

(Translation)

Islands District Council

Minutes of Meeting of Traffic and Transport Committee

Date : 17 May 2021 (Monday)
Time : 10:30 a.m.
Venue : Islands District Council Conference Room,
14/F, Harbour Building, 38 Pier Road, Central, Hong Kong

Present

Chairman

Mr KWOK Ping, Eric

Vice-Chairman

Mr HO Siu-kei

Members

Mr YU Hon-kwan, Randy, MH, JP

Mr WONG Man-hon

Mr CHOW Yuk-tong, SBS, MH

Mr CHAN Lin-wai, MH

Mr HO Chun-fai

Ms WONG Chau-ping

Ms TSANG Sau-ho, Josephine

(Left at around 12:25 p.m.)

Ms YUNG Wing-sheung, Amy

Mr TSUI Sang-hung, Sammy

(Arrived at around 10:40 a.m.)

Mr FONG Lung-fei

Ms LAU Shun-ting

Mr LEE Ka-ho

Mr LEUNG Kwok-ho

Attendance by Invitation

Mr YAN Man-chi, Robin

Property Service Manager/Service (Hong Kong Island & Islands) 3, Housing Department

Mr LEE Man-chow, Francis

Project Team Leader/Pier Improvement Unit,
Civil Engineering and Development Department

Mr CHAN Hing-yin

Senior Engineer/Projects 2,
Civil Engineering and Development Department

Mr LII Kin-chiu

Engineer/Projects 2C,
Civil Engineering and Development Department

Ms TANG Ho-yi	Senior Health Inspector (Cleansing & Pest Control)
Ms FUNG So-chun, Winnie	Islands 2, Food and Environmental Hygiene Department
Mr Barry WONG	Liaison Officer in-charge (Peng Chau/Discovery Bay),
Ms Jessica SIN	Islands District Office
	Associate, Ove Arup & Partners Hong Kong Limited
Ms Jennifer Ho	Project Coordinator,
	Ove Arup & Partners Hong Kong Limited
	Senior Officer, Public Engagement,
	Ove Arup & Partners Hong Kong Limited

In Attendance

Mr LI Ho, Thomas	Assistant District Officer (Islands)1, Islands District Office
Mr CHAN Chun-yin	District Engineer/Islands, Highways Department
Ms WONG Wing-ying, Chloe	Engineer/22 (Lantau),
	Civil Engineering and Development Department
Ms LEUNG Ka-man, Eunice	Senior Transport Officer/Islands 1, Transport Department
Mr YEUNG Chun-wing, Jun	Senior Transport Officer/Islands 2, Transport Department
Mr WONG Yui-him, Tim	Engineer/Islands 1, Transport Department
Ms HUI Shuk-yee	Engineer/Islands 2, Transport Department
Mr HO Lee-yip	Manager, District Relations,
	New Lantau Bus (1973) Company Limited
Ms Sonja CHAN	Assistant Corporate Communications Manager,
	Sun Ferry Services Company Limited
Ms LAM Wai-ling	General Manager,
	Hong Kong & Kowloon Ferry Holdings Limited

Secretary

Ms CHAN Hoi-ching, Mandy	Executive Officer (District Council)3, Islands District Office
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Absent with Apology

Mr WONG Hon-kuen, Ken

Absent

Mr WONG Chun-yeung

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### Welcoming remarks

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

- (a) Mr YEUNG Chun-wing, Jun, Senior Transport Officer/Islands 2 of the Transport Department (TD) who succeeded Ms SIN Kai-wai, Marie; and
- (b) Mr HO Lee-yip, Manager, District Relations of New Lantau Bus (1973) Company Limited (NLB) who succeeded Mr CHAN Tin-lung.

2. Members noted that Mr Ken WONG was unable to attend the meeting due to other commitments.

### I. Confirmation of the Minutes of Meeting held on 22 March 2021

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

4. Members voted by a show of hands and endorsed the minutes unanimously.

(Members voted in favour included: the Chairman Mr Eric KWOK, the Vice-chairman Mr HO Siu-kei, Mr Randy YU, Mr WONG Man-hon, Mr CHOW Yuk-tong, Mr CHAN Lin-wai, Mr HO Chun-fai, Ms WONG Chau-ping, Ms Josephine TSANG, Ms Amy YUNG, Mr FONG Lung-fei, Ms LAU Shun-ting, Mr LEE Ka-ho and Mr LEUNG Kwok-ho.)

(Mr Sammy TSUI arrived at the meeting at around 10:40 a.m.)

### II. Proposed provision of Cycle Parking Area under the Improvement Works at Yung Shue Wan Public Pier (Paper T&TC 29/2021)

5. The Chairman welcomed Mr LEE Man-chow, Francis, Project Team Leader/Pier Improvement Unit, Mr CHAN Hing-yin, Senior Engineer/Projects 2 and Mr LII Kin-chiu, Engineer/Projects 2C of the Civil Engineering and Development Department (CEDD); Mr WONG Yui-him, Tim, Engineer/Islands 1 of the TD; Mr Barry WONG, Associate, Ms Jessica SIN, Project Coordinator and Ms Jennifer HO, Senior Officer, Public Engagement of Ove Arup & Partners Hong Kong Limited to the meeting to present the paper.

6. Mr Francis LEE briefly presented the paper.
7. Mr Tim WONG briefly presented the paper.
8. Mr Barry WONG briefly presented the paper with the aid of PowerPoint presentation.
9. Mr CHAN Lin-wai expressed his views as follows:
  - (a) The Yung Shue Wan Pier was built more than half a century ago. It was an important transport facility for residents. The pier was out of repair for a long time. While extension works had been implemented, the existing 300 bicycle parking spaces were always fully occupied. Many residents parked their bicycles randomly at the two sides of the pier for convenience. He proposed that additional bicycle parking area should be provided at the pier to meet the needs of residents.
  - (b) The residents had written to the Government ten years ago to propose the extension of the pier and the improvement of pier facilities. The Rural Committee (RC) had held a meeting in May of the current year. Among those who attended were the RC members who all supported the proposal. The TD representatives present at the meeting also said that they would consider improving the design of bicycle parking area to further increase the number of parking spaces. He hoped that the works would improve the problem of indiscriminate parking of bicycles and beautify the vicinity of the pier.
10. Mr Randy YU said that under the premise that the expenditure of the works would not surge vastly, he agreed that the number of parking spaces should be further increased. He said that trial-running of one-up-one-down bicycle parking racks was being carried out in some districts in the New Territories and the results were satisfactory. He enquired whether it was possible to replace the existing 300 inverted-U bicycle parking racks at Yung Shue Wan Pier with one-up-one-down bicycle parking racks to increase the number of parking spaces to over 400. If so, together with the 100 parking spaces that were proposed to be added in the works, around 500 bicycle parking spaces could be provided after the completion of the works.
11. Ms Josephine TSANG agreed that bicycle parking spaces should be added in the course of the improvement works for the pier. She said that just like residents of Peng Chau and Cheung Chau, residents of Lamma Island used bicycles as a mode of transport. Inadequate number of parking spaces had rendered their travelling rather inconvenient. She urged the CEDD to conduct a study in the design stage to look into increasing the number of bicycle parking spaces in the district with the adoption of one-up-one-down bicycle parking racks.
12. Ms LAU Shun-ting said that if one-up-one-down bicycle parking racks were

used in the existing bicycle parking area, the number of bicycle parking spaces could be increased. In addition, the problem of abandoned bicycles should also be addressed. She hoped the CEDD would consider the proposal.

