

(Translation)

Minutes of Meeting of Islands District Council

Date : 22 June 2020 (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 (Arrived at around 10:35 a.m.)

Members

Mr CHOW Yuk-tong, SBS, MH

Mr YUNG Chi-ming, BBS, MH

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

Mr KWOK Ping, Eric

Mr TSUI Sang-hung, Sammy

Mr FONG Lung-fei

Ms LAU Shun-ting (Arrived at around 11:45 a.m.)

Mr LEE Ka-ho

Mr LEUNG Kwok-ho

Attendance by Invitation

Ms CHAN Mabel, JP

Ms LEE Yim-fong, Stella

Mr YIP Wai-lun

Ms HUI Shuk-yee

Mr LEUNG Tat-fai, Michael

Mr PANG Kwok-wai

Mr CHENG Ka-lok, Andy

Ms TANG Ka-yuet

Commissioner for Transport, Transport Department

Assistant Commissioner for Transport/New Territories,
Transport Department

Senior Engineer/Islands, Transport Department

Engineer/Islands 2, Transport Department

Principal Project Coordinator/Railway Schemes,
Highways Department

Senior Engineer/Railway Schemes (9), Highways Department

Engineer/Railway Schemes (19), Highways Department

District Engineer/General(2) B, Highways Department

Mr TONG Ping-tat	Senior Property Service Manager/HK Island & Islands Region, Housing Department
Mr HAU Chi-leun, Arnold	Property Service Manager (Property Service)/HK Island & Islands Region 4, Housing Department
Ms WAN Chui-shan, Ada	Housing Manager (HK&I8), Housing Department
Mr YEUNG Tak-hoi	Senior Engineer/HK(3), Water Supplies Department
Mr CHOW Man-lung, Andrew	Engineer/HK(D6), Water Supplies Department
Mr SUM Pang-tuen, Barry	Divisional GM-New Projects, MTRCL
Ms LEUNG Po-po, Lesly	Project Manager-TUE, MTRCL
Mr FUNG Wai-chung	Senior Liaison Engineer, MTRCL
Mr MAN Ka-yue, Henry	Projects Communications Manager, MTRCL
Ms FUNG Chui-bik, Jade	Public Relations Manager-Proj&Prop, MTRCL

In Attendance

Mr LI Ping-wai, Anthony, 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 WONG Kwok-fai, Alfred	Chief Engineer/Lantau 1, Civil Engineering and Development Department
Ms TAM Yin-ping, Donna	District Planning Officer/Sai Kung & Islands, Planning Department
Ms IP Siu-ming	District Social Welfare Officer (Central Western, Southern and Islands), Social Welfare Department
Ms LEE Sin-man	Chief Manager/Management (Hong Kong Island and Islands), Housing Department
Mr LING Ka-fai	District Lands Officer/Islands, Lands Department
Mr TSANG Wai-man	Administrative Assistant/Lands, Lands Department
Ms TAM Nga-ching	District Commander (Lantau), Hong Kong Police Force
Mr K Jacobs	District Commander (Marine Port District), Hong Kong Police Force
Ms KWOK Sze-wai	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 CHOW Pui-sze, Alice	Chief Transport Officer/Boundary, 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
Mr KWAN Chung-wai, David	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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Absent

Mr WONG Chun-yeung	
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Welcoming Remarks

The Chairman welcomed Members and representatives of government departments to the meeting.

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

2. The Chairman welcomed Ms Mabel CHAN, JP, Commissioner for Transport to the meeting to meet and exchange with Members. He was also pleased to welcome Ms LEE Yim-fong, Stella, Assistant Commissioner for Transport/New Territories, Mr YIP Wai-lun, Senior Engineer/Islands and Ms CHOW Pui-sze, Alice, Chief Transport Officer/Boundary of Transport Department (TD).

3. Ms Mabel CHAN said that she was honoured to be invited to visit Islands District Council (IDC) and outlined the duties of TD in Islands District with the aid of PowerPoint presentation.

4. Ms Mabel CHAN then asked Assistant Commissioner for Transport Ms Stella LEE to present the major works of TD in Islands District.

5. Ms Amy YUNG requested the department to provide an electronic copy of the PowerPoint presentation slides for perusal. She was glad that the department provided Special Helping Measures (SHM) for the six major outlying island ferry routes since 2012, which had been extended last year to cover the eight other outlying island ferry routes including Discovery Bay and Ma Wan routes. Noting that the Vessel Subsidy Scheme (VSS) for procurement of hybrid vessels would first be introduced for the six major ferry routes, she hoped that it would later be extended to cover Discovery Bay and Ma Wan routes as well.

6. Mr Eric KWOK expressed his views as follows:

- (a) He thanked the department for listening to the views of Members of Tung Chung and positively responding to the demand for improvement of district facilities. Regarding Tung Chung bus terminus improvement works mentioned during the presentation, he had time and again reflected that buses entering and leaving the bus terminus through single lane on Tat Tung Road would easily cause traffic congestion. Tung Chung Swimming Pool was located next to Shun Tung Road which connected with Chek Lap Kok South Road and Tung Chung Waterfront Road in the north, from where vehicles turned left into Shun Tung Road; while vehicles approaching from Tung Chung West (i.e. where Mun Tung Estate and Yat Tung Estate were located) would enter Shun Tung Road and turn right into Tat Tung Road. With a number of bus stops at Tat Tung Road outside the swimming pool, the traffic was already quite busy. He proposed that a bus bay be provided on Shun Tung Road next to the

flower bed near Tung Chung Swimming Pool for NLB route nos. 39M, 3M and 11, etc. to ease traffic congestion on the section between Shun Tung Road and Tat Tung Road.

- (b) He appreciated the improvement works for Yu Tai Court roundabout. Due to the demand for route no. B6 and insufficient parking space for buses thereat, the terminating point of route no. 39M moved from Mun Tung Estate to Citygate town centre bus terminus, resulting in longer journey time and discontent of residents. He requested that the terminating point of route no. 39M reverted to Mun Tung Estate after completion of the widening works at Mun Tung Estate bus terminus.
- (c) Regarding parking spaces, he clarified that there were not insufficient parking spaces for private cars. Due to improper planning back then, parking spaces for large coaches, franchised buses and cross-boundary vehicles were very insufficient in Tung Chung. Vehicles could only park at both sides of Yu Tung Road between Yat Tung Estate and Mun Tung Estate, causing traffic congestion and accidents. He urged the department to address the parking problem of large vehicles.

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

- (a) Noting that the department was promoting the new metered parking spaces, he indicated that there was no metered parking space in Tung Chung North. There was illegal parking in the vicinity of Man Tung Road, which reflected the parking demand of residents. While temporary parking facilities were available nearby, the 80 parking spaces provided were grossly inadequate. In addition, a large proportion of parking supply in recent years was situated in private places (e.g. Citygate). He hoped that the Government would take up the responsibility to address the parking demand in the district.
- (b) Almost one-third of the motorcycle parking spaces at both sides of Man Tung Road were occupied by abandoned motorcycles. He understood that collaboration among various departments was required to address the problem and hoped that TD would continue to follow up proactively.
- (c) Apart from encouraging residents to interchange with other transport means at Tsing Ma Bridge bus stop, he hoped that the department would offer interchange concessions, in particular inter-company bus-bus interchange concession, to provide residents with more choices. He stressed that solely encouraging the bus companies to provide interchange concessions would not be effective.
- (d) Regarding MTR, although two new MTR stations and an overrun tunnel would be provided in Tung Chung, given the increasing population in the area, the additional MTR stations could only facilitate the people flow

without improving the carrying capacity. At present, the interval of Tung Chung Line service could be as long as nine minutes in daytime. The introduction of passenger diversion measures by MTR Corporation Limited (MTRCL) such as increasing the train departures at Tsing Yi Station could not help cater for the transport demand of Tung Chung residents during the morning and evening commute times. He hoped that the overrun tunnel could be completed early, even before the MTR stations, lest the problem of carrying capacity remained unsolved even after the commissioning of the new MTR stations.

