

(Translation)

Minutes of Meeting of Islands District Council

Date : 13 September 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, MH

Members

Mr CHOW Yuk-tong, SBS, MH
Mr YUNG Chi-ming, BBS, MH (Left at 12:50 p.m.)
Mr CHAN Lin-wai, MH
Mr WONG Hon-kuen, Ken
Mr HO Chun-fai
Mr HO Siu-kei (Arrived at around 10:35 a.m.)
Ms WONG Chau-ping
Ms TSANG Sau-ho, Josephine
Mr KWOK Ping, Eric
Mr TSUI Sang-hung, Sammy
Mr FONG Lung-fei
Ms LAU Shun-ting

Attendance by Invitation

Mr PANG Kwok-wai	Senior Engineer/Railway Schemes (9), Highways Department
Ms WONG Mung-sze	Engineer/Railway Schemes (14), Highways Department
Mr LEUNG Chui-choi, Dennis	Principal Regulatory Affairs Manager (Regulatory 13), Office of the Communications Authority
Mr YAN Man-chi, Robin	Property Service Manager/Service (Hong Kong Island & Islands)3, Housing Department
Mr HAU Chi-leung, Arnold	Property Service Manager/Service (Hong Kong Island & Islands)4, Housing Department
Mr CHEUNG Chi-hing	Senior Land Executive/Acquisition 2 (District Lands Office, Islands), Lands Department
Dr MAK Yiu-ming	Marine Conservation Officer (Advisory)1, Agriculture, Fisheries and Conservation Department

Ms Lesly LEUNG	Project Manager/Tung Chung Line Extension, MTR Corporation Limited
Mr W C FUNG	Liaison Manager, MTR Corporation Limited
Mr Henry MAN	Senior Corporate Communications Manager/Capital Works, MTR Corporation Limited
Ms Agnes CHOW	Community Relationship Manager, Link Asset Management Limited
Mr Ronald LAW	Senior Officer - Community Relations, Link Asset Management Limited
Ms Lydia PANG	Senior Manager, Ocean Conservation, World Wide Fund for Nature Hong Kong
Ms Doris WOO	Project Manager, Cetacean Conservation, World Wide Fund for Nature Hong Kong
Ms MAK Hei-man	Vice-chairman, Hong Kong Dolphin Conservation Society

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 WONG Ka-ming, Grace	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 LAM Wai-chuen, Eddie	Senior Engineer/17 (Lantau), Civil Engineering and Development Department
Mr SIU Yee-lin, Richard	Senior Town Planner/Islands 1, Planning Department
Ms YAN Lai-ming, Jenny	District Social Welfare Officer (Central Western/Southern/Islands), Social Welfare Department
Mr WONG Chung-wai	District Lands Officer/Islands (Acting)(District Lands Office, Islands), Lands Department
Mr TSANG Wai-man	Administrative Assistant/Lands (District Lands Office, Islands), Lands Department
Ms KWAN Ka-mun, Karen	Chief Transport Officer/Islands, Transport Department
Ms CHEUNG Hoi-yan	District Commander (Lantau District), Hong Kong Police Force
Mr WONG Yu-hang, Eddie	Deputy 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, Sammy	Police Community Relations Officer (Marine Port District), Hong Kong Police Force
Ms LAI Wing-sau, Winsy	District Environmental Hygiene Superintendent (Islands), Food and Environmental Hygiene Department
Ms LEE Sin-man	Chief Manager/Management (Hong Kong Island and Islands), Housing 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 Kennis CHAN

Senior Executive Officer (District Council),
Islands District Office

Absent with Apology

Mr WONG Chun-yeung



Welcoming Remarks

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

- (a) Mr LAM Wai-chuen, Eddie, Senior Engineer/17 (Lantau) of the Civil Engineering and Development Department who stood in for Mr WONG Kwok-fai, Alfred;
- (b) Mr SIU Yee-lin, Richard, Senior Town Planner/Islands 1 of the Planning Department who stood in for Ms TAM Yin-ping, Donna;
- (c) Mr WONG Chung-wai, District Lands Officer/Islands (Acting) (District Lands Office, Islands) of the Lands Department (LandsD) who stood in for Mr LING Ka-fai;
- (d) Mr WONG Yu-hang, Eddie, Deputy District Commander (Marine Port District) of the Hong Kong Police Force who stood in for Mr K JACOBS; and
- (e) Ms Kennis CHAN, Senior Executive Officer (District Council) of Islands District Office who succeeded Ms Dora CHENG as the Secretary of Islands District Council (IDC).

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

I. **Confirmation of the Minutes of Meeting held on 27 July 2021**

3. 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.

4. Members had no other amendment proposals. The minutes were confirmed unanimously.

(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 Ken WONG, Mr HO Chun-fai, Ms WONG Chau-ping, Ms Josephine TSANG, Mr Eric KWOK, Mr Sammy TSUI, Mr FONG Lung-fei and Ms LAU Shun-ting.)

II. Tung Chung Line Extension Project (Paper IDC 69/2021)

5. The Chairman welcomed Mr PANG Kwok-wai, Senior Engineer/Railway Schemes (9) and Ms WONG Mung-sze, Engineer/Railway Schemes (14) of the Highways Department (HyD), as well as Ms Lesly LEUNG, Project Manager/Tung Chung Line Extension, Mr W C FUNG, Liaison Manager and Mr Henry MAN, Senior Corporate Communications Manager/Capital Works of the MTR Corporation Limited (MTRCL), to the meeting to present the paper.

6. Mr PANG Kwok-wai and Ms Lesly LEUNG briefly presented the project.

7. Mr W C FUNG and Mr Henry MAN briefly presented the project with the aid of PowerPoint presentation respectively.

8. Mr Eric KWOK expressed his views as follows:

(a) He was glad to know that the Tung Chung Line (TCL) Extension project had officially been launched. The Government planned to construct a railway station in 2000 upon the completion of Yat Tung Estate. However, due to the outbreak of SARS in 2003, the then Chief Executive put the project on hold. He thanked the Transport and Housing Bureau and the MTRCL for restarting the project concerned.

(b) In July this year, he and Mr FONG Lung-fei had conducted an online and paper-based questionnaire survey in the district on the project concerned and received a total of 1 559 completed questionnaires, among which 164 were paper-based questionnaires. It can be seen that residents of Tung Chung were extremely concerned about the project, and they were longing for the commissioning of the line extension in or before 2029.

