positively with plans for improvement at a later date. He asked for the implementation timetable.

- (b) Population intake was in progress in the Visionary in Tung Chung Area 56, while the Century Link was soon ready for population intake. At present only bus 37M travelled en routé the area with a headway of 10-15 minutes. Although the bus company said double deckers would be introduced progressively by the end of the year, he was concerned that the bus service might not be able to cope with the rising population. He hoped TD would study with the bus company to increase bus frequency.
- (c) MTRCL had mentioned that Tung Chung East MTR Station would be completed in 2026 at the earliest and the Development Bureau (DEVB) stated that Tung Chung New Town Extension would be ready for population intake in 2023 the soonest. He hoped that TD and MTRCL would maintain communication to begin construction for early commissioning of Tung Chung East MTR Station, or there would be public discontent if the station was completed a few years after population intake.

9. Mr Eric KWOK expressed his views as follows:

- (a) During a meeting with Assistant Commissioner Ms Irene HO last year, he said Tung Chung West Extension and Tung Chung East MTR Station were urgently required. Yat Tung Estate already had a population of over 45 000 and the four adjacent public housing developments under construction in Area 39 would be ready for population intake late next year. Also, there were two Home Ownership Scheme (HOS) developments under construction near North Lantau Hospital and population intake was expected the year after next. According to the Railway Development Strategy 2014 (RDS-2014), Tung Chung West Extension would be constructed between 2020 and 2024. Secretary for Transport and Housing (STH) however said in reply to his enquiry earlier that the proposed timetable for 2020-2024 might be subject to change if there were any changes to the planning. He hoped TD would take note of the traffic problems faced by the residents of Yat Tung Estate and construct Tung Chung West Extension according to the 2020-2024 programme as pledged.
- (b) As the planning in early years failed to provide an urban taxi stand in Yat Tung Estate, taxis often stopped on the roundabout, causing an obstruction. Accidents occurred frequently and quarrels erupted among taxi drivers, passengers and security guards, with fighting ensuing. He was pleased that TD and the Housing Department (HD) had taken follow up actions proactively. He suggested that an urban

taxi stand be provided at the parking bay on the roundabout opposite Kan Yat House, and The Link had agreed in principle to provide a pedestrian link in front of the pavilion as compensation. He hoped the proposal could be implemented as soon as possible for addressing the traffic problem and improving the pedestrian crossing in the district.

- (c) At the Traffic and Transport Committee meeting last year, he pointed out that many vehicles had to turn left at Chek Lap Kok South road (near the flyover) for the cable car terminal and swimming pool in the evening after work. However, Shun Tung Road was designed for right turn only instead of left turn. With just a left turn lane, there was serious congestion. TD said at the meeting that it would follow up but no reply was received.
- (d) Many residents complained about lost trips and delays of bus E21A departing from Yat Tung Estate bus terminal in the morning rush hours. He hoped TD and Citybus would follow up.

10. Ms Amy YUNG said TD had mentioned at the briefing just now that a review would be carried out on the six major outlying island ferry routes and eight other ferry routes in the first half of 2019. Special helping measures (SHMs) were implemented twice for the outlying island ferry routes with subsidy totalling several hundreds of million dollars but Discovery Bay and Ma Wan routes were not included in the subsidy scheme. Apart from Cheung Chau route, Discovery Bay route had the highest rate of patronage of all outlying island ferry routes with the fare per nautical mile the highest. She did not understand why TD did not include Discovery Bay and Ma Wan routes in the subsidy scheme, which was unfair to the residents of these two districts. She hoped the two routes would be included in the mid-term review for incorporation in the subsidy scheme so that the residents of Discovery Bay and Ma Wan would benefit

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

- (a) TD reviewed and studied the long-term transport strategy regularly. Over the past three years when consultation was conducted on planning proposals such as the report of the Lantau Development Advisory Committee, the Sustainable Lantau Blueprint and “Hong Kong 2030+”, the residents of Lantau requested strongly for traffic improvement and a long-term planning. Twenty-odd years ago, the Government had approved the construction of a coastal road connecting Tung Chung and Tai O as well as the north-south corridor between Mui Wo and Tung Chung. Since then, the residents demanded the construction of these two roads.
- (b) When TD introduced the long-term traffic development strategy just now, it mentioned that the densely populated and remote areas would not be left out. In fact, there were plenty of remote areas on Lantau and if the department handled the issue in accordance with the rules

and adopted the usual approach basing on the population index and relevant statistics, etc., the densely populated and remote areas would likely be left out. Take Tai O as an example. There were about 5 million passenger journeys on bus to Tai O yearly. Although Fortune Ferry increased the ferry frequency between Tai O and Tung Chung during holidays, it could not address the problem in the long term.

- (c) He asked when the population was small and the usage rate failed to meet the target due to the restrictions of closed road, how could a coastal road connecting Tung Chung and Tai O and the north-south corridor between Mui Wo and Tung Chung be built under the long-term transport development strategy. The residents opined that even the East Lantau Metropolis (ELM) project was not implemented, a coastal road should be built to connect Mui Wo and Tung Chung and the planning should be made now.
- (d) Given that the HOS projects in Mui Wo would soon provide 700 units, he enquired about the traffic arrangements to be implemented, including the public transport, road safety and parking facilities in order to cater for the demand. The existing 54 parking spaces would certainly not be enough for 700 households and how could the parking problem in Mui Wo be solved?
- (e) The Policy Address of this year mentioned that the Government would study the proposal of owning its ferry fleet. He concurred with Mr KWONG Koon-wan that a study should commence immediately.
- (f) Although the improvement works for 16 bends on Keung Shan Road had been completed, the locals opined that apart from K10, K15 and two other large-scale work projects on Keung Shan Road, the rest was of little help to the daily vehicular traffic. In the long term, he considered that a coastal road connecting Tung Chung and Tai O was desperately needed to address the local traffic problem. He hoped the Government would give due consideration to the above.
- (g) On private car parking spaces, he remarked that the new parking spaces in Shek Pik were not in high demand and only one or two vehicles were found parking there every time he passed by. He hoped TD would step up communication with the locals when it planned to increase the parking spaces in the district in future. Apart from the provision of eight additional parking spaces, he asked whether TD would coordinate with the Civil Engineering and Development Department (CEDD) or plan to provide any large-scale parking facilities in Mui Wo.

12. Mrs Ingrid YEUNG made a consolidated response as follows:

Ferry service

- (a) TD did not wait until 2019 to start reviewing the long-term operation model of the outlying island ferry service. Much resources had already been devoted to perform relevant work and it was hoped that a report of the mid-term review of the services of six major outlying island ferry routes could be submitted in 2019 (i.e. the mid-term of the licence period from 2017 to 2020) with preliminary proposals, including the future operation model, i.e. whether the Government owned its ferry fleet or continued the licencing arrangement, duration of licence and whether SHMs should be continued, etc. The District Council would then be consulted.
- (b) On review of the operation model, the remaining eight outlying island ferry routes (including Discovery Bay and Ma Wan) would be reviewed with the six major ferry routes. Back then, the Government introduced SHMs for the six major routes because they suffered a loss and had to raise the fares substantially. Apart from Mui Wo where road transport was available though inconvenient, the other areas were all without road transport. Meanwhile, different road transports were available in the areas served by the remaining eight ferry routes. Also, the Government would examine and review thoroughly the business environment of these eight ferry routes. If any of these ferry routes were provided by developers as stipulated by the land grant, the Government would study whether the developers had fulfilled their duty, and if a profit was made, whether a subsidy should be provided.
- (c) Regarding the mechanical failure incident of NWFF, TD had requested NWFF to submit a report. With reference to the views of Members, NWFF would be asked to provide a report on the contingency measures and improvement proposals.

Improvement to the Pier

- (d) Regarding the improvement works to Central Pier Nos. 4, 5 and 6, a funding request had been filed to the Public Works Subcommittee of LegCo in 2013 but no approval was granted. TD had appointed a consultant to review the project. Apart from the need to keep in pace with the Central harbourfront development, a number of complexities were involved. Owing to limited space in the piers and the height restriction that only one and a half storeys could be built, the rental income received from the letting of the three piers separately would not be significant. If the pier areas were rented out on theme basis, the ferry operators would have to appoint a rental consultant and pay the consultant fee. As the rental income fluctuated with the changing economic environment, it could not ensure a steady subsidy for the ferry

operation. Should there be any changes in the operation model in future, e.g. the Government owned the ferry fleet and outsourced its operation, there would be no need for subsidising the operation with rental income. As such, no application would be made to the LegCo before the completion of the review on the ferry operation model.