8. Mr Sammy TSUI expressed his views as follows:

- (a) While Tung Chung residents hoped that the MTR stations would be completed early, the department's paper stated that the works would commence in 2023 at the earliest and be completed only in 2029. He enquired how the department would address the traffic arising from the increased population in the area prior to completion of works.
- (b) He considered that the extension of existing bus routes to cover the newly-completed development area was of little consequence. The bus routes covering the entire Tung Chung had long journey times but low seating capacity. With only a number of departures for Hong Kong Island in the morning, the routes did not provide whole day service, which caused much inconvenience to the residents. In view that Tung Chung residents mainly worked outside the area and had long working hours, he hoped that interchange concessions applicable to all bus routes would be provided at Lantau Link Toll Plaza. He indicated that residents taking route no. E21 to urban area for work had to interchange with route no. A12 at Lantau Link Toll Plaza bus stop which charged \$34 for a short journey. He proposed that interchange concession be introduced for all buses calling at Lantau Link Toll Plaza.
- (c) Noting that new bus routes would be introduced according to population growth but Tung Chung did not meet the criteria as the resident intake of the new housing estates was not completed, he enquired when new bus routes would be introduced. Moreover, he proposed that NLB arranged buses to carry passengers to Lantau Link Toll Plaza bus stop for interchanging with other bus routes, which would be more desirable than introducing a new bus route for each area and avoid the problem with insufficient patronage.

9. Mr HO Siu-kei was concerned about the improvement works at Keung Shan Road, Tai O. He said that the NLB staff association had written to TD earlier that although over 40 improvement works had been completed for Keung Shan Road at this stage, only three road sections showed significant improvement in compliance with the Road Users' Code (RUC), with the rest just widened slightly without significant result. He indicated that the road section heading to Po Lin Monastery was built over 20 years

ago and met the requirements of the RUC, whereas Keung Shan Road did not meet the requirements and could not accommodate barrier-free buses, so persons with disabilities could not take the relevant bus routes. He was discontented that the road facilities at tourist attractions including Tai O and the Big Buddha were outdated and opined that the road section between Keung Shan Road and Tai O near Shek Pik should be enhanced to meet the requirements of the RUC. Given that the annual patronage of NLB was over five million, the department should develop large-scale public transport in the long run to bring convenience for tourists apart from improving Keung Shan Road.

10. The Chairman said that since Keung Shan Road was steep with many bends, low-floor buses would bottom out easily and barrier-free buses were not suitable for operation on the road, rendering the elderly and wheelchair users in Tai O unable to go out. Little improvement was made despite investigation by the department. He proposed building a bridge along the steep bends or a tunnel of 1.5 km to 2 km long between Shek Pik and Tai O Road.

11. Ms Mabel CHAN made a consolidated response as follows:

- (a) The department was aware of the importance of ferry service to residents of outlying islands. Since the announcement in the Policy Address last year, the SHM was progressively extended to cover the other eight outlying island ferry routes including those serving Discovery Bay and Ma Wan in the second quarter of 2020 to enhance the sustainability and quality of ferry service to cater for the transport need of local residents. The VSS would be implemented in two stages. The first stage involved replacement of vessels of the six major outlying island ferry routes with greener vessels with newer facilities, including procurement and trial operation of hybrid vessels to enhance service quality and promote environmental protection. Since the ferry services for Discovery Bay and Ma Wan were operated by private developers, TD encouraged them to use greener vessels and improve pier facilities. Subsidies could be applied through the Pilot Green Transport Fund of the Environmental Protection Department (EPD).
- (b) Regarding the operation of route nos. 39M, 3M and B6 mentioned by Mr Eric KWOK, the department had closely monitored the services over the past year. She also inspected the queuing situation and operation of route no. B6 on site several times. and reminded colleagues to carefully listen to the views of Members and take follow-up actions in view of the queuing situation and patronage of the bus route. According to observation, the operation of Tung Chung Station Bus Terminus had improved after expansion work and bus route rationalisation. The department appreciated the Members' valuable input on the operation of route no. B6 based on their local knowledge on the travel pattern of residents. As for the proposed bus bay on Shun Tung Road, the department was open-minded and would take into account factors

including vehicular flow at the location, availability of roadside space for conversion works and impact of relocation of bus stops on the passengers, etc.

- (c) Regarding Mr HO Siu-kei's comment on the time required for some works projects, she responded that the department needed to co-ordinate with the Highways Department (HyD) and public utility companies concerned to conduct site investigation before the works could be implemented. The department would set priorities for works projects and endeavour to commence works soonest possible.
- (d) With the growth of licensed private cars at an annual rate of about 2%, the provision of parking spaces raised territory-wide concerns. At present, most Tung Chung residents travelled by public transport. Given that there were a number of famous tourist spots on Lantau Island, some coaches picked up passengers in Tung Chung Town Centre. The department was striving for more parking spaces for private cars and commercial vehicles at Tung Chung Area 99 and the sports centre in Tung Chung Areas 107 to ease the demand for parking spaces of private cars and coaches.
- (e) Regarding replacement of parking meters, the department would monitor the usage of on-street parking spaces and consider installing meters where utilisation rate exceeded 85%. The new meters accepted a wide range of payment methods and provided a smoother user interface. The replacement works mainly involved replacement of meter heads without alteration of the meter posts. The department expected that the legislative amendments that provided legal basis for operation of the meters with new features and related matters could be endorsed by the Legislative Council (LegCo) in July 2020 so that the parking meters with new features could be progressively installed in various districts at the end of the year. A briefing would be given to DCs in due course.
- (f) The department noted Members' requests concerning MTR Tung Chung East and Tung Chung West Stations. The professionals of HyD would take part in the discussion when the agenda item concerned was addressed later.
- (g) Regarding introduction of new bus routes for new development areas, the department and bus companies normally extend existing peripheral bus routes to cover the area for more effective use of bus resources during the initial stage. The department would also explore with the bus companies to enhance the existing routes or introduce new ones to cater for the demand of passengers according to the patronage and local development. The department would request bus companies to proactively explore and consider the suggestion of introducing inter-

company bus-bus interchange concession scheme and make co-ordination as appropriate.

- (h) The Government had carried out road widening works on Keung Shan Road which was built along the hill for decades. The department would continue with the improvement works at suitable locations, such as provision of footpath and improvement of bends of carriageway, to enhance the safety on Keung Shan Road. Meanwhile, the Civil Engineering and Development Department (CEDD) would complete the Study on Traffic, Transport and Capacity to Receive Visitors for Lantau within this year. The department would work with CEDD together to explore feasible and effective measures to enhance the safety on Keung Shan Road as proposed by the Chairman.