(c) There were six main highlights of the findings of the questionnaire survey and details were as follows: firstly, the naming of the railway station: 47.6% and 47.3% of the respondents suggested naming the station as Tung Chung West (TCW) Station and Yat Tung Station respectively. Secondly, the site selection for the railway station: 28.3% of the respondents opined that it would be more convenient if the station

could be located in the vicinity of Yat Tung Shopping Centre and Fuk Yat House. Thirdly, the entrance/exit of the railway station: 49% of the respondents suggested that the entrance/exit be located at Yat Tung Shopping Centre, 21.6% at Fuk Yat House, 37.8% at Mun Tung Estate, 53.7% at North Lantau Hospital and 38.8% at Yu Tai Court. Fourthly, feeder transport and facilities outside the station: 32.4% of the respondents suggested setting up a taxi stand, 65.9% suggested setting up a bus stop, 31.8% suggested providing parking spaces for bicycles, 34.5% proposed a pick-up and drop-off area for vehicles and 58.9% proposed a pick-up and drop-off area for minibuses. Fifthly, environmental protection facilities of the railway station: 61.2% of the respondents proposed the installation of a solar photovoltaic system, 59.5% proposed the provision of greening facilities on the roof of the railway station, 74.6% proposed the greening of the station's surrounding environment and 50.1% proposed the provision of recycling facilities. All these showed that the residents attached great importance to environmental protection. Lastly, in regard to the impact caused by the works concerned, 80.7% of the respondents were concerned about noise nuisance, 77.4% were concerned about the problem of dust, 38.3% were concerned about the entering and leaving of large vehicles, 18.5% were concerned about light pollution, 48.7% were concerned about works being carried out at late night, 24.1% were concerned about the gathering of workers, 61.1% were concerned about air pollution and 31.1% were concerned about the ecological environment.

9. Mr Sammy TSUI expressed his views as follows:
- (a) The residents of Tung Chung had all along been looking forward to the commissioning of TCL Extension, but some residents of Tung Chung North (TCN) were dissatisfied with the inadequate consultation carried out by the MTRCL. Since Ying Tung Estate, Caribbean Coast, Century Link and the Visionary would be close to Tung Chung East (TCE) Station, the residents of these housing estates also hoped to give their views on the design of the railway station to the MTRCL. He presumed that only residents of TCW had been consulted in the past and said that the feeder service to be provided at TCE Station in the present plan might not be convenient for residents of TCN. In this connection, he hoped that the MTRCL could conduct district consultation and improve the current plan to facilitate the use of MTR services by residents of TCN.
 - (b) An elevated footbridge had been proposed for the connection of TCE Station to the new housing estates. He proposed the construction of a footbridge at the same time to connect the station to the existing housing estates so as to encourage the residents to use railway services.

- (c) The project was targeted for completion in 2029, but new housing estates in the reclamation area would be completed in 2024 and this would cause a rapid increase in the population in the district. He was worried that the existing transport facilities would become overloaded and requested the Transport Department (TD) to provide new bus routes, but to no avail. Since TCE Station would only be an intermediate station of the existing TCL, he opined that there was no need to wait for the completion of TCW Station for commencement of services all together. In this connection, he suggested accelerating the works progress of the station concerned and commissioning the operation of the station first so as to cope with the pressing need of residents for transportation services when they moved into the new housing estates.

10. Mr FONG Lung-fei opined that the needs of the residents of Yat Tung Estate, Yu Tai Court and Mun Tung Estate should be taken into consideration when carrying out the TCL Extension project. He suggested constructing a railway station within 250 metres from the said housing estates for the convenience of residents. With the Government's development of Areas 42 and 46 in Shek Lau Po Village, there would be a population increase, so he hoped that the MTRCL would consider the traffic demand in the future. At present, the residents of Yat Tung Estate had to interchange at Tung Chung Town Centre with the MTR to access the urban areas. However, Bus Route No. 38 connecting to the town centre was always fully loaded during peak hours. Therefore, the residents' needs could not be met unless 20 to 30 bus trips were arranged for them every hour. He urged the MTRCL to carry out a proper planning for the TCL Extension project to avoid a shortfall in transport services and shorten the construction time so that the impact on the residents in the rural areas could be minimised.

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

- (a) She welcomed the commencement of the TCL Extension project but pointed out that the proposed alignment of the section from Tung Chung Crescent to TCW would pass by the burial ground in the vicinity of Shek Sze Shan with 500 to 1 000 graves. The villagers of Tung Chung Heung were worried that the vibration and noise generated by the works would show disrespect to their ancestors and affect "feng shui". Thus, she hoped that the MTRCL could set up a task force to allay the concern of the villagers.
- (b) The alignment would pass via Ma Wan Chung Village after Shek Sze Shan. The buildings in Ma Wan Chung Village had been constructed for years but enhancement works had not been carried out since 1997. She was worried that the construction works to be carried out in the village might affect the structural safety of the buildings, which were in lack of foundation and constructed with poor materials. She believed that the MTRCL had learnt about the situation from the villagers, and advised the MTRCL to help the villagers carry out inspection of the

building structure before works commencement to make sure that the buildings would not be affected by the works.

- (c) The proposed TCW Station would be located next to Yat Tung Estate. Nevertheless, in view of the great number of residents of Mun Tung Estate, the completion of six new buildings in the future as well as a new building each in Areas 42 and 46, she suggested the MTRCL to provide a railway station entrance/exit at Mun Tung Estate for the convenience of the residents of the housing estate and the 19 villages nearby. She also suggested that entrances/exits be provided in the vicinity of Yu Tai Court, Pa Mei Tsuen and Ma Wan New Village so that the residents would not have to walk for 15 to 20 minutes to the entrance/exit next to Yat Tung Estate.
- (d) Tung Chung Heung old villages were located outside Mun Tung Estate and Yat Tung Estate. Villagers would take more than half an hour to walk to TCW Station, or they could ride a bicycle instead, but they might not be able to park their bicycles because of the shortage of parking spaces. She urged the MTRCL to carry out a proper planning of the bicycle parking spaces at the station and arrange free feeder service. In conclusion, she hoped that the MTRCL could minimise the impact of the construction works on the residents and villagers of Tung Chung as far as possible.

12. Mr WONG Man-hon welcomed the TCL Extension project. Nonetheless, the entrance/exit of TCE Station was far away from the three remote villages in Mui Wo, which failed to benefit the villagers there. He was discontented that their needs were always neglected in new development projects. For example, the Government had not improved the emergency access of villages in the planning of road improvement. He was pleased that the representatives of the MTRCL had visited the remote villages to listen to the views of the villagers. He also said that the culture of the villages should be taken into consideration before the commencement of construction works. The construction works should also be beneficial to all the residents of Tung Chung, including the villagers of the remote villages, and that integration between the urban and rural areas could be promoted. Regarding the TCW Extension, he suggested setting up an interchange with vehicle parking spaces and also offering interchange concessions for the convenience of the villagers in using the railway services.

13. Mr HO Chun-fai said that the residents of Lantau Island were pleased to see the commencement of the TCL Extension project and would make their best efforts to facilitate the construction works. He considered that bicycle parking spaces should not be set up at Yat Tung Estate only. The traffic of both Yat Tung Estate and Fu Tung Estate was busy during holidays. A large number of members of the public lined up for public transport and there was also a shortage of parking spaces. He suggested providing a railway entrance/exit as well as vehicle and bicycle parking spaces at Mun Tung Estate to divert the traffic flow.

