

(Translation)

Minutes of Meeting of Islands District Council

Date : 8 February 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 YU Hon-kwan, Randy, MH, JP

Vice-Chairman

Mr WONG Man-hon

Members

Mr CHOW Yuk-tong, SBS, MH	(Left at around 4:30 p.m.)
Mr YUNG Chi-ming, BBS, MH	(Left at around 4:25 p.m.)
Mr CHAN Lin-wai, MH	
Mr WONG Hon-kuen, Ken	(Arrived at around 10:45 a.m.)
Mr HO Chun-fai	
Mr HO Siu-kei	
Ms WONG Chau-ping	
Ms YUNG Wing-sheung, Amy	
Ms TSANG Sau-ho, Josephine	(Arrived at around 10:50 a.m.)
Mr KWOK Ping, Eric	
Mr TSUI Sang-hung, Sammy	(Arrived at around 10:55 a.m.)
Mr FONG Lung-fei	
Ms LAU Shun-ting	
Mr LEE Ka-ho	
Mr LEUNG Kwok-ho	
Mr WONG Chun-yeung	(Arrived at around 10:40 a.m.)

Attendance by Invitation

Ms YIN Ching-kei, Jackei	Senior Engineer 2/Route 11, Highways Department
Mr LAI Lim-chun, Keith	Engineer 2/Route 11, Highways Department
Mr LEUNG Hong-yin, Jonathan	Engineer 3/Route 11, Highways Department
Mr LO Chi-keung	Engineer 11/Transport Planning, Transport Department
Ms CHOI Siu-man, Sherman	Senior Transport Officer/Planning/Ferry 2, Transport Department
Ms HUI Shuk-ye	Engineer/Islands 2, Transport Department
Ms LEUNG So-ping, Selina	Senior Executive Officer (Planning)21, Leisure and Cultural Services Department

Mr LEE Ming-tong, Timothy	Senior Building Surveyor/A1, Buildings Department
Mr YUEN Kwok-keung	Senior Land Executive/Lantau (District Lands Office, Islands), Lands Department
Ms LIU Wai-han	Estate Surveyor/1 (District Lands Office, Islands), Lands Department
Mr LEE Kin-wah	Director, Infrastructure and Environment, Meinhardt Infrastructure and Environment Limited - Aurecon Hong Kong Limited

In Attendance

Ms YEUNG Wai-sum, Amy, JP	District Officer (Islands), Islands District Office
Mr LI Ho, Thomas	Assistant District Officer (Islands)1, Islands District Office
Ms LEUNG Tin-ye, Christy	Assistant District Officer (Islands)2, Islands District Office
Mr MOK Sui-hung	Senior Liaison Officer (1), Islands District Office
Mr CHAN Yat-kin, Kaiser	Senior Liaison Officer (2), Islands District Office
Mr CHIU Kwai-man, Edmund	Senior Engineer/5 (Lantau), Civil Engineering and Development Department
Ms TAM Yin-ping, Donna	District Planning Officer/Sai Kung & Islands, Planning Department
Mr WONG Chi-leung	Assistant District Social Welfare Officer (Central Western/Southern/Islands)2, Social Welfare Department
Ms LEE Sin-man	Chief Manager/Management (Hong Kong Island and Islands), Housing Department
Mr LING Ka-fai, Kenny	District Lands Officer/Islands (District Lands Office, Islands), Lands Department
Mr TSANG Wai-man	Administrative Assistant/Lands (District Lands Office, Islands), Lands Department
Ms CHEUNG Hoi-yan	District Commander (Lantau District), Hong Kong Police Force
Mr K JACOBS	District Commander (Marine Port District), Hong Kong Police Force
Mr LO Tim-fat, Frankie	Police Community Relations Officer (Lantau District), Hong Kong Police Force
Mr LEONG Seong-iam	Police Community Relations Officer (Marine Port District), Hong Kong Police Force
Ms KWAN Ka-mun, Karen	Chief Transport Officer/Islands, Transport Department
Ms LAI Wing-sau, Winsy	District Environmental Hygiene Superintendent (Islands), Food and Environmental Hygiene Department
Ms LIM Ting-ting, Sylvia	Chief Leisure Manager (New Territories West), Leisure and Cultural Services Department
Ms SIU Kit-ping, Currie	District Leisure Manager (Islands), Leisure and Cultural Services Department

Secretary

Ms Dora CHENG	Senior Executive Officer (District Council), Islands District Office
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Welcoming Remarks

The Chairman welcomed Members and representatives of government departments to the meeting, as well as introduced the following departmental representatives:

- (a) Ms SIU Kit-ping, Currie, District Leisure Manager (Islands) of the Leisure and Cultural Services Department (LCSD) who succeeded Mr KWAN Chung-wai, David;
- (b) Mr WONG Chi-leung, Assistant District Social Welfare Officer (Central Western/Southern/Islands)² of the Social Welfare Department (SWD) who stood in for Ms IP Siu-ming; and
- (c) Mr CHIU Kwai-man, Edmund, Senior Engineer/5 (Lantau) of the Civil Engineering and Development Department (CEDD) who stood in for Mr WONG Kwok-fai, Alfred.

I. Confirmation of the Minutes of Meeting held on 19 October and 30 November 2020

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

3. Members voted by a show of hands, and the minutes were confirmed with 13 votes in favour, none against and one abstention.

(Members voted in favour included: the Chairman Mr Randy YU, the Vice-chairman Mr WONG Man-hon, Mr CHOW Yuk-tong, Mr YUNG Chi-ming, Mr CHAN Lin-wai, Mr HO Chun-fai, Mr HO Siu-kei, Ms WONG Chau-ping, Mr Eric KWOK, Mr FONG Lung-fei, Ms LAU Shun-ting, Mr LEE Ka-ho and Mr LEUNG Kwok-ho. Ms Amy YUNG abstained. Mr Ken WONG, Ms Josephine TSANG, Mr Sammy TSUI and Mr WONG Chun-yeung had not yet arrived to join the meeting at the time of voting.)

II. Route 11 (between Yuen Long and North Lantau) and Associated Major Roads (Paper IDC 2/2021)

4. The Chairman welcomed Ms YIN Ching-kei, Jackei, Senior Engineer 2/Route 11, Mr LAI Lim-chun, Keith, Engineer 2/Route 11 and Mr LEUNG Hong-yin, Jonathan, Engineer 3/Route 11 of the Highways Department (HyD); Mr LO Chi-keung, Engineer 11/Transport Planning of the Transport Department (TD); and Mr LEE Kin-wah, Director, Infrastructure and Environment of the Meinhardt Infrastructure and

Environment Limited - Aurecon Hong Kong Limited, to the meeting to present the paper.

5. Ms Jacei YIN appreciated the opportunity to present the preliminary alignment of Route 11 as proposed in the feasibility study and HyD's work in the next stage for Route 11, enabling Members to clearly understand Route 11 and the associated major works and give their views, so that HyD could undertake the relevant work in the next stage.

6. Mr Keith LAI presented the background, design of the preliminary alignment, benefits and next stage of the study regarding the works for Route 11 (between Yuen Long and North Lantau) (Route 11) and the associated major roads. He said that to meet the traffic demand arising from the progressive development in the North West New Territories (NWNT) (including the Hung Shui Kiu/Ha Tsuen New Development Area (NDA) and the Yuen Long South Development), the Government planned to implement the projects for provision of a group of major roads and the associated major roads comprising Route 11 (which included Lam Tei Tunnel, Tai Lam Chung Tunnel, Tsing Lung Bridge and So Kwun Wat Link Road), Tsing Yi-Lantau Link, and the widening of Yuen Long Highway (section between Lam Tei Quarry and Tong Yan San Tsuen). The entire group of strategic roads connecting the NWNT to the urban areas could bring overall traffic benefits. Apart from improving the traffic conditions of major roads connecting the NWNT with the urban areas (including Tuen Mun Road, Tai Lam Tunnel and Ting Kau Bridge), it could also, by improving road infrastructure, further strengthen the connectivity of major roads and enhance the capacity of interchanges, improve the scale and connectivity of nearby developments, and unleash the development potential of the relevant areas effectively.

7. Mr Keith LAI said that regarding the feasibility study on Route 11, the preliminary alignment of Route 11 had been established after conducting a comprehensive assessment of the traffic benefits, engineering technical feasibility, land acquisition, preliminary environmental impact and project implementation programme, etc. of the various alignment options. The design of the preliminary alignment was as follows:

- (i) Lam Tei Tunnel
Lam Tei Tunnel connecting Kong Sham Western Highway and Yuen Long Highway would link with NDAs such as Hung Shui Kiu/Ha Tsuen and Yuen Long South respectively as well as the nearby areas. A dual three-lane, north-south Lam Tei Tunnel of approximately 4.2 kilometres (km) long would connect the associated roads leading to the proposed Tai Lam Chung Tunnel and the proposed So Kwun Wat Link Road at So Kwun Wat;
- (ii) So Kwun Wat Link Road
So Kwun Wat Link Road would be a dual two-lane, east-west road, of which about 1.3 km was a dual two-lane tunnel. As a slip road, So Kwun Wat Link Road would connect the associated roads leading to the

proposed Tai Lam Chung Tunnel and the proposed Lam Tei Tunnel at its eastern end, and Tuen Mun Road at its western end;

(iii) Tai Lam Chung Tunnel

Tai Lam Chung Tunnel would be a dual four-lane, north-south tunnel of approximately 1.7 km long. Tai Lam Chung Tunnel and the associated roads would connect Tsing Lung Bridge and Tuen Mun Road at Tsing Lung Tau, and the proposed Lam Tei Tunnel and the proposed So Kwun Wat Link Road at So Kwun Wat;

(iv) Tsing Lung Bridge

A dual three-lane, north-south Tsing Lung Bridge of approximately 1.4 km long would connect Lantau Link, North Lantau Highway, the proposed Tsing Yi-Lantau Link and the proposed Road P1 at North Lantau, and the proposed Tai Lam Chung Tunnel and Tuen Mun Road at Tsing Lung Tau.

8. Mr Keith LAI said that the three major benefits of Route 11 and the associated major roads are as follows:

(i) Improve the traffic conditions of major roads connecting the NWNT and urban areas

According to the forecast of the traffic impact assessment (TIA) conducted under the feasibility study on Route 11, in the absence of Route 11 and the associated major roads, the volume/capacity (v/c) ratio of Tuen Mun Road (Siu Lam Section and Sham Tseng Section) and Tai Lam Tunnel during morning peak hours in 2036 would reach 1.2. The v/c ratio of Ting Kau Bridge and Lantau Link during morning peak hours in 2036 would reach 1.1, and was expected to increase gradually. Route 11 and the associated major roads, if commissioned and open to traffic not later than 2036, could provide an alternative route with reserve capacity connecting the NWNT and the urban areas. The department anticipated that the v/c ratios of Tuen Mun Road (Siu Lam Section), Tai Lam Tunnel, Ting Kau Bridge and Lantau Link during morning peak hours in 2036 would be reduced to 1.0 or below. The v/c ratios of Tuen Mun Road (Sham Tseng Section), Lantau Link and Yuen Long Highway (Lam Tei Quarry to Tong Yan San Tsuen Section) would remain at 1.1. Therefore, Tsing Yi-Lantau Link and the widening of Yuen Long Highway (Lam Tei Quarry to Tong Yan San Tsuen Section) were proposed, it was anticipated that after the commissioning of the entire group of major roads in 2036, the v/c ratios of Tuen Mun Road (Sham Tseng Section), Lantau Link and Yuen Long Highway (Lam Tei Quarry to Tong Yan San Tsuen Section) during morning peak hours in 2036 would be decreased, and hence the overall traffic condition would be improved;

- (ii) Reduce the travelling time to and from the NWNT and urban areas

With the improved traffic conditions of major roads between the NWNT and urban areas (including Tuen Mun Road, Tai Lam Tunnel and Ting Kau Bridge), a more direct connection brought about by Route 11 and associated major roads to residents in the Tuen Mun and Yuen Long Districts, and shorter travelling distance for some trips, the department anticipated that the average travelling time from the NWNT to the urban areas could be reduced by about 10 minutes in 2036;

- (iii) Increase route choices and strengthen the resilience of the road network to traffic incidents

Route 11 and Tsing Yi-Lantau Link would provide an alternative route to Tai Lam Tunnel and Tuen Mun Road for commuting between the NWNT and the urban areas, and would strengthen the resilience to traffic incidents of the entire NWNT road network. In the event that there were major emergencies on major roads connecting the NWNT and the urban areas (such as Tuen Mun Road, Tai Lam Tunnel or Ting Kau Bridge), with the various accesses and connections to major roads in the NWNT, Route 11 and Tsing Yi-Lantau Link could serve as a reliable alternative route for diverting the traffic towards urban areas. Moreover, Route 11 and Tsing Yi-Lantau Link would also serve as an additional strategic road connecting the NWNT and Lantau, further strengthening the resilience to traffic incidents of the road network connecting to the airport.

9. Mr Keith LAI said that in the design of the preliminary alignment of Route 11, HyD had already taken into account that the extent of private land acquisition had to be minimised. Nevertheless, it was expected that the project would involve resumption of some private land and clearance of Government land, as well as relocation of the graves on some affected permitted burial grounds for indigenous villagers. HyD would review the design of the alignment and identify the affected land at the next stage. HyD would then maintain close communication with those being affected and deal with the relevant matters in accordance with the existing policy and mechanism.