12. Mr Ken WONG expressed his views as follows:

- (a) According to the tender document of the department, pontoons should be provided at Peng Chau Ferry Pier for embarking and disembarking of passengers, the practice of which he considered was unfair to Peng Chau residents. The pier was poorly designed with berthing on one side which was unable to cope with the development needs. The cost of pontoons for embarking and disembarking was borne by the ferry operator and then passed on to the residents, and the expenses of removing the pontoons during the hit of typhoons were also expected to be passed through the fares to residents. He had proposed the provision of additional berths six years ago in view that there were berths on both sides of all piers of outlying islands except Peng Chau. When the berthing facility of Peng Chau Ferry Pier was damaged after the onslaught of typhoons, embarkation and disembarkation would be temporarily suspended. He had time and again reflected to the department at meetings that although the use of pontoons was an improvement option, it was unreasonable for residents to bear the cost of pontoons.
- (b) He proposed that canopies be provided outside Peng Chau Ferry Pier for waiting passengers. While the existing canopies of the pier was built with the permission of the then Works Bureau, they became unauthorised building works (UBW) since The Hongkong and Yaumati Ferry Company Limited (HYF) ceased operation and were now severely damaged. There was currently no rain shelter near the gates and ticket office of Peng Chau Ferry Pier. The Lands Department (LandsD) indicated that the UBW might be demolished soon but residents would then have to queue up in the rain to buy tickets in rainy days. Discussion had continued for almost eight years and the Administration began to take action only after he lodged a complaint to the Office of The Ombudsman. One year down the line, he enquired when the canopies

would be constructed and urged the Commissioner for Transport to examine the issue in detail.

13. The Chairman asked Members to be succinct.
14. Mr LEUNG Kwok-ho expressed his views as follows:
 - (a) Given that most of the outlying island ferry routes were not profitable, he questioned whether the Government reviewed the policy that public transport services should be run by the private sector in accordance with prudent commercial principles so as to enhance the ferry service. He enquired what it would do in face of unsatisfactory business performance.
 - (b) Regarding the speed of Cheung Chau ferries, the journey of fast ferry took about 30 minutes in the time of HYF operation but was lengthened to 40 minutes since New World First Ferry Services Limited (NWFF) took over the operation in 2020. He was perplexed that with technology advancement, the journey time was lengthened but not shortened. He indicated that there was only a difference of 15 minutes between the journey times of fast and ordinary ferries but the fare of the former was double or more than double that of the latter.
 - (c) NWFF always loaned vessels to Discovery Bay ferry service and two to three cases of vessel breakdown were reported every three weeks, making one question whether Discovery Bay ferry service operator used the vessels improperly, thereby leading to damages to vessels and affecting service quality. He enquired whether the ferry operator had reported to TD; if yes, why the department had not taken any actions.
 - (d) Regarding the bicycle parking spaces, long-term solutions included installation of double-deck parking racks at the market and provision of bicycle parking spaces under the new pier project. However, in view of a lack of temporary bicycle parking spaces in the district at present, he proposed that temporary parking areas should be provided at specified open spaces, surrounded by iron railings with line markings on the ground, where law enforcement action would not be taken. The Police, the Islands District Office (IsDO) and TD had earlier conducted a joint enforcement operation against illegally-parked bicycles in Cheung Chau, but residents were dissatisfied that the bicycles had to be removed within three hours after a notice was given. While the crux of the problem lay with insufficient bicycle parking spaces, he agreed that it was reasonable to take enforcement action and institute prosecution against residents who committed the offence repeatedly despite warning, but questioned whether the bicycles had to be towed away after three hours. Moreover, he noted that the Government had introduced revolving mechanical

parking spaces for vehicles and opined that reference might be taken for the design for bicycle parking spaces.

- (e) He opined that various minor works were carried out at Keung Shan Road and appreciated the good intent but review should be conducted to ascertain whether they could improve the living of residents.
- (f) In response to what the department indicated earlier that the ferry service of Po Toi Island mainly served the tourists, he stressed that there were residents living on the island and he received 62 emails from the residents requesting daily ferry service plying to and from Po Toi Island. He was discontented that the department provided ferry service only on alternate days on ground of insufficient patronage, causing much inconvenience to the residents going to work.

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

- (a) Given that the department said that the pedestrian crossing works at Tung Chung Road near Lung Tseng Tau would be completed in the first quarter of 2021, she enquired whether the completion date could be advanced since Lung Tseng Tau was a common accident black spot and vehicles were travelling at high speed on Tung Chung Road nearby, causing traffic accidents. Moreover, with a number of villages clustering near Tung Chung Road, pedestrian crossings were needed. She hoped that the department would closely monitor the situation.
- (b) Green minibus (GMB) route no. 34 (circular route) plying between Tung Chung Town Centre and Shek Mun Kap Village passed through eight to ten villages but ran only two to three trips every day. She had requested the Deputy Commissioner for Transport to increase the frequency or introduce new GMB routes but so far received no response. With rapid population growth in Tung Chung and increasing traffic load on Tung Chung Road, she enquired of the Commissioner for Transport how to ease the traffic flow.

16. Mr YUNG Chi-ming expressed his views as follows:

- (a) He was glad that Cheung Chau Ferry Pier would be redeveloped after years of efforts of Members. CEDD had mentioned in previous meeting that the new pier would be of two storeys and provision of bicycle parking spaces would be considered. He would like CEDD to arrange representatives to attend the meeting and provide the works schedule including the commencement and completion dates.
- (b) He had reservations about the proposal of providing double-deck bicycle parking spaces in the market building. Double-deck bicycle parking spaces were currently available in Mui Wo and the residents reflected that

it was difficult to put the bicycles onto the upper deck. He asked the relevant departments to gather feedback from users before making a decision.

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

- (a) Since the cover of the bus stop outside North Lantau Hospital was not big enough to provide shelter from the sun and rain, and more passengers would come to wait for buses at the bus stop after the resident intake of Yu Tai Court, he requested TD to connect the cover of the footbridge nearby and the bus stop cover. He indicated that there was a similar problem with Hong Yat House bus stop and enquired whether the covers could be extended.
- (b) It was learnt that the motorcycle parking spaces in the car parks of Link Asset Management Limited were in short supply. A motorcycle owner at the top of the waiting list was not allocated a parking space after waiting for two months and was forced to park illegally. There was a motorcycle parking area near the footbridge at Yu Tung Road but provided only 20-odd parking spaces which were always fully occupied. The number of illegally parked motorcycles at present doubled the number of parking spaces. Noting that beside the said parking area was a vacant land which was used to be a bus terminus and had been left idle, he hoped the department could use it for providing additional motorcycle parking spaces. Moreover, some residents reflected that their motorcycles were stolen, and he proposed that closed-circuit televisions (CCTV) be installed in the district.
- (c) He considered that the bus-bus interchange concession could be tricky. He once took route no. E21A from Yat Tung Estate to Lantau Link Toll Plaza for \$14 and then paid an extra fare of \$7 for interchange with a bus running to Hong Kong Island. The total fare was \$21 which was the same as route no. E11 charged for the whole journey between the Airport and Hong Kong Island, and there was no discount. Due to the epidemic, airport buses with lower patronage ran at reduced frequency, but it was expected that the flights would restore when the epidemic eased, and the patronage of airport buses would then reach 80% when the buses arrived at Lantau Link Toll Plaza, making passengers boarding at later stops standing up on the bus. He reckoned that since Yat Tung Estate residents paid fare for the whole journey, it could hardly attract them to use interchange services if they could not get a seat on the bus. He hoped that the department would offer attractive concessions.
- (d) For Long Win route no. S65 that would start operation at the end of this month as mentioned by the department, he indicated that the route journey of no. S64 was only four km long but took 40 minutes due to the circuitous route. He proposed that the department should reorganise the

bus routes to merge and improve the routings of nos. S64 and S65, so that the residents of Yat Tung Estate and Mun Tung Estate could reach home earlier after work. He added that before the epidemic outbreak, there were already many passengers queuing for buses at Yat Tung Estate at 2:00 p.m. on ordinary days, and if there was traffic congestion, a bus might not be able to pick up all the queuing passengers.