14. Mr Henry MAN made a consolidated response as follows:
- (a) He expressed that the TCL Extension was a railway line serving the local district and the MTRCL would definitely maintain close communication with local residents throughout the planning, design and construction stages to address their concerns. He thanked Mr Eric KWOK for preparing a survey report on the residents' views and Ms WONG Chau-ping for serving as a bridge of communication between the MTRCL and villagers and relaying the villagers' concerns.
 - (b) The MTRCL would consider providing the station entrances/exits at locations of high pedestrian flow so as to complement the at-grade pedestrian network and the ancillary facilities, which would enable the residents to have direct access to and from the station and the at-grade facilities, and make preparation for future population growth and the station evacuation arrangement. Regarding the suggestion of providing the station entrances/exits at Shek Lau Po Village and Mun Tung Estate, he would reflect the views of Members to the design team. When identifying the locations of station entrances/exits, the MTRCL would definitely maintain close communication with the community with a view to facilitating access of the residents and meeting the needs of future community development.
 - (c) Regarding the bicycle parking spaces at TCW Station as well as the vehicle parking spaces just proposed by a Member, he would relay the suggestions to the design team for consideration, in the hope that the design concerned could complement the features of Tung Chung District and provide convenience to the residents going to and from MTR station by bicycle.
 - (d) The Government invited the MTRCL in April 2020 to be in charge of the project design, and the MTRCL commissioned a consultant to commence the project design in June 2020. The railway project would involve a series of preliminary work, which included detailed planning and design, public consultation, site investigation and legal procedures such as submission of reports under the Environmental Impact Assessment Ordinance. The MTRCL would therefore try its best to complete the preliminary work as soon as possible for gazettal of the project by the end of this year. Upon approval of the railway scheme by the Government, the MTRCL would commence the railway works as soon as possible and the works were expected to be completed in 2029.
 - (e) The MTRCL had not yet decided the station name as the naming involved many considerations such as representativeness, geographic location, district features and community views. Usually, the station

name would only be finalised before the station was put into operation. He thanked Mr Eric KWOK for relaying the residents' views.

- (f) In response to the comment of Mr Sammy TSUI that the MTRCL had not consulted the residents of TCN and Ying Tung Estate on the project and his concern over the rapid population growth in TCN in 2024, the MTRCL was holding briefings and talks for the residents. He understood the needs of the residents of TCN for connectivity facilities at TCE Station and would exchange views with the residents during the briefings. He would also convey to the design team the residents' views on station design such as the inclusion of environmental protection elements and the like.
- (g) He understood the concern of the rural villagers of Tung Chung about "feng shui" and would endeavour to address their worries. He asked Ms WONG Chau-ping to continue to serve as the bridge between the MTRCL and the villagers to facilitate communication. The village houses in Ma Wan Chung Village were built years ago with relatively shallow foundation. He understood that the villagers might have concerns over project technology. In this connection, he invited Mr W C FUNG to give further information.

15. Mr W C FUNG said that the works for TCW Section would not affect the buildings of Ma Wan Chung Village. The buildings of Ma Wan Chung Village and the conditions of underground strata would be taken into account in the planning of the construction of tunnel. In the past year, the MTRCL had conducted the soil investigation works for the TCL Extension project. Drilling works for the tunnel at TCW (Ma Wan Chung Section) would be carried out within the rock layer of the seabed at some ten metres below the sea level. Tunnel boring machines would be used for the construction of the tunnel, and the construction works would not affect the buildings in the vicinity of Ma Wan Chung Village and Yat Tung Estate. He mentioned that when the Kowloon Southern Link project used the tunnel boring machines to pass through the underground strata of the former Marine Police Headquarters and the Hong Kong Cultural Centre, there was no impact on these structures. In addition, the MTRCL had met with relevant stakeholders and would expedite the investigation of the building conditions to let residents understand the building conditions and assist the design team to minimise the impact of the construction works.

16. Mr Eric KWOK expressed his views as follows:

- (a) He said that the population of TCE and TCW would increase substantially in the coming few years, particularly in 2025 and 2026. If the new public housing estates, Home Ownership Scheme estates and railway in Tung Chung were not completed concurrently, there would be a bottleneck in the external traffic for Tung Chung. He learnt from the newspaper that Mr Henry CHEUNG, a former council member of the Hong Kong Institution of Engineers and the Chairman of the

Association of Hong Kong Railway Transport Professional, had said that according to the information disclosed so far, the construction period for the railway would be around five years, which was longer than that of the projects with similar design in the Mainland and Singapore. He hoped that the MTRCL could shorten the time for construction.

- (b) The Tung Chung New Town Extension covered TCE and TCW. According to the paper submitted to IDC by the Housing Department (HD), there would be four development areas in TCE, namely Areas 99, 100, 103 and 109 opposite to Ying Tung Estate with 12 600 units in total for intake of 38 800 residents. It was estimated that the intake of residents would commence concurrently in 2024 and 2026 in phases. As for TCW, there would be three development areas, namely Phase I of Area 23 next to Ying Tung Estate, Area 42 at the back of Mun Tung Estate and Area 46 in Shek Mun Kap. A total of 8 100 units would be provided for 25 000 residents and the intake of residents was expected to commence in 2027 and 2028. From 2025 to 2029, it was estimated that the population in Tung Chung would increase from the current 120 000 to more than 200 000, including the new residents and the new population in Siu Ho Wan of about 40 000. The railway extension would be completed in 2029 and open to traffic in 2030 at the earliest, which was not desirable. The new public housing estates, Home Ownership Scheme estates and railway in Tung Chung should be completed concurrently to avoid excessive traffic load.
- (c) The external traffic for Tung Chung had been overloaded, and TCL had been packed with passengers during peak hours. Calculated on the basis of four passengers per square metre, the patronage of Olympic Station and Kowloon Station of TCL had reached 94% during morning peak hours in the first half of 2019. He estimated that the existing patronage had already reached 99% and therefore the carrying capacity of TCL could not be increased significantly.
- (d) As far as he understood, due to the limitation of the signalling system of TCL, trains of the Airport Express Line should wait for the departure of the trains of TCL before entering Kowloon Station, Tsing Yi Station and Olympic Station, which made it impossible to further increase the frequency of trains to ease passenger flow. At present, the problem could only be solved by upgrading the signalling system.
- (e) He said that the bus terminus at Citygate had been overloaded and there was no capacity for increasing the service frequency of buses to Tung Chung MTR Station. No matter it was Route No. S1 to the airport, Route No. 38 to Yat Tung Estate, Route Nos. 39M and 37 to Mun Tung Estate or Route Nos. 11 and 3M to Discovery Bay, there were often long queues, and the queues were extended to Exit B of Tung Chung MTR Station from time to time. If there was a surge in population starting

from 2025, the bus terminus at Citygate would have no capacity to accommodate a feeder bus stop, and Tat Tung Road had been overloaded currently. The MTRCL should consider advancing the completion of the TCL Extension project. He hoped that the project could be completed in 2026 and open to traffic in 2028.