- (e) The 2017 Policy Address mentioned that TD would renovate one ferry pier on a pilot basis, and the Architectural Services Department (ArchSD) would assist in upgrading the design of the pier. More ferry piers would be renovated in the light of the effectiveness of the project and passengers' feedback, etc. according to the new design standard.
- (f) On the drainage problem of Central Pier No. 5, TD would follow up with ArchSD to explore solutions.
- (g) TD was aware that Cheung Chau Ferry Pier was several ten years old and becoming less and less capable of meeting the demand. On festive days, for instance, owing to the hardware restrictions, the ferry frequency could only be adjusted to an approximately 15 minutes' interval at most. As mentioned by Members, an extension of the ferry pier in-situ would pose a great challenge and have significant impacts on the existing service. With a typhoon shelter nearby, the waterway space was limited. In the long run, the development of a new ferry pier would be a more desirable option. However, it would not be easy to identify a suitable site for the new ferry pier, and there would also be oppositions at the district level. It was now at the preliminary stage, and the District Council would be consulted when concrete ideas were available.
- (h) With regard to the connecting buses at Central Pier, the department would study whether buses running along the same routes could be grouped together at the same bus stop for the convenience of passengers.

#### Tung Chung East and Tung Chung West Station

- (i) On the construction timetable of Tung Chung West MTR Station, the 2020-2024 programme mentioned in the RDS-2014 was only an indicative implementation period and the exact timing depended on the design and railway alignment of Tung Chung West Extension and complexity of the works, etc. Transport and Housing Bureau (THB) had asked MTRCL in January this year to conduct a study on Tung Chung East and Tung Chung West Station and report the findings. A study was now being conducted by MTRCL. After a report was submitted, the relevant departments would review the construction timetable of the new MTR station taking into consideration the development of Tung Chung East and Tung Chung West to ensure that

there would be sufficient public transport to satisfy the demand of the rising population.

#### Bus services

- (j) Bus route 37M now ran at a headway of about 8-10 minutes and there were a total of 15 bus routes passing Ying Tung Estate and The Century Link (including non-all day and peak hour special routes) serving the residents. When double deck buses were introduced comprehensively for route 37M, the carrying capacity would be improved substantially. TD would monitor the population change and discuss with the bus company for service adjustment.
- (k) The New Lantao Bus Company was introducing real time information so that passengers could check the bus arrival time through the smartphone application.
- (l) Regarding the lost trips of route E21A, TD would follow up with Citybus for improvement.
- (m) On the traffic arrangement after the population intake of Mui Wo HOS developments, TD would follow up with the ferry operator and bus companies for appropriate service adjustments after completion of the assessment and survey in the following year.

#### Traffic Engineering

- (n) Regarding the problem of Exit A of Tung Chung MTR station, TD had adopted some of Mr Holden CHOW's proposal to reduce the size of the flower bed to accommodate more vehicles. It was maintaining close liaison with Highways Department to expedite the works.
- (o) The roundabout at Yat Tung Estate fell within the purview of HD, and TD would work with HD proactively to follow up on the improvement proposal. As to the congestion on Shun Tung Road, it was followed up by TD.
- (p) Regarding the improvement works at the bends on Keung Shan Road, TD understood the impacts on nearby residents. Although the works areas involved were not significant, large vehicles could pass through more easily. She thanked residents for exercising tolerance during the works period.

#### Parking spaces

- (q) Improvement works were being conducted at Mui Wo by CEDD and 90 more private car parking spaces would be provided which were believed to be sufficient to meet the demand of the households of Mui Wo HOS developments. TD would continue to identify suitable

locations in the district for provision of parking spaces. Mui Wo Rural Committee (RC) would be consulted.

- (r) She noted Members' concerns on the provision and usage of parking spaces. TD would consult the local community when considering the provision of parking spaces. She cited as an example that a proposal for increasing parking spaces in Mui Wo was shelved earlier on as it was not supported by the RC. TD would continue to maintain liaison with the community to collect public opinions.
- (s) Illegal parking was found in Islands District as well as urban areas. TD would step up cooperation with the Police to combat illegal parking. It was hoped that vehicles would be parked in legal parking spaces to avoid obstruction.

#### Long-term traffic planning

- (t) CEDD was now requesting funding from LegCo for setting up the Lantau Development Office to conduct an overall traffic and transport study for Lantau, including the proposal for constructing a coastal road linking Tung Chung to Tai O and a north-south corridor between Mui Wo and Tung Chung.

13. The Chairman thanked the Commissioner for attending the meeting to exchange views with Members.

## II. Confirmation of the Minutes of Meeting held on 24 April 2017

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

15. The captioned minutes were confirmed unanimously without amendment.

## XII. Question on bicycle theft in Discovery Bay (Paper IDC 66/2017)

16. The Chairman welcomed Mrs MAK LAU Wai-mun, Josephine, District Commander/Lantau District of Hong Kong Police Force (HKPF) to the meeting to give response. The Discovery Bay Services Management Limited (DBSML) was unable to arrange representatives to the meeting but had provided a written reply for Members' perusal.

17. Ms Amy YUNG presented the paper.

18. Mrs Josephine MAK responded as follows:

- (a) Regarding the reports of bicycle thefts in Discovery Bay that the Police had received for the past five years, there were 20 in 2013 (two had been detected), seven in 2014 (two detected), five in 2015 (two detected) and two in 2016. Bicycle thefts had dropped substantially from 2014 to 2016. One theft from bicycle was reported in Discovery Bay between January and May 2017.
- (b) The Police had maintained liaison with DBSML and met with its staff regularly. DBSML also took the Police advice, including upgrading CCTV and reviewing their location, enhancing the coverage of CCTV, use of sensor lighting control systems in bicycle parking areas and advising the residents to install GPS for their bicycles. The Police would continue to maintain liaison with DBSML to combat crimes in the district.
- (c) Lantau Police District had strived to tackle thefts from bicycles in Discovery Bay and Lantau District. As an example, she said in May this year, officer in Lantau Police District found three bicycles in an abandoned village house and subsequently arrested and charged one person after investigation. The arrested person was found involved in three other thefts from bicycles and sentenced to six months' imprisonment. A bicycle theft occurred in Mui Wo on 17 June this year and the stolen bicycle was recovered by Police on 19 June.
- (d) The Police would spare no efforts in the fight against crimes, be they big or small, to maintain law and order in the district.

19. Ms Amy YUNG said that besides Discovery Bay, there were frequent complaints of thefts from bicycles in other areas of Islands District. Despite the decline in the statistics, the residents found thefts from bicycles increased but they were reluctant to travel long distances to make a report to Tung Chung Police Station, and theft was becoming rampant. She opined that the police figures did not reflect reality. The District Commander had just said that three lost bicycles were found by Police and a person was arrested, indicating that some victims of stolen bicycles did not make a report to the Police. She had seen bicycle parts being dismantled and therefore the Police should stay alert despite the decline in the number of reported cases. Given the increase in the number of complaints, she hoped DBSML would report to the Police truthfully.

### III. Sustainable Lantau Blueprint (Paper IDC 53/2017)

20. The Chairman welcomed Ms LAU Yiu-yan, Joyce, Chief Engineer/Special Projects (Hong Kong Island and Islands Development Office) and Ms SO Shuk-ye, and Ms SO Shuk-ye,

Joan, Senior Town Planner (Special Duties Division) of CEDD to the meeting to present the paper.

21. Ms Joyce LAU introduced the contents of the paper with the aid of PowerPoint presentation.

22. Ms Amy YUNG said East Lantau Metropolis (ELM) was the most contentious development project on Lantau. She had invited representatives of DEVB and CEDD to the Discovery Bay residents' meeting last year. The residents in attendance objected to the ELM project unanimously as there was no need or urgency for such project. For example, in the case of financial districts, the area stretching from the Central, Wanchai, Causeway Bay to Eastern District as well as Kai Tak and Kwun Tung in future would grow into metropolises, and she questioned why the Government had to spend large amounts of money on the large-scale reclamation work in the middle of the sea. The strategic transport systems (e.g. railways and bridges) to be built were not only costly but also caused ecological damage and affected the waterways, posing safety hazards. It was baffling for the Government to seek funding from LegCo to conduct a feasibility study on the ELM project. She opined that the plan should be shelved.

23. Mr Holden CHOW supported the launching of the study and opined that the ELM could accommodate around 700 000 people and address the long-standing housing problem, though it was necessary to implement environmental protection measures properly when reclamation was carried out. There would be a surge in population, either from the development of ELM or Tung Chung New Town Extension, and sufficient traffic infrastructure had to be provided. He had said on different occasions that the link of Tsing Ma Bridge between Lantau and the urban areas might be unable to cope with the future traffic and population demands and hoped that the Government would conduct studies on the transport link connecting ELM and Hong Kong Island as well as that connecting South Lantau and North Lantau expeditiously, and most preferably with a rail network. He opined that the traffic network study for Lantau should be conducted the sooner possible instead of waiting until the completion of reclamation for ELM.