18. Ms Mabel CHAN made a consolidated response as follows:

- (a) She thanked Members for reflecting the situation in the district. Apart from subsidising outlying island ferry services to maintain their sustainability, pier facilities were also important. The Architectural Services Department was implementing a pilot scheme for enhancing facilities at Yung Shue Wan Ferry Pier and, subject to the result and feedback from passengers, the new standards would be applied to other piers progressively. The department would follow up on the issues of Peng Chau Ferry Pier with relevant departments after the meeting.
- (b) Regarding the speed of ferries, the VSS was introduced to assist operators of outlying island ferry routes to replace their fleets with greener high speed vessels. As mentioned at the DC meeting earlier, the department was aware of residents' concern about the fares of fast and ordinary ferries. During the new five-year licence period of the six major outlying island ferry routes, the fare of sailings operated by fast ferries that substituted ordinary ferries under the VSS would be maintained at ordinary ferry levels. The department was conducting the tendering exercise for operation of the six major outlying island ferry routes and would ensure that the successful operators would procure new vessels in compliance with the speed requirement in the tender document. The closing time for tenders would be the end of this month.
- (c) Regarding bicycle parking spaces in Cheung Chau, the relevant departments would improve the facilities and increase the supply of bicycle parking spaces when planning for Cheung Chau Ferry Pier reconstruction project. She said that given the limited at grade spaces at the location and high pedestrian flow from Cheung Chau Ferry Pier to the seafood market, the designation of bicycle parking spaces on ground level would take up too much space on the footpath, so consideration would be given to facilities such as double-deck bicycle parking racks that required less space to increase the supply of bicycle parking spaces. The department had explored the provision of double-deck bicycle parking racks in the vicinity of Tai Hing Tai Road in Cheung Chau. However, as mentioned by Members, it might require much effort to lift a bicycle to the upper deck, which will be particularly difficult to the elderly. The department would proactively improve the design of bicycle parking spaces to facilitate the parking on the upper deck.

- (d) Regarding illegal parking of bicycles, she stressed that publicity and law enforcement were equally important. Prior to the implementation of inter-departmental joint clearance operations, the department affixed a notice to the illegally-parked bicycles to allow the owners sufficient time to remove the bicycles. Regarding Mr LEUNG Kwok-ho's proposal of providing temporary parking spaces, the department would study the feasibility with IsDO and LandsD.
- (e) Regarding parking spaces for motorcycles, motorcycle parking spaces would be provided at the new public car park in Tung Chung Area 107 sports centre. The department would study whether more motorcycle parking spaces could be provided at both sides of Yu Tung Road and if the space under footbridges was possible for on-street motorcycle parking spaces.
- (f) Regarding rationalisation of bus routes, TD prepared the annual Bus Route Planning Programme (RPP) taking into account local developments, demographic changes, completion of transport facilities, existing and planned local public transport services, etc. to enhance the existing bus service network and plan the bus services for new development areas to meet the transport demand of the public. When the patronage of a bus route reached a certain level, the department would explore with the bus companies the feasibility of splitting the bus routes to provide more direct bus service. She was glad that IDC generally supported the 2020-2021 RPP and indicated that the department would continue to formulate appropriate bus service plan through the RPP. Members' views concerning route nos. S64 and S65 would be followed up after the meeting.

19. The Chairman asked the Commissioner for Transport to respond to the questions on vehicle speed on Tung Chung Road at Lung Tseng Tau and bus route no. 34.

20. Ms Mabel CHAN supplemented as follows:

- (a) The department noted Members' concern about the speed of vehicles and pedestrian crossing facilities on Tung Chung Road where the entrances to various villages were located, and would arrange the staff to liaise with Ms WONG Chau-ping to study the provision of pedestrian crossing facilities at suitable locations. With the population intake of Mun Tung Estate, there would be more residents crossing Tung Chung Road in the future. The department had speeded up the pedestrian crossing works at Lung Tseng Tau and would review the speed limit at the road section concerned.
- (b) As for bus route no. 34 (circular route), as mentioned by the Assistant Commissioner for Transport, NLB had agreed to upgrade the vehicle

fleet and increase the bus frequency. The department would provide details to Members in due course.

21. Mr HO Chun-fai said that no repaving works had been carried out on South Lantau Road, the management of which might fall within the ambit of the Antiquities and Monuments Office (AMO) in near future. He urged TD to take follow-up action and opined that IsDO might step in if necessary. Moreover, with the epidemic situation improving, the roads near Fu Tung Car Park and Citygate had always been congested in the past two or three weeks. He was requested by residents to reflect the situation at the meeting and hoped that the department would conduct site inspection.

22. Mr Eric KWOK expressed his views as follows:

- (a) He urged the department to change the terminating point of NLB route no. 39M from Citygate back to Mun Tung Estate.
- (b) He indicated that about 100 non-franchised buses were parked at both sides of the Yu Tung Road section between Yat Tung Estate and Mun Tung Estate every day, which he had mentioned in the petition letter submitted. He urged the department to follow up.
- (c) The department reported that five public transport interchanges (PTI) and a bus terminus would be provided. According to the Sustainable Lantau Blueprint, Tung Chung would be developed into a smart and low-carbon community. He proposed that a cycle track be built to connect the new PTIs and the bus terminus to reduce carbon emission and hoped that the department would convey the proposal to CEDD.
- (d) Regarding merging NLB route nos. 37 and 37H into route no. 37H, some residents hoped that the combined route would have an en-route stop at Mun Tung Estate.
- (e) His petition letter was accompanied with the result of opinion survey on improvement of traffic in Tung Chung West, with some respondents expressing hope of increased frequency of Long Win route nos. E31 and E21A, splitting of route no. E21A so that it would no longer run via Tung Chung Town Centre, and rerouting of GMB route no. 901 to pass through Tung Chung Town Centre.
- (f) He hoped that proper planning would be made for Tung Chung Development Pier to connect Tung Chung, Tsim Sha Tsui, Central and Hung Hom, and to provide a bus terminus and MTR station.