17. Ms WONG Chau-ping was pleased to learn that the MTRCL had attached great importance to “feng shui” in the rural areas and hoped that the MTRCL would establish a task force to follow up the preparation for the works in Ma Wan Chung Village and its impact on the buildings in the said village, and to discuss the compensation package. The piling works for Yu Tai Court in Tung Chung in the past had caused cracks to the village houses nearby, but the residents had not been compensated for the damages. The villagers of Tung Chung were therefore very worried. She said that the villages in the vicinity of Tung Chung were built on hillsides, and it would take 20 to 30 minutes for the villagers to walk to the MTR station and they had to use bicycles as a mode of transport. For example, there was no means of transport from San Tau Village to the MTR station, it would take 30 to 40 minutes to walk there, but it would take only five to ten minutes by cycling. Therefore, the provision of bicycle parking spaces was necessary.

18. Mr Henry MAN gave a consolidated response as follows:

- (a) In respect of the works schedule, as mentioned earlier, the MTRCL had to, in the first instance, handle a series of preliminary work. As to the implementation of the new railway project, the works would inevitably affect the residents. Therefore, the MTRCL would enhance communication with the community to allay the concerns of residents with a view to carrying out the project as scheduled. Apart from relying on Members as a bridge of communication, the MTRCL also planned to set up an information centre in TCW for residents to express their views.
- (b) With regard to the need of the residents in TCW for the provision of appropriate ancillary transport services as mentioned by Mr Eric KWOK in response to the population increase, the MTRCL planned to upgrade the signalling systems of TCL and the seven urban lines to increase the carrying capacity by 10%. Besides, the Airport Railway Extended Overrun Tunnel would be constructed in Central so as to increase the capacity and frequency of trains. The design team would closely monitor the passenger growth and cater for the needs in the design.
- (c) In respect of “feng shui” in the rural areas, the MTRCL would maintain communication with residents through the Rural Committee (RC). As for the conditions of the buildings in Ma Wan Chung Village, he promised that the team would address the concerns of the villagers and maintain communication with the villagers, the village representatives, and RC.

19. Mr W C FUNG gave a consolidated response as follows:

- (a) The tunnel of TCW Section just mentioned would pass through the rock strata deep below ground and the use of the tunnel boring machines was a construction method that minimised the disruption to the surrounding structures and the environment. The MTRCL would also conduct building condition surveys to assess the condition of the buildings and the impacts on structures with the use of tunnel boring machines for drilling and excavation. The assessment results would be set out in the tender documents for the reference of contractors so as to select the most suitable tunnel boring machines. During the tunnelling process, the MTRCL would also conduct real-time monitoring to detect if there were abnormalities in buildings and underground public utilities. The MTRCL understood that not all residents would browse the website of the virtual information centre with mobile phones, so it planned to set up a physical information centre in TCW to strengthen communication and make swift response to the concerns and views of the residents.
- (b) Mr Eric KWOK had just expressed his hope that the works could be completed as soon as possible. The most critical part of the TCL Extension project was the re-alignment of the existing 1.2-kilometre long railway track of TCE section, which could only be carried out during non-traffic hours at night. The MTRCL would study the extension of non-traffic hours for the re-alignment of the railway track and advance the work processes. As for TCW section, the most critical part was to construct a tunnel in the rock strata far below ground with the use of the tunnel boring machines. Hence, TCW Station would be located deep underground, and the traffic load on Yu Tung Road caused by the large amount of excavation works next to Yat Tung Estate would also need to be taken into account. The works at the current stage had been described earlier. If there was any important progress made in the project study, the MTRCL would submit the information to IDC for reference, report on any impacts on the residents, and exchange views on the works progress.

20. The Chairman expressed his views and concluded as follows:

- (a) A large number of residents would move into the district before the completion of the TCL Extension project in 2029. He believed that public transport interchanges and bus stops would be available in large housing estates, and hoped that TD would coordinate the planning of the transportation in the vicinity of TCE Station and TCW Station in the future, and report to IDC in due course on whether MTR feeder bus service would be arranged to carry residents to the MTR station or Bus Route No. 38 would be arranged to operate between the MTR station and Yat Tung Estate. He believed that the interchange concessions

offered by MTR feeder bus service would be more appealing to the residents. He hoped that TD, HyD and the MTRCL would review the planning of ancillary transport facilities in Tung Chung for the coming eight years in due course.

- (b) He thanked the MTRCL for showing its concern over the housing conditions of Ma Wan Chung Village and appreciated that the MTRCL had sent engineer immediately to inspect the structure of the buildings upon receiving the comments of the residents. As for the century-old ancestral graves in the burial ground of Shek Sze Shan, he hoped that the MTRCL could address the concerns about “feng shui” appropriately before commencing the works.
- (c) He hoped that the MTRCL would consider how to provide convenience to the villagers of Tung Chung Heung old villages in accessing the entrances/exits of the new station and consider the provision of bicycle parking spaces at the station.

(Mr HO Siu-kei joined the meeting at around 10:35 a.m.)

III. Question on poor mobile signal reception at Mun Tung Estate Market and certain estate building floors
(Paper IDC 70/2021)

21. The Chairman welcomed Mr LEUNG Chui-choi, Dennis, Principal Regulatory Affairs Manager (Regulatory 13) of the Office of the Communications Authority (OFCA) and Mr HAU Chi-leung, Arnold, Property Service Manager/Service (Hong Kong Island & Islands)⁴ of HD to the meeting to respond to the question.

22. Mr Eric KWOK briefly presented the question.

23. Mr Dennis LEUNG gave a consolidated response as follows:

- (a) The mobile telecommunications market in Hong Kong had been open to competition all along. There was no condition under the existing telecommunications licences requiring mobile network operators (operators) to provide mobile network coverage at specific locations. When choosing the location to establish a mobile network base station (base station), the operator would in general take into account various factors, including technical factors (such as whether antennae and equipment could be installed at the location concerned), business costs, whether consent of the responsible person of the premises could be obtained and the views of nearby residents. OFCA had been encouraging the operators to keep abreast of market developments and respond actively to the customers’ needs to further improve their mobile network coverage.

- (b) In October last year, OFCA conducted an on-site measurement on the mobile network coverage at Mun Tung Estate Market at the request of Mr Eric KWOK. The four local operators were later informed of the measurement results and were urged to adopt measures to improve the network coverage at the location concerned. In September this year, OFCA conveyed the comments of Members to the four operators again and made further enquiries. An operator said that the works for establishing a base station at Mun Tung Estate Market had recently been completed to improve the network coverage there. In addition, all operators said that they planned to establish base stations at different locations in Mun Tung Estate so as to enhance the network coverage on building floors, as well as the market and nearby areas. The applications had been submitted to HD and were being processed.
- (c) Regarding radiation safety, to ensure the radiation safety of radio equipment, OFCA adopted the radiation safety standards recommended by the International Commission on Non-Ionizing Radiation Protection when vetting the applications for the use of the base stations from operators. Such safety standards were also recognised by the World Health Organization. In order to enhance public understanding of radiation safety of base stations, OFCA had produced announcements in the public interest for broadcasting on television and radio, and had set up a thematic webpage to provide relevant information. If members of the public had concerns about non-ionizing radiation generated by base stations, they might call the OFCA hotline at 2961 6648 for enquiries.