10. Mr Keith LAI said that HyD would seek funding approval from the Finance Committee (FC) of the Legislative Council (LegCo) for the investigation study on Route 11 in accordance with the procedures for taking forward public works projects. HyD would commission an engineering study of Tsing Yi-Lantau Link and an investigation study of the widening of Yuen Long Highway (section between Lam Tei Quarry and Tong Yan San Tsuen) in parallel, and consult relevant stakeholders and proceed with the subsequent stages of the projects at appropriate times based on the findings of these studies, with a target for commissioning not later than 2036. HyD would examine the priority for the commissioning of each major road in subsequent studies and seek to complete the project early in phases.

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

- (a) Even though residents on Lantau Island would welcome the construction of a new strategic route connecting Lantau Island, he opined that it was necessary to ascertain whether the project was worth implementing. The construction cost of the entire project was not mentioned in the whole briefing paper. He opined that the construction cost factor should not be ignored, and hoped that HyD would provide relevant supplementary information.
- (b) On the one hand, HyD highlighted the need for the proposed Tsing Yi-Lantau Link time and again to ensure the effectiveness of Route 11, but on the other hand, it was said that the project was still being assessed and that the illustration was for indicative purpose only. This gave rise to his suspicion of whether the Route 11 project would involve other unknown works items. It was hard for Members to examine the Route 11 project proposal as no works details were provided in the paper. He was aware that Tsing Yi-Lantau Link was also mentioned in other papers such as “Hong Kong 2030+”, the Link was not connected to Tsing Yi but an artificial island. It was unacceptable to him that the paper on Route 11 project was submitted in a piecemeal manner. He hoped that HyD would be fully transparent and give a clear account of the entire project.
- (c) He opined that if Tsing Yi-Lantau Link was not constructed, there would be a traffic bottleneck at the Lantau Link Toll Plaza in future. Although HyD intended to divert the vehicular traffic of the NWNT to Lantau Island and then to the urban areas, only the v/c ratio of Lantau Link rather than that of each section was provided in the paper. He hoped that HyD would provide more information for discussion.

12. Mr Eric KWOK expressed his views as follows:

- (a) He said that the Public Works Subcommittee (PWSC) of the LegCo FC had granted funding approval of \$87.7 million to carry out a feasibility study on Route 11, but in the paper submitted to the IDC this time, the cost-effectiveness of the funding and the impact on the environment were not mentioned at all, no transport improvement options for the NWNT were provided either. He hoped that HyD would provide more study results for reference.
- (b) He said that Route 11, Hong Kong-Zhuhai-Macao Bridge (HZMB) and Tuen Mun-Chek Lap Kok Tunnel were part of the Greater Bay Area development. As mentioned in Annex 2, if the projects for Route 11 and the associated major roads were implemented, the v/c ratio of Lantau Link would drop to 1.0. He opined that vehicles would very likely route through Tsing Lung Bridge to reach the urban areas via

Lantau Link, and asked whether it would result in an increase in traffic flow on Lantau Link.

- (c) The impact of Route 11 on North Lantau Highway, e.g. more visitors and goods vehicles might travel to and from the airport via the highway passing through Tsing Lung Bridge, was not mentioned in the paper.
- (d) The difference in the driving behaviour of drivers of right-hand drive and left-hand drive vehicles would become an issue when mainland vehicles entered Hong Kong. However, no solution was provided by HyD.
- (e) As mentioned in the paper submitted to the PWSC of the FC, the temporary closure of Kap Shui Mun Bridge after having been struck by a vessel on 23 October 2015 had aroused public concern about the stability of the transport system connecting Hong Kong International Airport and Lantau Island to the urban areas. He asked why there was no review on waterborne transport services. In both the previous and current terms of IDC, he repeatedly pointed out that HyD, PlanD and TD should consider giving full play to the strengths of the Tung Chung New Development Pier for enhancement and encourage operators to provide new high-speed ferry services to Tsim Sha Tsui and Central to facilitate pedestrian flow by ferry services in the event of road closure.

13. Mr Sammy TSUI quoted the paper which mentioned that Tsing Lung Bridge would connect to Lantau Link, the proposed Road P1 and Tuen Mun, and he pointed out that the relevant department had said that the construction of the proposed Road P1 was targeted for completion in 2026, he asked when a comprehensive study report would be available, including the development and the traffic flow forecast of Lam Tei and Hung Shui Kiu, as well as the traffic flow forecast of Road P1. In his view, Road P1 would be the major road for connecting Tung Chung North NDA to external road networks, therefore he enquired about the traffic flow of Tung Chung North NDA as well as Lam Tei and Hung Shui Kiu NDA.

14. Ms Jackei YIN made a consolidated response as follows:

- (a) The LegCo FC had granted funding approval of \$87.7 million in 2018 to carry out a feasibility study on Route 11, which covered different technical assessments, in order to establish the preliminary alignment of Route 11 and confirm its engineering technical feasibility.
- (b) In the feasibility study, the findings of TIA showed that Route 11 could ease the traffic conditions in some sections of Tuen Mun Road and Tai Lam Tunnel. However, without the proposed Tsing Yi-Lantau Link in the downstream of Tsing Lung Bridge, the traffic conditions on Tuen Mun Road (Sham Tseng Section) and Lantau Link would not be satisfactory. Accordingly, the feasibility study had established the

need for constructing Tsing Yi-Lantau Link. If Route 11 and Tsing Yi-Lantau Link projects could be implemented together and open to traffic not later than 2036, the traffic conditions of major roads in the NWNT could be improved. The department was currently preparing to undertake a technical feasibility study on Tsing Yi-Lantau Link.

- (c) The feasibility study on Route 11 mainly focused on the technical aspects, such as traffic impact and preliminary environmental impact assessments, with a view to establishing the preliminary alignment. The construction cost would be subject to a number of factors, including the time of project commencement, market factors, project design and construction materials, but these factors would only become more certain in subsequent stages of the project. When we ascertain more detailed information in the future, we would be able to make an appropriate estimation of the construction cost.
- (d) The department understood Members' concern over environmental issues. To reduce the impact of Route 11 on the environment, preliminary environmental impact assessment had been included in the feasibility study. The department had refined the alignment options and related facilities after taking into account public views on ex-Route 10. The enhanced measures included the provision of noise barriers in some open-air road sections, and the use of tunnels instead of elevated bridges in some road sections, which mitigates the impact on traffic noise, landscape and air quality. In the next stage, the department would carry out a comprehensive environmental impact assessment in accordance with the requirements of the environmental laws, and would give advice on mitigation measures based on the findings of the environmental impact assessment.
- (e) In respect of the impact on North Lantau Highway, Route 11 mainly aimed to cope with the traffic demand arising from the development of the NWNT. Given that Route 11 would serve as the North-South Corridor, vehicles travelling to and from the New Territories and urban areas could use Tsing Lung Bridge and Tsing Yi-Lantau Link directly for the southbound and northbound traffic without the need to travel via North Lantau Highway, hence there would not be adverse impact on North Lantau Highway. With improved connectivity to Lantau Island to be provided by Route 11 and Tsing Yi-Lantau Link, residents of Lantau Island would have more choices on travel routes. The entire project could not only ease the traffic conditions of Lantau Link but also strengthen the resilience of the road network.
- (f) As the feasibility study on Route 11 was close to the final stage, the department planned to submit a funding proposal to the FC for carrying out the investigation study, including comprehensive assessments on

traffic and environmental impacts. The department would also consider the views collected at this meeting.

15. Mr LO Chi-keung said that the primary objective of Route 11 was to serve the traffic demand arising from the gradual development of the NWNT travelling to and from urban areas. The road users included those from private cars, buses, goods vehicles, emergency vehicles, etc, hence the ferry service could not replace the function of road infrastructure Route 11. In this regard, TD considered that there was a need for Route 11 and Tsing Yi-Lantau Link in order to meet the traffic demand.

16. Mr LEUNG Kwok-ho was concerned about the calculation method of the v/c ratio, and considered that the Government should clearly specify the time period in which the ratio was calculated. He learnt from the Internet that Tuen Mun Road was frequently congested due to traffic accidents, and the tailback might even affect Yuen Long and the urban areas when there was serious traffic congestion. He did not understand why the v/c ratio of Tuen Mun Road would only be 1.2 in the absence of Route 11 as stated in the paper, and considered that the ratio failed to reflect the actual congestion situation. He learnt from Tuen Mun District Council Members that the Government was planning to construct Tuen Mun Bypass connecting to Lantau Link Toll Plaza, meaning that more than one road might connect to the location in future. He suspected that the Government had underestimated the v/c ratio. He opined that that traffic congestion at Tuen Mun-Chek Lap Kok Tunnel was very serious and the research data provided by the Government might not reflect the actual situation and he hoped the data could be checked. He also questioned the accuracy of the v/c ratio of Tuen Mun Road after the commissioning of Route 11 as shown in the paper. He opined that more information would be required to evaluate the effectiveness of Route 11.

17. Mr Eric KWOK expressed his views as follows:

- (a) He considered that HyD had not prepared sufficiently and he was disappointed at its response. The PWSC of the FC allocated \$11.8 million in 2007 to conduct an environmental impact assessment. However, HyD had only said that noise barriers would be installed at some sections of the NWNT in a perfunctory manner. He hoped that HyD would give a written reply about how the funding was used after the meeting.
- (b) HyD had not responded to the question about left-hand and right-hand drive vehicles. On the premise of facilitating Hong Kong's integration into the Greater Bay Area, HyD should conduct relevant studies and consider road safety issues.
- (c) He criticised HyD, TD, PlanD and CEDD for their lack of policy co-ordination. With robust development in Tung Chung, its population would increase significantly from 120 000 at present to 300 000 in 2025/26. However, MTR Tung Chung West Extension

would only be commissioned in 2029/2030. Together with Tuen Mun-Chek Lap Kok Tunnel, HZMB, the Third Runway and SKYCITY at the airport as well as Route 11, it could be envisaged that Tung Chung would be of a massive scale. In his view, the ferry service was a practical and feasible way to divert traffic. Firstly, members of the public could reach urban areas within 40 minutes without road congestion. Secondly, the ferry service could be provided in a short period of time, which could help ease the traffic problem in time before a possible breakdown of the traffic network in 2025/2026. He hoped that the departments would co-operate with each other instead of working behind closed doors.

18. Mr LEE Ka-ho was very dissatisfied with the responses from HyD and TD, and he opined that some information had been concealed. He had asked HyD about the works projects involved in Tsing Yi-Lantau Link but HyD had only emphasised its benefits all along. He had also enquired about the construction cost. However, HyD had said that the cost would be adjusted subject to the time of project commencement and the supply of materials, therefore no details would be available at the moment. He attached great importance to the construction cost and works items. He found it unacceptable that HyD sought the IDC's support for the project without disclosing important data.

19. The Chairman expressed his views as follows:

- (a) He considered that the concerns expressed by Members were reasonable, especially those in relation to environmental protection. He said that HyD should conduct a preliminary assessment on the harm to the environment caused by the alignment, such as noise and other impacts.
- (b) He opined that HyD should obtain the data on the construction cost and asked HyD to provide more project details.
- (c) Tsing Yi-Lantau Link was indicated by a dotted line in the plan, meaning that an in-depth study on the project was required. As HyD has expressed its wish for project completion in 2036, a dotted line should not be used.
- (d) In addition, regarding the project on Liantang Boundary Control Point (BCP), there was an exit connecting the adjacent road to Ping Yeung Village not of a large area. However, the top-view plan submitted by HyD showed that there would not be any exits connecting Route 11 to So Kwun Wat area. He said that this large-scale project would affect the daily lives of residents in So Kwun Wat. Therefore, HyD should consider providing an exit to connect the area to benefit the residents of So Kwun Wat, similar to connecting Route 11 to other locations on Lantau Island for the benefit of residents.

20. Ms Jackei YIN made a consolidated response as follows:
- (a) The assumptions in the TIA was based on population and employment information provided by PlanD, as well as the planning data of on-going development projects provided by relevant government departments. In view of the simultaneous implementation of the studies on other development projects in the NWNT, HyD would collect latest data from various departments in the next stage to update the assessments.
 - (b) HyD could provide further information on the environmental impact assessment after the meeting.
 - (c) As Route 11 is still in the feasibility study stage and considering the wide range of factors in construction costs, HyD was currently unable to make an appropriate cost estimate. Generally speaking, it would not be possible to estimate the cost of major infrastructure projects until ascertaining the project details.
 - (d) In response to the question on the traffic conditions of Tuen Mun Road, Route 11 could not only alleviate the traffic conditions of Tuen Mun Road but also be used as its alternative route, whereby vehicles could turn onto Tai Lam Chung Tunnel via So Kwun Wat Link Road to reduce the vehicular flow on Tuen Mun Road (Siu Lam Section). Besides, in case a traffic accident occurred on Tuen Mun Road (Siu Lam Section) or Tuen Mun Road (Town Centre Section), Route 11 could be used for traffic diversion, so as to avoid overloading Tuen Mun Road.
21. The Chairman invited HyD to respond to the following questions:
- (a) Had HyD spent \$11 million for conducting the environmental impact assessment and are the preliminary assessment results available?
 - (b) How HyD would address the issue of left-hand and right-hand drive vehicles upon completion of HZMB?
 - (c) How HyD would cope with the traffic demand arising from rapid population growth in Tung Chung area in the future?
 - (d) Was there a plan to provide a portal at Route 11 to connect So Kwun Wat?
22. Ms Jackei YIN made a consolidated response as follows:
- (a) Regarding the enquiry about the environmental impact of Route 11, HyD would provide further information after the meeting.

- (b) In response to the views about connecting Route 11 to the existing So Kwun Wat area, HyD had explored the feasibility of connecting So Kwun Wat Link Road to local roads. However, considering that Route 11 was a strategic road, connecting it to local district roads directly might give rise to traffic congestion. If local roads were to connect to a strategic road, one of the considerations was whether local roads could cope with the additional cross-district traffic flow brought about by the major road. Besides, given that various development projects in So Kwun Wat were underway or in the pipeline, space was not available for connecting Route 11. If it was necessary to connect Route 11, consideration needed to be given to the resumption of a large amount of land. Therefore, this proposal was considered not feasible from preliminary consideration of land availability and traffic conditions.