23. Mr Sammy TSUI expressed his views as follows:

- (a) Tung Chau was facing a serious shortage of parking spaces. Taking Ying Tung Estate as an example, there were 3 400 households in the

estate but only 80-odd parking spaces were available, which could not satisfy the demand. He enquired whether TD would liaise with the Housing Department (HD) or relevant departments to reserve land for parking spaces or multi-storey car parks to optimise land use in housing development projects, lest it might be difficult to identify land for parking spaces in the future.

- (b) Given that the night time vehicular flow on some roads was lower, he proposed setting up on-street metered parking spaces for goods vehicles to make better use of road spaces.
- (c) On the existing bus routes plying between Tung Chung and Hong Kong Island, the furthest they got was Tin Hau. He proposed that some routes be extended to Quarry Bay and Taikoo, etc.

24. Ms Mabel CHAN responded as follows:

- (a) She would follow up on the requests listed in the petition letter of Mr Eric KWOK concerning bus routes after the meeting.
- (b) Regarding the problem of insufficient parking spaces raised by Mr Sammy TSUI, she indicated that the department was reviewing the requirements of parking spaces provision in public and private housing estates according to the Hong Kong Planning Standards and Guidelines (HKPSG). Adjustments would be made as appropriate to meet the parking demand of residents and details of amendment would be announced in due course. When reviewing the HKPSG, the department would strive for provision of parking spaces in public and private housing developments to the maximum extent permissible in the HKPSG. Private developers which planned to develop underground car parks would be encouraged to convert the areas used for loading/unloading at daytime to parking areas at night time according to established procedures to increase the supply of parking spaces.
- (c) The department noted Mr HO Chun-fai's concern about South Lantau Road and the roads near Citygate and Fu Tung Car Park, and would follow up on the issue with relevant departments later.

25. The Chairman thanked Ms Mabel CHAN for her visit and expressed his views as follows:

- (a) Recently some people staged a slow-drive protest to strive for toll waiver for Lantau Link toll at the earliest. He opined that the arrangement might be implemented given the lower traffic volume at present instead of after the commissioning of the Tuen Mun-Chek Lap Kok Link. He hoped that the Commissioner for Transport would consider the suggestion.

- (b) As for the vehicle speed, the speed limit in Pui O and Mui Wo was 30 km per hour at present, and Members hoped that the same speed limit could be applied to Tong Fuk, Shui Hau, Tai O and old Tung Chung villages, etc. to enhance road safety. He believed that the residents would not mind reducing the speed in the estates.
- (c) He concurred with Mr HO Chun-fai and did not want South Lantau Road to come within the ambit of AMO.

(The Vice-chairman Mr WONG Man-hon, Mr Ken WONG and Ms LAU Shun-ting joined the meeting at around 10:35 a.m., 10:45 a.m. and 11:45 a.m. respectively.)

II. Confirmation of the Minutes of Meeting held on 27 April 2020

26. 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.

27. 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, Mr CHOW Yuk-tong, Mr YUNG Chi-ming, Mr CHAN Lin-wai, 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, Ms LAU Shun-ting and Mr LEE Ka-ho. Ms Amy YUNG abstained. The Vice-chairman Mr WONG Man-hon, Mr Ken WONG and Mr LEUNG Kwok-ho left the meeting temporarily.)

III. Briefing on the Tung Chung Line Extension (Paper IDC 66/2020)

28. The Chairman welcomed Mr LEUNG Tat-fai, Michael, Principal Project Coordinator/Railway Schemes, Mr PANG Kwok-wai, Senior Engineer/Railway Schemes (9) and Mr CHENG Ka-lok, Andy, Engineer/Railway Schemes (19) of HyD as well as Mr SUM Pang-tuen, Barry, Divisional GM-New Projects, Ms LEUNG Po-po, Lesly, Project Manager-TUE, Mr FUNG Wai-chung, Senior Liaison Engineer, Mr MAN Ka-yue, Henry, Projects Communications Manager and Ms FUNG Chui-bik, Jade, Public Relations Manager-Proj&Prop of MTRCL to the meeting to present the paper.

29. Mr Michael LEUNG briefly presented the paper.

30. Mr PANG Kwok-wai and Mr FUNG Wai-chung presented the paper with the aid of PowerPoint presentation.

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

- (a) She had received information earlier about a works project concerning the construction of a tunnel linking Tung Chung West Station and the hillside entrance at Shun Tung Road via Ma Wan Chung and Shek Sze Shan, and enquired whether the works would affect the graves of villagers. She was worried about the impact of the entire project on the nearby graves and urns and reminded HyD to pay close attention. She proposed that it should conduct consultation and strengthen communication prior to works commencement.
- (b) The paper indicated that advance works including drilling would be carried out along the coast near Ma Wan Chung Village, Tung Chung. She enquired whether water pollution would be caused and reminded HyD to conduct tests. She indicated that some fishermen in Ma Wan Chung Village made a living by fishing and enquired whether the works would affect the fishing operations. She reminded the department to conduct discussions and studies expeditiously if the residents would be affected in the course of the entire work process.
- (c) It was learnt that one of the exits of Tung Chung West Station might be located at Yat Tung Estate and, as indicated by the paper, the decision would be made subject to examination of the drilling alignment. She proposed that exits be positioned at Mun Tung Estate and Yu Tai Court if possible. There were about 20 villages in Tung Chung West and as part of the continuous development, more public housing would be completed, so provision of a station exit at Mun Tung Estate could bring convenience to local residents.

32. Mr Eric KWOK expressed his views as follows:

- (a) He was glad that MTRCL arranged representatives to attend the meeting to discuss Tung Chung Line Extension. He said that people had long yearned for the project and it was hoped that the MTR extension would be completed smoothly.
- (b) According to the Environmental Impact Assessment (EIA) Report, MTRCL was concerned about the noise generated and the impact on ecology and cultural heritage. Since the station exit was to be located adjacent to Yat Tung Estate although the works would be carried out underground and quieter equipment was used, the residents were worried about the impact of drilling. He hoped that MTRCL would give response or provide information.
- (c) Noting that MTRCL would conduct public consultation, he hoped that Members would be informed at once so that the residents would be

invited to express views when consultation was conducted in Tung Chung.

- (d) He noted that the project was anticipated to be completed in 2029 and enquired whether the funding arrangement would proceed smoothly.
- (e) Regarding the location of exits, when the representatives of MTRCL met with DC Members earlier, he indicated hope of building exits at Yat Tung Shopping Centre, Fuk Yat House and behind Yung Yat House respectively, the latter referred to the connecting area between Yu Tung Road and Yu Tai Court. Mun Tung Estate residents also requested to provide an exit at the Estate. He asked MTRCL to take note of the view and consider it.

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

- (a) While the representative of the department mentioned previously the completion times of the overrun tunnel, Tung Chung East Station and Tung Chung West Station, he reckoned that it would be meaningless if just the two stations were completed ahead of schedule as the overrun tunnel must be in place to increase train frequency, otherwise there would be no ways to ease the increasing passengers even with more exits and stations. The two stations would only be completed in 2029, three years after resident intake, which would bring about a significant increase in the demand for MTR service. He was worried about overloading of train services if the frequency was not increased.
- (b) Noting that MTRCL had adjusted the train service between Tung Chung and Tsing Yi Stations but the train departures from Tung Chung Station remained low, sometimes at an interval of nine to ten minutes, he opined that if the situation continued, it would not be able to meet the passenger demand in the future. He urged MTRCL to explore ways to advance the completion time of the overrun tunnel so that the train services on Tung Chung Line and Airport Express could complement each other while train frequency was increased on Tung Chung Line.
- (c) He enquired whether relevant parties had finalised the location of Tung Chung East Station exits and whether there would be a footbridge or tunnel at the exit connecting Ying Tung Estate with Caribbean Coast, etc.