24. Mr Arnold HAU gave a consolidated response as follows:

- (a) The public housing estates under the purview of the Housing Authority (HA) would provide space for operators to install radio base stations in order to provide telecommunications services to residents and the neighbourhood community.
- (b) HD had received applications from operators for installation of radio base stations in Mun Wo House, Mun Shun House and Mun Hong House in Mun Tung Estate as well as the JoysMark Shopping Centre, and was vetting the applications according to its established procedures. HD had approved the application for installation of a radio base station in the JoysMark Shopping Centre which was expected to commence operation in December this year. HD would continue to liaise with operators to handle the remaining applications.
- (c) Should individual households had any enquiries on the installation of radio base stations, they could contact estate offices for assistance. HD would refer the enquiries to OFCA when necessary. Residents could also call the OFCA hotline directly for enquiries. OFCA would, at the

request of the public, deploy officers to measure the electromagnetic radiation levels and explain to the residents the measurement results. He said that HD had joined with IDC members for the measurement of radiation levels in Ying Tung Estate before so as to ease public concerns.

25. Mr Eric KWOK asked HD to provide him with the information on the applications for installation of radio base stations from operators and the installed radio base stations for residents' reference.

26. Mr Arnold HAU said that supplementary information could be provided to Members after the meeting.

IV. Question on proposed optimal utilisation of vacant carpark storeys in Yat Tung Estate (Paper IDC 71/2021)

27. The Chairman welcomed Ms YAN Lai-ming, Jenny, District Social Welfare Officer (Central Western/Southern/Islands) of the Social Welfare Department (SWD), Mr YAN Man-chi, Robin, Property Service Manager/Service (Hong Kong Island & Islands)³ of HD, Ms Agnes CHOW, Community Relationship Manager and Mr Ronald LAW, Senior Officer - Community Relations of the Link Asset Management Limited (Link) to the meeting to respond to the question.

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

29. Mr Ronald LAW said that the three car parks in Yat Tung Estate provided a total of 1 753 private car parking spaces and 67 motorcycle parking spaces for use by Yat Tung Estate's residents and visitors. The use and number of parking spaces had to comply with the lease conditions and relevant legislation. If the existing land use was to be changed, an application had to be submitted to relevant Government departments to obtain permission. The Link noted Mr FONG Lung-fei's proposal of changing the use of the carpark storeys and remained open-minded on the proposal. If the Government or any non-governmental organisations wished to provide social welfare services in that location, the Link was happy to discuss and study the matter.

30. Mr Robin YAN said that in response to part three of the question, HD had to pool its resources on performing its key responsibility of the provision of public housing. Therefore, there was no plan to acquire or rent properties of the Link for relevant purposes at this stage. HD regularly received comments on the use of facilities in the district from members of the Estate Management Advisory Committee and the local community, including IDC Members and residents. HD would proactively communicate with relevant departments and organisations such that they would have a more comprehensive grasp of local needs.

31. Ms Jenny YAN made a consolidated response as follows:

(a) Regarding the elderly services in Tung Chung, there were integrated

services centres operated by the Neighbourhood Advice-Action Council (NAAC) and Sheng Kung Hui respectively in the district. SWD had already secured sufficient venues for the organisations, and would provide necessary elderly services based on the population ratio in the district. If more premises were required for the provision of services and if resources permitted, the SWD was happy to offer support.

- (b) In respect of the issue of young drifters in the district, SWD not only provided integrated youth services based on the population ratio, but also set up day and night outreach teams as appropriate, including the outreach teams for ethnic minorities set up recently.
- (c) The NAAC provided gathering venues for young people at various places in the district. SWD had cooperated with the Leisure and Cultural Services Department (LCSD) previously to open sports centres in late hours for young night drifters. However, the arrangement had been suspended due to the epidemic. SWD would follow up on the matter.

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

- (a) Although small in area, TCW had a population of about half of the total population of Tung Chung since its development in 2000 up to 2015. Nonetheless, the basic facilities in Tung Chung such as swimming pool, public library, etc. were mostly located in Tung Chung South and TCN. For example, Tung Chung North Park was mainly surrounded by private residences which were already fully equipped with facilities. Therefore, the residents did not have to use the facilities in Tung Chung North Park. In comparison, there was a severe lack of facilities in TCW.
- (b) At present, the shortage of motorcycle parking spaces in Yat Tung Estate was a pressing issue. There were more than 60 applicants on the waiting list for motorcycle parking spaces. Some areas outside the housing estate, and even some village areas were occupied for illegal parking. Nevertheless, the Link had left the upper storeys of three car parks vacant, and enclosed some of the parking spaces for goods vehicles on the ground floor of the car parks with chains. Under the epidemic, the number of motorcycle food delivery couriers increased drastically. Most of them were low-income earners and their average daily income was only \$600 to \$700. However, they were issued with fixed penalty tickets for illegal parking and the estate offices might even lock up the illegally parked motorcycles. He asked for additional motorcycle parking spaces in the car park at Yu Tung Road. One year later, TD had increased the number of motorcycle parking spaces by 30 but there were still more than 80 motorcycles without parking spaces at present. There was a large vacant site next to the car park, which was expected

to provide more than 50 motorcycle parking spaces. He had already put forward the suggestion to TD. Although TD had promised to handle the matter as soon as possible, they said that it would take around one year for processing. He enquired whether TD or the District Lands Office, Islands (DLO/Is) could provide temporary parking spaces to prevent motorcycle owners from being ticketed for illegal parking.

- (c) Young people had gathered at vacant carpark storeys at night time. There had once been a case in which glass bottles were thrown from a car park onto the street, alerting the Police. He enquired whether SWD would consider making use of the vacant carpark storeys to provide youth or elderly services, such as setting up bumper car areas to provide amusement venues for young people. He also enquired whether the proposal would involve rezoning. The SWD office on the second floor of the Yat Tung Shopping Centre was formerly known as the Tung Chung Safe and Healthy City Community Library. In the past, when the weather was extremely hot, a lot of elders visited the said library to enjoy air-conditioning on hot days, so as to reduce household electricity expenses, but now they could only hang out. He advised SWD to provide temporary sitting-out areas for the elderly. He also pointed out that there were already 2 000 to 3 000 elderly persons in Kui Yat House alone. The existing neighbourhood elderly centre could hardly accommodate the elderly and the demand far outweighed the service capacity.