23. Mr LO Chi-keung made a consolidated response as follows:

- (a) TD would provide a written reply on the issue of left-hand and right-hand drive vehicles as well as the ferry service after the meeting.
- (b) According to the Annual Traffic Census 2019, the v/c ratio of the three traffic lanes at Lantau Link eastbound was 0.5 during the morning peak hours. He also referred to the TIA report of Route 11, saying that the v/c ratios of Lantau Link eastbound and westbound would rise to 0.8 and 1.0 respectively in 2031. He considered that the ratios concerned were at an acceptable level. In view of this, the Government would push for the construction of Tsing Yi-Lantau Link, which was targeted for commissioning by 2036. By then, the v/c ratio of Lantau Link would be 1.0, which was at an acceptable level. Relevant information was set out in Annex 2 to the discussion paper.

24. Mr LEUNG Kwok-ho did not understand why HyD could only provide a written reply after the meeting instead of preparing the data concerned before presenting the construction projects at IDC. He said that given the long-standing issue of left-hand and right-hand drive vehicles, TD should have been able to respond at the meeting. He pointed out that if all enquiries were to be responded in writing, the meeting would become meaningless. He asked TD to respond to the issue of left-hand and right-hand drive vehicles, and provide reasons if unable to do so.

25. The Chairman declared that he lived at a place about four kilometres away from So Kwun Wat and that he would be affected by Route 11. He noticed that the widening of Castle Peak Road - So Kwun Wat was in progress and said that the traffic conditions of Castle Peak Road and Tuen Mun Road affected one another: there would be an increase in traffic flow on Castle Peak Road in case of traffic congestion on Tuen Mun Road and vice versa. He opined that elevated roads and tunnels caused immense nuisance to the residents of So Kwun Wat. Apart from noise and environmental impact mentioned by other Members, the residents were also worried that the project would have an impact on fung shui. He opined that the route should not go through

So Kwun Wat. Otherwise, there should be an exit connecting So Kwun Wat to benefit the residents there. Taking Liantang BCP project as an example, he said that an exit had been provided to connect Ping Yeung Village where the route went through, even though the village covered only a small area. On the contrary, although So Kwun Wat was of a larger area than Ping Yeung Village, the treatment was not the same. He considered it baffling and was of the opinion that double standards had been adopted and there was injustice. He asked HyD to note the views for internal discussion after the meeting.

26. Mr Eric KWOK said that there would be an excessive traffic load in Tung Chung in 2025/26. He hoped that HyD would face up to the problem concerned.

27. Mr Keith LAI made a consolidated response as follows:

- (a) Regarding the question on traffic congestion on Tuen Mun Road raised by Mr LEUNG Kwok-ho, he said that apart from providing a new road to alleviate traffic congestion in the NWNT, Route 11, Tsing Yi-Lantau Link and the associated works would provide another key benefit by serving as an alternative route. Upon the construction of So Kwun Wat Link Road connecting Route 11 with Tuen Mun Road, vehicles could route through Route 11, Tai Lam Chung Tunnel and Tsing Lung Bridge to reach the urban areas in case of traffic accidents on Tuen Mun Road.
- (b) As regards whether an entrance/exit could be constructed on So Kwun Wat Link Road, HyD had already responded to the relevant question. HyD would further review the Chairman's view on whether the design of Liantang BCP project could be drawn as a reference.
- (c) According to the TIA report, upon the completion of Route 11, the traffic condition of Tuen Mun Road would be improved and hence that of Castle Peak Road would be eased.

28. The Chairman understood that the consultation at this stage was preliminary in nature. He hoped that HyD would get well prepared for responding to Members' questions during the next stage of the consultation, and urged the department to show concern to the situation of Lantau Island, e.g. issues such as population growth, inadequacy of ancillary transport facilities, etc. He agreed that Route 11 could ease traffic congestion on Tuen Mun Road, but it would be ineffective in improving traffic conditions on outlying islands. Moreover, he reminded HyD to provide supplementary information in writing after the meeting.

29. Mr LO Chi-keung responded that the issue between left-hand and right-hand drive vehicles was the difference in the design of vehicles between Hong Kong and the Mainland. He pointed out that factors such as the driving habits of drivers, the differences between left-hand and right-hand drive vehicles, etc. had been taken into

consideration during the issue of driving licences. The relevant details would be provided to Members in writing after the meeting.

30. Mr WONG Chun-yeung said that project cost was important information. Even if DCs were advisory bodies only, he still hoped that HyD would give details of the project cost estimate at the next meeting. He pointed out that ex-Route 10, which had been planned to connect to East Lantau Metropolis and Hong Kong Island, was currently packaged as Route 11 in which a road section was split up (covering Tuen Mun and Lantau Island) for a re-launch. HyD said that Route 11 could ease traffic congestion on Tuen Mun Road. He asked who should be held responsible in case of traffic accidents on Tuen Mun Road and whether the responsibility would lie in vehicle owners, traffic police officers or HyD. He said that at a LegCo meeting, a LegCo Member had pointed out that HyD had provided wrong v/c ratios, including the data for Tai Lam Chung Tunnel, Ting Kau Bridge, Lantau Link and North Lantau Highway, and quoted the findings of the Transport Infrastructure and Traffic Review that the actual traffic flow was 50% less than the figure estimated by the department. He asked the department to respond. He said that the construction cost estimate of Route 10 had been \$3.5 million. He asked why the cost would surge to \$87.7 million at present and how Route 11 was different from the former Route 10.

31. Mr LEUNG Kwok-ho hoped that HyD would provide additional information for further discussion.

32. Ms Jackei YIN responded as follows:

- (a) The v/c ratio was usually calculated from hourly vehicular flow in the morning or afternoon peak hours from Monday to Friday. However, traffic accidents would not be used in the traffic forecasts.
- (b) The Route 11 project was currently at the feasibility study stage with an aim to establish the preliminary alignment and collect views from DCs. The department would conduct public consultation in due course during the investigation study stage.

33. Mr WONG Chun-yeung said that HyD had not answered his question. He asked the department why the cost estimate of the Route 10 project was \$3.5 million at that time but the construction cost estimate of Route 11 would be \$87.7 million. He asked why there would be such a great discrepancy.

34. Ms Jackei YIN said that the feasibility study on ex-Route 10 had been conducted more than a decade ago, time and market factors had led to an increase in construction cost. Moreover, the preliminary alignment of Route 11 was different from that of ex-Route 10, therefore the two routes could not be compared directly. She reiterated that the \$87.7 million was the funding approved by LegCo for the feasibility study on Route 11 and not the cost of the whole construction project.

35. The Chairman said that Members had already spent one hour and 15 minutes to discuss this agenda item, and he decided to close the discussion at this juncture. He hoped that the department could provide sufficient information to IDC at the next stage of consultation.

(Mr WONG Chun-yeung, Mr Ken WONG, Ms Josephine TSANG and Mr Sammy TSUI joined the meeting at around 10:40 a.m., 10:45 a.m., 10:50 a.m. and 10:55 a.m.)

III. Question on strong request for making amendments to Prevention and Control of Disease (Wearing of Mask) Regulation (Cap. 599I) to prohibit food or beverage consumption on ferries
(Paper IDC 4/2021)

36. The Chairman welcomed Ms Sherman CHOI, Senior Transport Officer/Planning/Ferry 2 of TD to the meeting to respond to the question. The written reply of the Food and Health Bureau (FHB) had been provided to Members for perusal before the meeting.

37. Ms LAU Shun-ting briefly presented the question.

38. Ms Sherman CHOI responded as follows:

- (a) To prevent and contain the spread of COVID-19, the Government brought the Prevention and Control of Disease (Wearing of Mask) Regulation (Cap. 599I) into operation in mid-July 2020. According to section 4(1)(a) of the Regulation, a person must wear a mask at all times when the person was boarding or on board a public transport carrier. A person who contravened the provision committed an offence and was liable on conviction to a fine of \$10,000. However, the Regulation did not apply in certain circumstances, for example, when a person was not wearing a mask in order to take medication, or eat or drink as was reasonably necessary. Nevertheless, the person had the responsibility to provide a reasonable excuse.
- (b) TD had reminded public transport operators to take appropriate measures to fight the virus together. Since the Regulation became effective, ferry operators had implemented a series of measures to prevent the spread of virus, including stepping up the cleaning of piers and ferries; putting up notices at piers and on ferries to remind passengers to wear a mask; reminding passengers to wear a mask at the turnstile gates at piers, broadcasting on ferries to remind passengers to avoid eating or drinking during the journey and that it was imperative to wear a mask at all times; and deploying sailors to patrol during the journey to remind and advise passengers to wear a mask.

- (c) As far as TD knew, most of the passengers complied with the Regulation and wore a mask during the journey. A few of them who did not do so would wear a mask upon advice by the crew. Although passengers were allowed to eat or drink on the ferry as were reasonably necessary under the Regulation, passengers should wear a mask as soon as they finished eating or drinking to avoid contravention. The department also learnt from ferry operators that a few passengers failed to wear a mask deliberately and refused to listen to the crew's advice. The department had suggested the crew and the operators seeking assistance from the Police if passengers refused to be co-operative after repeated advice. The department would also reflect the situation to the Police and request the Police to provide immediate assistance to the operators by dealing with the non-compliant passengers. TD would continue to maintain communication with the operators and relevant government departments to implement effective measures to prevent and control the spread of COVID-19.

39. Ms LAU Shun-ting noted TD's enforcement actions. In early 2020, she had written to the departments concerned, while the issue concerned had also been discussed at the meeting in September 2020. She opined that the ferry operators, TD, the Police and other departments had already taken relevant measures, but the problem was that passengers who had a reasonable excuse were allowed to eat or drink on ferries under the provision concerned. She considered that the majority of residents were highly self-disciplined and willing to wear masks, and they would put on their masks as soon as they finished eating or drinking. However, residents were worried that some passengers failed to wear masks when holding a can of beer or coffee throughout the journey. In this connection, she enquired about the possibility of amending the Regulation, e.g. specifying that "drinking beer" was not a reasonable excuse. Given that the epidemic had lasted for over a year, she hoped the relevant departments would further consider reviewing the provision concerned to ensure a safe ferry environment.

40. Ms Amy YUNG considered the Regulation concerned quite clear-cut, saying that it was not possible to list all categories of beverages. She said that the current legal system of Hong Kong was a common law system, and that the Regulation concerned was an enactment, whereby a case was decided based on precedent. She asked Ms LAU Shun-ting how the enactment should be amended. Besides, FHB had indicated in the last paragraph of its written reply that "It was proposed in your letter that the Regulation be amended to prohibit food or beverage consumption on ferries. As prohibiting passengers from eating or drinking on ferries was outside the scope of Cap. 599I, the Food and Health Bureau is unable to send representatives to attend the meeting". She did not understand FHB's rationale, nor was she sure that Ms LAU Shun-ting sought to specify the permissible food/beverage items for passengers' consumption, e.g. "taking medication" or "drinking Chinese herbal tea", through legislative amendment.

41. Mr YUNG Chi-ming said that it was inevitable that some passengers consumed food on ferries on the way to work, but the present problem was that some

passengers removed their masks when drinking beer on ferries throughout the journey, and said that they were just eating when the crew members were giving advice. That was exactly what Ms LAU Shun-ting was concerned about. He considered that the crew members had proactively enforced the law and advised passengers to wear masks. Nevertheless, the failure of some passengers to take advice needed immediate attention.

42. Ms Amy YUNG said that as it had been explained at the meeting of the Community Affairs, Culture and Recreation Committee held last Monday that if passengers failed to take a crew member's advice, the crew member could call the Police, and police officers would wait at the pier and take appropriate law enforcement actions after the ferry came ashore. She had found during a site visit at Discovery Bay that police officers had enforced the law.

43. Mr LEUNG Kwok-ho was of the view that TD or other law enforcement agencies had made every effort to deal with the problem of food or beverage consumption on ferries, but the situation had not been improved so far. He suggested that law enforcement agencies or TD should step up educational efforts in this regard. Police Community Relations Officer Mr LEONG Seong-iam had mentioned at another meeting that passengers would wear masks whenever uniformed police officers appeared on ferries. He suggested that TD officers should take one step forward to conduct educational and publicity activities on different ferries on a regular basis or once or twice a week. He considered the present problem was that the ferry operators could only give advice, and that if a crew filed a police report, the passengers involved would probably know who the informant was, which might give rise to unpleasant events in the future. Apart from the problem of food or beverage consumption on ferries, he also urged government departments to deal with other hygiene issues, e.g. passengers taking off their shoes on ferries. Regardless of consumption of alcoholic drinks or other unhygienic behaviours, the departments concerned should step up educational efforts.

44. Mr Ken WONG considered the Regulation concerned very clear-cut. Yet, some people had circumvented the law, e.g. non-mask wearers holding a glass of beverage on ferries throughout the journey. Ms LAU Shun-ting hoped that TD would make efforts to solve the problem. He concurred with Mr LEUNG Kwok-ho's view, and suggested that TD should redeploy manpower to patrol ferries by making reference to the practice of the Tobacco and Alcohol Control Office. He said that for the Peng Chau ferry route, some expatriates holding a can of beer often removed their masks as soon as they boarded the ferry until they disembarked from the ferry. However, as they were holding beverage containers, they did not break the law. He pointed out that the fourth wave of the epidemic had just subsided. He was worried that if the above problem persisted, the fifth wave of the epidemic might begin. He disapproved of prohibiting food or beverage consumption because the ferry journey often took 40 to 45 minutes. Passengers would often purchase food for consumption on ferries. Therefore, a complete ban on eating or drinking was unreasonable. As Ms Amy YUNG had said, it would be very difficult to list all categories of beverages in the Regulation. The Member concerned brought up the issue with a view to urging the departments to make efforts to deal with it.