24. Mr Eric KWOK expressed his views as follows:

- (a) He hoped the Government would keep its promise made in early years to construct a north-south corridor connecting Mui Wo and North Lantau.
- (b) He had reservations about the ELM. The Government forecasted Hong Kong would have a population of about 8.20 million or 9 million if allowing an upward adjustment of 10% by 2043 according to the population projection by "Hong Kong 2030+". According to Hong Kong Population Projections 2015-2064 promulgated by the Census and Statistics Department, Hong Kong's population was projected to peak at about 8.20 million in 2043 but could also fall to about 7.83 million on the low side. He pointed out that the population size

could increase or decrease. If adjusted downward by 10%, the population could be reduced to about 7.83 million, with a differential of nearly 1 million from 9 million. According to “Hong Kong 2030+”, more than 340 000 buildings of 70 years old or above in Hong Kong would need to be redeveloped by 2046. The reclamation for ELM would cost Hong Kong \$400-\$500 billion and many future generations of Hong Kong people would be affected, but the Government failed to give an account of the reprovisioning of the elderly and local residents displaced. There were nearly 1 000 hectares of land available and not yet utilised, e.g. brownfield sites and sites reserved for small house development in Hong Kong. He hoped the Government would study the necessity for development of ELM.

- (c) He recognised the need for developing North Lantau to keep in pace with the future economic growth of Hong Kong. It was mentioned in the paper that Lantau would be developed into a smart and low-carbon community. Yet there was no mention of the ways to improve the air quality in Tung Chung. The Pearl River Delta region, the works of the Hong Kong-Zhuhai-Macao Bridge (HZMB) as well as the exhaust fumes from aircrafts in the airport and Mainland vehicles led to serious air pollution in Tung Chung. He hoped CEDD would monitor the situation and urged the relevant departments to monitor and control the fuel used by Mainland vehicles and the emissions.
- (d) There was a lack of friendly pedestrian access, cycling tracks and bicycle parking spaces in Tung Chung. He suggested the Government to study the possibility of constructing a light rail viaduct system linking Tung Chung Town Centre to the rural areas (e.g. Tai Ho Wan villages, Shek Lau Po Village and Sha Lo Wan), the airport and the artificial islands of HZMB Hong Kong Boundary Crossing Facilities (HKBCF).
- (e) Given the low rate of Tung Chung residents working in their living district, he proposed that the Government to allocate more resources for providing vocational training for Tung Chung residents to get jobs in the airport and Hong Kong Disneyland.
- (f) On transport, Tsing Ma Bridge had reached saturation and he was concerned that the Tung Chung Line could not meet the external traffic demand of the future population. He proposed conducting studies on boosting water transport and provision of ferry services between Tung Chung and Tsing Yi, Tsim Sha Tsui, Hunghom and Central.
- (g) He supported the conservation efforts on South Lantau, and hoped that the environmental capacity and baseline assessment would be conducted properly with the loopholes of the current legislation plugged. He also supported the setting up of a conservation fund and opined that the Government should make special arrangement to

purchase the private land of high conservation value on South Lantau for conservation.

- (h) He supported growing plants in South Lantau to attract visitors but opposed planting on the virgin forest landscape to avoid damaging the landscape or any impacts on the native species.

25. Mr LOU Cheuk-wing opined that Tai O residents could not benefit from the proposals in the Sustainable Lantau Blueprint. Owing to inconvenience in the external transport, many residents moved out, and coupled with the ageing population, the resident population in Tai O had declined. Businesses also suffered greatly as a result of a fall in Mainland tourists. He said Fan Lau, for example, had few visitors despite its historic value and the scenic view due to traffic inconvenience. The journey between Tai O and Tung Chung Town Centre now took about 45 minutes to an hour. He hoped the Government would first address the traffic problem to boost local population or any conservation efforts would be meaningless.

26. Mr CHEUNG Fu hoped that while conservation was carried out on South Lantau, the Government should make proper planning for the road network and increase the parking spaces therein. Restrictions on caravan business operation should also be relaxed for carrying out eco-tourism to attract visitors.

27. Mr Bill TANG expressed his views as follows:

- (a) Population growth resulted in a rising demand for housing but the newly completed flats were getting smaller and smaller. Problems relating to urban renewal and development of brownfield sites could not be solved overnight. Creating land through reclamation for housing development and building a community was an option. Over 70% of land on Lantau was designated as country park area and building a new community on the existing land could be difficult. He urged the public to be practical and not to reject the reclamation proposal.
- (b) He recognised the need for enhancing the connectivity of South Lantau but conservation needed to be taken into account during the works. He hoped that the Government would not refuse to build the north-south corridor on the grounds of conservation for South Lantau.
- (c) He enquired about the costs of ELM project, including the reclamation, site formation and transport infrastructure, etc.

28. Mr Ken WONG expressed his views as follows:

- (a) He had reservations about ELM. To avoid being accused as turning its back on its benefactors, the Government should commence works on the north-south corridor and the coastal road connecting Tung Chung and Tai O expeditiously to address the traffic problems in various areas on Lantau to facilitate development.

- (b) There was lots of land available on Lantau for development. He suggested that the Government to relax the plot ratio and height restrictions in rural areas so that more buildings could be built without creating wall effect.
- (c) He queried the necessity for reclamation and was concerned that the tall buildings in the ELM would probably affect the television reception in surrounding areas (e.g. Peng Chau).

29. Mr Randy YU declared that he was a member of the Lantau Development Advisory Committee and the Sustainable Development Subcommittee and that the following opinions did not represent their opinions:

- (a) The paper proposed the provision of railway and road networks to enhance internal traffic on Lantau and the conservation of nature and culture covering the natural rural environment and historical heritage. He hoped earnestly that the proposals would be implemented.
- (b) On internal traffic on Lantau, he agreed with Members that the Government should conduct a study on construction of the north-south corridor expeditiously instead of waiting until the implementation of the ELM project. He also supported the proposal of Mr Eric KWOK for studying the feasibility of constructing a railway viaduct system linking Tung Chung Town Centre to the airport and HKBCF. If the viaduct system covered the Tai O and Tung Chung section, there would be no need to build a coastal road.
- (c) Over the past two years, he had proposed that the Government to conduct a needs analysis of the ELM project as well as the amount of land required and land use distribution (including private housing and commercial land).
- (d) With reference to the declining population in Tai O as Mr LOU Cheuk-wing said, he stressed that he was not talking about the development of large-scale housing projects but traffic should be put to top priority if community-based conservation was conducted.

30. Ms Joyce LAU made a consolidated response as follows:

- (a) The Government had been adopting a multi-pronged approach to increase land supply through various means including reclamation and development of brownfield sites and caverns.
- (b) According to the assessment on land requirements under “Hong Kong 2030+”, the land requirement in Hong Kong in future would be about 4 800 hectares. Discounting a supply of about 3 600 hectares of land from the committed and planned projects, there was still a lack of about

1 200 hectares of land. As such, there was a need to establish strategic growth areas (e.g. ELM and New Territories North) to cater for the long-term land demand for housing, community facilities and economic activities, etc.

- (c) The Government had submitted a funding request to LegCo in 2014 for the strategic studies on artificial islands in the central waters but approval was not yet granted. Once the funding was secured, the department would conduct preliminary technical assessment on key issues such as the scale of the artificial islands, reclamation sites and their coverage, infrastructure, environmental and traffic impacts. As such, no detailed information and data concerning the construction method and costs of the artificial islands in the central waters was available at the moment.
- (d) On Members' concerns over the traffic on Lantau, the department would conduct a traffic and transport study for Lantau, including the review of a trunk road connecting the north and south of Lantau, a coastal road from Tung Chung to Tai O and water transport, etc. It would then report the findings to the District Council.

31. The Chairman requested CEDD to study and consider Members' views proactively.

(Mr Holden CHOW left the meeting at about 3:30 p.m.)

#### IV. Tung Chung New Town Extension Project (Paper IDC 54/2017)

32. The Chairman welcomed Mr LO Kwok-chung, David, Chief Engineer/Islands as well as Mr LO Chi-cheung, Stephen and Mr SZETO Hon-yin, Senior Engineers (Islands Division) of CEDD to the meeting to present the paper.

33. Mr David LO presented the background information and then Mr Stephen LO and Mr SZETO Hon-yin introduced the contents of the paper with the aid of PowerPoint presentation.

34. Mr Bill TANG supported the Tung Chung New Town Extension project in principle and hoped that it would be taken forward the sooner possible with the construction of Tung Chung West Extension and Tung Chung East MTR Station concurrently. Regarding the infrastructure works for Tung Chung West as stated in paragraph 12 of the paper, he raised the enquiries and views as follows:

- (a) Whether the improvement of infrastructure works in Tung Chung Area 6 (i.e. near the MTR station in Tung Chung Town Centre) was related to the associated facilities under the extension project and enquired about the details of the works.

- (b) On the car parking facilities and road works on Chung Yan Road, since Members had reflected the taxi stand problem in Yat Tung Estate, he asked whether the scope of the works, which was carried out near Yat Tung Estate, included improvement of the taxi stand.
- (c) He enquired whether the proposed car parking facilities included a multi-storey car park building or metered parking spaces.
- (d) Regarding the revitalization of an existing channelised section of Tung Chung Stream, he enquired about the scope of the works and whether it was part of the future River Park.