34. Ms Amy YUNG expressed her views as follows:

- (a) According to the policies of TD, residents' service (RS) was provided mainly to carry residents between private housing estates and the nearest MTR station. At present, RS of Discovery Bay ran to Tung Chung Station, Sunny Bay Station and the Airport. She enquired whether the new Tung Chung East Station would have facilities in place, preferably

a car park, for RS of Discovery Bay to pick up and drop off passengers to shorten the journey.

- (b) The RS of Discovery Bay routed through Cheung Tung Road which was narrow with no footpath and had two-lane two-way traffic. There were sometimes bikes racing by. She considered that estate buses travelling in opposite directions might cause danger and many accidents had happened. She hoped that MTRCL and TD would consider allowing the RS of Discovery Bay to travel direct to Tung Chung East Station. Given that there were still many years to go before the project was completed, she believed that the department would have sufficient time for study and design.

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

- (a) Noting that the Shatin to Central Link (SCL) had a cost overrun of over \$10 billion, he believed that MTRCL would not continue to commission Leighton Contractors (Asia) Limited to undertake the project and enquired whether it would step up monitoring of the engineering company after re-tendering. He pointed out that the problems with the SCL mainly included cutting of reinforcement steel bars and a communication breakdown between the Projects Division and the management. He opined that if both sides enhanced communication and made a concerted effort to solve the problems, public confidence in the safety level of Tung Chung Line (TCL) Extension would increase significantly.
- (b) Regarding the location of exits, he urged relevant departments and MTRCL to conduct local consultation to meet the need of residents. If it took more than 10 minutes for the residents to get to the exit, it would be more convenient for them to take the buses.

36. The Chairman said that he shared the same concern as Mr LEE Ka-ho about the completion time of the overrun tunnel. He reckoned that the completion of Tung Chung East and Tung Chung West Stations would not help solve the traffic problem if the overrun tunnel could not be completed at an earlier time to facilitate an increase in train frequency. He urged the department to explore ways of completing the overrun tunnel earlier.

37. Mr Michael LEUNG made a consolidated response as follows:

- (a) He emphasised that the TCL Extension project was at the preliminary stage. HyD, MTRCL and its consultant would review the design of the project, including the alignment and location of station entrances. He said that HyD would liaise with MTRCL closely and monitor its works. Members' views would be further studied at the detailed planning and design stage (e.g. the location of station entrances) and views from

Members and residents would be referred to MTRCL for consideration.

- (b) For Ms WONG Chau-ping's question whether the works would affect the graves, according to the preliminary proposal, the Tung Chung West Extension would be constructed by tunnel boring method. The tunnel would be located at deep level and should not affect the facilities close to the ground, but it would depend on the final design. The project was only at the preliminary stage. He believed that MTRCL would take into account the aforementioned impact during design.
- (c) Ground investigation works was in progress and had minor impact on the ground. In his understanding, MTRCL had discussed with the residents how to carry out the works.
- (d) He thanked Mr Eric KWOK for his support on the project. For the noise impact, he said that MTRCL would engage consultant to conduct Environmental Impact Assessment Study as required by EPD and minimise noise impact in order not to affect the nearby residents.
- (e) In response to Mr Eric KWOK's question regarding the funding of the project, he said that the project would be implemented using "ownership approach", i.e. MTRCL would be responsible for the funding and the Government would have discussion and negotiation with MTRCL on the funding arrangements. He said that, although the project cost would be borne by MTRCL, the Government would provide funding support to bridge the funding gap, and it was not necessary to seek funding approval from LegCo.
- (f) In response to Mr LEE Ka-ho's question on the completion date of the Airport Railway Extended Overrun Tunnel, HyD strived for early completion to bring convenience to the residents. According to MTRCL's estimate, passengers at the critical section of TCL would experience a standee density exceeding 4 persons per square metre starting from 2032. As such, the Airport Railway Extended Overrun Tunnel should be completed by 2032. He emphasised that HyD and MTRCL would explore the feasibility of expediting the construction.
- (g) In response to Ms Amy YUNG's question on the location of station entrances, MTRCL would study the matters, such as the feasibility of introducing connecting bus services, during the detailed planning and design stage. In general, TD would coordinate with HyD for the adjustment of bus services or relevant matters after the commissioning of railway stations.
- (h) In response to Mr LEUNG Kwok-ho's question on the possibility of cost overrun, he reiterated that the project would not be financed by the Government but it was undesirable for MTRCL to incur cost overrun.

- (i) For the enhancement of supervision, the Commission of Inquiry appointed to inquire the matters related to SCL had recommended associated measures. The Government and MTRCL had accepted the associated recommendations including the measures for enhancing the supervision. It was hoped that the TCL Extension project would be implemented smoothly.

38. Mr FUNG Wai-chung made a consolidated response as follows:

- (a) TCL Extension served Tung Chung West and Tung Chung East, covering Yat Tung Estate, Mun Tung Estate, Yu Tai Court and the future residential estates in Tung Chung East. MTRCL would focus on district level consultation at the next stage to collect views from residents of different areas about the station entrances. The consultant would then proceed with preliminary design. The matter concerning residents' coach of Discovery Bay raised by Members was also within the scope of consultation. Regarding provision of a footbridge connecting Tung Chung East Station and places in the vicinity, MTRCL would collect the views of the public during the consultation period and discuss further with the Government.
- (b) MTRCL would also collect public views on the impacts of the works' alignment on the surroundings as well as related feng shui issues during the consultation period with the view to minimising the impacts. The alignment and locations of station entrances would be considered and designed by the consultant while MTRCL would continue the local consultations on the consultant's recommendations and report to IDC accordingly.
- (c) Regarding the TCL service, there was room for increase the capacity from the frequency of 17 trains per hour per direction (tphpd) at present to 18 tphpd. The signalling system would also be upgraded to increase train frequency by 10%. After completion of the overrun tunnel, the frequency could be enhanced to 24 tphpd.
- (d) Apart from the above hardware and software integration, the Operations Division could make route adjustment having regard to the passenger demand of different sections. For example, among every three trains departed from Hong Kong Station, two headed for Tung Chung and one headed for Tsing Yi. Given that the section between Tsing Yi and Lai King or Nam Cheong was the busiest, the Operations Division would adjust the schedule according to the passenger flow. Members could rest assured that MTRCL would pay attention to passenger flow and the service status and adjust train frequency to bring convenience to passengers.