45. Ms LAU Shun-ting understood Ms Amy YUNG's views, but said that the current problem was that "eating or drinking was reasonably necessary" as stipulated under the law. Even if a report was made to the Police, the parties involved might, on this basis, say that eating or drinking did not contravene the law based. Worse still, more passengers would follow suit by holding a can of beer or coffee blatantly, and take off their masks until disembarkation.

46. Mr LEUNG Kwok-ho considered that the word "must" in the Regulation would cause embarrassment. He said that on the ferry departing from Cheung Chau at 6:45 p.m., about six to seven passengers who were probably construction workers would drink beer throughout the ferry ride at the deluxe class on the third deck quite often, they might argue that they did not consume any food for the whole afternoon and only managed to take the ferry departure at 6:45 p.m. and buy beer for drinking on board. He emphasised that he did not approve of their act, but that was the actual situation. There might be relatively more expatriate passengers on other outlying island routes, some of them might hold a can of coffee all the way. Nonetheless, there were no sufficient grounds for law enforcement. In this connection, he suggested stepping up education through regulatory efforts on ferries, the number of lawbreakers would drop accordingly. If officers from government departments or disciplined services could give advice to the lawbreakers on board, better results could be achieved.

47. Ms Amy YUNG said that a person who, without reasonable excuse, failed to wear a mask committed an offence. She pointed out that if the party concerned was arrested, the court would decide whether the excuse was reasonable, the burden of establishing that a person had reasonable excuse lay on the defendant, who had to appear before a magistrate and hire a lawyer for representation in court proceedings, which should have achieved a deterrent effect. She considered it not feasible to introduce legislative amendments because it would take considerable time to introduce legislation.

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

- (a) She agreed with Members that most residents of the outlying islands obeyed the law, only individual passengers ignored the advice of crew members. TD had once again reminded operators to record the incidents and seek assistance from the Police. She believed that the Police would take appropriate follow-up action after receiving the information provided by crew members.
- (b) Regarding Members' suggestion of stepping up education on ferries by TD through communicating with other government departments, TD would discuss with other relevant departments when necessary to adopt suitable and feasible measures for strengthening anti-epidemic work on ferries.

49. The Chairman opined that Members' comments were good, and hoped that TD and the Department of Health (DH) would discuss the educational work concerned, for example, advice in the form of education could be given to passengers on each route on the first and second attempts, followed by enforcement action on the third attempt. He believed that the message could be conveyed to the residents and passengers effectively through education and enforcement action. He asked TD to report to IDC the educational and enforcement work concerned after discussing with DH.

50. Ms Sherman CHOI said that currently the operators had made broadcasts and put up notices on ferries, which had served educational purpose to some extent. However, she understood that Members hoped that other feasible and effective measures could be adopted to step up education subject to the availability of resources. TD would further study the suggestion later and report the progress to Members, if any.

51. The Chairman opined that ferry broadcasts and advice from crew members did not achieve any deterrent effect. It would make things difficult to request crew members to enforce the law and seek the Police's assistance when passengers were not co-operative. He said Members' suggestion was that enforcement officers would embark on the ferry to give advice on the first and second rounds of patrol and take enforcement action on the third round of patrol.

IV. Question on request for thorough checking of pipes of housing estates in Tung Chung to safeguard the health of residents
(Paper IDC 11/2021)

52. The Chairman welcomed Mr LEE Ming-tong, Timothy, Senior Building Surveyor/A1 of the Buildings Department (BD) to the meeting to respond to the question. The written replies of DH, BD, the Housing Department (HD), the Customer Service Offices of Tung Chung Crescent, Coastal Skyline, Seaview Crescent and Caribbean Coast, the Customer Service Centre of the Visionary as well as the Management Office of Yu Tung Court had been distributed to Members for perusal before the meeting.

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

54. Mr Timothy LEE responded as follows:

- (a) Owners should take the responsibility for the proper maintenance of their private properties, including regular inspection and maintenance of the drainage systems of their buildings to ensure that they were functioning well.
- (b) The Government had launched a 24-month special measure in 2020 to inspect the external drainage systems of private buildings. The consultants of the inspection scheme engaged by BD would proactively inspect the external drainage systems of around 20 000 private

residential or composite buildings exceeding three storeys across the territory. If the drainage systems were found to be defective upon inspection, BD might issue orders under the Buildings Ordinance (Cap. 123) to the owners concerned requiring them to arrange investigations or repairs.

- (c) When inspecting the external drainage systems of buildings, the staff of BD's consultants would dispatch relevant materials to owners or occupiers to strengthen publicity and education. Telephone enquiry services would also be provided to owners by the consultants.
- (d) The inspection scheme had been implemented since June 2020. The inspection of the 20 000 targeted buildings was expected to be completed in the first quarter of 2022 and BD would complete the related follow-up actions six months after. As at mid-January this year, the consultants had inspected around 3 400 buildings and some of them were found to have defects at external drainage pipes, including leaking, broken and misconnected drainage pipes. BD was now reviewing the reports submitted by the consultants and would take appropriate actions under the Buildings Ordinance, including the issue of drainage repair orders to the owners concerned requiring them to carry out repair works.

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

- (a) He said that within a short period of time between his submission of the question and the meeting day, the Government had carried out two rounds of compulsory testing in Tung Chung, one of which was at Caribbean Coast where two persons tested positive lived in a flat at the same building facing the same direction and the other at Yat Tung Estate where the second confirmed case was found in the same building in the housing estate. The Government said that residents must undergo compulsory testing if confirmed cases were found or sewage samples were tested positive in the buildings. This showed that the drainage pipe problem was no trivial matter.
- (b) DH did not attend the meeting and had only provided a written reply with the same information available online. He was extremely disappointed at this and believed that it was necessary to solve the above problem even though DH was busy dealing with the epidemic.
- (c) He was glad to learn that most of the private housing estates managed by MTR Corporation Limited had provided written replies, which stated that anti-syphonage pipes had been installed in the drainage systems of the housing estates. He said that in case private housing estates encountered any problems, IDC could also interfere and assist in handling the issue.

- (d) He was pleased to see that a representative was sent by BD to attend the meeting and noted that BD was currently implementing the 24-month inspection scheme. However, since the epidemic continued to develop and showed a worsening trend, he found it unacceptable that it would take two years for BD to solve the pipe problem. Accordingly, he urged BD to step up its efforts in handling the matter expeditiously to ease the minds of the residents.

56. Mr Timothy LEE said that building owners should regularly inspect and maintain the drainage systems of their buildings in a safe and sound condition. Upon the receipt of reports about defective drainage systems in private properties, BD would arrange an inspection. If the defective drainage pipe would pose a serious threat to public hygiene which called for urgent action, BD would request the building owners to carry out emergency works. For the buildings with confirmed cases, BD would carry out on-site inspections together with the relevant government departments to tie in with the arrangement of DH, and take action as appropriate in accordance with the Buildings Ordinance. In addition, the inspection scheme covered a total of about 20 000 private residential and composite buildings across the territory and inspections would be carried out in the 18 districts concurrently.

57. The Chairman agreed that the pipe problem could lead to harmful consequences, and hoped that BD could complete the inspections as soon as possible.

58. Mr LEUNG Kwok-ho pointed out that FHB and DH had not sent any representatives to the meeting since the outbreak of the epidemic, and asked the Secretariat to count the number of times FHB and DH had not responded to epidemic-related issues upon meeting invitations. He believed that FHB and DH could answer a majority of questions by attending the meeting for once only. Just as what Ms Amy YUNG had said at the last meeting, the officials responsible for policy formulation, rather than frontline representatives, should attend the meeting to respond. He asked the Chairman and the Secretariat to convey Members' views to FHB and DH.

59. The Chairman said that he would ask the Secretariat to write to FHB and DH to express the dissatisfaction. While he understood that officials had a busy schedule, he still hoped that the officials of FHB and DH would spare some time to attend meetings to respond to important items related to the epidemic.

(Since the Member who submitted agenda item X was unable to attend the meeting in the afternoon due to other commitments, the Chairman suggested discussing agenda item X first.)

X. Motion on request for turning off the lights of Hong Kong-Zhuhai-Macao Bridge Hong Kong Port and the bridge according to its use to cut operating expenses
(Paper IDC 3/2021)

60. The Chairman said that this motion was moved by Mr WONG Chun-yeung and seconded by Mr LEE Ka-ho.

61. Mr WONG Chun-yeung requested that the motion be amended before giving his presentation, including the addition of “According to the guidelines on light pollution in Hong Kong” at the beginning of the motion, and the deletion of “to create a healthy and pleasant living environment for the residents in Tung Chung” and “as well as dim or turn off some lights”.

62. Mr WONG Chun-yeung briefly presented the amended motion.

63. The Chairman asked Mr LEE Ka-ho whether he agreed to the amendments.

64. Mr LEE Ka-ho said that he had no objection if the amendments were not significant, but queried whether Members were allowed to amend a motion during the meeting under the Islands District Council Standing Orders (Standing Orders).

65. Mr LEUNG Kwok-ho said that at the meeting of the Community Affairs, Culture and Recreation Committee on 1 February 2021, Mr LEE Ka-ho had moved the motion and requested to amend the motion, but the Standing Orders stated that the Member who moved the motion could not amend the motion. In this connection, no amendment was made to the motion at the end. He considered that the Secretariat should adopt a standard practice.

66. The Chairman said that according to Order 19 in Section F of the Standing Orders, after a motion had been put to the meeting for discussion, any Member (except the Member who moved the motion) might move to amend the motion. In other words, the Member who moved the motion could not amend the motion during the meeting if the Member did not do so before the meeting. The Chairman advised Mr WONG Chun-yeung to briefly present the original motion.

67. Mr WONG Chun-yeung briefly presented the original motion.

68. Mr Sammy TSUI agreed to the motion (for example, in respect of energy saving and reduction in light pollution), but queried whether turning off the lights would cause danger to driving. He also opined that even if the motion was endorsed, the Government would not necessarily implement the motion.

69. The Chairman said that no government officers were present today to respond to the query raised by Mr Sammy TSUI.

70. Ms WONG Chau-ping shared Mr Sammy TSUI’s views that attention should be paid to driving safety even though there was one moving vehicle only. It was

necessary to clearly distinguish between functional and decorative lights. She added that she also agreed to the energy saving concept in the motion.

71. Mr CHAN Lin-wai pointed out that as HZMB involved three places, he asked whether the consent of the three places had to be obtained for the move to turn off the lights.

72. Mr LEUNG Kwok-ho said that he learnt from the website of the Hong Kong-Zhuhai-Macao Bridge Authority (HZMBA) that HZMBA was located in Zhuhai, he deduced that the bridge was managed by HZMBA and the government departments of the three places, while HZMBA was also responsible for the management of electricity consumption. If the motion was endorsed, he hoped that Mr WONG Chun-yeung and the Chairman could find out which department was responsible for the management of Hong Kong Port, which he believed would likely be a government department in Hong Kong. If it were the case, turning off the lights of Hong Kong Port and the bridge should fall within the manageable scope of the Hong Kong Government, and the lights mentioned in the motion were decorative in nature, which would not affect driving safety.

73. Ms Amy YUNG said that IDC served an advisory role only. In the event that the motion was endorsed, it did not mean it could be implemented. In this connection, she considered it was not necessary to discuss the management department of Hong Kong Port at this stage, but most importantly, Members' views could be brought to the attention of the relevant departments.

74. Mr WONG Chun-yeung shared Ms Amy YUNG's views.

75. The Chairman understood Members' concerns as to whether the motion would go beyond the terms of reference of IDC, but Mr WONG Chun-yeung had clearly explained that the motion involved light pollution which would affect the residents of Tung Chung, demonstrating relevance to the terms of reference of IDC. Given that Mr WONG Chun-yeung did not manage to amend the motion before the meeting, and the Member who moved the motion was not allowed to amend the motion during the meeting according to Order 19 of the Standing Orders, he would move an amendment to the motion on behalf of Mr WONG Chun-yeung.

76. The Chairman moved an amended motion as follows: "According to the guidelines on light pollution in Hong Kong, I move an amended motion that the Hong Kong-Zhuhai-Macao Bridge Authority is advised to turn off all decorative lights of the Hong Kong-Zhuhai-Macao Bridge Hong Kong Port and the bridge."

77. Mr WONG Chun-yeung hoped that the Chairman could add "or even suspend the service during the light traffic periods based on the records of the Immigration Department" at the end of the amended motion. Instead of focusing whether HZMBA and the relevant departments would accept the motion, he hoped that the relevant departments could take into account the traffic flow data of the Immigration Department (ImmD) to adopt energy saving measures.

78. The Chairman asked Mr WONG Chun-yeung whether he meant suspending the lighting service.

79. Mr WONG Chun-yeung said that he referred to the suspension of the lighting service according to traffic flow. He pointed out that drivers were required to inform ImmD before driving on the bridge, ImmD would know the traffic flow on the day and the coming few days, and could decide on the suspension of the lighting service during the light traffic periods.

80. The Chairman pointed out that the motion was moved to reduce light pollution, but opined that technical issues would be involved in suspending the lighting service according to traffic flow, which went beyond the terms of reference of IDC, therefore he kept the amendment proposed earlier.

81. Mr WONG Chun-yeung said that the suspension of the lighting service based on the records of ImmD would be simple, it was believed that the relevant department could make early planning of the energy saving measures according to the traffic flow data over a few days.