13. Mr CHOW Yuk-tong said that after conducting a number of studies and consultations and balancing the needs of various parties, the residents had reached a consensus on the addition of around 100 bicycle parking spaces. He hoped the works would commence as soon as possible to avoid any delay that would increase the construction costs. He requested Members to support the proposal.

14. The Chairman believed that 500 bicycle parking spaces would meet the needs of bicycle users of Lamma Island. He enquired of the CEDD whether the works could be completed on schedule.

15. Mr Francis LEE made a consolidated response as follows:

- (a) The new bicycle parking area would adopt one-up-one-down bicycle parking racks. He requested Mr Tim WONG of the TD to respond to the question on the existing bicycle parking area.
- (b) With regard to the schedule of the works, the department would gazette the reclamation works for the pier extension and the works for the bicycle parking area respectively. If the works were authorised, the CEDD planned to submit the fund applications to the Legislative Council in the second half year of 2022. If the fund applications were approved, the works for the reconstruction of the pier and the new bicycle parking area would commence at the end of 2022, and would be completed at the end of 2025 or in early 2026.

16. Mr Tim WONG noted Members' concerns about the issue of bicycle parking spaces being occupied by abandoned bicycles. He said that the issue would be relayed to the relevant departments and would be handled in accordance with the established mechanism. The TD would also proactively look into the feasibility of improving the design of the existing parking spaces.

17. Members voted by a show of hands and the captioned works programme was endorsed unanimously.

(Members voted in favour included: the Chairman Mr Eric KWOK, the Vice-chairman Mr HO Siu-kei, Mr Randy YU, Mr WONG Man-hon, Mr CHOW Yuk-tong, Mr CHAN Lin-wai, Mr HO Chun-fai, Ms WONG Chau-ping, Ms Josephine TSANG, Ms Amy YUNG, Mr Sammy TSUI, Mr FONG Lung-fei, Ms LAU Shun-ting, Mr LEE Ka-ho and Mr LEUNG Kwok-ho.)

### III. Question on traffic at North Lantau Highway causing noise nuisance to nearby residents

(Paper T&TC 22/2021)

18. The Chairman welcomed Mr CHAN Chun-yin, District Engineer/Islands of the Highways Department (HyD) to the meeting to respond to the question. The written replies of the Environmental Protection Department (EPD) and the HyD had been distributed to Members for perusal before the meeting.

19. Mr LEE Ka-ho briefly presented the question.

20. Mr CHAN Chun-yin briefly presented the written reply of the HyD.

21. Mr LEE Ka-ho expressed his views as follows:

- (a) This agenda item was related to the well-being of Tung Chung residents. He expressed regret at the EPD's failure to send representatives to the meeting. He opined that the EPD did not respect the District Council (DC) and the residents. The EPD reiterated in the written reply that the Hong Kong Planning Standards and Guidelines and the relevant guidance would be complied with in the handling of the issue. He was disappointed at such reply because currently, the vehicular flow of the North Lantau Highway had increased substantially, coupled with the opening of the Tuen Mun-Chek Lap Kok Tunnel, the relevant standards and noise mitigation measures had become incompatible with the present needs.
- (b) Many residents living in the vicinity of the North Lantau Highway had reflected to him that they were affected by noise nuisance day and night and the noise level even exceeded 70 decibels at night. It was hoped that the departments would proactively follow up on the issue. He was dissatisfied with the EPD's written reply that it had reviewed the noise level of traffic at the North Lantau Highway but failed to provide the data upon request. Moreover, the EPD indicated that the noise level was close to that expected at the planning phase and therefore there was no need to measure the noise level at Tung Chung section of the highway regularly. He was disappointed with the negative attitude of the EPD and asked the Chairman to write to the EPD to request follow-ups on the noise nuisance issue.

22. The Chairman asked the Secretariat to write to the North Lantau Police Station in response to Members' concerns, requesting the Police to, as short-term measures to alleviate the noise nuisance, set up road blocks and strengthen law enforcement at the relevant road section to enhance deterrent effect.

IV. Question on late night noise nuisance at Yu Tung Road outside Yat Tung Estate  
(Paper T&TC 26/2021)

23. The Chairman welcomed Ms HUI Shuk-yee, Engineer/Islands 2 of the TD to the meeting to respond to the question. The written reply of the Hong Kong Police Force had been distributed to Members for perusal before the meeting.

24. Mr FONG Lung-fei briefly presented the question.

25. Ms HUI Shuk-yee said that the TD had referred the problem of driving offence to the Police, so that law enforcement would be stepped up to combat speeding. The TD and the Police would review from time to time the traffic accident records and the vehicle speeding situation at road sections, and would identify locations for installing fixed speed enforcement cameras (SECs), taking into account various factors such as the geographical and environmental conditions of the carriageways. After considering the relevant factors and resource allocation, the TD had no plan to install fixed SECs at Yu Tung Road currently. However, the TD would continue to closely monitor the situation of vehicle speeding and the traffic accidents in conjunction with the Police. If necessary, the installation of fixed SECs would be reconsidered in accordance with the established criteria and resources allocation.

26. Mr FONG Lung-fei said that the speed limit in the vicinity of Yu Tung Road and Chung Yan Road was 50 km/h. As the area was a residential zone, many vehicles travelled at high speed from the North Lantau Highway to the roundabout at Mun Tung Estate caused noise nuisance. He hoped the TD would consider installing road humps in order to reduce traffic speed and mitigate noise nuisance.

27. Ms HUI Shuk-yee said that she noted the proposal. However, as the current speed limit of Chung Yan Road and Yu Tung Road was 50 km/h, passenger safety might be jeopardised if road humps were installed. The TD would seek to remind drivers to reduce speed at the relevant road sections through other measures.

28. Mr LEE Ka-ho expressed his views as follows:

- (a) He said residents of Yu Tung Court had reflected to him that in addition to Yu Tung Road, the noise problem was also serious at Shun Tung Road, especially when many motorcycles travelled through the road section at late night. He said that residents had measured the noise level in decibel and it was found that the noise readings were extremely high. Assistance had been sought from the Police, but the problem remained unsolved.
- (b) He was disappointed that the Police only provided a written reply without sending any representative to the meeting. Private housing estates in the vicinity of the North Lantau Highway and Yat Tung Estate had been affected by noise nuisance, but no relevant data had been provided by the EPD. He hoped to conduct on-site inspections together with the EPD to collect noise data for analysis and discussion.