35. Mr FAN Chi-ping raised the enquiries and views as follows:

- (a) The representative of CEDD explained to Tung Chung RC earlier that the improvement works for Ma Wan Chung, including the construction of car parking facilities near Wong Nai Uk providing more than 40 parking spaces. He enquired about the future management arrangement for the car parking facilities and was concerned that if it was managed by The Link or HD, the villagers might not be allowed to use the parking spaces. At present the parking spaces in Yat Tung Estate Car Park were provided to serve the residents of Yat Tung Estate only. Owing to a shortage of parking spaces in the vicinity, the villagers of the several villages in Ma Wan Chung were forced to park their vehicles on the roadside. He opined that the provision of 40-odd additional parking spaces would be insufficient to meet the villagers' demand and hoped that a multi-storey car park would be built to provide more parking spaces, otherwise the villagers might raise objection against the plan.
- (b) He had time and again requested the relevant departments to clean up the mud at the estuary of Tung Chung Stream to divert the water flow and develop a waterfront promenade to improve the environment to attract visitors. However the above was not included in the plan mentioned in the paper. He also hoped the departments would help restore the dilapidated stilt houses nearby.

36. The Vice-chairman Mr Randy YU declared an interest as his relatives-in-law owned land in Tung Chung West. He would not make comments regarding the Tung Chung New Town Extension project in Tung Chung West.

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

- (a) Regarding the reclamation at Tung Chung East and infrastructure works for the extension area, he had at a number of meetings requested CEDD to provide sewerage facilities and standard roads for the three villages near Tai Ho Wan during the works with a view to improving the living

condition and mobility of villagers. However, there was no mention of the above in the paper. He hoped the department would consider his suggestion.

- (b) There was abundant land available in the three villages of Tai Ho for housing development and hoped that CEDD and PlanD would review the situation to optimise land use.

38. Mr Eric KWOK raised the enquiries and views as follows:

- (a) At the last District Council meeting, he had asked the Water Supplies Department about the fresh water flushing in Tung Chung. He enquired whether the salt water pumping station in Tung Chung East mentioned in the paper was built to provide salt water flushing supply to Tung Chung, and if so, the time for completion.
- (b) As the reclamation works for the extension area was too near Tai Ho Wan, many green groups expressed concerns over the impacts on the flow of seawater. He proposed the construction of an underground pipe in Tai Ho Wan to address the water flow and water quality problems.

39. The Chairman supported the Tung Chung New Town Extension project. Regarding the concerns of Mr FAN Chi-ping over insufficient parking spaces (40-odd spaces), he hoped the department would examine the provision of a two-storey car park to meet the aspirations of villagers.

40. Mr David LO made a consolidated response as follows:

Salt water supply system

- (a) Reclamation works at Tung Chung East included a salt water pumping system in the reclamation area for salt water to be supplied to the service reservoir near Chek Lap Kok New Village for distribution to the whole Tung Chung area for toilet flushing. The completion date depended on the progress of reclamation works. It was now anticipated that the salt water pumping station could come into service in 2023 in phases. As for the associated facilities (e.g. connection water mains), the department was now reviewing the detailed design of Phase 1 infrastructure works and the date of completion was not yet confirmed. In light of the engineering planning, CEDD aimed to provide salt water flushing for the Phase 1 public housing of the extension area in Tung Chung East after the commissioning of the pumping station in 2023.

### Tai Ho Wan Water Body

- (b) Under Phase 1 of Tung Chung development (i.e. construction of Lantau Highway), the water body off Tai Ho Wan and the eastern waters of Tung Chung was separated to become two bodies of water. The water bodies were affected by the tides. Hydrodynamics model tests conducted during the study on Tung Chung New Town Extension showed that reclamation off Tung Chung East had no impact on the water flow off Tai Ho Wan.
- (c) There was a several ten metres wide river channel in Tai Ho Wan in addition to a few culverts beneath North Lantau Highway, which allowed the two water bodies to meet. In other words, apart from the river channel in Tai Ho Wan, three culverts served the function of water circulation.

### Tai Ho Wan development

- (d) Regarding the proposal of Mr WONG Man-hon for improvement of rural roads and sewers, the Government would study further during the studies on the Lantau development in future.

### Ma Wan Chung Improvement Works

- (e) Besides providing car parking facilities on Chung Yan Road, the improvement works for Ma Wan Chung included a promenade linking Ma Wan Chung to the town centre, village sewerage works, etc. Less complicated works would be implemented first in the hope of early completion of the project. Investigation and design works were being conducted for the promenade and village sewerage works. The consultants would also conduct place-making studies to improve the streetscape of Ma Wan Chung to attract visitors. CEDD would consult the villagers of Ma Wan Chung after concrete proposals were submitted by consultants in due course.

### Parking spaces on Chung Yan Road

- (f) The department recommended decking of a part of existing nullah on Chung Yan Road for provision of more than 40 parking spaces in the hope of optimising land use. Under the prevailing arrangement of TD, roadside parking spaces were generally metered spaces which were not managed by HD. The department noted the views of RC on the management of parking spaces and would later discuss with TD on the future management. The project was expected to commence in late 2018 for completion in 2021 the soonest. As such, there would be ample time for discussion on parking management.

### Tung Chung Stream

- (g) The proposed work involved revitalization of an existing channelised section of Tung Chung Stream to a more natural form for integration

with the ecology of Tung Chung Bay. It was part of the advance work for the River Park. As no private land was involved, the work of that section of Tung Chung Stream, which forms part of River Park, could commence early.

#### Taxi problem on Chung Yan Road

- (h) CEDD was required to take forward the Tung Chung New Town Extension project with infrastructure works as proposed in the approved Outline Zoning Plan (OZP). For the proposals for improvement of district facilities, it would discuss with TD which would then follow up.

#### Works in Tung Chung Area 6

- (i) The works involved mainly the laying of sewers and public utilities.

41. Mr FAN Chi-ping said the shortage of parking spaces had to be addressed immediately. He reiterated that there were several villages in the vicinity of Ma Wan Chung but Yat Tung Estate car park was not open to public but the resident card holders only. With the two metered parking spaces always occupied, villagers were forced to park their vehicles on the roadside. He opined that there was enough space for construction of a multi-storey car park and it would not be too costly to build one. He hoped the relevant departments would consider his proposal to address the parking needs of nearby villagers. He suggested that the two vacant sites nearby could be used to provide parking spaces to ensure optimal use of land resources. He expressed discontent over The Link's refusal to open Yat Tung Estate car park completely to the public and was worried that the villagers would not benefit if the new car parking facilities were to be managed by The Link.

42. Mr Bill TANG raised the enquiries and views as follows:

- (a) In view of the significant management costs of parking spaces, he proposed that the department further consult Members of the concerned district on the number of parking spaces and their management.
- (b) Under the cover retrofitting project for walkways, Members of IDC proposed provision of cover for the walkway along Chung Yan Road near North Lantau Hospital to Chui Kwan Drive. As the alignment of the proposed infrastructure works set out in Attachment 5 overlapped with the proposed walkway cover, he asked whether the cover retrofitting works for the walkway could be carried out concurrently with the infrastructure works in Tung Chung West. Islands District could then look elsewhere for provision of walkway cover under the cover retrofitting project.

43. The Chairman concluded that IDC supported the Tung Chung New Town Extension project and hoped that the relevant departments would study and consider Members' views, including the building of a multi-storey car park. He hoped that

the project would be implemented expeditiously to avoid cost overruns as a result of delay in works.

V. Annual Plan 2017/18 of North Lantau Hospital

(Paper IDC 55/2017)

VI. Question on enhancement of the services and facilities of North Lantau Hospital in line with the development of Lantau

(Paper IDC 69/2017)

44. The Chairman proposed that Items V and VI which were interrelated be discussed together. He welcomed Dr David SUN, Chief Manager, Kowloon West Cluster/Deputy Hospital Chief Executive, North Lantau Hospital (NLTH) and Mr Thomas KAN, Senior Hospital Administrator (Administrative Services), NLTH of Hospital Authority (HA) to the meeting to present the paper and respond to the question. The Food and Hygiene Bureau said the representative of HA would attend the meeting to respond to the question. The written reply of HA had been distributed to Members for perusal before the meeting.

45. Dr David SUN introduced the contents of Paper IDC 55/2017 with the aid of PowerPoint presentation.

46. Mr Eric KWOK introduced the contents of the question set out in paper IDC 69/2017.

47. Mr Bill TANG expressed his views as follows:

- (a) He was pleased with the improvement of the pharmacy service. With the opening hours of the pharmacy extended, it should meet the basic requirements of the residents and could address the problem of collecting prescriptions during long holidays.
- (b) For specialty services requiring fewer equipment, he hoped HA would consider and study the feasibility of arranging residents of Tung Chung and Lantau for receiving consultation at NLTH on specified days each month instead of going to the hospitals in the Kowloon West Cluster (e.g. Yan Chai Hospital and Princess Margaret Hospital) for follow-up or check-up.
- (c) There was a private road next to NLTH linking Chui Kwan Drive and On Tung Street which was managed by HA. It was used by many hospital staff, patients and residents. As IDC had already supported the provision of a cover over the front and rear parts of the walkway, he hoped HA would deploy resources and liaise with the relevant departments for adding a cover to the private road section.