82. The Chairman pointed out that the amendment he moved did not involve non-decorative lighting service. The motion was seconded by Ms Josephine TSANG.

83. Mr LEE Ka-ho hoped to deal with the amendment moved by the Chairman before other amendments were introduced to the motion moved by Mr WONG Chun-yeung.

84. The Chairman asked Members whether they had other views on the amended motion. The amendment was moved by him and seconded by Ms Josephine TSANG.

85. Mr Eric KWOK hoped to listen to the amended motion of Mr LEE Ka-ho for comparison before making a decision on whether to agree and support the amended motion moved by the Chairman.

86. The Chairman asked Members to vote on the amendment by a show of hands.

87. Members voted by a show of hands and the amendment was endorsed with 15 votes in favour, one against and two abstention.

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

88. The Chairman said that after endorsing the amendment, Members should vote on the amended motion by a show of hands, and he stressed that the amendment covered the decorative lights only.

89. Mr Eric KWOK asked whether he had to vote two times by a show of hands if he supported both amended motions.

90. The Chairman said that Order 20 of the Standing Orders stipulated that “A motion which is to amend another motion must be endorsed by the Council (if necessary by ballot) before the motion (whether amended nor not) is put to the meeting for voting. If there is more than one motion to move amendments, they should be dealt with in the order they have been moved”. To avoid confusing Members, he suggested listening to the second amended motion before voting on the two amended motions one after another. He pointed out that the original motion was seconded by Mr LEE Ka-ho who could move amendments to it.

91. Mr LEE Ka-ho briefly presented the amended motion (2) as follows: “According to the guidelines on light pollution in Hong Kong, all decorative lights of the Hong Kong-Zhuhai-Macao Bridge Hong Kong Port and the bridge should be turned off, or the lighting service should even be suspended during the light traffic periods according to the records of the Immigration Department.” The amended motion was seconded by Mr Eric KWOK.

92. Mr WONG Chun-yeung opined that it was very important to suspend the lighting service during the light traffic periods according to the records of ImmD. It was because this practice was in line with the Government’s principles of energy conservation and cost saving, without causing any impact on the traffic.

93. Mr Ken WONG indicated that drivers of private cars with a cross-boundary vehicle licence did not have to make a reservation for driving on HZMB, ImmD was unable to obtain information on the number of the vehicles concerned.

94. Mr WONG Man-hon said that the bridge was open round the clock but vehicles could not travel between Hong Kong and the Mainland via the bridge due to the epidemic. For this reason, it was feasible to turn off the decorative lights but not possible to suspend the lighting service even during light traffic periods.

95. Mr LEUNG Kwok-ho said that vehicles could not travel via the bridge due to the epidemic, which in turn resulted in low traffic flow during some periods.

96. The Chairman asked Members to vote on the amended motion (2) by a show of hands.

97. Members voted by a show of hands and the amended motion (2) was not endorsed with six votes in favour, 10 against and one abstention.

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

98. The Chairman asked Members to vote on the amended motion (1) by a show of hands.

99. Members voted by a show of hands and the amended motion (1) was endorsed with 11 votes in favour, none against and six abstention.

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

V. Question on establishing government office buildings and municipal services buildings in Tung Chung
(Paper IDC 5/2021)

100. The Chairman welcomed Ms TAM Yin-ping, Donna, District Planning Officer/Sai Kung & Islands of PlanD, Ms LAI Wing-sau, Winsy, District Environmental Hygiene Superintendent (Islands) of the Food and Environmental Hygiene Department (FEHD) and Mr YUEN Kwok-keung, Senior Land Executive/Lantau (District Lands Office, Islands) (DLO/Islands) to the meeting to respond to the question. The consolidated written replies of FHB and FEHD and the written replies of the Leisure and Cultural Services Department (LCSD), PlanD and DLO/Islands had been provided to Members for perusal.

101. Mr Eric KWOK briefly presented the question and expressed his views as follows:

- (a) He said that the question on the planning of Tung Chung was an important issue. He did not understand why the relevant departments did not attend the meeting to respond to the question but provided written replies only.
- (b) In the early days, LCSD planned to construct facilities for cultural and recreational, community hall and cultural performance uses at the site in Area 1. However, as a complex building with facilities such as

community hall, indoor games hall and library, etc. would be provided at Mun Tung Estate in the adjoining Area 107, it was believed that the development of the above facilities in Area 1 had been shelved. Despite the population growth in Tung Chung from 120 000 at present to over 300 000 in 2030, there was no government office building in the area, while the public market would only be completed not earlier than 2030. He said that the market at Yat Tung Estate had reached its full capacity and would operate beyond its capacity after the intake of residents at the entire Yu Tai Court. Although there was a small market at Mun Tung Estate, the number of stalls was inadequate to meet the needs. Moreover, the Government announced two weeks ago that public housing would be built in Area 42 and the adjoining Area 46 by the end of the year. The population in the district would be further increased.

- (c) He said that with the rapid population growth in Tung Chung, there was a pressing need to establish government office buildings. As the DC Member of Yat Tung Estate, he was often told by the residents that they needed to travel a long way to Tsuen Wan or Wan Chai for application for documents, which was inconvenient to the elderly in particular. He opined that PlanD had an undeniable responsibility and proposed that the practice in Tseung Kwan O should be followed, i.e. building a multi-purpose complex and public market under the “single site, multiple use” principle, and that FEHD should build a temporary market. He recommended short, medium and long-term measures, namely building a temporary market in Tung Chung in the short term, building a public market at the site of Car Park 1 in the medium term, and providing a market in the extension area in the long term. He pointed out that despite a population of about 300 000 only, Tsuen Wan had several markets, including Yeung Uk Road Market and a number of private markets. On the contrary, the population of Tung Chung had already reached 120 000, but there was not even a public market, and a market would only be built in the extension area when the population reached 300 000 in the future. He considered it unacceptable.

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

- (a) He was disappointed at the written replies of various departments. He pointed out that the question on the market in Area 6 had been raised by Members repeatedly at meetings, but the departments still replied that the proposal was under study. He said that Tin Shui Wai Market, which had been proposed in the 2018 Policy Address, had been under construction, and that a temporary market had already been established in the district. However, there had not been any progress regarding the market in Tung Chung. He was very disappointed about it.

- (b) As stated in the written reply of PlanD, a market would be provided in Area 133A. According to the plan, Area 133A was located on the periphery of the reclamation area. It was learnt that land had been reserved for providing a standard soccer pitch and athletic ground, but the construction would not commence before 2027, i.e. the facility would be completed after 2030 at the earliest. As the site was located in proximity to Area 133A, it was reasonable to expect that the facilities in Area 133A (including the market) would be completed after 2030. Mr Eric KWOK had earlier mentioned that the progressive intake of residents at the new housing blocks in the reclamation area in Tung Chung East had commenced. If a market would only be provided until the completion of intake of residents, the situation would be the same as Tung Chung, where a market was not available for more than 20 years after intake of residents. He queried why PlanD had not started its planning work earlier.
- (c) He asked whether the department would ensure that the above land had been reserved for constructing a municipal services building with cooked food centre, sports centre, library and market, as opposed to the land use in Area 6 which would be sold to a private developer for construction of a shopping centre of which the ground floor was reserved for providing a market as a small favour.
- (d) He hoped that the department would undertake to build a public market in Area 133A as early as possible and requested the department to give an account of the planning of Area 6 to Members. He urged the department to take heed of Members' views in order to identify a suitable site expeditiously for providing a temporary market.

103. Mr WONG Chun-yeung expressed his views as follows:

- (a) Many of the infrastructure projects in Tung Chung had been included in various studies or confirmed to be implemented. However, the projects had not commenced after a long time and fell far behind the planned commencement date or anticipated completion date. Most of them were delayed for about five to ten years.
- (b) In tandem with the rapid development of the community, the intake of residents at Yu Tai Court and Mun Tung Estate commenced progressively. Nevertheless, the Government did not take into account the needs of local residents. Same as the case of Ying Tung Estate, the construction of ancillary facilities such as parks and markets had not been completed after residents had moved into the housing estates. Just as what Mr Eric KWOK had said, residents needed to go to the market at Yat Tung Estate for grocery shopping, the park near Yat Tung Estate for leisure and even the Tung Chung Municipal Services Building opposite to Caribbean Coast for use of facilities.

- (c) Currently, the population of Tung Chung had reached nearly 100 000, while the number of residents of Yat Tung Estate, Mun Tung Estate and Yu Tai Court had reached 60 000. It was expected that the number of residents in the district would continue to rise and one sports centre would not be enough to meet their needs. He said that residents needed to use the multi-purpose dance rooms in the municipal services building for activities such as square dance and street dance, but the Government's failure to commit to the completion date of those facilities had caused members of the public a complete loss of confidence in the Government's administration or planning.
- (d) According to the standards of provision for core activities set out in the Hong Kong Planning Standards and Guidelines (HKPSG), one sports centre and one leisure centre must be provided per population of 50 000 to 65 000. The population of Tung Chung had reached 100 000 at present but PlanD "moved the goalposts" by saying that five municipal services buildings or sports centres were available in the Islands District with a population of 148 000, which were sufficient to meet the residents' needs. He criticised the department for giving an excuse merely to fool the public. He said that owing to the extensive area in the Islands District, the residents of Mun Tung Estate complained that they could only use the facilities by travelling afar to the municipal services building. However, in the reply currently given by the Government, residents were advised to use the facilities by visiting places even farther away (such as Mui Wo, Cheung Chau and Peng Chau). He said that the department did not follow the standard to provide one sports centre per population of 50 000, but make the calculation according to the standard for the whole Islands District instead of Tung Chung.
- (e) He requested PlanD to give a substantive reply to the question for Members to inform the residents of the exact completion date of the relevant facilities. He asked the department if there was a need to apply for additional funding. He was worried that in case five more years were required for funding study, together with a seven-year observation period, the facilities could only be scheduled for completion 12 years later in 2033, which was different from the completion date committed by PlanD. He hoped the departmental representatives present at the meeting would listen to Members' views and understand that the facilities had been long awaited by the residents of Tung Chung.

104. Ms Amy YUNG expressed her views as follows:

- (a) She agreed with the requests of DC Members in Tung Chung. She pointed out that the current population of Tung Chung was about 120 000, while 21 000 residents of Discovery Bay would also use

facilities such as the market and the public library in Tung Chung given that there was a lack of public facilities such as markets in private housing estates, yet the goods were actually sold at expensive prices in the markets in Tung Chung. She said that members of the public would need facilities similar to those in Sheung Wan Market. With wet and dry markets on the lower floors and cultural and recreation facilities on the upper floors, the facility was popular among the public all along.

- (b) She said that there were no government facilities in Discovery Bay, residents would pass various forms or declarations to her from time to time for her submission in Tung Chung, which had increased Members' workload.
- (c) She said that the construction of an indoor sports ground in Discovery Bay had been planned in 2020, but it had yet to be completed. The residents of Discovery Bay had to pay high membership fees to join private clubs if they wanted to use recreation facilities, or travel to Peng Chau by ferry for public indoor sports ground, which was not a satisfactory situation.
- (d) The provision of facilities was calculated under the Government's HKPSG based on the population of the Islands District. However, she said that there was a highly accessible transport network in urban areas and markets were easily found, unlike the situation of the Islands District, the residents of Discovery Bay could only travel by ferry or kaito, which operated at a frequency of even several hours. She opined that the Government should be flexible about planning, for instance, more resources should be allocated to meet the needs of residents in Tung Chung in view of its concentrated population. Having served as IDC Member for 20 years, she observed that there was a lack of facilities for the elderly, children and the disabled since the intake of Yat Tung Estate. She urged PlanD to seriously consider providing more facilities in Tung Chung.

105. Mr Sammy TSUI said that the Government announced the development of Tung Chung Area 6 in 2018, but no progress had been made so far. After looking up information, he found that FHB had submitted a paper to LegCo in May 2020, which was exactly the same as today's paper. He asked why the latest information on the development of Tung Chung Area 6 was not available all along, no progress was made either, the relevant department had only claimed that a study would be conducted. He pointed out that the Government had announced the development project in 2018, which should be deemed feasible after thorough consideration. In this connection, he urged the department to give a clear account of the study results and the development progress to the residents.

106. Mr FONG Lung-fei said FHB and FEHD had pointed out in their consolidated response that Tung Chung Area 6 development might affect the safe

operation of MTR, therefore he considered that the chance of project implementation was dim. He said if a permanent market could not be provided, a temporary market should be built as a stopgap measure, yet the Government had not responded to the request all along. The construction works in Area 42 and Area 46 would commence shortly, he asked whether the relevant department could build a market in those areas to provide convenience to the residents in Tung Chung West. He pointed out that despite an economic downturn at present, the rentals for the stalls at Yat Tung Estate Market went up, ranging from at least 10% to a maximum of 25%, and the rental increase would be shifted to the residents eventually. However, the department paid no heed to the situation. He urged the relevant department to consider building two markets in tandem with the construction of two housing estates in Area 42 and Area 46.