29. Mr FONG Lung-fei said that if road humps could not be added at the relevant road sections, he hoped the Police would regularly use SECs to take photographs of speeding vehicles in order to achieve a deterrent effect. In addition, he hoped the TD would further look into the feasibility of installing road humps to reduce noise nuisance.

30. The Chairman proposed that Members should write to the EPD to request the measurement of the noise level. In the past, there used to be no acoustic panel installed at the bus depot at Yat Tung Estate and the issue of noise nuisance had been serious. In view of this, he had then requested the EPD to measure the noise level. Consequently, acoustic panels were installed and the issue of noise nuisance was resolved.

31. Ms HUI Shuk-yee said that normally the TD would not consider installing road humps on public roads, especially the road sections where buses passed, so as not to affect traffic safety. The TD would consider other measures for reminding drivers to reduce speed. In addition, the TD would convey Members' views to the Police.

32. The Chairman said that in the short run, the Police could step up law enforcement by taking photographs of speeding vehicles. In the long run, he proposed that SECs be installed at Yu Tung Road. He enquired of the TD whether it would consider such proposals.

33. Ms HUI Shuk-yee said that after taking into account various factors such as the condition of Yu Tung Road, resource allocation and the past traffic accident records, the department currently had no plan to install SECs at Yu Tung Road.

34. Mr FONG Lung-fei said that installation of SECs was a feasible measure to remind drivers that speeding was not allowed. In addition, he proposed that police cars should be parked at Yu Tung Road at night. With this done, even without the presence of police constables, a deterrent effect could still be achieved.

35. Ms WONG Chau-ping said that the speed limit of the relevant road sections was 50 km/h. Drivers would drive at high speed without noticing it. The vicinity of Tung Chung Road was rural areas. Even if there was a speed limit in place, high speed traffic would still affect residents living on both sides of the road. She asked the TD to review whether the current speed limit of 50 km/h for Tung Chung Road was suitable.

36. The Chairman said that the proposal to install SECs along the road section from the Tung Chung Rural Committee to Wong Ka Wai Tsuen had been put forward at past meetings. He hoped the proposal would be implemented by the TD.

V. Question on debris scattering on Ying Hei Road causing traffic accidents  
(Paper T&TC 23/2021)



37. The Chairman welcomed Ms HUI Shuk-yee, Engineer/Islands 2 of the TD; Mr CHAN Chun-yin, District Engineer/Islands of the HyD; Ms WONG Wing-ying, Chloe, Engineer/22 (Lantau) of the CEDD and Ms TANG Ho-yi, Senior Health Inspector (Cleansing & Pest Control) Islands 2 of the Food and Environmental Hygiene Department (FEHD) to the meeting to respond to the question. The written replies of the EPD, the Housing Department (HD), the CEDD, the HyD and the FEHD had been distributed to Members for perusal before the meeting.

38. Mr Sammy TSUI briefly presented the question.

39. Ms HUI Shuk-yee said that the TD was responsible for road traffic management. If reports of debris on the road were received, they would be referred to the departments concerned for follow-up.

40. Mr CHAN Chun-yin briefly presented the written reply of the HyD.

41. Ms Chloe WONG briefly presented the written reply of the CEDD.

42. Ms TANG Ho-yi briefly presented the written reply of the FEHD.

43. Mr Sammy TSUI expressed his views as follows:

- (a) The works in Tung Chung North involved many departments. However, each of the departments only explained its purview in its written reply and did things in its own way without proposing any improvement proposals or preventive measures. Debris was found on Ying Hei Road from time to time. This issue had persisted for many years and had led to an accident of tyre burst, which had caused injuries and aroused wide concern. The traffic of Ying Hei Road was very busy and debris on the road could easily cause traffic accidents. He had asked the departments concerned whether CCTVs could be installed to monitor the vehicles, but the TD rejected the proposal on the grounds that the road section concerned was too extensive and that privacy would be infringed. He was not satisfied that the Government, which had been neglecting the public's concerns about the issue of privacy, was using privacy as an excuse and refused to address the practical need. As the CCTV system had a deterrent effect, drivers of dump trucks would drive carefully. Even though the Government had required the contractors to have their vehicles cleaned thoroughly before the vehicles left the construction sites and CCTVs had been installed at the site access, it was hard to ensure that stones would not fall off when the vehicles were in motion. According to the written replies, there was no department responsible for the management of the relevant road section. In case of an accident, no department would be accountable for it. The injured in the aforesaid accident needed to stay in hospital for treatment and their livelihood was affected. He

hoped the departments concerned could propose feasible solutions to prevent the recurrence of such accidents.

- (b) There were around 100 fist-sized stones on Ying Hei Road and also there were works in progress in Areas 99 and 100. The HD needed to monitor the dump trucks entering and leaving the construction sites. If the dump trucks of the CEDD left the sites with no load, they might not be directly related to the debris on the road. He opined that the Government should proactively look for solutions such as increasing the number of inter-departmental meetings and ensuring that contractors complied with the established rules and regulations.

44. Mr LEE Ka-ho said that the issue of debris on Ying Hei Road had already been discussed during the previous term of the DC. Residents of Caribbean Coast reflected that tyre bursts happened very often when vehicles passed through that road section and there was no way to claim compensations. The departments said that they had taken measures to address the issue. For example, the CEDD had required dump trucks to be thoroughly cleaned before leaving the construction sites and the FEHD had arranged special operations by street washing vehicles. However, the situation had not improved. He was disappointed with the written replies of the departments, especially the EPD's reply that blitz inspections had been conducted but no violation was found. He opined that the departments had the responsibility to follow up on the issue and he proposed to set penalties for the offending contractors. The works for the Tung Chung Development would be launched in succession and there would be the risk of stones falling off the road in many sections. It was unreasonable that no department was to take responsibility for the issue. He agreed with Mr Sammy TSUI's proposal that inter-departmental meetings should be convened to look for solutions.

45. Mr LEUNG Kwok-ho said that according to the written replies, no department was responsible for the management of Ying Hei Road. He enquired which department he should refer to if a large number of stones were found on the road. It was learnt that if rubbish was found on the road, the FEHD would deploy staff for clearing. He enquired whether it was necessary to call the department every time when there was rubbish before someone arrived to clean it up. He also asked whether stones on the road should be classified as rubbish and therefore fell within the purview of the FEHD. If so, he did not understand why the department would request other departments to take the lead when such problems occurred. He hoped that it would be clarified at the meeting which department was responsible for clearing the rubbish and stones on the road.