33. Mr Eric KWOK expressed his views as follows:

- (a) Mr FONG Lung-fei mentioned just then that he had requested TD to provide additional motorcycle parking spaces. In fact, the issue had been discussed for over four years. The Government should show more care to the grassroots, and also provide leisure facilities for the elderly. While residents repeatedly complained that elderly people were wandering around or gambling in the housing estate, he attributed the cause of the problem to the lack of planning for elderly facilities in the housing estate, and opined that SWD had not addressed the problem in a serious manner. Every time SWD would simply respond that service centres were operated by the NAAC in the district. Nonetheless, based on his observation, the number of users of the service centres was few and most of them were women while elderly men wandered on the streets or gathered and gambled under footbridges.
- (b) There was a serious shortage of child care service in the district. The total number of residents of Mun Tung Estate, Yu Tai Court, TCE and TCW would reach 100 000. Due to the lack of child care service, working residents had no choice but to refrain from giving birth, resulting in low fertility rate. At present, there was only one service centre set up by the New Life Psychiatric Rehabilitation Association in

the district, which was located in Fuk Yat House. The association frequently told him that they did not have enough space to expand their services.

- (c) Some residents complained that there were teenagers yelling, setting fire, excreting and taking drugs on rooftops. He considered that those problems arose because of a lack of youth activity centres in the district. If the service centres operated by the NAAC were able to serve their functions, the problems would not have persisted for years. The Link had said that they adopted an open attitude towards the renting of carpark storeys by government departments. He had also suggested to the Food and Health Bureau (FHB) at the last meeting that the area concerned could be rented to set up a district health centre express. However, the FHB said that they would not consider the suggestion and could not propose a specific site. Thus, he hoped that the FHB could handle the problem as soon as possible.

34. Ms Jenny YAN made a consolidated response as follows:

- (a) SWD would set up elderly centres based on the local population. The NAAC had set up an integrated services centre in Yat Tung Estate, including a district elderly community centre at Yat Tung Estate Car Park No.1 open for all elders. Besides, other elderly services were also provided in the district. She agreed that elderly men seldom took the initiative to use the services offered by the centre. Thus, SWD had also subsidised various community service organisations to implement a range of partnership programmes to address the needs of the elderly in respect of mental health and other services according to the situation of the district.
- (b) Regarding the issue of young drifters, SWD had provided outreach services. Youth outreach service and overnight outreach service for Yat Tung Estate were provided by the Hong Kong Young Women's Christian Association and the NAAC respectively. The organisations would reach out to the teenagers during different time periods to provide counselling and support for them, and also advise them to observe the law. SWD had also provided venues for young people to use at night time to facilitate the delivery of services. This could also prevent them from causing nuisance to the residents.
- (c) SWD was concerned about the shortage of service premises for the integrated community centre for mental wellness in the district. They had set up additional service points recently and would continue to pay close attention to the situation. Moreover, as mentioned in the 2020 Policy Address, 5% of the area of future subsidised housing projects would be set aside for social welfare purposes. It was believed that this initiative could help solve the problem of shortage of premises.

35. Mr Ronald LAW said that the Link was aware of the utilisation rates of parking spaces on higher storeys of the three car parks. Although rezoning might involve modification of the lease concerned, and should be in compliance with the requirements of various government departments, the Link was pleased to discuss and study the issue with non-governmental organisations. Since the Link was a private enterprise instead of a service provider, it had to first learn about whether any non-governmental organisation had an intention to provide the service at the proposed location. In addition, the Link would maintain communication with government departments and Members regarding the proposal. He asked government departments or Members to inform him if they learnt that any non-governmental organisation had an intention to establish a service unit at the proposed location.

36. The Chairman suggested giving more time to SWD for understanding the situation. At least Members had noted at this meeting that the Link adopted an open mind towards the proposal and it was even willing to modify the lease concerned if the situation warranted. According to the District Council Standing Orders, no further discussion on the same subject matter shall be proposed within six months. He suggested that the two Members take the initiative to contact SWD for reviewing the situation and then discuss how to make optimal use of the space with relevant non-governmental organisations and the Link. The matter could be put up for discussion six months later if necessary.

37. Mr FONG Lung-fei said that TD and DLO/Is had not responded to the question regarding the temporary car park. The former site of the SWD office had been vacant for two years already, but the application for operating a community centre for ethnic minorities had been rejected. He hoped that the department would give a response regarding the use of the office site. He also asked the department to respond to the question about the measures against the shortage of motorcycle parking spaces.

38. Ms KWAN Ka-mun, Karen said that regarding motorcycle parking spaces, she would contact the relevant division of the department for follow-up action.

39. Ms Jenny YAN said that there was designated use of the former site of the SWD office at Chau Yat House, and the arrangements for the use of premises had been underway.

V. Question on implementation of the submarine cable works of the Shek Kwu Chau incinerator during the peak season of finless porpoise occurrence
(Paper IDC 72/2021)

40. The Chairman welcomed Mr CHEUNG Chi-hing, Senior Land Executive/Acquisition 2 (DLO/Is) of LandsD, Dr MAK Yiu-ming, Marine Conservation Officer (Advisory)¹ of the Agriculture, Fisheries and Conservation Department (AFCD), Ms Lydia PANG, Senior Manager, Ocean Conservation, Ms Doris WOO, Project Manager, Cetacean Conservation of the World Wide Fund for

Nature Hong Kong (WWF) and Ms MAK Hei-man, Vice-chairman of the Hong Kong Dolphin Conservation Society (HKDCS) to the meeting to respond to the question. The written replies of LandsD, the Environmental Protection Department (EPD) and the CLP Power Hong Kong Limited (CLP) had been provided to Members for perusal.

41. Mr Eric KWOK briefly presented the question.

42. Dr MAK Yiu-ming said that the mitigation measures for the cable works were undertaken by CLP. In the written reply of CLP, a series of mitigation measures had been mentioned, including the setting up of an exclusion zone within a radius of 250 metres from the waters of the works areas. Staff would also be sent to the exclusion zone for observation during the works period, and the works would be suspended immediately should there be finless porpoise occurrence. Since observation could hardly be made at night, the works would only be carried out by CLP in daytime. In addition, considering that the operation of vessels might cause disturbance to finless porpoises, CLP had implemented operating rules for works vessels to restrict their navigation area, route and speed up to a maximum of ten knots. CLP would also formulate a water quality monitoring scheme and divers would be required to work within a silt curtain enclosed area for the cable works at near-shore areas.

43. Ms Doris WOO thanked AFCD for its response. She said that the environmental monitoring and audit staff employed by the project developer had conducted underwater sound and theodolite tracking studies. The results showed that since the works commencement, the sighting frequency of finless porpoises in Shek Kwu Chau decreased. Despite the implementation of immediate measures, both the monthly and quarterly reports showed an ongoing decline in the sighting frequency of finless porpoises. She was discontented that the project developer had neither implemented mitigation measures timely to further reduce the impacts caused by the works nor monitored the changes in behavioral pattern of the finless porpoises during the works period, such as whether the foraging behaviour was reduced. Finless porpoises were rather sensitive and timid. Although the frequency of sound created by works vessels was not within their audible range, the presence of vessels might still affect their behaviour. The implementation of the submarine cable works of the Shek Kwu Chau incinerator during the peak season of finless porpoise occurrence would further reduce its frequency of occurrence. She urged EPD and AFCD to require the project developer to formulate more effective mitigation measures.