107. Mr LEUNG Kwok-ho expressed his views as follows:

- (a) He asked the Chairman whether Members could only speak once on each item or question, followed by a consolidated response from guests.
- (b) He pointed out that the departmental representative seemed to have travelled back to the present from the future as evidenced in the consolidated response of FHB and FEHD: “In addition, the Government has initially identified a suitable site in the east of Tung Chung New Town Extension (TCNTE) area to build a public market. The site is located at Area 133A of TCNTE in the vicinity of the proposed MTR Station and the public transport interchange, and is easily accessible to residents. We believe that the site is situated at a prime location with a competitive edge and conducive to the vibrancy of the market.” He said that at the time the development of Tung Chung was announced, the Government had mentioned that Tung Chung West MTR Station would be built, but the works had still not been completed. He asked how many years it would take for the claim on “competitive edge” as stated in the consolidated written response to become justifiable, and pointed out that it would be reasonable to make the claim after 40 years. Given that residents had already moved into the district or were about to do so, the response failed to address the item today.
- (c) As stated in the written reply of PlanD, the Government was considering to build a market in Area 6 as announced in the 2018 Policy Address. It had been two years since 2018, the department might be occupied with anti-epidemic work during the period, resulting in a delay of other tasks. He hoped to go through the IDC papers for the past two decades to find out whether the Government had responded to all items in respect of markets or complex buildings in the same manner. If so, it would imply that there would not be any further progress on the item. He queried whether the government department had carried out planning of the development of the entire Tung Chung from a holistic perspective. If not, it should not be claimed that there would be a competitive edge in the district, in fact the number of years it would take to make the claim

true was unknown. He opined that the Government had to come up with a plan practically, say a five-year plan, so that members of the public could enquire about the situation with the member of the constituency concerned after five years.

108. In response to the enquiry of Mr LEUNG, the Chairman said that sufficient time would be given to Members for discussion as far as possible. In his view, there was a lack of a lead department in the entire planning without clear delineation of the responsibilities of the departments. At first, he thought that District Planning Officer or PlanD would take up the lead role, but later found out that PlanD was only responsible for preparing the outline zoning plan for other departments to make applications for different development purposes on the land. However, this approach was not satisfactory as no department was responsible for co-ordinating project implementation. LCSD said that the development of Area 1 would be put on hold for the time being, and it was actively planning for the project in Area 107. He asked whether LCSD would proceed to the development of Area 1 if the project in Area 107 could be completed in three to five years. Just as what Mr LEUNG Kwok-ho had said, if the department had decided to shelve the development project in Area 1 permanently, it should give a direct reply to Members, who would then devote their efforts mainly to seeking to expedite the development of a market in Area 6. He said that if every department only gave a reply about its share of work, Members would be confused and at a loss as to how to help residents. He requested LCSD and PlanD to give a definite and clear reply about the development projects in Area 1 and Area 6. If a reply could not be given today, a written reply should be provided later.

109. Ms Donna TAM made a consolidated response as follows:

- (a) PlanD was responsible for land use planning. Given that it was not a works department, it could not implement government works or projects. Nevertheless, PlanD had maintained close contact with the relevant departments on the development of Tung Chung and, in particular, it had been closely following up on the works in the extension area.
- (b) Regarding land uses, e.g. establishment of government office buildings, which was an issue of concern to Members, PlanD had consulted various government departments on the need to establish government office buildings in Tung Chung, and learnt that the Government had no plan to establish government office buildings in Tung Chung at the moment. Nevertheless, land had been reserved in Tung Chung for provision of community facilities by government agencies. PlanD was actively pursuing the provision of various community facilities on existing usable land under the “single site, multiple use” model, e.g. a site in Area 1 had been reserved in the early planning stage for provision of cultural and recreation facilities, i.e. civic centre. The department would also consider allowing more uses on the land concerned (e.g. provision of recreation facilities such as sports centre) to optimise

the use of land, and was actively following up the matter with the relevant departments.

- (c) At the request of the relevant departments, land had been reserved in Area 6 for providing a public market. As mentioned in the consolidated reply of FHB and FEHD, there were technical issues on the land concerned which were yet to be resolved. It was hoped that the technical assessments would be completed as soon as possible for implementation of market development thereafter.
- (d) To cater for the growing population and increasing demand in TCNTE area, land had been reserved in Area 133A for providing a public market. It was expected that the reclamation would be completed by 2026/ 2027, after which land could be granted for the implementation of a public market depending on the resources and programme of the departments concerned.
- (e) Areas 42 and 46 had been reserved for public housing development. PlanD would follow up with HD on the proposal of providing markets in the two areas and examine the possibility of providing a small market similar to Mun Tung Estate Market.
- (f) Regarding the other proposals on land use, adequate land had been reserved in Tung Chung in accordance with HKPSG and the requirements of relevant departments for provision of community facilities. However, the provision of such facilities would depend on the programmes and resource allocation of the departments. The project in Area 107 in Tung Chung Town Centre was underway, under which a sports centre would be built. Land had also been reserved in TCNTE area for providing sports centres. PlanD would liaise with various departments for early provision of such facilities according to the progress of the reclamation works and population intake timetable of the public housing developments.

110. Ms Winsy LAI added that the Government was conducting a study on the development of Area 6 in Tung Chung. As the footbridge connecting MTR station and Fu Tung Estate would straddle Area 6, the study sought to ensure that the relevant development project would not affect the safe operation of MTR. According to the information provided by the Development Bureau, the study was expected to be completed by the end of 2022. As regards Area 133A, land had been reserved for the building of a market. The relevant department was conducting the preliminary planning. FEHD would report to IDC in due course when further information was available.

111. Ms Currie SIU advised that LCSD had proactively planned the multi-purpose complex project in Area 107 and also reserved land in the Tung Chung East New Town Extension area for the construction of sports and leisure facilities, including sports

centres, sports ground and soccer pitch, etc. The projects were still at the preliminary planning stage.

112. The Chairman said that apart from FEHD which could give a definite time frame, it appeared that the replies of other departments were relatively broad-brush.

113. Mr Eric KWOK considered that the wrong direction taken by PlanD had made the planning of Tung Chung a mess. He pointed out that PlanD should have consulted residents instead of government departments in the process of planning. He believed that the public market project in Area 6 would be shelved because the study report on MTR would be released by the end of 2022, and the project would take at least five to six years. Residents were currently in urgent need of temporary markets but the relevant departments had made no response at all. In addition, PlanD had proposed to build a market in Area 133A, but the proposal would only be implemented more than ten years later. It could not help solve the existing problem of high prices of goods at the markets under the Link in Tung Chung. He was dissatisfied that PlanD had mentioned the markets under HD, pointing out that the current discussion was about building public markets. HD had outsourced the small market in Mun Tung Estate to a contractor where the limited number of stalls and choices available in the market were unable to meet the needs of residents. He opined that only public markets managed by FEHD could provide residents with diverse and wide choices.

114. Mr LEE Ka-ho said that the feasibility study conducted by FEHD would only be completed by the end of 2022. After the study was completed, the land would be sold to business establishments for construction of buildings, with estimated construction period of at least five to six years. Area 133A located in the reclamation area was also expected to be completed in 2030. As a result, no matter it was the old area or the new development area in Tung Chung, there would not be any public markets until 2030 at the earliest, which was unacceptable to both Members and residents. Therefore, he would continue to strive for the provision of temporary markets.

115. Mr LEUNG Kwok-ho praised the representative of FEHD for providing the exact date and details of progress in her response, hoping that other departments would make reference to this approach when giving responses. He understood that there were differences between bazaars and temporary markets, and was also aware that the Working Group on promotion of bazaar development in Islands District (PBDWG) had not held any meetings since October of the previous year. He asked whether the convenor of PBDWG would call a meeting as soon as possible to follow up the matter.

116. Ms Amy YUNG said that after listening to the response given by FEHD, she considered that there was no urgent need for the development of Area 6. She pointed out that the location concerned was originally a bus terminal. If the relevant facilities could not be implemented within a short period of time, it was proposed that the location be reprovisioned as a bus terminal temporarily, and relocation could be arranged when necessary. It could not only provide convenience to passengers, but could also make

good use of the parking area at the location to alleviate traffic congestion in Tung Chung.

117. Mr WONG Chun-yeung said that according to HKPSG, a sports centre and a leisure centre should be provided per population of 50 000 to 65 000. As early as 2017, the Government had announced that relevant facilities would be built in Mun Tung Estate. At present, the population of Mun Tung Estate and Chek Lap Kok New Village had already met the above standard. Together with the residents of Yu Tai Court, who were about to move in, and the residents in the vicinity of Yat Tung Estate, the demand for sports centres had increased significantly. He said that PlanD had responded at that time that the population of Tung Chung had not met the standard, so the relevant facilities had not been built. However, when the current population had reached the threshold, PlanD pointed out that the population should be calculated based on the entire Islands District. He asked why it was mentioned during the planning in 2017 that the facilities would be completed in two to three years, but the facilities had not been available so far. He also questioned why the application of HKPSG would change over time.

118. Ms Donna TAM made a consolidated response as follows:

- (a) Regarding government offices, she understood the residents' needs for government facilities or services, and PlanD would discuss the setting up of government offices with relevant departments during the planning process. She reiterated that in the departmental consultation earlier, no department had requested reserving land for that purpose. That said, PlanD had reserved land for providing different facilities based on the "single site, multiple uses" principle when necessary, including the provision of government office.
- (b) Regarding markets, while the department had already reserved two sites in Tung Chung Area 6 and Area 133A for the construction of markets, there were still technical issues, arrangement for works programmes and resource allocation issues being addressed. Relevant departments would work together for project implementation. PlanD had also reserved land in Area 42 and Area 46 for public housing developments. If relevant departments had to identify other places for provision of public markets, PlanD would actively facilitate the work and take follow-up actions when necessary.
- (c) Regarding HKPSG, PlanD would consider relevant factors such as local circumstances and population of the district during the planning process to reserve sufficient land for the provision of facilities. Since the department was not a works department, it could not provide the completion dates and programmes, etc. of the facilities. Nevertheless, it would actively co-ordinate with relevant departments to tie in the provision of facilities with the schedule of population intake as far as practicable.

- (d) Regarding sports centres, with a population of 100 000 to 120 000 in Tung Chung at present, one sports centre had been provided in Tung Chung Town Centre. The second one would be constructed in Area 107 to meet the needs of the growing population. PlanD had reserved two sites in the extension area for use as sports centres. However, relevant departments had to give due consideration to the availability of resources and programme when implementing the projects, so that they could complement each other.

119. Ms Winsy LAI noted that Members hoped to expedite the study on the provision of a permanent market and that they requested the construction of a temporary market. She would reflect Members' views to the headquarters.

120. The Chairman said that he had invited FEHD to discuss the issues relating to the temporary market in the coming week. He also said that decent temporary markets had already been built in other districts, and Tung Chung had such a need indeed. He was not certain whether he could make it since FEHD had the final say, he could only make the best efforts to strive for the provision of the facility for the sake of the public. He would first find out from the department in the coming week whether constructing a temporary market would be feasible, followed by discussing with the convenor of PBDWG about making invitations in the name of PBDWG to relevant departments to send representatives to the meeting to brief Members on the situation.

121. Mr WONG Chun-yeung said that the representative of PlanD had not responded to his question yet. He urged the department to clarify when the population of Tung Chung and when the population of the entire Islands District would be used as the standard for calculation.

122. The Chairman asked the representative of PlanD to respond why there was one sports centre in each of Cheung Chau, Peng Chau and Mui Wo, while Tung Chung, with a population of 120 000, had only one sports centre. He asked what the Government's criteria were before the Council could consider how to follow up.

123. Mr WONG Chun-yeung clarified that his question was when the population of Tung Chung and when the population of the entire Islands District would be used as the criteria for calculation. He said that Tung Chung residents were in need of sports centre facilities and it was ridiculous that the Government had asked them to use the sports centre in Cheung Chau. He said the intake of residents at Mun Tung Estate had been completed but the car park had not yet completed, leaving an unoccupied road and a few grocery stores.

124. Ms Donna TAM responded that HKPSG was a set of standards and guidelines formulated by relevant departments for different circumstances. PlanD would reserve land for provision of government and community facilities with reference to HKPSG and in general, the planning would be conducted based on planning areas. Regarding Tung Chung, PlanD had carried out planning of government, institution and community

facilities after taking into consideration the population of the entire Tung Chung New Town and the extension area rather than the entire Islands District. However, different departments would set their timetables for the provision of facilities in accordance with their own policies and resource allocation arrangement. As regards sports centre, with a current population of over 100 000 in Tung Chung, a sports centre had been provided in the town centre, and the provision of the second sports centre in Area 107 was under preparation. Moreover, to cope with population growth in the extension area, land had also been reserved for provision of sports centres. The relevant planning work had been conducted in accordance with HKPSG.

125. The Chairman concluded that following his meeting with FEHD in the coming week, he would have a discussion with Ms WONG Chau-ping, the convenor of PBDWG, on issues relating to temporary markets of utmost concern to Members at the platform of PBDWG. He would also request the relevant department to provide a schedule for the development of the four extension areas, i.e. Areas 1, 107, 6 and 133A, for Members' reference so as to follow up in a timely manner.

VI. Question on enhancement of services and facilities of North Lantau Hospital to tie in with the development of Lantau Island
(Paper IDC 6/2021)

126. The Chairman said that the written reply of the Hospital Authority (HA) had been provided to Members for perusal.

127. Mr Eric KWOK briefly presented the question. He felt helpless that HA had not sent any representatives to the meeting to respond to the question, and hoped that HA would refer to the minutes of meeting and show concerns about the medical services in Tung Chung, particularly accident and emergency services. He said that apart from the complaint mentioned in the question, recently, a complaint was received from a resident whose family member experienced abscesses on the buttocks three weeks after admission to North Lantau Hospital (NLH) due to lack of proper removal of faeces over a prolonged period of time. Although HA stated in its written reply that it would monitor its operation and enhance communication with patients, he still urged HA to seriously follow up the matter after taking heed to Members' views. He said that the service provided by healthcare workers was always of high quality, so he hoped that the residents' perceptions towards healthcare workers would not be greatly affected by individual cases. Moreover, women, particularly pregnant women, in Yat Tung Estate and Mun Tung Estate always asked him why only gynaecology services but not obstetrics and gynaecology services was provided at NLH. He pointed out that HA had told IDC that obstetrics and gynaecology services were identified for priority implementation at NLH. Therefore, he hoped that HA would seek to deploy part of its resources out of the \$200 billion provision granted under the first 10-year Hospital Development Plan (HDP) to establish the Obstetrics and Gynaecology Department and provide related services such as baby care guidance at NLH.