48. Dr David SUN explained the written reply to the question set out in paper IDC 69/2017 and replied to Mr Bill TANG's question as follows:

- (a) Regarding the proposal for arranging patients for receiving follow-up consultation at NLTH, HA had already made similar arrangements for certain specialty services (e.g. psychiatric service). Some services like urology however required equipment for undergoing a number of basic examinations. HA would do its best to cater for the needs of residents.
- (b) HA understood the public demand for specialty services but resources and time were required for deployment and planning. It was now studying the feasibility to increase the consultation sessions of doctors and expand the specialty services offered in NLTH. Provision of pediatric and gynaecology services would be the top priority of NLTH.
- (c) HA was aware of the plan for retrofitting of cover on Chui Kwan Drive and On Tung Street. Arrangements would be made to facilitate the work where resources and timing allowed.

49. Mr Bill TANG said LegCo had approved a grant of \$10 billion to HA for implementing minor works projects and hoped the grant would be used to serve Tung Chung residents.

50. Mr Eric KWOK enquired about HA's timetable for introducing pediatric and gynaecology services as its top priority. Regarding the 10-year Hospital Development Plan, given the growing population in Tung Chung in ten years' time, he hoped the question raised at the meeting would help NLTH get more funding from HA to tie in with Tung Chung's population development in the future.

51. Dr David SUN agreed with Mr Eric KWOK. He remarked that no timetable was available at the moment for the new specialty services but such services had been incorporated in service development plan.

(Mr Bill TANG left the meeting at about 4:55 p.m.)

VII. Proposed Amendments to the Approved South Lantau Coast Outline Zoning Plan No. S/SLC/19  
(Paper IDC 56/2017)

52. The Chairman welcomed Ms TAM Yin-ping, Donna, District Planning Officer (Sai Kung & Islands) and Mr KWOK Chung-kit, Kanic, Planning Assistant/Islands of Planning Department (PlanD) as well as Mr OR Yan-kin Engineer/Consultants Management of Drainage Services Department (DSD) to the meeting to present the paper.

53. Ms Donna TAM introduced the contents of the paper with the aid of PowerPoint presentation.

54. Mr Eric KWOK supported the proposed amendments to the OZP for implementation of sewerage works. He had been following up on the issue for years and hoped that the works could commence for early completion so that sewerage facilities could be provided for South Lantau (including Shui Hau, Cheung Sha, Pui O and Tong Fuk, etc.) to improve the environmental hygiene and conserve the local marine waters (including Pui O River, Pui O Beach and the nearby streams).

55. The Chairman said the District Council supported the amendments set out in the paper and hoped that the works would be taken forward the sooner possible.

VIII. Question on recent burglaries in Yung Shue Wan, Lamma Island  
(Paper IDC 63/2017)

56. The Chairman welcomed Mr Richard Brinsley Sheridan, District Commander of Marine Port District of HKPF to the meeting to give response.

57. Ms YU Lai-fan introduced the question.

58. Mr Richard Brinsley Sheridan responded as follows:

(a) The Police was aware of the residents' concern. Following the recent burglaries and attempted burglaries in Yung Shue Wan, the Police had deployed manpower from Police Tactical Unit and Divisional Task Force Sub-Units to perform patrol on Lamma Island. No arrest had been made so far. The Police would continue the work in intelligence gathering and step up patrol in Yung Shue Wan.

(b) The police vehicles currently in use on Cheung Chau were suitable for Cheung Chau only. As some road sections on Lamma Island were narrow with numerous stairs, four-wheel vehicles were not suitable for performing policing duties on Lamma Island. Motorcycles had been considered but they would pose a certain degree of danger due to the topography. At present, the police officers on Lamma Island generally travelled by bicycles. The Police would continue to explore other possible means of transport.

59. Ms YU Lai-fan was glad to know that the Commander performed inspection on Lamma Island following the incidents. As the villages on the Island were scattered at remote areas, she understood that the police officers would have difficulties carrying out patrol duty, particularly on sloping roads and rugged paths where patrol by bicycles was difficult. She hoped the Police would step up patrol on main roads for crime prevention instead of strengthening manpower only after crimes occurred. She suggested the Police make reference to the design of fire engines and ambulances operating on Lamma Island to modify the patrol vehicles to suit the terrain on Lamma Island.

60. Mr Richard Brinsley Sheridan said that with regard to police resource allocation, it was difficult to increase the manpower on Lamma Island for the time being. The fire engines and ambulances mentioned by Member had been in use on Lamma Island for a long time. The Police would continue to explore suitable vehicles for patrolling the Island and report the outcome to Members in due course.

61. Ms Amy YUNG understood that the recent major events had further strained the Police manpower. She suggested the Police draw reference from Discovery Bay to install CCTVs at strategic locations such as piers and bus stops to help track crime.

62. The Chairman hoped that the Police would closely monitor the law and order situation in the District.

IX. Question on contingency measures upon telecommunication service disruption  
(Paper IDC 62/2017)

63. The Chairman welcomed Mr YAU San-ping, Peter, Senior Executive Officer (District Management) of Islands District Office (IsDO) to the meeting to give response. The Office of the Communications Authority (OFCA) was unable to arrange representative to attend the meeting but had provided a written reply for Members' perusal.

64. The Vice-Chairman Mr Randy YU presented the question. OFCA's written reply indicated that an emergency response system and a year-round 24-hour standby emergency team were set up. To his knowledge, the contingency plan of IsDO for serious flooding or road closure in Tai O was an inter-departmental contingency plan. Since Tai O was a remote rural area where transport was inconvenient, when there was a failure of telecommunications service in the area, people would be unable to seek help in the event of an accident with casualties. He enquired how IsDO would provide assistance.

65. Mr LOU Cheuk-wing indicated that on 9 May, the telecommunications service across Tai O was disrupted for almost four hours, with the communication of Fire Services Department (FSD) affected. He hoped the parties concerned would try their utmost to solve the problem.

66. Mr Peter YAU said that in addition to the emergency response system and the year-round 24-hour standby emergency team of OFCA, IsDO also formulated a contingency plan for addressing serious flooding or road closure in Tai O. Once the plan was activated, various government departments would immediately launch a series of corresponding actions. For example, OFCA would maintain close liaison with various telecommunications operators to monitor and maintain communications service in Tai O, inform IsDO the latest situation of communications service, and request the operators to carry out repair work as soon as possible where urgent repair was required and report the progress of repair to IsDO.

67. The Vice-Chairman Mr Randy YU added that Members and residents were worried about the external communications during telecommunications service disruption. He hoped IsDO would formulate relevant contingency measures/guidelines with OFCA and other relevant department.

68. Mr KWONG Koon-wan was concerned that if the communications of FSD were affected, the residents and FSD would not be able to exchange information when something happened. He indicated that as the optical fibre cables of the same telecommunications provider were used in various areas within the Islands District, in case of cable damage, the services in other areas would also be affected. He opined that a contingency mechanism should be put in place, including liaising with the telecommunications providers to restore service soonest and maintaining communication with departments of emergency services such as HKPF and FSD.

69. The Chairman asked IsDO to relay Members' opinions to OFCA.

70. Mr Anthony LI added that with regard to the telecommunications service disruption in Tai O on 9 May, according to the information of OFCA, only the communications service of Hong Kong Telecommunications (HKT) Limited (HKT) was temporarily disrupted on that day, whereas the telecommunications service of other operators in Tai O remained normal. In order to deal with major events that might seriously affect the normal operation of communications service, OFCA set up an emergency response mechanism to maintain close liaison with relevant parties which included the operators and government departments, etc. to monitor the situation. He was aware of Members' concern and IsDO would liaise with OFCA and the District Councillors concerned after the meeting to examine how the communication between various stakeholders (such as District Councillors and the local communities) and relevant government departments (such as FSD) could be enhanced under the existing emergency response mechanism in the event of major communications incidents.

71. Mr KWONG Koon-wan enquired whether all operators in Cheung Chau used the optical fibres of HKT to provide telecommunications service. If so, once the optical fibres of HKT were damaged, all of the telecommunications service on the island would be affected. He hoped IsDO would seek clarification from OFCA.

(Mr FAN Chi-ping and Ms LEE Kwai-chun left the meeting at around 5:10 p.m. and 5:15 p.m. respectively.)