46. Ms WONG Chau-ping said that the bend at Lung Tseng Tau was accident-prone, but there was no department to follow up on the issue. On 1 May this year, a vehicle crashed into the railings. The departments concerned had pledged that anti-skid dressing would be applied and speed limit would be implemented at the road section. However, there was no further update of the matter. She understood that it would take time to implement the measures, but the issue

should be dealt with as soon as possible because stones on the road would cause accidents.

47. Mr HO Siu-kei was not satisfied with the shirking of responsibilities among departments. There were always dump trucks travelling through the road sections between the site and Ying Tung Estate. He opined that stones on the road came from that construction site and the contractors had the responsibility to address the issue. He would ask residents to provide evidence, so as to hold the construction site concerned accountable for it. He also opined that there should be departments responsible for follow-up actions, otherwise it would be hard to solve the problem.

48. The Chairman said that the issue of debris on the road should be handled seriously to avoid affecting the pedestrians or causing accidents. The Tung Chung New Town Extension project was coordinated by the CEDD. After the reclamation works, the HD would take over the project. A liaison group had been set up in the CEDD. He requested the CEDD to make a response first and the other departments to make supplements later.

49. Ms Chloe WONG said that contractors had required all dump trucks to be cleansed and the dump beds covered before leaving the construction site. Since the commencement of the works, around 90% of the reclamation materials were transported to the site by barges. The construction site also received construction waste from other construction sites and such materials were transported by dump trucks of the relevant contractors. As Ying Hei Road was a public road, the proposal of installing a CCTV system there might need to be studied by the departments concerned, such as the TD and the Transport Division of Police. The CEDD would closely liaise and coordinate with the departments concerned to avoid the recurrence of such incidents.

50. Ms HUI Shuk-yee said the TD was responsible for road traffic management. The monitoring of dump truck and law enforcement would be followed up by other departments concerned. If the TD received reports of stones on roads, it would refer them to departments such as the FEHD and the HyD for follow-up.

51. Mr CHAN Chun-yin said the HyD was responsible for clearing large objects on public roads, such as the abandoned construction and demolition materials mentioned by Mr LEUNG Kwok-ho. However, the daily clearing of stones did not fall within the purview of the HyD. However, if the HyD received reports of the materials that affected road safety, it would arrange contractors to follow up in a timely manner.

52. Ms TANG Ho-yi said the FEHD was responsible for clearing refuse or domestic waste abandoned in public areas, including sand and stones. Apart from regular sweeping, additional cleansing would be carried out if there was more rubbish than usual. If construction waste that was difficult to clear was found, the FEHD would seek assistance from the relevant departments. To protect the safety of cleansing workers and to ensure road safety, the FEHD would also seek assistance

from the Police or the HyD.

53. Mr Sammy TSUI said that after all the discussions, no department had yet accepted responsibility or responded to the discussion on whether inter-departmental meetings should be convened to review the issue on a regular basis and whether the installation of video recording devices on dump trucks should be made a mandatory requirement. Stones on roads might cause traffic accidents. It was likely that more works would be carried out in the vicinity and dump trucks would enter and depart from the construction sites more frequently. If the dump trucks were equipped with tachographs, the video footage at the time of accident would facilitate the investigation by the Police. He opined that the departments should enhance their awareness of accident prevention and should not take the problem lightly. He also proposed that the Government should subsidise the contractors to install tachographs on dump trucks.

54. Mr FONG Lung-fei enquired whether the FEHD had dedicated vehicles for road cleansing and whether operations of the vehicles would be complemented by workers sweeping by the side. If so, he asked the FEHD whether vehicles could be deployed to step up road cleansing operations in Tung Chung North so as to clear the stones.

55. Ms WONG Chau-ping said that it was a matter of life and death, the department responsible for clearing the stones must be identified immediately.

56. Mr LEE Ka-ho hoped that the responsible department would be identified at the meeting. He added that all guests maintained that stones on the roads were not under the purview of their departments. It seemed the FEHD was the department responsible, but that did not mean the department was to be blamed for the accidents. The issue had to be tackled at source by, for example, preventing stones from falling off from the dump trucks or punishing the contractors involved, rather than passing the buck to the FEHD. Tung Chung was under development and works would be carried out at many construction sites in the future, therefore the problem would be ongoing.

57. The Chairman said that the issue had been under discussion since the previous term of the DC. He proposed to discuss and follow up on the issue in detail at the working group meetings. He then requested guests to respond to Members' supplementary questions.

58. Mr CHAN Chun-yin said that he had nothing to add at the moment.

59. Ms HUI Shuk-yee said that she had nothing to add at the moment.

60. Ms Chloe WONG said that she would convey the proposal of installing tachographs on dump trucks to the contractors of the CEDD for their consideration.

61. Ms TANG Ho-yi said that at present the FEHD mainly cleared sand and

rubbish by manual means and it would step up cleansing operations as appropriate. Although clearing general construction waste was not a responsibility of the department, the FEHD would try to arrange workers for clean-up in case of sand and small stones.

62. The Chairman expressed his views as follows:

- (a) Debris on the road might come from dump trucks of contractors of other construction sites. He hoped that the CEDD could ensure that its contractors would abide by the guidelines and that it would write to its contractors to remind them to strictly adhere to the relevant guidelines.
- (b) The CEDD was duty bound to monitor the Tung Chung New Town Extension project. He enquired of the CEDD whether dump trucks of construction sites in Tung Chung met the safety requirements. If so, he could not understand why stones and other objects would fall off from the vehicles. He had witnessed on Tung Chung Road an unacceptable situation in which a dump truck was carrying iron poles and heavy objects that were simply tied to the vehicle with ropes.
- (c) He enquired of the CEDD whether it could ensure that tachographs would be installed for all the dump trucks at the front and rear.

63. Ms Chloe WONG said that as dump trucks of the construction site were mainly used to transport reclamation materials to the reclamation area in the site, therefore dump trucks had already been unloaded (i.e. with empty dump beds) before leaving the construction site using the westbound lane of Ying Hei Road. The resident site staff of the CEDD would hold regular meetings and conduct site inspections, and advise contractors to install CCTVs at the entrance/exit to the construction site. She would reflect Members' requests to the relevant colleagues and would remind the contractors of the CEDD to strictly adhere to the relevant guidelines.

(Post-meeting note: The CEDD reminded its contractors of the need to strictly comply with the relevant guidelines in a letter dated 24 May 2021.)