39. The Chairman expressed his views as follows:
- (a) He reminded the department and MTRCL to respond to Ms WONG Chau-ping's enquiry on whether the livelihood of fishermen would be affected by the drilling works.
 - (b) In response to Ms WONG Chau-ping's question on the alignment which would run through Ma Wan Chung and Shek Sze Shan underground, Mr Michael LEUNG said that the graves above the ground would not be affected about which he was doubtful. Although grave sweeping activities were conducted on ground, the burials were placed underground and the bodies might have been buried deep underground due to fung shui considerations. He would like the department to respond to the question again.
40. Mr Michael LEUNG said that HyD was aware of that religious and fung shui factors should be taken into account during the course of the project, and the concerned tunnel would be located at a relatively deep level. He noted the residents' concern about the impact of fung shui due to the alignment.
41. Mr Barry SUM said that detailed planning on the works had just commenced. The alignment and its depth had not been finalised. The depth of each area depended on the geology and future railway operation, while minimising the impact on the area was of the utmost importance. In addition to actual physical impacts, he said that the Corporation would strive to minimise psychological and fung shui related impacts. He emphasised that the alignment presented was the preliminary design. The best alignment and most appropriate location of station entrances would be finalised after taking into account the views of residents of the area.
42. Mr FUNG Wai-chung said that sewerage would be generated during construction or advance drilling works. The contractors and engineers would be urged to ensure proper handling of sewerage to prevent it from flowing into the bay. As for drilling works in other areas, MTRCL would communicate with government departments for environmental compliance and to ensure that the machinery and equipment at the construction site would not affect the residents nearby.
43. Mr Sammy TSUI expressed his views as follows:
- (a) The works of Tung Chung East Station was expected to commence in 2023. He opined that it would be more desirable to bring forward the commencement date as delay in completion was not preferred. The station was expected to complete in 2029. Tung Chung residents would be in agony if problems occurred and hence delay in completion. He pointed out that there was delay in a number of local large scale projects in recent years and urged relevant departments to monitor the works progress.

- (b) Since Tung Chung East Station was in close proximity to the existing railway and some distance away from the new reclamation area as shown in the drawing, he enquired if space would be reserved for operation of shuttle buses and minibuses outside the station. The actual distance was still unknown at present and it was neither too far nor close if the new reclamation area was within a walking distance of 20-odd minutes from the station.

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

- (a) The representative of MTRCL pointed out that the entire works would be conducted underground without affecting the ground level, and only small holes would be bored if drilling works were conducted. She disagreed with him and queried if scaffolding was necessary during drilling which would have impacts on the graves and urns.
- (b) She pointed out that the Tung Chung New Town (TCNT) Extension project was in full swing but village traditions, history, culture, fung shui and graves were neglected. She urged all parties to take into account the traditions and history of the villages and cater for the needs of members of the local community.
- (c) She pointed out that there were 19 villages in the vicinity of Tung Chung West Station and asked relevant departments to consider provision of well-planned bicycle parking spaces for villagers to travel to MTR station by bicycle.

45. Mr Eric KWOK expressed his views as follows:

- (a) MTRCL pointed out that there would be 24 departures of trains per hour after works completion. He enquired if Airport Express was included and if 24 departures was the highest carrying capacity. It was stated in the paper that Tung Chung East Station and Tung Chung West Station were expected to be completed in 2029 if the project ran smoothly to tie in with the TCNT Extension project. The TCNT Extension Area would accommodate a population of 130 000 to 140 000 which would be heavily dependent on commuting by the Tung Chung railway system. He learnt that there was a bottleneck at Tsing Ma Bridge where only a train could pass through at a time. He enquired whether MTRCL, HyD and the Transport and Housing Bureau (THB) were aware of the existence of the bottleneck, and whether 24 departures per hour could meet the demand of the additional population of 130 000 to 140 000 in TCNT Extension Area in 2029, excluding people working there and on a visit. The relevant departments might give a written reply after the meeting if no immediate reply could be given.

- (b) According to the Sustainable Lantau Blueprint, Tung Chung would be developed into a low-carbon smart community. Regarding the bicycle system mentioned by Ms WONG Chau-ping and Mr Sammy TSUI, he requested MTRCL and CEDD to coordinate and build a comprehensive cycle track system with bicycle parking spaces to enable Tung Chung residents to travel to Tung Chung East Station and Tung Chung West Station by bicycle.

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

- (a) According to news reports, the TCL Extension Project had been outsourced to two consultants which had a poor track record and been engaged to undertake the design of SCL and Hong Kong–Shenzhen–Guangzhou Express Rail Link. The projects were controversial in the past few years, being plagued with seepage and design problems. He enquired how MTRCL and the Government could ensure the effectiveness and quality of their works.
- (b) As for implementation of the project under the “ownership approach”, he enquired if it implied that MTRCL would develop properties near Tung Chung East Station and Tung Chung West Station in the years to come. To his understanding, MTRCL planned to construct three 60-storey buildings opposite Caribbean Coast, Tung Chung.
- (c) Cost overrun in railway construction was common and LegCo performed a supervisory role in the past. However, the current works was financed by MTRCL under the “ownership approach” so the expenses were dealt with by it internally. He enquired through what channels the public could monitor the cost. Given that the Government owned 75% of the shares of MTRCL, the use of public funds to cover cost overrun would be tantamount to transferring the expenses to the public. He opined that public oversight was very important.

47. Mr LEUNG Kwok-ho pointed out that two trains collided during the testing of the new signalling system last year. According to media reports, the upgrade of the signalling system for TCL was expected to complete in 2023. He enquired if Tung Chung East Station and Tung Chung West Station would also be completed in 2023. If not, he was concerned that a signalling system test would be conducted again after completion of the two stations. He reminded MTRCL to avoid a repeat of the situation. It would be a serious incident if collision occurred due to errors made during test of the signalling system, even if there was no passenger on board. He asked MTRCL to provide the schedules for testing of the new signalling system for Tung Chung East Station and Tung Chung West Station.

48. Mr Michael LEUNG made a consolidated response as follows:

- (a) In response to Mr Sammy TSUI’s concern whether the construction of

Tung Chung East Station and Tung Chung West Station would be delayed, MTRCL should ensure that all aspects including the design were satisfactory, but it was hoped that the project would not be delayed. Tung Chung East Station was located above the existing seawall so piles had to pass through rock armours and rock fills of the seawall during the foundation works, therefore longer time was required. In addition, as the Tung Chung East Station could not be constructed on top of the operating railway, realignment of an about 1.2km long existing TCL track was required. To minimise the impact on railway operation, the works would take more time. In view of the above, the construction period was expected to last for six years. It was hoped that feasible solutions to expedite the progress would be reviewed during the detailed planning and design stage.

- (b) He thanked Ms WONG Chau-ping for her views on the history and culture of Tung Chung and relaying the suggestions from residents. HyD would take them into account. He believed that MTRCL would consult the residents during the design stage.
- (c) In respect of technical issues such as bicycle parking, HyD would consult the residents during the detailed planning and design stage and review the residents' suggestions afterwards.
- (d) Regarding the frequency of 24 trains per hour mentioned by Mr Eric KWOK, it referred to TCL service, excluding Airport Express Line according to his understanding. He would request MTRCL to respond later.
- (e) As for Members' requests for allowing bicycle access to Tung Chung East Station or providing bicycle parking outside the station, and reservation of space for the operation of shuttle buses and minibuses, he said that Tung Chung East Station was located opposite to Area 113 where a public transport interchange was provided. Tung Chung East Station and Area 113 were connected by footbridges over Road P1 which enhanced accessibility.
- (f) Supervision and engagement of consultants were the affairs of MTRCL and were conducted on its own. The Government would make reference to the report and recommendations of The Commission of Inquiry to carry out the supervision of the design and construction of the TCL Extension project effectively.
- (g) Regarding the signalling problem mentioned by Mr LEUNG Kwok-ho, he understood that the upgrade of the signalling system for TCL would be behind schedule, instead of completed in 2023. According to the current plan, Tung Chung East Station and Tung Chung West Station

under TCL Extension would continue to use the existing signalling system, and not be affected by the new system.