X. Question on sewer connection in Yung Shue Wan, Lamma Island  
(Paper IDC 64/2017)

72. The Chairman welcomed Mr LAM Hon-wa, Senior Engineer/Islands, Mr LAM Wai-man, Edwin, Engineer/Islands and Mr OR Yan-kin, Engineer/Consultants Management of DSD, Mr WONG Wai-kin, Leo, Acting Senior Environmental Protection Officer (Sewerage Infrastructure) and Mr CHONG Chi-ting, Chris, Assistant Environmental Protection Officer (Sewerage Infrastructure) of

Environmental Protection Department (EPD), as well as Mr MA Man-kwong, Ray, Curator (Archaeology) and Ms LAU Yee-fong, Karen, Assistant Curator I (Archaeological Preservation)1 of Antiquities and Monuments Office (AMO) to the meeting to give response. The written reply of AMO had been distributed to Members for perusal prior to the meeting.

73. Ms YU Lai-fan presented the question.

Lamma village sewerage works

74. Mr Chris CHONG thanked Members for raising questions and their support for Lamma village sewerage works. Lamma village sewerage works were currently progressing well and carried out in phases as recommended in the Outlying Islands Sewerage Master Plan. Phase 1 project was completed in 2014, which included two sewage treatment works at Yung Shue Wan and Sok Kwu Wan and the sewers near Yung Shue Wan and Sok Kwu Wan town centre. The sewer connection works for the village houses had also commenced. According to the information, the connection works were currently progressing well with about 90% of village houses covered under Phase 1 project connected to the sewer. Phase 2 Package 1 project commenced in 2013 and was expected to be completed in mid-2018, with most of the villages in Yung Shue Wan covered by the public sewerage system upon completion. DSD was working on the planning and detailed design of the remaining sewerage works. Subject to the support of Members and the villagers, DSD would proceed with the statutory gazettal procedure and public consultation for the proposed works.

75. Ms Karen LAU said that AMO maintained close liaison with DSD on Lamma village sewerage works. The Preliminary Environmental Review (PER) report which was completed by the engineering consultant in 2010 revealed that an assessment was made on the potential archaeological impact of the works on the areas concerned. Archaeological Watching Brief (AWB) was recommended in the PER for the works areas at Yung Shue Long New Village, Yung Shue Wan Back Street, Sha Po New Village, Lung Tsai Tsuen, Hung Shing Ye and Tai Wan, while archaeological rescue excavation was proposed for the works areas at Yung Shue Wan Back Street. The archaeologist commissioned by DSD obtained a “Licence to Excavate and Search for Antiquities” in 2016 to carry out the required archaeological work. The archaeological rescue excavation was completed and AWB was in progress. If DSD would carry out new sewerage works at the areas beyond the original works scope, its engineering consultant had to submit a report to review the archaeological impact for the new works areas to AMO. Upon receiving the review report, AMO would process it as soon as possible to tie in with the progress of the sewerage works.

76. Ms YU Lai-fan enquired whether AWB for the works areas at Yung Shue Wan Back Street, Sha Po New Village, Lung Tsai Tsuen, Hung Shing Ye and Tai Wan was completed, and whether DSD had to conduct AWB if the sewerage works were to be carried out within the boundary of sites of archaeological interest.

77. Ms Karen LAU indicated that AWB for the above works areas was yet to be completed but the archaeological rescue excavation for the works areas at Yung Shue Wan Back Street was completed.

78. Mr Ray MA added that the PER report of DSD for Lamma village sewerage works in 2010 identified archaeological impacts on some works areas and mitigation measures of AWB should be taken during the construction works. Given that the archaeological rescue excavation was completed and AWB would be carried out in parallel with the sewerage works, the works progress would not be affected. As the new sewerage works areas were near to AWB areas and, were not included in the original scope of works, DSD's consultant had to review the archaeological impact of the new sewerage works and seek advice from AMO on the assessment result in order to carry out the works.

79. Ms YU Lai-fan was concerned that village houses were built on some areas of the sites of archaeological interest and thus there might be difficulty to conduct archaeological work there. She indicated that two village houses at numbers 18 and 19 of Sha Po New Village were near to the original sewerage works alignment but not included in the existing sewerage works scope and the archaeological impact was not yet assessed. The residents strongly requested for sewer connection for the above village houses to improve environmental hygiene and abandon the use of septic tanks. She enquired which department was responsible for the assessment of archaeological impact.

80. Mr Ray MA said that when conducting preservation work at archaeological sites, AMO would co-ordinate well with DSD and other relevant departments in order not to affect the daily lives of the residents. As the two village houses were not included in the sewerage works plan in 2010, the relevant areas were not covered by the PER at that time. Given that the PER report already covered the areas adjacent to the two village houses, the engineering consultant of DSD could make reference to the PER carried out in their vicinity and the latest AWB result when conducting the review of archaeological impact for the new sewerage works areas, and then seek advice from AMO. The engineering consultant of DSD was responsible for the relevant review.

81. Ms YU Lai-fan said that she had made enquiry to DSD which replied that EPD was responsible for carrying out archaeological work. The septic tanks had now been solidified and there was an urgent need for sewer connection. She hoped the relevant departments would enhance communication and conduct site inspection.

82. Mr OR Yan-kin added that during the works period, DSD would provide assistance wherever feasible to respond to the requests of residents. Regarding the situation of the above two village houses, DSD had liaised with AMO and, after initial discussion, considered it technically feasible to extend the sewer to the two village houses. DSD would study the works arrangements and request the engineering consultant to engage an archaeologist to conduct further study and submit the review report to AMO for consideration. The works could commence after the review report was agreed with AMO. DSD hoped that the works for extension of the sewer

to the two village houses could be completed within the contract period of Phase 2 Package 1 project for connection by the villagers.

Sewer connection works for Yung Shue Wan Library and Yung Shue Wan Ferry Pier on Lamma Island

83. Mr Chris CHONG said that according to the design proposal of IsDO's engineering consultant, biochemical sewage treatment facility would be used for the library, and thus there was no plan of sewer connection for the time being. According to the record, a preliminary feasibility study was now conducted by ArchSD on the provision of public toilet (including a sewerage system) at Yung Shue Wan Ferry Pier, Lamma Island. DSD and EPD had not yet received the design proposal and works schedule from the relevant departments.

84. Ms YU Lai-fun indicated that the library located at No. 1 Yung Shue Wan Main Street was a landmark on Lamma Island. It was near the sewer connection point and opposite to the sewage treatment plant. At the early preparatory stage of the Islands District Signature Projects (Yung Shue Wan Project), she requested EPD and DSD to make a sewer connection for the library and DSD indicated that a connection would be extended to the library as far as practicable. The library was a public facility being built in the form of a village house. She questioned why it could not be connected to the sewer but had to use biochemical sewage treatment facility. She pointed out that when implementing Lamma Village Sewerage Works Phase 1, DSD pledged that a connection would be made for the library under the Phase 2 project. She said that a public toilet on Lamma Island had used biochemical system previously for sewage treatment and foul odour was caused, but the hygiene condition improved after it was connected to the sewer. With so many dwellings near the library, the residents would be significantly affected in case of a failure of the biomedical system.

85. The Chairman said that many village houses adjacent to the library were already connected to the sewer. He questioned why only the library could not be connected to the sewer and instead public money was spent on installing a biochemical sewage treatment facility. He suggested DSD to look for a solution proactively. He noted that relevant departments were now conducting the feasibility study on the sewerage works at Yung Shue Wan Pier and hoped that DSD would explore the connection to the sewer for the library and follow up on Members' opinion.

86. Ms YU Lai-fun raised her views as follows:

- (a) When implementing Lamma Village Sewerage Works Phase 1, DSD pledged that a sewer connection would be made for the library at Yung Shue Wan.
- (b) District Officer (Islands), Chairman of IDC, IDC Members and representatives of Lamma Island (North) Rural Committee held a meeting with the relevant departments last year. At the meeting, she

and the engineering consultant strongly requested EPD and DSD to provide a sewer connection point for the library.

- (c) While other village houses on Lamma Island could be connected to the sewer, why the library, a three-storey village house, had to use biochemical sewerage treatment system? In case of a failure of the biochemical system in the future, the sewage would be directly discharged into the sea and cause serious consequences.
- (d) With the foundation works of Yung Shue Wan Project underway, she requested EPD and DSD to provide a sewer connection point for the library, otherwise the costs would have to be borne by the two departments when the biochemical system was removed after installation.

87. Mr WONG Man-hon said that the Islands District Signature Projects aimed at improving the community facilities, but the sewage disposal arrangement under the Yung Shue Wan Project was not satisfactory. He hoped the relevant departments would try their utmost to solve the problem instead of shirking the responsibility and hindering the works progress.

88. Mr LAM Hon-wa said that the engineering consultant of IsDO had studied the geographical constraints and discharge volume of the library two years ago. After the study, the engineering consultant found that the connection from the library to the existing sewerage system was affected by factors such as the bends in pipe and low sewage flow and thus recommended the use of biochemical sewage treatment system. DSD noted Members' views and would review the original design with the engineering consultant of IsDO later to explore other improvement options.