VI. Question on request for provision of pedestrian crossing on the road outside Yu Tai Court near Ma Wan Sun Tsuen  
(Paper T&TC 24/2021)

64. The Chairman welcomed Ms HUI Shuk-yee, Engineer/Islands 2 of the TD to the meeting to respond to the question.

65. The Chairman briefly presented the question.

66. Ms HUI Shuk-yee said that there was currently a pedestrian crossing at the junction of Tung Chung Road and Chung Yan Road, i.e. between Yu Tai Court and Ma Wan Sun Tsuen. According to the observation by the TD during peak hours, pedestrians and vehicles could pass the location smoothly. In order to further enhance road safety, the TD proposed that traffic signs and road markings such as “Pedestrians on or crossing road ahead” and “Slow” should be installed at suitable positions near the crossing, so as to remind drivers that there was a pedestrian crossing ahead and they should reduce speed to ensure road safety. The TD would continue to monitor the traffic at the location and would take improvement measures as appropriate.

67. The Chairman proposed to set up a yellow flashing beacon near the Bui O Public School to remind drivers that there were children crossing the road ahead. He said that while there were already markings on the road surface near the school, a yellow flashing beacon could alert the drivers. He advised the TD to take the proposal into consideration.

68. Ms WONG Chau-ping expressed her views as follows:

- (a) She said that as parents and students needed to cross the road when going to the school, safety at the relevant road section had aroused much concern. In addition, she said that residents of Ma Wan Sun Tsuen had reflected to the TD decades ago the need to set up a pedestrian crossing. After the intake of Yu Tai Court, the need for the facility became more urgent. As there was no supermarket or market in Ma Wan Sun Tsuen, residents had to cross the road when going shopping for daily necessities. Therefore, a pedestrian crossing was very important to the safety of residents.
- (b) She said that the traffic at the location was not as smooth as described by the TD. She hoped further on-site inspections would be conducted by the TD. She added that the traffic had been congested before the intake of Yu Tai Court and the problem had become more serious after the intake.
- (c) She said she had discussed with Ms HUI Shuk-yee the provision of a zebra crossing and Ms HUI said the relevant study was underway. She did not understand why the TD would now consider it unsafe to set up a zebra crossing. She requested the TD to explain why the zebra crossing was replaced by a safety island and to provide the relevant data, so that an explanation could be made to the residents. In addition, she enquired of the TD whether it had other plans to improve the safety of pedestrians crossing the road. She urged the relevant departments to expedite the study, so as to ensure that pedestrians could cross the road safely.

69. Ms HUI Shuk-yee made a consolidated response as follows:

- (a) Generally speaking, when studying whether a zebra crossing was suitable for a certain location, the TD would take into account various factors such as the pedestrian flow and vehicular flow during peak hours, the road environment, the major vehicular speed and the records of traffic accidents, etc. After conducting on-site inspections and considering the various factors, the TD opined that the location did not meet the requirements for setting up a zebra crossing. In addition, the location was not a traffic black spot and the existing pedestrian crossing was sufficient to allow pedestrians to cross the road safely. Therefore, the TD had no plan to set up a zebra crossing at the location.
- (b) The TD would continue to review the traffic at the location and would adopt improvement measures in a timely manner. In addition, the TD noted Members' proposal of setting up a refuge island and would further consider the proposal depending on the needs and environmental factors of the location.

70. Mr FONG Lung-fei expressed his views as follows:

- (a) He said that apart from children and their parents, many elderly would pass through the road section. The TD should therefore enhance road safety. He said he often drove through the relevant road section and he found that many drivers did not turn on the indicator lights when turning left from Chung Yan Road into Tung Chung Road. Coupled with the fast vehicular speed, the safety of the pedestrians, especially the elderly, was at stake.
- (b) He enquired of the TD whether drivers could drive directly to Yu Tai Court via Pa Mei Road. He said that currently, as vehicles could turn right into Tung Chung Road, turn left into Pa Mei Road or go straight along Tung Chung Road, collisions could occur easily. He hoped the TD would resolve the problems at the T-junction.

71. Mr HO Siu-kei expressed his views as follows:

- (a) The problems of the road section affected all road users. He was worried that after the intake of Yu Tai Court, more traffic accidents might occur. He opined that the TD had the responsibility to tackle the problems.
- (b) He said that the T-junction was not a proper roundabout. However, drivers could turn around or turn left to Yu Tai Court, and vehicles on Chung Yan Road could turn left to Yu Tai Court or go to Ma Wan Sun Tsuen, or turn right into Tung Chung Road, or go back to Chung Yan Road by turning around. He said that there were problems with the

design and he suggested that such problems be followed up by the working group.

72. Ms Amy YUNG enquired whether the TD could provide professional advice on the installation of safety facilities in private housing estates. She said that residents of Discovery Bay wanted to install safety facilities, but their demand was ignored by the management company. She understood that private housing estates should install safety facilities at their own cost, but she hoped to seek professional advice from the TD. As serious accidents had occurred in the area, she did not want to see the recurrence of traffic accidents.

73. The Chairman said that the TD should take precautionary measures when planning and setting up facilities, instead of looking for remedies after accidents happened. He was disappointed with the reply of the TD as it failed to reflect the actual traffic situation. Although the T-junction was not a traffic black spot, it did pose a safety risk and the pedestrian flow had also increased.

74. Ms HUI Shuk-yee said Members' views on the design of the T-junction were noted. The TD would review the road design of the junction in order to facilitate drivers and enhance road safety. With regard to whether zebra crossings and traffic lights could be set up in private developments, the TD would, in general, advise on traffic management in relation to proposals submitted by private developments.

75. The Chairman hoped that the TD, the HD, the HyD and the Lands Department (LandsD) would jointly handle the issues. In addition, as the widening of the footpaths in Yu Tai Court was also being discussed in other meetings, he proposed that an on-site inspection to Yu Tai Court be conducted together to solve the relevant problems. He requested the Secretariat to coordinate.

VII. Question on proposal of installing mobile toilets at the bus terminus in Yat Tung Estate  
(Paper T&TC 25/2021)

76. The Chairman welcomed Ms LEUNG Ka-man, Eunice, Senior Transport Officer/Islands 1 of the TD and Mr YAN Man-chi, Robin, Property Service Manager/Service (Hong Kong Island & Islands) 3 of the HD to the meeting to respond to the question.

77. Mr FONG Lung-fei briefly presented the question.

78. Ms Eunice LEUNG responded as follows:

- (a) The TD and the franchised bus companies had all along been committed to providing a suitable working environment to the staff of the bus companies, including providing ancillary facilities such as rest rooms and toilets at bus termini. Depending on the actual needs and



the space available, franchised bus companies could submit applications to the TD, other government departments or private organisations for the provision of regulator kiosks, staff rest rooms or chemical toilets at bus termini.

- (b) There were toilets in the regulator kiosks of the Citybus Limited (Citybus) and the Long Win Bus Company Limited (LWB) at the Yat Tung Estate bus terminus. As the bus terminus was managed by the HD, the New Lantau Bus Company (1973) Limited (NLB) could submit an application to the HD for the provision of mobile toilets at the bus terminus. The TD would actively collaborate with the HD in the vetting and approval procedures to improve the working environment of the NLB's drivers.