44. Ms MAK Hei-man responded as follows:

- (a) The environmental impact assessment (EIA) suggested that more protective measures should be taken during the peak season of finless porpoise occurrence (i.e. dry season). Compared to the occurrence of Chinese white dolphins, finless porpoise occurrence was higher from December to May. Based on daytime study results, finless porpoise occurrence was higher in the waters of Shek Kwu Chau and Pui O Wan, while other studies showed that their occurrence was much higher

particularly at night. South Lantau was the key area for evaluation of the condition of finless porpoises. The occurrences of 68 and 10 finless porpoises were recorded in dry season and wet season respectively, revealing a great difference. Just as the WWF mentioned, the works for integrated waste management facilities (incinerator) had significantly affected finless porpoises. The EIA report of the incinerator works pointed out that works should be suspended during the peak season of finless porpoise occurrence. When compared with 2015 to 2017 in which finless porpoise occurrences in Shek Kwu Chau and Pui O Wan were high, the number of finless porpoises in the aforementioned waters had gradually decreased since the commencement of works in 2018. Finless porpoises relied on the sense of hearing. According to the statistics in the academic paper published last year, Yangtze finless porpoise, a close relative of Hong Kong finless porpoise, had an audible range as low as 20kHz.

- (b) HKDCS opined that mitigation measures might not be able to reduce the impacts caused by the works. Instead, suspension of works during the peak season of finless porpoise occurrence might be more effective. In this connection, HKDCS opposed EPD's acceptance of the developer's application for variation of the environmental permit, which was the removal of the condition that the works should be carried out from June to November. EPD explained in the application document that the project proposal of Hong Kong offshore liquefied natural gas (LNG) receiving terminal (LNG Terminal) as well as five other project proposals had been compared with the incinerator proposal, the department considered that it was not inappropriate to remove the condition. However, she pointed out that the only similarity between the LNG Terminal project and the incinerator project was that both were carried out in South Lantau. In addition, an event/action plan was formulated for the Terminal project but none for the incinerator project, which was a difference between the two projects. If an event occurred during the period of the LNG Terminal project, such as a drastic decline in the number of dolphins or finless porpoises, EPD had to hold a meeting to discuss the contingency plan with stakeholders whereas nobody had to assume legal responsibility or adopt any remedial measures if the same occurred during the period of the incinerator project. The document also pointed out that at the time of the application for the removal of the condition, the number of finless porpoises in the works area did not drastically decline. However, she said that the information in the document was wrong. According to the reports of AFCD in the past two years, the density of finless porpoises in Pui O Wan and Shek Kwu Chau had been decreasing since 2018 and hit a record low last year. It was undesirable that EPD had not conducted public consultation on the variation of the environmental permit. Moreover, the variation lacked scientific grounds. For this reason, she hoped that EPD and AFCD could review the decision.

45. The Chairman asked the representative of AFCD to respond why there was a difference in the statistics of finless porpoises between the two documents.

46. Dr MAK Yiu-ming responded as follows:

- (a) The reclamation works for the incinerator at Shek Kwu Chau were underway, and submarine cables would be laid from the area next to the reclamation works to Cheung Sha Beach. The areas where acoustic monitoring was being carried out were the waters around the reclamation site, but the area near the cable alignment was not included. They should not be muddled up. The EIA report concerned had also mentioned that finless porpoises in nearby waters would certainly be affected during the works process, but it was believed that the sighting frequency of finless porpoises would gradually increase after completion of the works.
- (b) Regarding the application for variation to the conditions of the environmental permit, CLP had withdrawn the part concerning the submarine cables from the environmental permit of the LNG Terminal project, so as to review the areas for improvement. The burying method of using water jets would be adopted for the laying of submarine cables, by which the seabed would be fluidised by water jets so that the cables could be lowered and buried under the seabed afterwards. This was different from the vibratory or percussive piling method mentioned by Mr Eric KWOK. According to the environmental review report, if the laying of submarine cables had to be carried out in Hong Kong waters, AFCD would not restrict the works from being carried out during the peak season of finless porpoise occurrence. The representative of HKDCS had just mentioned that the audible range of finless porpoises was 20kHz while statistics showed that the laying of submarine cables by water jets would only generate sound waves ranging from 0.02kHz to 1kHz. This situation was the same as what CLP had stated in its reply, hence it was believed that the works would not cause significant acoustic disturbance to finless porpoises.

47. Mr Eric KWOK expressed his views as follows:

- (a) He thanked the WWF and the HKDCS for explaining the impacts of the works concerned on finless porpoises and Chinese white dolphins. According to the Report on Monitoring of Marine Mammals in Hong Kong Waters (2020-21) released by AFCD on 31 August this year, the abundance of Chinese white dolphins in the waters of Hong Kong was 37 between April last year and March this year, which was 15 less than the 52 dolphins last year. The relevant figure had even dropped by 80% over the past 17 years, of which the decrease was most significant in the areas of northern and western Lantau (i.e. Shek Kwu Chau, Southwest

Lantau Marine Park, Tai A Chau and Siu A Chau). The report had also indicated that the survival rate of Chinese white dolphins had hit a record low; almost half of the calves were unable to survive for more than two years, which was an alarming situation.

- (b) He expressed disappointment and regret that no representatives had been sent by EPD and CLP to attend the meeting. He said that the original plan for the Shek Kwu Chau incinerator works was the landing of cables on the rocky beach next to Cheung Sha Beach, and public consultation had been conducted together with the completion of EIA process. Given that Chinese white dolphins and finless porpoises were national first-class protected species, the plan concerned could prevent the works from being carried out during the breeding and calving season of Chinese white dolphins (i.e. December to May each year). For no reason, the CLP proposed changing the landing of the submarine cables at Cheung Sha Beach. Such a variation had dragged the LCSD into the project. After going through the document, he found that LCSD had opposed carrying out the works during the swimming season (i.e. May to November each year), thus CLP changed to carry out the works from December to May instead. He indicated that any noise might cause disturbance to Chinese white dolphins and finless porpoises, and urged the Secretariat to write to EPD and CLP to make the request of keeping the original plan of the works, which was the implementation of the works for the landing of cables on the rocky beach next to Cheung Sha Beach from May to November. While the reply of EPD indicated that variations made to the cable alignment could avoid creating impact on the natural rocky beach, the intertidal habitat and the coastal vegetation at the original landing location, he questioned whether protecting endangered species was only a secondary consideration. As for the variation of the environmental permit, CLP only submitted a report to EPD without consulting any marine biology experts. He questioned whether CLP was trying to downplay the impact of the works on finless porpoises.