89. Mr Anthony LI supplemented as follows:

- (a) In respect of the use of biochemical toilet or connection to existing sewer for the library sewerage works under the Yung Shue Wan Project, a number of meetings and discussions had been held over the past two years. Given that the library had only two toilets with low patronage during the weekdays, the relevant departments anticipated that the sewage flow would be low and considered that using biochemical toilet would be a better option to connection to the existing sewer. This also met with the arrangement of EPD. In the long run, the best option would be to identify a suitable sewer connection point. Moreover, the library was designed with sufficient flexibility for sewer connection in the future.
- (b) Given that the foundation works of the library were now in progress, if a new and feasible sewer connection point could be determined in the near future, discussion with the engineering consultant could begin to study the possibility of a sewer connection instead of using biochemical sewage treatment system. The previous studies had found the existing

connection point not feasible. If a new connection point was determined in the near future, IsDO would follow up with EPD and DSD provided that it would not cause cost overrun and impede the implementation of works.

90. The Chairman hoped the relevant departments would proactively explore the feasibility of sewer connection for the library or look for feasible alternatives.

91. Mr Leo WONG said that EPD and DSD would discuss with IsDO other improvement measures after the meeting and report to the Members concerned.

XI. Motion on study on the Government owning the ferry fleet  
(Paper IDC 65/2017)

92. The Chairman said the motion was put forward by Mr KWONG Koon-wan and seconded by Mr Ken WONG.

93. Mr KWONG Koon-wan introduced the contents of the motion.

94. The Chairman remarked that the matter had been discussed in detail at the last meeting and if there were no amendments to or comments regarding the motion, he suggested to vote on the motion by a show of hands.

(During voting, four members left and only 14 voted.)

95. The Chairman concluded that 14 voted for and none against or abstaining. The motion was passed.

(Mr LOU Cheuk-wing and Mr CHEUNG Fu left the meeting at about 5:50 p.m.)

XIII. Question on district administration in northeast Lantau  
(Paper IDC 67/2017)

96. The Chairman said that the Electoral Affairs Commission (EAC) and Home Affairs Department had provided written replies for Members' reference.

97. Ms Amy YUNG presented the question. She criticised that the said commission and department had twice failed to arrange representatives to attend the meeting. They just provided a written reply and showed no respect for the Council, thus hampering communication and an exchange of opinions. The Government had earlier briefed the District Council on the overall development proposal for Lantau and conducted consultation, but only Tsuen Wan District Council (TWDC) was consulted on the columbarium development project in northeast Lantau as the site fell within Tsuen Wan area. If she had not read the agendas of TWDC meetings, she would have no idea about the infrastructure project, nor would she be able to request the relevant departments to consult IDC. She remarked that the Sustainable Lantau

Blueprint set forth many proposed projects, e.g. leisure areas in northern Lantau, Siu Ho Wan development, traffic and transport infrastructure facilities and housing development, etc. which were related to Islands District. Back then, owing to the Cheoy Lee Shipyard, northeast Lantau became incorporated into Tsuen Wan area. In view of the lapse of time, a review should be conducted. She requested the Secretariat to put the above on record and demanded the relevant departments to follow up and explain the situation. She would also consider bringing up the issue at LegCo or other committees for the departments to follow up.

98. The Chairman said there were several villages in the vicinity of Sunny Bay in northeast Lantau and the Government had consulted IDC in 1980s on the proposal for incorporation of the villages into Tsuen Wan area. Prior to the commissioning of Tsing Ma Bridge, the villages had more frequent contact with Tsuen Wan community, and IDC had no comment to the proposal. However, after the commissioning of Tsing Ma Bridge, the development in Sunny Bay affected Islands District greatly. He opined that was a problem left over from history and it might be difficult to make northeast Lantau part of the Islands District. Nevertheless, Members could relay their views to the Government.

99. Ms Amy YUNG expressed her views as follows:

- (a) Hong Kong was returned to Chinese sovereignty despite being ceded to Britain for so many years. There was no reason why northeast Lantau could not be incorporated into Islands District. Policies formulated in relation to the development of Lantau would be closely related to Islands District. One should not give up because of difficulties.
- (b) The issue should not be deferred any further. With the continuous development on Lantau, if Islands District failed to take actions in time, only TWDC would be consulted and IDC would have no say and Islands District would be put at a disadvantage. No matter how difficult it would be, the departments should look into the issue.
- (c) She was just asking about the progress and which departments were responsible, rather than demanding the matter to be resolved promptly. She would keep checking the meeting agendas and request members of TWDC to alert her to matters concerning Islands District so that she could request the departments concerned to consult IDC at the meeting.
- (d) She cited an example that if she proposed to install a rain shelter or benches at Sunny Bay for residents, she had to ask for help from TWDC members to submit a proposal which was just not feasible in reality. As such, she suggested that the DC constituency area be re-delineated to fall under Islands District.
- (e) She opined that the situation was neither fish, flesh nor good red herring, and the Government should not turn a blind eye simply because

it was a problem left over from history. It could probably be resolved through enhanced communication among the parties concerned.

100. Mr Ken WONG criticised that the government departments often provided written responses to Members' questions without arranging representatives to attend the meeting. He stressed that meetings could help strengthen interaction and views were exchanged through discussion. If the departments only provided written replies, the District Council needed not convene meetings and Members only needed to read the papers.

101. Ms Amy YUNG said that no progress had been made and she would consider bringing up the issue at LegCo or inform the media how the Government was dawdling and shifting responsibility, and demand the disclosure of responsible departments. She expressed deep regret that the Government took forward Lantau development without addressing the problem, and repeatedly failed to attend the meetings to give an explanation and follow up on the matter.

XIV. Question on request for extension of Peng Chau Ferry Pier  
(Paper IDC 68/2017)

102. The Chairman welcomed Mr TSANG Chi-yan, Senior Transport Officer/Ferry Planning of TD to the meeting to give response..

103. Ms Josephine TSANG presented the question.

104. Mr TSANG Chi-yan responded as follows:

- (a) TD was aware of the concerns of Members over the operation and design of Peng Chau Ferry Pier. At present it served as the marine access point for two ferry routes. When devising the ferry schedule, TD and the operator had taken into account the shared use of the pier by the two routes and had made appropriate arrangements. TD would conduct on-site surveys to monitor the operation of the two ferry routes at the pier.
- (b) According to the on-site survey conducted in November 2016, TD found that the two routes in general ran as scheduled but it would continue monitoring the ferry services and the use of Peng Chau Ferry Pier and conduct a review where necessary.
- (c) With regard to Members' concerns over implementation of contingency measures in respect of ferry facilities damaged during typhoon seasons, the Emergency Transport Coordination Centre (ETCC) of TD monitored traffic and public transport services closely. Under inclement weather conditions (e.g. during a typhoon), ETCC would pay special attention to the impacts on traffic and public transport services. In case of receipt of reports of mechanical failure in the gangplank of

the pier in Islands District, TD would inform the Electrical and Mechanical Services Department (EMSD) to make immediate arrangements for repairs and other government departments via ETCC for deploying vessels to carry emergency service personnel to the pier to carry out repairs in a safe condition. Contingency measures had been implemented in 2016.

- (d) In 2016, the gangplank at Peng Chau Ferry Pier malfunctioned during a typhoon. TD informed the Marine Department (MD) via ETCC and vessel was deployed to carry emergency service personnel of EMSD to Peng Chau Ferry Pier for carrying out repairs under a safe condition to minimise the impacts on passengers.

105. Ms Josephine TSANG said that to her knowledge, the gangplank malfunction in 2016 was not caused by mechanical failure. High tides swept over the gangplank, and passengers had to get into the cabin using the gangplank which posed a danger. Cracks were also developed in part of the bridge pier last year and inspection and minor repairs were carried out by TD and EMSD. She enquired when major repair works were carried out last time. As ferries could only berth on one side of Peng Chau Ferry Pier, the Government had to hire a pontoon for the ferries to berth if major repair work was to be carried out, and substantial costs would be incurred. She questioned why the Government did not consider extending the pier.

106. Mr Ken WONG said he had from time to time brought up the design problem in Peng Chau Ferry Pier where ferries could only berth on one side. He did not agree with TD that the pier would still be able to meet the demand. With the completion of new housing courts in near future and more residential housing under construction, he was concerned that the pier could not cope with the demand of growing population. He hoped that the department would make plans and arrangements early. He had also pointed out three years ago that there was insufficient power supply in the pier which was hardly able to cater for the needs of shop stalls, but EMSD said the conduit was blocked by concrete and it would be impossible to increase the voltage. He was afraid that if the cable was broken, the power supply for the entire pier would be cut. He urged TD to follow up on the matter as soon as possible.

107. Mr TSANG Chi-yan said the department understood that Members wanted to improve and upgrade the pier facilities the sooner possible. As mentioned in the 2017 Policy Address, TD would renovate one ferry pier on a pilot basis, and ArchSD would assist in upgrading the design of the pier. The new design standard of piers would be formulated subject to the effectiveness of the project and passengers' feedback, etc. , and renovation of other ferry piers would be considered.