79. Mr Robin YAN made a consolidated response as follows:

- (a) The HD had all along been providing assistance to bus companies which intended to add facilities at the Yat Tung Estate bus terminus. If a bus company wanted to provide mobile toilets, it could submit an application and should bear the relevant construction cost, maintenance fees, rent, electricity charges and the operating expenses. The HD would consider whether an application could be approved from the two perspectives of technical feasibility and estate management, including whether it involved issues such as power, water supplies, sewage discharge and the environment, etc. After assessing the technical feasibility, the HD would make improvement proposal to the bus company. With regard to the management issue, the HD would consult the Estate Management Advisory Committee and the stakeholders on the possible impacts of the provision of mobile toilets at the proposed location on residents in order to obtain their consent.
- (b) If the proposal to provide mobile toilets involved other owners or issues such as plot ratio and other land lease clauses, the HD would advise the bus company to submit an application to the owners and consult the LandsD. The HD would make every effort to cooperate.

80. Mr HO Lee-yip said that the shopping centre closed at 11:00 p.m. Although night shift drivers of the NLB could use the toilets of the Citybus and the LWB, it was not a solution in the long run. The NLB had applied to the HD for the provision of mobile toilets many years ago, but the application was rejected.

81. The Chairman said that he had proposed to provide mobile toilets. However, the proposal involved issues such as maintenance fee, cleansing fee and parking spaces for desludging vehicles, and had received strong opposition from the tenants of Link and other stakeholders at the consultation period. As a result, he requested the contractors to extend the closing time of the toilets in the market from 11:00 p.m. to 2:00 a.m., so that night shift drivers could use the toilets. However,

after the toilets were closed at 2:00 a.m., there was still a gap of several hours before the toilets reopened in the morning. The problem needed to be addressed urgently.

82. Mr FONG Lung-fei said that he raised the question on behalf of residents who got off work at night. As there was no toilet near the bus stop and there was a certain distance from the residences, people could only resort to the alleys near the bus stop when they needed toilet urgently. As a result, environmental hygiene would be compromised and the workload of cleansing workers would become heavier. The provision of mobile toilets could not only provide convenience to passengers and drivers, but also avoid delay of trips caused by drivers going to the shopping centre for using the toilets. He said the issue was related to environmental hygiene and community management. He urged the relevant departments to assist proactively, instead of asking the bus company to resolve the issue on its own.

83. Mr LEE Ka-ho expressed his views as follows:

- (a) The bus company attached importance to the interest of its staff and strove for the provision of mobile toilets for the drivers. However, the TD also had the responsibility to cater for the needs of the drivers. Some drivers reflected to him that after the Citygate closed, they had no toilet to use. He urged the TD to provide suitable facilities at the bus terminus or negotiate with the owners of the facilities nearby on opening the toilets for the drivers to use.
- (b) There were often lost trips for the LWB's "E" bus routes travelling between the Airport and Tung Chung. He wrote to the LWB and the TD many times with regard to this issue, and most of the replies were that the drivers concerned had gastrointestinal upset. He reckoned that the lost trips were due to the lack of toilet near the airport bus stop and drivers had to walk a long way to the toilets. He urged the TD to proactively resolve the issues, rather than shirking the responsibility to the bus companies and the HD.

84. The Chairman said that there used to be no public toilet in Tung Chung District years ago and Members had proposed the provision of the relevant facilities near the post office. However, residents of the private housing estates nearby strongly opposed the proposal during the consultation period. The current public toilet was located next to the NLB's temporary bus stop. He said that there was a piece of vacant land adjacent to the regulator kiosk of the LWB route no. E31. He enquired whether it was feasible to provide a permanent toilet at the location.

85. Ms Eunice LEUNG made a consolidated response as follows:

- (a) Drivers at the Citygate bus terminus could use the toilets at the regulator kiosks or the public toilet open around the clock next to the Tat Tung Road bus terminus. The TD would try to understand from the bus company whether it was necessary to set up mobile toilets at

the bus terminus and would collaborate proactively. After receiving the application, the TD would consult the relevant departments and the management company of Citygate, and then discuss further with the bus company.

- (b) Yat Tung Estate was managed by the HD. If the HD consulted the TD on the application or requested the TD to coordinate with the bus company, the TD would collaborate proactively. Upon receipt of the application, the TD would look for a suitable site for the relevant facilities together with the NLB, and would assist the NLB in going through the vetting and approval procedures of the HD.

86. Mr Robin YAN said the HD was aware of the problem. If necessary, drivers would be allowed to use the toilet for the management office staff on the ground floor of Chi Yat House near the bus terminus after 2:00 a.m. Bus companies could also discuss with the HD on setting up mobile toilets at Yat Tung Estate bus terminus on short-term tenancy basis. As perceived in some cases, the environmental hygiene in the vicinity did improve after mobile toilets had been set up at bus termini. The HD would work with the TD and the NLB later to look into the feasibility of installing mobile toilets at the Yat Tung Estate bus terminus.

87. Mr FONG Lung-fei said that there were three public toilets in the vicinity of Citygate and two of them were open around the clock. However, there was no public toilet in Yat Tung Estate. As many hikers used the Yat Tung Estate bus stop, he proposed that toilets be set up at the location of the planter in the middle of No. 3 Car Park of Yat Tung Estate to provide convenience for residents, tenants and drivers. As the proposal required a substantial amount of resources, it should be discussed in detail later. Chi Yat House was a certain distance away from the bus terminus and residents might not know that there was a toilet in the management office. Moreover, the toilet was not open to the public and it was therefore inconvenient for the long-term use of drivers. He had proposed to open the toilet next to Hung Fook Tong at Yat Tung Shopping Centre to drivers and residents, but the proposal was rejected by the Link on grounds of management. He hoped the relevant departments would discuss it with the Link again.

88. The Chairman suggested conducting an on-site inspection to find out whether the location in question was suitable or not.

89. Mr Robin YAN said that the HD had asked the Link whether the toilet next to Hung Fook Tong could be opened, but the response was negative. The HD would continue to discuss with the Link and relay Members' proposals to it.

90. Ms Eunice LEUNG noted Members' views and said that the TD would proactively work with the HD in order to provide a toilet which was always available for the NLB's drivers to use. The TD would also explore the provision of toilets at the newly completed public transport interchange with the departments concerned.

91. The Chairman asked the NLB to submit a works proposal for the consideration of the HD and the TD, and requested the Secretariat to arrange an on-site inspection by the departments concerned, the NLB and Members.

(Ms Josephine TSANG left the meeting at around 12:25 p.m.)