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

- (a) He expressed disappointment at the written reply from HA, and hoped that the Secretariat would relay Members' views to HA. He pointed out that HA had deferred the development of NLH to the second 10-year HDP, which would not be implemented until 2026 to 2035. He was disappointed that the 320 beds reserved at NLH would only be available after 2030. He criticised the Government for making planning for Tung Chung, e.g. provision of hospital and markets, etc. after population growth, residents found that there was a shortage of facilities only after they had moved in, which caused inconvenience to them. He urged the Government to address the issue seriously.
- (b) He hoped that HA would develop NLH into a general hospital under the second 10-year HDP. He pointed out that some specialist outpatient services were not available at NLH at present, and some of the existing specialist outpatient services were not comprehensive. For example, a resident told him that after the medical consultation at the Paediatrics Department at NLH, he needed to go to the Princess Margaret Hospital for follow-up consultations. He hoped that the Government would improve the services of NLH as soon as possible or else it could hardly meet future healthcare needs amid population growth in Tung Chung.

129. Mr WONG Chun-yeung expressed his views as follows:

- (a) He was disappointed at the written reply of HA, and pointed out that from the footage on that day which could be retrieved from the closed-circuit televisions installed at NLH, HA could understand the situation and assess the staff's behaviour for follow-up action. He queried that HA asked the Members to provide case details for follow up without sending any staff to attend the meeting, and asked how it could obtain information from Members.
- (b) He considered that NLH had the least workload among the hospitals in Hong Kong. Every time he visited the accident and emergency department of the hospital, only few patients were found. He did not understand why the hospital could not send any representative to the meeting, but he understood that HA was fully engaged in tackling the epidemic and unable to send any representatives to the meeting.
- (c) He said that NLH did not send any representatives to the meeting to respond to Members' questions, which was contradictory to the claim stated in the written reply that it "would continue to closely monitor the operation of the department and enhance communication with patients". He opined that the hospital was not willing to solve the problem and adopted an indifferent attitude in handling complaints. He asked the Chairman to write to NLH to request an explanation to the residents.

In addition, he asked whether the hospital was willing to admit its fault after the patient had given consent and provided information.

130. Mr LEUNG Kwok-ho pointed out that the hospital clusters of the Islands District were fragmented, and said that the management of the St. John Hospital would regularly meet with the Member of Cheung Chau constituency, but it was learnt that there was no such arrangement for NLH. He suggested that the Members of Tung Chung should have regular meetings with NLH to enhance communication. He said that the complaint involved the privacy of the patient, it would not be appropriate to have an open discussion at the meeting, but discussion at a small meeting would be more appropriate. He considered that the hospital management staff, unlike frontline staff, should have the time to attend the meeting. HA had also sent representatives to the meeting before, therefore he asked the Chairman and the Secretariat to write to HA for follow-up action.

131. The Chairman said that he would ask the Secretariat to write to HA to convey Members' views, such as the development of the Obstetrics and Gynaecology Department, and the request to HA for follow-up action. He said that he had received a complaint about a medical incident a few months ago, the complainant had to produce information including name, identity card number, appointment slip and time of attendance. He had a meeting with the complainant and the social worker of the hospital to discuss whether the case was a medical incident and how it should be dealt with. Given that the complaint involved the privacy of the patient, it was not appropriate to have an open discussion on how to deal with the case at the meeting, he would write to HA for further follow-up action.

132. Mr Eric KWOK hoped that HA would show concerns about the administrative management and the service attitude of staff.

VII. Question on improving inter-departmental communication for efficient use of public fund and saving of resources
(Paper IDC 8/2021)

133. The Chairman welcomed Mr YUEN Kwok-keung, Senior Land Executive/Lantau (DLO/Islands), Ms Donna TAM, District Planning Officer/Sai Kung & Islands of PlanD, Ms Selina LEUNG, Senior Executive Officer (Planning)21 of LCSD and Ms HUI Shuk-yee, Engineer/Islands 2 of TD to the meeting to respond to the question. A consolidated written reply had been provided by LCSD and the Architectural Services Department while the written replies of TD, PlanD and DLO/Islands had also been provided to Members for perusal.

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

135. Ms HUI Shuk-yee added that TD was exploring the necessity of the proposal and studying its feasibility with relevant departments, and would consult relevant stakeholders on the feasible options.

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

- (a) Apart from providing a temporary car park, he asked if FEHD would consider building a temporary market to better utilise the idle site and benefit the residents of Yat Tung Estate, Mung Tung Estate and nearby villages.
- (b) Demolition of facilities for redevelopment would lead to a wastage of large amount of resources. While the department concerned stated in its written reply that renovation and reuse of some of the facilities would be considered, he found that some of the facilities in the venues in Mung Tung Estate and Yu Tai Court were demolished soon after renovation, thus leading to a wastage of resources. He was not clear about the operation of the department concerned. However, he hoped that the department concerned would consider the options of renovation or reuse before demolishing the facilities. He also asked other government departments if they had discussed the land use and future development of the site concerned. While construction of a roundabout in Area 6 was in progress, another department had been studying its relocation to another site for the construction of a commercial building, which was indeed a wastage of resources.
- (c) He thanked the District Officer for her assistance in retaining the three sets of facilities. He had enquired the Engineer of Islands District Office (IsDO) about the progress of the project, and was told that IsDO had to co-ordinate the matter with various departments such as TD, HyD and LCSD.
- (d) He asked if it was possible to relocate the existing facilities inside the site to other venues when demolition works were conducted in Area 107, so as to avoid double wastage of resources caused by the construction of the demolished facilities again. He reiterated that government departments should maintain communication during the project period with a view to saving resources.

137. Ms Winsy LAI said that she would reflect to FEHD's headquarters the proposal of building a temporary market in Area 107.

138. Ms Currie SIU said that LCSD would consider relocating the facilities to be demolished to other venues having regard to the condition of the facilities concerned and the needs of other venues by then.

139. Mr FONG Lung-fei said that the facilities concerned were brand new by the time of demolition, therefore he had contacted the staff of quite a number of departments and IsDO with a view to avoiding wastage of resources. Moreover, he hoped that government departments could take the initiative to contact other

departments or DC Members before demolishing the facilities, enquiring if any venues could receive the facilities concerned. He also hoped that the department concerned would respond to whether corresponding arrangement was in place.

VIII. Question on proposal of creating rooftop oasis/eco sky garden
(Paper IDC 9/2021)

140. The Chairman welcomed Mr WONG Chi-leung, Assistant District Social Welfare Officer (Central Western/Southern/Islands)2 of the Social Welfare Department (SWD) to the meeting to present the paper. The written reply of the Link Asset Management Limited (the Link) had been provided to Members for perusal.

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

142. Mr WONG Chi-leung responded that the issues raised in the question fell out of the service scope of SWD. Moreover, as the sites concerned were not welfare premises managed by SWD, the department could not take any follow-up action on the proposal. If the Link had planned to set up rooftop oasis or eco sky garden and wished to work in partnership with welfare service agencies (such as the provision of employment opportunities to the disabled), SWD could assist in liaising with relevant agencies.

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

- (a) He hoped that SWD would contact relevant agencies and pointed out that the Link adopted an open mind towards the three mentioned car parks under its management. The Link was willing to open the sites for such uses upon request of relevant agencies. Regarding the proposal concerned, he and the Link had contacted some non-governmental organisations, some of which would like to visit the site in Lok Fu. The Link said that they could make the arrangement and study how to apply the approach adopted at the site in Lok Fu to that in Yat Tung Estate. He invited Mr WONG Chi-leung to join the visit.
- (b) He supported the idea of putting space to good use. He quoted Yat Tung Estate as an example. Before the outbreak of the epidemic, some social workers would take a few suspected mental patients for a walk in the estate every week. He opined that the rooftop could serve as open space for them to walk around freely. At present, Yat Tung Estate did not have any suitable places for mental patients to take a walk.
- (c) At present, gathering at the rooftops was common among young people, and they might fight, smoke and even take drugs there. Given that part of Car Park No. 2 would be converted into an office of a social welfare agency, he suggested that SWD should discuss with the Link about

renting the area next to the office to build a rooftop garden so as to provide a greening area or teach how to grow plants.

144. Mr Eric KWOK expressed his views as follows:

- (a) Having served in Yat Tung Estate for 21 years, he said that according to HKPSG, some sports facilities, such as basketball courts, table tennis tables and children's playgrounds must be provided in recreation space. In the early days, there were few residents in Yat Tung Estate, problems had not yet arisen. However, in the recent ten years or so, he received complaints from time to time about people yelling, young night drifters, littering, defecating and urinating as well as setting fire on the rooftop, causing nuisances to the neighbourhood. He had complained repeatedly to the Link, HD and the Environmental Protection Department (EPD), but the problems had not been solved. He hoped that Ms Donna TAM, District Planning Officer, would discuss the with HD to advise against providing table tennis tables, basketball courts and children's playgrounds in car parks or on rooftops to prevent serious impact on the residents of the whole district.
- (b) Members had earlier complained to the Police Public Relations Branch about the noise problem on the rooftop of building blocks of Mun Tung Estate, pointing out that there were often cases of fighting, ball game playing, alcohol abuse, and even suspected drug abuse. Worse still, cigarette butts and syringes were discarded on the rooftop, which revealed the seriousness of the problem. Facilities such as basketball courts and volleyball courts were supposedly not be provided in public housing estates. Even if those facilities were provided, they should not be facing the bedrooms or living rooms of housing units. He had reflected the issue to IDC of the last term and hoped that Ms TAM would convey Members' views to HD to advise against providing table tennis tables or basketball courts in car parks or on rooftops. He was particularly concerned about the situation in Area 42, 46, 99 and 100 and worried that the problem would remain if HD continued to adopt the past design approach.

145. Mr WONG Chun-yeung said that the new airport project in Tung Chung could provide reference to other districts. In his view, it was inevitable that IDC was subject to many constraints in its work given that it was an advisory body only. The psychological development of the public would be adversely affected if there was a lack of greening areas in the living environment. Just now, Mr Eric KWOK had just mentioned that young people used table tennis tables, volleyball courts and climbing frames in the park at night. The reason was that the Government's district planning was constrained by its original set of guidelines, and under the Executive Council-led framework, no department was willing to take up the responsibility. He hoped that SWD would take the initiative to co-operate with HD and social welfare organisations to retain the green belts in Tseung Kwan O, Tin Shui Wai and Tung Chung, as well as

paving artificial turf on the rooftops and external walls of buildings within the statutory height restriction to increase oxygen supply. He believed that it would set off a greening trend in buildings.

146. Mr LEUNG Kwok-ho hoped that all government departments would adopt a down-to-earth approach in formulating new policies. The basketball courts and table tennis tables mentioned earlier should have no problems with their designs, but the noise generated from the normal use of those facilities had affected the residents nearby. He opined that instead of removing them, sound-proof facilities should be added as a remedy. Both PlanD and SWD should be pragmatic in policy formulation. It would not be desirable to remove the facilities once a complaint was received. He suggested to the departments that they should collect views from frontline staff when formulating policies, arrange site inspections and collaborate closely with IDC Members.

147. Mr WONG Chun-yeung made an analogy by saying that the public should not be forbidden to play mahjong just because some players cheated, or the public should not request the Government to remove chess tables just because of the street gambling activities of some elderly people.

148. Ms Amy YUNG said that there were young night drifters on the rooftops of buildings managed by HD and illegal acts might be committed. She noticed that there were four representatives from the Police but they had already left the meeting. She hoped that the Police would step up inspection efforts and make site visits to the rooftops of HD's properties for crime prevention.

149. Mr WONG Chi-leung responded as follows:

- (a) The main duties of social workers were to provide counselling services to individuals and families in need. Welfare service units were not familiar with creating rooftop oasis and eco sky garden. Nevertheless, SWD was ready to pass the proposal by the Link to the welfare agencies concerned if appropriate.
- (b) The Government Property Agency had laid down entitled floor areas of respective subvented social welfare service units. Creating rooftop oasis and eco sky garden would involve also tenancy and maintenance concerns. Nevertheless, should the matter not involving subvention, the Link could directly liaise with welfare service units while SWD could give advice as circumstances required.

150. Ms Donna TAM responded as follows:

- (a) PlanD was not responsible for the design of housing estates but would give advice on HD's design with a view to providing more greening and recreation facilities as far as practicable, so as to enhance the living environment and ensure that the public could use the recreation facilities conveniently. In case noise was generated at the locations where

recreation facilities were provided or from the use of those facilities, she opined that the noise nuisance caused to the residential area nearby could be controlled through effective management as well as design and planning such that the recreation facilities would be provided at proper locations.

- (b) The Government had set out green design guidelines for public housing estates, including greening at grade, podium greening, rooftop greening and greening on external walls of buildings to infuse more greening elements into new buildings, with a view to creating a more comfortable environment and improving air quality. The departments had all along been enhancing the work regarding greening in buildings.

151. Ms LEE Sin-man responded that the rooftops of the three car parks concerned in Yat Tung Estate fell under the purview of the Link instead of HD. The greening ratios of the newly completed public housing estates were quite high, which should have met the current aspiration for greening. Moreover, HD had carried out ongoing greening work after completion of housing estates. It was believed that the greening aspiration from the public had been duly addressed to.