108. Mr Ken WONG requested TD to arrange a site visit for Members of the concerned district and representative of EMSD to follow up on the power supply to the pier.

109. Mr TSANG Chi-yan said he would contact EMSD after the meeting for the site visit.

(Post-meeting note : It was learned that increasing the voltage for the pier fell within the ambit of ArchSD. ArchSD was contacted. TD would arrange a site visit for Members of the concerned district and representatives of ArchSD, TD and the ferry operator in due course.)

XV. Question on progress of Tung Chung West Extension  
(Paper IDC 70/2017)

110. The Chairman said THB and MTRCL were unable to arrange representatives to attend the meeting but had provided written replies for Members' reference.

111. Mr Eric KWOK presented the question. He was disappointed with the written replies of the government department and MTRCL and criticised that they had failed to take forward the railway development strategy seriously. He also expressed concerns whether the Government was capable of handling the massive project of Tung Chung New Town Extension. He said while MTRCL mentioned in its written reply that it would listen to public opinions (including the views of the District Councils) attentively on the railway project, it failed to arrange representatives to attend the meeting, showing no respect for the District Council. He also disagreed with THB's saying that its representative could not attend the meeting due to commitments. District Councillors raising questions for discussion at the meetings was an official duty, and he hoped the Secretariat would relay his views to THB and MTRCL.

112. The Chairman requested the Secretariat to relay Member's views to the relevant department and organisation.

(Post-meeting note: The Secretariat had already relayed Member's views to THB and MTRCL.)

(The Vice-chairman Mr Randy YU and Mr WONG Man-hon left the meeting at about 6:10 p.m.)

XVI. Question on waste charging  
(Paper IDC 71/2017)

113. The Chairman welcomed Mr LAU Mang-wai, Lawrence, Senior Environmental Protection Officer (Special Duties) of EPD to the meeting to give response.

114. Ms Sammi FU presented the question.

115. Mr Lawrence LAU responded as follows:

- (a) Municipal solid waste (MSW) charging was one of the major waste reduction initiatives under “*Hong Kong: Blueprint for Sustainable Use of Resources 2013-2022*”, which aimed to introduce a quantity-based waste charging system based on the “polluter pays” principle so as to create financial incentive (i.e. “Dump Less, Save More”) to drive behavioural changes in waste generation and thus reducing the overall waste disposal.
- (b) With reference to the framework proposal recommended by the Council for Sustainable Development (SDC) after the public engagement exercise concluded in 2014, the MSW charging scheme should be premised on the following principles. First, on equity ground and in line with the “polluter pays” principle, MSW charging should be implemented across the board for all sectors in one go. Second, the charging mechanism should be built upon the existing waste collection system so as to minimize adverse impacts on environmental hygiene. Hence, domestic waste currently collected through the Food and Environmental Hygiene Department must use designated garbage bags for disposal when waste charging was implemented.
- (c) Domestic waste of a clinical nature was not subject to control under the “Clinical Waste Control Scheme”, which the public should place it in a robust container before disposal. Under the existing practice, such waste was handled and disposed of along with domestic waste. Similar to general domestic waste, it would be regarded as MSW which designated garbage bags must be used when charging was implemented.
- (d) Using standardized designated garbage bags to implement quantity-based charging for MSW of different sources and nature was a common practice adopted internationally, which was also in line with the principles of “polluter pays” and “the charging mechanism should be built upon the existing waste collection system so as to minimize adverse impacts on environmental hygiene”.
- (e) There were views in the community that low income families and the unemployed should be exempted from MSW charging or be provided with other forms of assistance. SDC considered that relief measures were not common in other places that have implemented MSW charging. Granting exemptions might also lead to controversies, as everyone should share the responsibility for environmental protection. Nevertheless, the Government should address the needs of people with financial hardship.

- (f) As MSW charging was based on equity grounds and in line with the principle of "polluter pays", the responsibility on waste reduction should be shared by the whole community, whether the poor as well as the rich, the disabled as well as the able-bodied. Chronic patients and the disabled did not necessarily generate more domestic solid waste than ordinary people. In order to help people with financial hardship, the Government planned to provide financial assistance to recipients under the Comprehensive Social Security Assistance Scheme. The relevant details would be announced in due course.

116. Mr Eric KWOK said that to his knowledge, clinical waste should be handled with care. It would be inappropriate if domestic waste and clinical waste were handled together when waste charging was implemented, and there might be widespread repercussions.

117. Ms Amy YUNG asked how the waste separation initiative of EPD and waste charging would work alongside each other and whether quantity-based charging would be applied after waste separation. She stressed that she had repeatedly requested the government departments to send her publications and information electronically. If waste charging was to be implemented effectively, EPD should start in the Government and call on other departments to reduce publications and printed matters such as leaflets and reports to avoid the public paying the waste charge.

118. Mr Lawrence LAU explained that the "Clinical Waste Control Scheme" mainly covered clinical waste generated by healthcare facilities including hospitals, clinics and laboratories. Domestic waste of a clinical nature was different from those generated from medical institutions in terms of nature and quantity. On the other hand, the Environment Bureau/EPD aimed that the introduction of quantity-based waste charging could create financial incentive to drive behavioural changes in waste generation, including waste separation and recovery (for example plastic bottles, aluminum cans and recyclable paper) through different channels and thus reduce the overall waste disposal.

119. Mr Eric KWOK stressed that the mixing of domestic clinical waste (e.g. syringes, expired medications and even dialyzers, etc.) with general domestic waste was inappropriate and opined that the former should be disposed of through special arrangement.

120. Mr Lawrence LAU said he would relay the views of Members to the colleagues concerned.

XVII. Annual District Plan 2017-2018 - Planning  
(Paper IDC 58/2017)

121. The Chairman welcomed Ms Donna TAM, District Planning Officer (Sai Kung & Islands) of PlanD to the meeting to present the paper.

122. Ms Donna TAM briefly presented the contents of the paper.

123. Members noted the contents of the paper and had no comment.

XVIII. Transport Department Traffic and Transport Working Plan 2017-2018  
(Paper IDC 59/2017)

124. The Chairman welcomed Mr Kenneth MOK, Chief Transportation Officer/New Territories South West of TD to the meeting to present the paper.

125. Mr Kenneth MOK briefly introduced the contents of the paper.

126. Mr KWONG Koon-wan said that regarding the works for adding bicycle parking spaces mentioned in paragraph 5(iv) of the paper, he hoped TD would monitor the road sections in the vicinity of Praya Street and Cheung Chau Ferry Pier to manage bicycle parking spaces more effectively and tackle illegal parking.

XIX. The Housing Department's Programme of Activities for Estate Management in the Islands District in 2017/18  
(Paper IDC 60/2017)

127. The Chairman welcomed Ms Hermia HUI, Senior Housing Manager (Wong Tai Sin, Tsing Yi and Tsuen Wan 2) of HD to the meeting to present the paper.

128. Ms Hermia HUI briefly introduced the contents of the paper.

129. Members noted the paper and had no comment.

XX. Islands District Office 2017-18 Annual Work Plan  
(Paper IDC 61/2017)

XXI. Progress on District-led Actions Scheme  
(Paper IDC 75/2017)

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

131. Mr Anthony LI supplemented that regarding the District-led Actions Scheme (DAS), the list of three priority items for 2017/18 was revised taking into account Members' views. The relevant departments had started work progressively and continued to maintain cooperation with Members' concerned. On implementation of the Signature Projects, both the Silvermine Bay project and Yung Shue Wan project had already commenced and with good progress. IsDO would continue to monitor the progress and follow up on the preparatory work for the Lamma Island showroom under the Yung Shue Wan project.

132. Mr Eric KWOK lauded and supported DAS. He enquired when the mosquito control and grass cutting in Yat Tung Estate for the year would be implemented and hoped that the department concerned would inform him in advance.

133. Mr Anthony LI said IsDO would respond to the enquiry of Mr Eric KWOK later.

XXII. Proposed set up of a working group on duty visit  
(Paper IDC 57/2017)

134. Members had no comment and endorsed the proposals set out in the paper.

135. The Chairman said that the Secretariat would issue letters in due course to invite Members who were interested to join the working group.

XXIII. Report on the work of the Islands District Management Committee (May 2017)  
(Paper IDC 76/2017)

136. Members noted and endorsed the paper.

XXIV. Reports on the work of the IDC Committees and Working Group  
(Papers IDC 77-81/2017)

137. Members noted and endorsed the paper.

XXV. Allocation of DC funds

(i) Up-to-date Financial Position on the use of DC Funds  
(Paper IDC 82/2017)

138. Members noted and endorsed the paper.

(ii) Approval for Using DC Funds by circulation from 1 April to 31 May 2017  
(Paper IDC 83/2017)

139. Members noted and endorsed the paper.

XXVI. Date of Next Meeting

140. There being no other business, the meeting was adjourned at 6:33 p.m. The next meeting would be held on 4 September 2017 (Monday) at 2:00 p.m.

-End-