VIII. Question on replacing Discovery Bay overnight ferry service with overnight bus service  
(Paper T&TC 27/2021)

92. The Chairman welcomed Ms LEUNG Ka-man, Eunice, Senior Transport Officer/Islands 1 of the TD and Ms FUNG So-chun, Winnie, Liaison Officer in-charge (Peng Chau/Discovery Bay) of the Islands District Office (IsDO) to the meeting to respond to the question.

93. Ms Amy YUNG briefly presented the question.

94. Ms Winnie FUNG said that in respect of the revised proposal of operating the Central to Discovery Bay overnight bus service for replacing the overnight ferry service, the IsDO had, in response to the request of the TD, conducted a district consultation during 13 November to 31 December 2020 and had distributed the consultation paper of the TD to Members of the constituencies concerned, the Lantau Area Committee, the Discovery Bay City Owners Committee, owners committees of various villages of Discovery Bay and village representatives of Nim Shue Wan. The IsDO had also posted the consultation paper on notice boards in Discovery Bay and had forwarded the opinions collected to the TD in accordance with the current district consultation procedures.

95. Ms Eunice LEUNG said that with regard to the application of the Discovery Bay Transportation Services Limited for cancelling the Central to Discovery Bay overnight ferry service, and the application of the Discovery Bay Transit Services Limited (DBTSL) for operating the overnight residents' service between Central and Discovery Bay, the TD had consulted people from the local communities via the IsDO and the Central and Western District Office earlier. A total of 3 132 submissions were received (including those submitted by Ms Amy YUNG and other persons in their personal capacity), around 70% of which expressed support to the proposals. Apart from the opinions gathered in local communities, the TD would also take into account various factors such as the service level of the proposed alternative, the demand of late night passengers and fuel cost. The fare of the overnight bus service would be 30% lower than that of overnight ferry, which would reduce the transportation costs for the residents of Discovery Bay. In addition, the fuel demand for bus was lower, which was more environmentally friendly. After taking the various factors into account, the TD decided to approve the applications of the Discovery Bay Transportation Services Limited and the DBTSL.

96. Ms Amy YUNG expressed her views as follows:

- (a) In addition to Facebook and email, she had also conducted questionnaire surveys by sending letters to residents. Responses received were recorded by a computer system automatically and the audit trail was maintained even if the comments were hand-written. Should the TD wish to verify the authenticity of the opinions collected, she could provide the relevant data on the condition that privacy was properly protected. Residents of Discovery Bay had reflected to her that the management company had placed the forms in the lobby for residents to sign in support of the proposals, but visitors were also invited to sign in support too. She queried how the TD and the IsDO could ensure the authenticity of the opinions collected.
- (b) Several years ago, there were two development projects in Discovery Bay for which applications needed to be submitted to the Town Planning Board (TPB). The TPB was transparent in the handling of matters and allowed her to photocopy all responses. 4 000 submissions were received for each project, among which, 85% were in support of the projects in all aspects and the remaining 15% had explained in details the reasons for objection. She had read all the 8 000 responses and found that six electronic responses were submitted in her name "Amy YUNG". She then reported to the Cyber Security and Technology Crime Bureau (CSTCB) on this regard, but the case ended up with nothing definite. She also reported the incident to the TPB and indicated its seriousness. Staff of Discovery Bay said that before the CSTCB initiated its investigation, their superior had already instructed them to delete the relevant data. It could be seen that if a consultation was conducted without transparency, the credibility of the consultation results would be questionable. Many residents had reflected to her that they did not accept the proposal of replacing overnight ferry service with overnight bus service. Although she understood that the TD would take into account other factors alongside public opinions, the management company was suspicious of fabricating the results of the survey. She hoped the TD would balance the interests of various parties.
- (c) It was proposed that double-decker buses be used in the overnight bus service. As the bus route would run along Cheung Tung Road, which was a traffic blacksite, she was worried that drivers working overnight would be tired and accidents would thus be prone to happen. In addition, some residents had reflected to her that they had been disturbed by drunk persons on the upper deck of the bus at night, but the drivers could not handle their complaints right away as they were driving. She enquired how the TD could ensure road safety and the safety of passengers. As far as she knew, most Discovery Bay residents did not trust the findings of the survey and were against the proposal. Some residents even decided to move away from Discovery

Bay.

- (d) When collecting responses to the questionnaires, the IsDO should ensure the accuracy of the responses. The stakeholders of Discovery Bay were the most important targets of the consultation. However, the Lantau Area Committee and the village representatives of Nim Shue Wan were also included in the consultation. She queried how many Nim Shue Wan villagers would use the overnight ferry service. She hoped that residents' opinions could be accurately reflected in the survey so as to avoid public grievances or any negative impact on the reputation of the IsDO.

97. Ms Winnie FUNG said she understood Members' concerns. The IsDO hoped to consult all the stakeholders and residents of Discovery Bay as much as possible. As a result, the Lantau Area Committee, the owners committees of the various villages of Discovery Bay and the Discovery Bay City Owners Committee were also consulted alongside the DC Members, in order to attract a wide range of public opinions. With regard to the authenticity of the survey results, no verification of the respondents' identity would be conducted under the current mechanism for district consultation. However, in addition to direct consultation, the IsDO would also collect opinions via other channels. The opinions collected would be submitted to the leading departments together with the consultation results.

98. Ms Eunice LEUNG said that the TD had provided non-franchised bus operators with guidelines on working time and rest time. Moreover, the TD would liaise with the DBTSL to review whether the rest time and fatigue conditions of drivers were in breach of the guidelines. The TD would also understand from the DBTSL whether CCTV systems were installed in its buses to ensure the safety of passengers and a nuisance-free environment.

99. The Chairman said that there was a great discrepancy between the data collected by Ms Amy YUNG and those maintained by the two departments. He said that the TD would consult the users in surveys about bus or ferry services because they were the major stakeholders. The TD would arrange for survey companies to set up street stations and conduct surveys with questionnaires. The IsDO consulted the Lantau Area Committee, the Discovery Bay City Owners Committee and stakeholders from other organisations, but ignored the most important service users. Consequently, the results of the two surveys of the same kind were vastly different. The departments concerned should be careful when dealing with the objections of the residents because public grievance would have negative impact. He enquired whether the departments had interviewed the users with questionnaires. If so, how the survey was conducted.

100. Ms Winnie FUNG said that the consultation was targeted at the various committees so as to cover all the stakeholders as far as possible. In addition, the IsDO had also posted the consultation paper at prominent positions at more than 20 bus stops in Discovery Bay for residents to express their opinions.

101. The Chairman wanted to know whether the IsDO had consulted the various organisations in person or whether the organisations had responded to the IsDO with the reply slips.

102. Ms Winnie FUNG said that certain consultation targets such as the Lantau Area Committee and the owners committees would, in general, return the reply slips by email or fax.