152. Mr WONG Chun-yeung said that the Link was responsible for the management of the shopping malls in public housing estates, but as a matter of the lease conditions, it might cause embarrassment. For instance, in Fu Tung Estate and Yat Tung Estate, both HD and the Link or other contractors were the owners of the two housing estates. If residents reflected the problems directly to the HD or the Link instead of doing so through IDC Members, they would not receive proper response because of lease conditions. If a resident made a suggestion to the Link about creating a rooftop oasis, the Link might advise the resident to put forward the proposal to HD as well because HD was also an owner. He said that he had received similar responses in the past when he discussed issues related to the car park in Fu Tung Estate. He hoped that representatives from HD would respond to this issue.

153. Mr Eric KWOK expressed his views as follows:

- (a) He said that the problem of young night drifters in Yat Tung Estate had been prevalent for more than ten years. The young people yelled noisily, caused troubles after drinking alcohol, set fire, urinated and defecated in public places and were even suspected to abuse drugs in the basketball court, beside the table tennis tables and in the playground, causing disturbances to nearby residents seriously. The cause of the problem was completely due to planning mistake. He hoped that the relevant authorities would not repeat the same mistake. The problem of young night drifters was also found on the rooftops of the building blocks of the newly completed Mun Tung Estate and JoysMark, even affecting the residents of Wong Ka Wai Village. He queried whether the problem could be solved by merely improving management because he had reflected the problem to the Link, HD, EPD and the Police but to

little avail. He had held three meetings with the Neighbourhood Advice-Action Council in the last term of IDC but the problem of young night drifters had not yet been solved.

- (b) He opined that facilities should not be built on the rooftop. If there was a need to provide facilities for teenagers, the facilities should be facing the bathroom or kitchen but not the living room or bedroom of the flats. He hoped that District Planning Officer could advise HD on the design of the facilities.

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

- (a) He opined that addressing the problem through housing estate management was self-deluding. He suggested handing over the rooftop to social welfare organisations such as the New Life Psychiatric Rehabilitation Association, so as to allow discharged mental patients to carry out agricultural activities in order to help them recover, integrate into the community and become self-reliant.
- (b) He did not request the closure of the basketball court. The basketball court on the rooftop of Yat Tung Estate had already been dilapidated, actually not many people played basketball there. Therefore, he suggested converting the rooftop of Car Park No. 1 or 3 into a site for social welfare organisations to set up “mini-farmland” for special children or discharged mental patients to carry out agricultural activities and holding open days to sell their products, so that they could be self-reliant and integrate into the community. The resources of SWD could also be saved. He hoped that farmland or gardens could be provided on the rooftops of the building blocks of housing estates and priority of use would be given to social welfare organisations.

155. Ms LEE Sin-man responded as follows:

- (a) According to the registration documents at the Land Registry, the three ball courts were the properties owned and managed by the Link. If the Link planned to convert them into green belts, they could discuss the issue with HD.
- (b) Mr Eric KWOK had suggested in an IDC meeting earlier that future recreation facilities should not be provided opposite to residential blocks in new public housing estates. Regarding the provision of recreational facilities away from the residential blocks or housing estates, she said that the proposal would be conveyed to the officers in charge.
- (c) She also said that she would convey to relevant division of HD the suggestion made by Mr FONG Lung-fei about providing green belts on the rooftop.

156. The Chairman suggested concluding the discussion of this agenda item. Regarding the three rooftops mentioned, the Link responded that further study would be carried out, it was believed that a written reply would be provided after the completion of the study. He suggested that District Social Welfare Officer should contact social welfare organisations to study with the Link the possibility of providing “mini-farmland” in the open space on the rooftop for discharged mental patients to carry out farming activities. Regarding the future design of rooftops, HD said that it would discuss with relevant departments.

157. Ms WONG Chau-ping reminded relevant departments to handle rooftop design carefully and pointed out that visitors had thrown pebbles to nearby villages before, affecting areas as far away as Tung Chung Road and Mun Tung Estate.

158. Mr WONG Chi-leung responded that there were established requirements on the entitled floor areas of welfare premises and it was rather difficult to vacate space for the provision of green belts. However, if the Link would like to discuss the co-operation with welfare service units, SWD could help convey the message.

159. The Chairman said that it was already 4:12 p.m. but five agenda items had not yet been discussed. He asked the Secretary to arrange a follow-up meeting or request relevant departments to provide written replies for the remaining agenda items. He learnt that some Members wished to have a follow-up meeting while some others hoped to extend today’s meeting and said that the follow-up meeting could be held on 1 March. It was estimated that two hours would be required for the five agenda items. He provided two options for Members: (1) extending the meeting to 6:00 p.m.; or (2) discussing the remaining items at the follow-up meeting on 1 March which would take about two hours.

160. Mr LEUNG Kwok-ho enquired what action should be taken if the discussion of all agenda items had not been completed even after the meeting was extended to 6:00 p.m.

161. The Chairman said that even if the discussion of all agenda items had not been completed after the meeting was extended to 6:00 p.m., at most one to two agenda items would be outstanding, then it would not be appropriate to arrange a follow-up meeting, and IDC could ask relevant departments to provide written replies for the remaining agenda items. If necessary, Members could ask follow-up questions in writing. He said that the advantage of arranging a follow-up meeting was that there would be sufficient time for discussing each agenda item.

162. The Chairman asked Members to vote on the two options by a show of hands.

163. Members voted by a show of hands. There were two votes in favour of extending the meeting to 6:00 p.m., 13 votes in favour of holding a follow-up meeting on 1 March and two abstentions.

(Members voted in favour of extending the meeting to 6:00 p.m. included: Mr Sammy TSUI and Mr WONG Chun-yeung. Members voted in favour of a follow-up meeting on 1 March included: Mr CHOW Yuk-tong, Mr YUNG Chi-ming, Mr CHAN Lin-wai, Mr Ken WONG, Mr HO Chun-fai, Mr HO Siu-kei, Ms WONG Chau-ping, Ms Josephine TSANG, Mr Eric KWOK, Mr FONG Lung-fei, Ms LAU Shun-ting, Mr LEE Ka-ho and Mr LEUNG Kwok-ho. The Chairman Mr Randy YU and Ms Amy YUNG abstained. The Vice-Chairman Mr WONG Man-hon temporarily left the meeting.)

XIII. Up-to-date Financial Position on the Use of DC Funds
(Paper IDC 13/2021)

164. The Chairman asked Members to refer to the paper. As COVID-19 epidemic persisted, the Community Affairs, Culture and Recreation Committee Activities Working Group endorsed the cancellation of the following three events: “‘Show Time!’ Islands District Youth Musical Talent Show”, “Islands District Cantonese Opera Show in Celebration of the Lunar New Year” and “Islands District Council Presents: Golden Oldies Concert”. The cancellation notices were tabled. The Activities Working Group applied for reimbursement of the expenses incurred in preparation of the events, such as deposits for performance fees, publicity expenses, postal fees, etc. Members were asked to consider whether or not the applications would be endorsed. Members were asked to endorse the paper if they had no other comments.

165. Mr LEE Ka-ho enquired if the unspent funding could be put to good use by, for example, allocation to other committees or procurement of anti-epidemic items.

166. Mr WONG Chun-yeung said that the funding allocated to district minor works projects was \$56 million and the actual amount of spending was \$34 million. He enquired how to make good use of the remaining \$20 million of funding or so.

167. The Chairman said that the unspent funding for a certain financial year could no longer be used once the financial year had ended.

168. The Secretary added that next year’s funding would be available in the coming new financial year.

169. Mr LEUNG Kwok-ho said that about \$3.4 million was allocated in 2020-21 for employment of contract staff but the actual expenditure was about \$2 million with a balance of about \$1 million. After the staff cost from January to March was deducted, more than \$100 000 of the project fund was unspent. He suggested employing more part-time contract staff and raising the wages of contract staff.

170. The Secretary said that the wages of contract staff were determined by the Home Affairs Department (HAD). Part-time contract staff were mainly responsible for co-ordination of events, but their working hours were reduced due to the epidemic.

Given that there was only one month and a half left before the end of the financial year, it was rather difficult to make good use of the unspent funding.

171. The Chairman said that the financial year was coming to an end soon, and suggested that Members should assist contract staff in obtaining reasonable wages through other means.

172. Ms Amy YUNG suggested that the unspent funding should be used before the end of the financial year for anti-epidemic purpose.

173. The Chairman said that he had discussed with the District Officer about how to utilise the unspent funding. Given that the administrative procedure for allocating funding for the procurement of anti-epidemic items might not be completed before the end of the financial year, it was suggested that the funding should be used on anti-epidemic publicity.

174. Ms Amy YUNG enquired whether the use of funding was cash-based or accrual-based. She also enquired if it was possible to prepare the budget paper to allocate funding for an advance payment of the expenditure for the coming financial year.

175. The Chairman believed that Ms Amy YUNG referred to prepayment of the expenditure for the coming financial year (i.e. after April) with the existing funding.

176. The Secretary responded that the use of funding was based on the cash accounting system, therefore, prepayment was infeasible. When the financial year ended, all unspent DC funds would be clawed back.

177. Mr WONG Chun-yeung said that the meeting had been cancelled earlier due to the epidemic, Members were unable to discuss the use of funding. He enquired if the Chairman could exercise his discretion to deal with the remaining funding with flexibility.

178. Mr FONG Lung-fei enquired if there were simple minor works to be endorsed as soon as possible to make good use of the remaining funding.

179. The Chairman said that the use of public money should be regulated and it would be inappropriate to provide too much flexibility. He hoped that Members would show understanding.

180. Mr WONG Chun-yeung said that he did not request flexibility all the time.

181. The Chairman understood Mr WONG Chun-yeung's views but the Secretariat had already said that prepayment was infeasible. He would seek to look for other ways to deal with it.

182. Mr LEUNG Kwok-ho said that the studies of some of the ongoing projects were undertaken in 2008. He enquired whether the project funding was allocated in 2008 or the financial year of the commencement of works. He also enquired whether cross-year funding allocation was provided.

183. Ms Christy LEUNG said that funding allocation might not be necessary for the feasibility studies of some projects. Moreover, the funding guidelines for district minor works were different from those of community involvement projects.

184. Mr Sammy TSUI suggested that the unspent funding and the refunds arising from cancellation of events should be dealt with by means of paper circulation for procurement of anti-epidemic items, such as face masks and handrub. He believed that quotation process and receipt of goods could be completed before 31 March and payment would be made upon delivery of goods.

185. The Chairman considered that Mr Sammy TSUI's suggestion was feasible. He had also discussed with the District Officer the possibility of procurement of anti-epidemic items with the remaining funding before the end of the financial year. Although the procurement process was rather complicated which might not be completed before the end of the financial year, it was still worth a try. The procurement matter would be dealt with by way of paper circulation.

186. Mr WONG Chun-yeung said that the procurement of anti-epidemic items had been discussed at the IDC meeting in January 2020, and face masks were successfully procured within one month (in about 28 days). Based on this experience, together with the abundant supply of face masks at present, it was not infeasible to procure anti-epidemic items before the end of the financial year.

187. The Chairman noted Mr WONG Chun-yeung's views.

188. The Chairman asked Members to vote on the reimbursement of advance payment by a show of hands.

189. There were 13 votes in favour, none against and two abstentions. The paper was endorsed.

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

190. The Chairman asked Members to vote on the Up-to-date Financial Position on the Use of DC Funds by a show of hands.

191. There were 11 votes in favour, none against and four abstentions. The paper was endorsed.

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

(Mr YUNG Chi-ming left the meeting at around 4:25 p.m. and Mr CHOW Yuk-tong left the meeting at around 4:30 p.m.)

XIV. Nomination for representative(s) in public organisation

192. The Chairman said that the Secretariat had received a letter from the Women's Commission inviting nomination of a Member to be a "Gender Focal Point" to attend activities related to this year's International Women's Day. The invitation letter had been tabled for Members' reference.

193. The Chairman asked Members to consider and nominate candidates.

194. Ms Josephine TSANG nominated Ms LAU Shun-ting to be the "Gender Focal Point". The nomination was seconded by Ms WONG Chau-ping.

195. The Chairman asked Ms LAU Shun-ting if she was willing to accept the nomination.

196. Ms LAU Shun-ting said that she was willing to accept the nomination.

197. The Chairman asked Members to vote on the nomination of Ms LAU Shun-ting as the "Gender Focal Point" by a show of hands.

198. Members voted by a show of hands. There were nine votes in favour, one against and four abstentions. The nomination was endorsed.

(Members voted in favour included: the Chairman Mr Randy YU, Mr CHAN Lin-wai, Mr Ken WONG, Mr HO Chun-fai, Mr HO Siu-kei, Ms WONG Chau-ping, Ms Josephine TSANG, Mr FONG Lung-fei and Mr WONG Chun-yeung. Ms Amy YUNG voted against. Mr Sammy TSUI, Mr Eric KWOK, Mr LEE Ka-ho and Mr LEUNG Kwok-ho abstained. The Vice-chairman Mr WONG Man-hon left the meeting temporarily.)

199. The Chairman said that the Airport Authority Hong Kong (AAHK) had issued a paper on 4 February about the latest development of Hong Kong International

Airport's "Airport City" development project. If Members had any views on the paper, they could contact AAHK directly by telephone or email.

200. Mr LEE Ka-ho said that the subject of the paper was very important and should be discussed at meeting.

201. The Chairman said that the paper could not be included in this meeting due to late submission to IDC last Friday. However, if the discussion was deferred to the next IDC meeting, AAHK's schedule could not be met. In this connection, if Members had any views on the paper, they could contact AAHK directly.

202. The Chairman said that the follow-up meeting would be held on 1 March 2021 (Monday) at 2:00 p.m.

203. There being no other business, the meeting was adjourned at 4:40 p.m.

-END-