48. Mr Sammy TSUI said that apart from the Bauhinia, the finless porpoise and the Chinese white dolphin were also symbols representing Hong Kong. CLP failed to fully justify its intention to change the cable laying works. Any works on the seabed during the breeding season of finless porpoises and Chinese white dolphins from December to May each year would definitely affect them. LandsD replied that it would approve the submarine cable works if no objection was received before the end of the public consultation period, and EPD had not sent staff to the meeting to explain why the variation would not affect finless porpoises or Chinese white dolphins. Even if CLP adopted a new process to reduce damage to the submarine ecology, it could still stick to the original cable alignment. Therefore, he objected to changing the cable landing location.

49. Mr HO Chun-fai said that he had requested CLP to explain the works to RC. The residents of South Lantau did not support the construction of an incinerator at Shek Kwu Chau, but he understood that the landfills in Hong Kong were approaching their capacity and he would try to facilitate the works as far as possible. He considered that the impact of the works on the nearby environment and the habitat of finless porpoises should not be overlooked, but there was nothing wrong with changing the submarine cable alignment given that the starting point of the cable would remain unchanged and the end point would only be a few dozen metres away from the original location, which was no big difference. He agreed that changing the landing of the cables from the rocky beach to the neighbouring Cheung Sha Beach could avoid affecting the ecology of the area and that it would be relatively easier to carry out excavation works at a beach. RC considered that CLP should coordinate the commencement date of the works with LCSD and EPD and hoped that the works could be completed before the peak season of dolphin occurrence (December).

50. Mr Ken WONG said that the experts had just mentioned that vessel activities were closely related to the sighting frequency of finless porpoises. The number of finless porpoises should have increased given that the high-speed craft plying between Hong Kong and Macau had ceased operation since the outbreak of COVID-19, but the report showed that this was not the case in the waters around Tai A Chau and Siu A Chau. He asked whether the finless porpoise would be potentially affected only during the construction period and around the cable landing location, while the construction method remained unchanged and in line with EIA requirements. If it was necessary to change the cable landing location to the beach, he asked whether LCSD could be requested to close the beach earlier for the works in order to avoid any environmental impacts due to unsuccessful interface between the LNG Terminal project and the submarine cable laying works.

51. Mr HO Siu-kei said he had communicated with CLP after collecting the views of fishermen in West Lantau. Some of whom relayed that their catches were similar before and after the commencement of the incinerator works, and Chinese white dolphins were seen in the local waters from time to time. He considered that it was necessary to lay the cables, and the urgent tasks were to clarify the reasons for changing the landing location of the cables and develop solutions to the problem.

52. Mr Eric KWOK clarified that according to the information of HKDCS, the number of finless porpoises in the waters concerned had increased after the cessation of the operation of the high-speed craft plying between Hong Kong and Macau, which proved that vessel activities would affect the sighting frequency of finless porpoises. He explained that if the cables were to be landed at Cheung Sha Beach instead, it would not be supported by LCSD as the original construction period fell within the swimming season (May to November) and, therefore, the period would have to be changed to within November to March, resulting in an overlap between part of the construction period and the breeding season (December to May) of Chinese white dolphins and finless porpoises. He hoped that the original proposal of landing the cables at the rocky beach would be maintained and the works would be carried out from May to November to minimise the impact on finless porpoises. Regarding AFCD's statement

that sighting frequency of finless porpoises was expected to recover gradually after completion of the works, he considered it unacceptable.

53. Ms Doris WOO said that according to the documents of the application for variation of the environmental permit, the frequency of the noise generated from the works vessels for cable laying ranged from 40Hz to 25kHz, so it was possible that the finless porpoises would be disturbed by the noise generated from the works. She questioned whether the statement “the works would cause minimal impacts” as indicated by CLP in the application document was true. Furthermore, as mentioned in the application, it would take two months for cable laying, and no more than five works vessels would be in operation nearby at a time. CLP believed that this would only cause short-term disturbance to the finless porpoises, but she opined that there was no scientific evidence to support it. Based on the precautionary principles, she opined that the condition to restrict the works during the peak season of finless porpoise occurrence should be retained in the environmental permit.

54. Ms MAK Hei-man said AFCD indicated that sound waves of 1kHz would only be generated under the sea during the cable laying works. However, the AFCD overlooked that the operation of a huge works vessel would generate sound waves ranging from 20kHz to 25kHz during the works, and this might affect the finless porpoises. On the other hand, she said that the report of AFCD showed that the suspension of operation of the high-speed craft plying between Hong Kong and Macau over the year had positive impacts on dolphins, the impacts on finless porpoises might not be clearly reflected by the statistics of merely a year. It could therefore be seen that the marine ecosystem could be damaged within a short period of time but a long time was needed for its recovery. She urged the Government to examine afresh the current conservation measures and allocate more resources to the conservation of finless porpoises and dolphins.

55. The Chairman said that the agenda item was being discussed here in this meeting because Mr Eric KWOK said the public consultation period for the works concerned would end on 30 September. Members had to give their comments before this date, or else it would be too late to discuss the issue at the Tourism, Agriculture, Fisheries, Environmental Hygiene and Climate Change Committee meeting in October. In regard to Members’ proposal of changing the cable landing location from Cheung Sha Beach to the rocky beach nearby to facilitate the implementation of the works concerned between June and November and avoid carrying out the works during the peak season of finless porpoise occurrence, he asked the Secretariat to write to CLP and EPD, asking for their reply on whether minor variation to the plan was feasible and, if infeasible, the reasons for it. If EPD and CLP intended to have a follow-up meeting in the coming one to two weeks, he would invite Members who were concerned about this agenda item to attend the meeting.

(Mr YUNG Chi-ming left the meeting at 12:50 p.m.)

VI. Proposed Schedule of Meeting for IDC and its Committees in 2022
(Paper IDC 73/2021)

56. Members noted and unanimously endorsed the above paper.

(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 Eric KWOK, Mr Sammy TSUI, Mr FONG Lung-fei and Ms LAU Shun-ting.)

VII. Report on the Work of the Islands District Management Committee (August 2021)
(Paper IDC 74/2021)

57. Members noted the above paper.

VIII. Reports on the Work of the IDC Committees
(Papers IDC 75-78/2021)

58. Members noted and unanimously endorsed the above paper.

(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 Eric KWOK, Mr Sammy TSUI, Mr FONG Lung-fei and Ms LAU Shun-ting.)

IX. Allocation of DC funds

(i) Up-to-date Financial Position on the Use of DC Funds
(Paper IDC 79/2021)

59. Members noted and unanimously endorsed the above paper.

(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 Eric KWOK, Mr Sammy TSUI, Mr FONG Lung-fei and Ms LAU Shun-ting.)

(ii) Approval for Using DC Funds by circulation from 1 June to 31 August 2021
(Paper IDC 80/2021)

60. Members noted the above paper.

X. Date of Next Meeting

61. There being no other business, the meeting was adjourned at 1:01 p.m. The next meeting would be held on 25 October 2021 (Monday) at 10:30 a.m.

-END-