103. The Chairman enquired whether the IsDO had held meetings with those organisations.

104. Ms Winnie FUNG said consultations were generally conducted through email or fax.

105. The Chairman suggested that Ms Amy YUNG continue to follow up on the methods of consultation in order to avoid the “Rashoman” situation.

106. Ms Amy YUNG expressed her views as follows:

- (a) The observation of the Chairman was correct. The TD did not deploy any staff to the communities for conducting the survey. The consultation targets mentioned by the IsDO previously in fact would not use the bus or ferry services in question. As the owners committees responded to the IsDO via emails, it was possible to track who submitted the responses. The biggest problem was that the IsDO used paper questionnaires to collect opinions and someone had photocopied the forms and asked people to sign the forms outside the residential buildings. Therefore, she would like to know how the departments concerned could ensure the authenticity of the survey results. The responses she collected were recorded automatically by a computer system or received from residents through emails, and were forwarded to the IsDO and the TD by her. Audit trails were maintained for all the responses. She would never submit any response in the surveys launched by her, but as a member of the owners committee, she would ask the vice-chairman to consult the residents of her estate. Therefore, she had confidence in the survey she had conducted. The IsDO instead posted the questionnaires at the bus stops, allowing people to take advantage of the loophole. They could photocopy the form and collect signatures with their abundance of manpower and resources.
- (b) She trusted the results of the TPB’s survey because the survey was highly transparent. She was allowed to make photocopies of and access the submissions, thereby she was able to ascertain the quality of the responses, among which some were well-founded. Some people simply signed their names and some even pretended to be her in

making the responses. As the IsDO could not verify the identity of the respondents, she opined that public opinions could not be reflected under such a consultation mechanism. As the Chairman had said, it would bring no benefit to anybody if residents were against it.

- (c) She had lived in Discovery Bay for many years and she had never successfully checked the financial accounts despite the requests she had made at many meetings. The TD said that the IsDO was responsible for financial audits. However, there had been mistakes in the accounts and the mistakes were spotted by her at meetings. Residents were most aware of the needs of their communities. The consultation conducted by the IsDO failed to reflect the demands of the residents. She opined that when conducting surveys, the departments responsible should ensure the authenticity of the results and verify the identity of the respondents to prevent fabricating of data.

107. Ms Winnie FUNG said that one of the ways of consultation was to display the consultation paper at prominent positions for the public to express their opinions. Since both the residents of Discovery Bay and the people who worked or studied in Discovery Bay could express their opinions thereon, it was difficult to verify the respondents' identity. In addition, some people were concerned about their privacy and would not fill in all their personal information.

108. The Chairman said the office of the District Council Member conducted the opinion survey through the "one person, one letter" mode and by setting up street stations. As this issue was very important, he did not understand why the IsDO and the TD had not engaged survey companies to set up street stations at the piers. He hoped the two departments would make improvements in the future.

IX. Question on the responsibilities and operation of passenger liaison group  
(Paper T&TC 28/2021)

109. The Chairman welcomed Ms LEUNG Ka-man, Eunice, Senior Transport Officer/Islands 1 of the TD to the meeting to respond to the question. The DBTSL did not send any representative to the meeting and Mr Peter TSANG, the company's representative, was also absent from the meeting. The written reply of the DBTSL had been distributed to Members for perusal before the meeting.

110. Ms Amy YUNG briefly presented the question.

111. Ms Eunice LEUNG said that the TD had sought information from the DBTSL on the operation of the passenger liaison group. Representatives who attended the meetings were elected by the housing estates. After a meeting, the DBTSL would distribute the draft minutes to the attendees for their comment and representatives could put forward agenda items for the next meeting. If the attendees had any comments on the minutes, the TD encouraged them to raise their comments



to the DBTSL and ask for amendments. In addition, the TD had reminded the DBTSL to notify residents of the meeting dates as early as possible and to actively handle the opinions of attendees.

112. Ms Amy YUNG expressed her views as follows:

- (a) Mr Peter TSANG, representative of the DBTSL, learnt before the meeting that he would have to respond to questions, so he was absent from the meeting and only submitted a written reply. She said the DBTSL was aware that if it sent a representative to the meeting, the representative would have to respond to Members' questions one by one. Therefore, it was evident that the DBTSL was evading its responsibility and did not want to respond to questions and solve the problems. She said that the written reply of the DBTSL was not telling the whole truth. She also pointed out that Ms Sophia WOO of the Owners Committee had tried to expel a resident from a meeting at the request of a member while other members did not agree to do so. It was thus evident that the Chairman of Owners Committee was giving preferential treatment to a certain member while ignoring the requests of other members. She had expressed her dissatisfaction with Ms Sophia WOO in this regard.
- (b) She said that even during the epidemic, the DBTSL still held the Owners Committee meetings. Those who sat in the meetings were required to comply with the epidemic prevention measures. Therefore, it was unsubstantiated to prohibit observation at meetings on grounds of the epidemic.
- (c) She said that the draft minutes of meeting were not distributed to residents until shortly before the next meeting. While the meetings were generally scheduled three to four months apart, it was difficult for residents to remember the contents of the previous meeting and verify the minutes.
- (d) She expressed regret that the DBTSL did not send any representatives to the meeting to respond to the question and showed no respect to the residents. She said that the purpose of the meetings was to allow representatives of organisations to respond to enquiries immediately and to express opinions on matters involving the interest of the organisations. However, the fact that the DBTSL sent representatives to meetings only when they did not need to respond to question was indicative of the company's way of operation, transparency and the way it dealt with public requests. She urged the government departments to pay more attention to the DBTSL. She blamed it for monopolising the transport of Discovery Bay and for failing to respect the DC and the Members present. She hoped to raise the issue at the next DC meeting.

113. Mr Randy YU said that according to the Standing Orders, Members could raise questions, propose motions and make personal statements at DC meetings.

114. The Chairman said that he had written to the DBTSL after the previous meeting to remind the company to respect the DC and attend meetings. If the DBTSL still made no response, there was nothing else he could do.

115. Ms Eunice LEUNG said the TD noted Members' concerns.

X. Reports by Working Groups  
T&TC Working Group  
T&TC Bus Routes Working Group

116. The Chairman said that the reports of the relevant working groups were tabled at the meeting for Members' perusal.

117. Members noted and endorsed the above working group reports.

XI. Any Other Business  
Highways Department's Minor Traffic Improvement Projects and Works Schedules

118. The Chairman welcomed Mr CHAN Chun-yin, District Engineer/Islands of the HyD to the meeting to respond to the question. The HyD had submitted the Minor Traffic Improvement Projects and Works Schedules for Islands District as at early May of the current year before the meeting. Members were invited to raise questions and express their views.

119. Members noted the relevant papers.

XII. Date of next meeting

120. There being no other business, the meeting was adjourned at 1:15 p.m. The next meeting was scheduled for 19 July 2021 (Monday) at 10:30 a.m.

- END -