49. Mr FUNG Wai-chung made a consolidated response as follows:

- (a) In respect of signalling system, although the existing contract covered primarily TCL excluding TCL Extension, MTRCL would consider conducting studies on the implementation of TCL Extension as well as the new and existing signalling systems. A written reply would be submitted to IDC after the preliminary proposal was prepared.
- (b) Regarding the concerns on Shek Sze Shan and raised by Ma Wan Chung residents as Ms WONG Chau-ping had mentioned, he said that residents of most public and private housing estates, villagers including those of Ma Wan Chung, as well as shareholders of the area would be consulted. Fung shui issues about which the villagers were concerned would also be taken into account. He emphasised that MTRCL would communicate with relevant parties on future design and the current drilling works to allay the worries and concerns of the villagers.
- (c) Regarding how to ensure the consultants or MTRCL met public expectation as raised by Mr LEE Ka-ho, he said that after the SCL incident, MTRCL had adopted a series of digitized measures to check and monitor works progress of the consultants and contractors at the design and construction stage. MTRCL would enhance the management quality to tally with public demands.
- (d) As for property development, only Tung Chung East Station and Tung Chung West Station were located at the present plan. In respect of financing arrangements, MTRCL would discuss with the Government on the implementation of the “ownership approach” in due course.

50. Mr Eric KWOK raised the matter about the bottleneck of Tsing Ma Bridge again.

51. Mr FUNG Wai-chung said that the question involved technical issues which would take time to explain. A written reply would be provided after the meeting.

IV. Question on public columbarium at Sham Shui Kok
(Paper IDC 67/2020)

52. The Chairman said that Food and Health Bureau and Food and Environmental Hygiene Department (FEHD) as well as TD had provided a written reply respectively for Members' perusal.

53. Ms Amy YUNG briefly presented the question.

54. Ms Amy YUNG said that both Hong Kong Disneyland and the public columbarium at Sham Shui Kok were located in Northeast Lantau and should fall within Islands District but were designated as part of Tsuen Wan District due to historical factors. As such, one could only know the development of Northeast Lantau by looking up the information of Tsuen Wan District. She enquired whether the Government would consult IDC on the development of Northeast Lantau in the future.

55. Mr Anthony LI understood that the development of Northeast Lantau might affect Lantau Island and Tung Chung. IsDO would remind relevant departments to consult IDC on the development plans affecting Islands District even though Northeast Lantau was outside its purview. Relevant departments also stated in their written replies that further enquiries from Members about the public columbarium at Sham Shui Kok would be welcome.

V. Question on broadband services in South Lantau and subsidy scheme to extend fibre-based networks to villages in remote areas
(Paper IDC 69/2020)

56. The Chairman said that the Office of the Communications Authority (OFCA) had provided a written reply for Members' perusal.

57. Mr Eric KWOK briefly presented the question. He supplemented that the data service of only 10Mbps was provided in Mui Wo at present while another service provider offered 1 000Mbps at a monthly charge of \$166. Some expatriates in Ham Tin Tsuen complained about paying \$488 per month for 10Mbps of speed. He did not understand why the network speed of Ham Tin Tsuen which had fibre coverage remained low at 10 Mbps, not faster than copper-based network. Since OFCA did not send representatives to the meeting, he would like the Secretariat to write to the department to have Ham Tin Tsuen covered in the subsidy scheme for a normal speed of fibre service.

58. Mr HO Chun-fai expressed his views as follows:

- (a) He was concerned about the fibre-based network problem of South Lantau, and pointed out that a considerable amount of private land and different stakeholders were involved in the "Fibre-to-the-Home" Scheme launched last year. It was necessary to understand the situation of each village and he had made efforts for negotiation and co-ordination. He was concerned about the problems mentioned by Mr Eric KWOK and suggested approaching the village representatives for negotiating with the network operators to resolve the problems.
- (b) He pointed out that the epidemic was not the only cause of disruption to the works. Poor workmanship of the contractor in installing fibres was also identified as a cause for discontent among villagers.

- (c) He emphasised that the problems in Lo Wai Tsuen and Sun Wai Tsuen remained unresolved as the stakeholders concerned had not reached a consensus. He wished to follow up on the matter with the network operators and was willing to offer assistance if there were further problems.

59. Mr Ken WONG expressed his views as follows:

- (a) He said that the problem of the subsidy scheme lay in the lack of established policies on fibre installation in village houses. In most cases, households of the second and third floors of village houses could not get the network service because the ground floor residents refused to allow network operators access to install fibre distribution hub, which was irrelevant to easement on private land.
- (b) When implementing the subsidy scheme, OFCA should be entitled to invoke the provision which allowed access for installation of public facilities. For example, approval should be granted for CLP to conduct excavation works on private land even if there was opposition under the circumstances given that electricity was a basic necessity. The consequences would be profound if public facility works were halted in the face of objections.

60. The Chairman said that as mentioned by Mr HO Chun-fai, the residents of South Lantau paid \$488 monthly for a slow connection of 10Mbps. He proposed writing to OFCA for further details. If the information given was unsatisfactory, he proposed that Mr HO Chun-fai, Mr Eric KWOK and he should hold a meeting with OFCA to discuss the matter.

VI. Question on application requirements for residents in South Lantau for installation of water meters and electricity meters
(Paper IDC 70/2020)

61. The Chairman welcomed Ms TAM Yin-ping, Donna, District Planning Officer/Sai Kung & Islands of the Planning Department (PlanD) to the meeting to give response.

62. Mr HO Chun-fai briefly presented the question.

63. Ms Donna TAM said that the requirements had been outlined in the written reply. She would give a consolidated reply if Members had any questions.

64. Mr Eric KWOK said that under the principle of “Development in the North, Conservation for the South”, the Sustainable Lantau Office conserved sites of high ecological value, among which the majority was private agricultural land. He opined

that although the Government had laid down the conservation principles, it did not resume agricultural land at market price for conservation which would lead to prolonged conflicts. He criticised that a number of land was reclaimed and damaged under the Government's policy. Proposals had been raised by DC of the previous term for resumption of agricultural land from the owners or landholders for conversation at the open market price to foster sustainable development.

65. Ms WONG Chau-ping said that many residents and villagers had reflected to her the situation. She opined that the Government could develop land as appropriate during land use planning, but should think twice where private land was involved. Land would lose its market value after being incorporated into the Conservation Area. She hoped that the department would exercise caution.

66. Ms Josephine TSANG criticised that the Government's practice was unfair to the villagers. While it designated land arbitrarily as Conservation Area, money was squandered with reclamation and land formation when a large amount of land on Lantau Island was not yet developed. She urged the Government to resume agricultural land at market price for conservation. The land had been owned for generations and the Government should not arbitrarily incorporate it into the Conservation Area. In addition, some land was always filled with sand and mud which was a waste of resources. She hoped that the department would think twice when planning and provide appropriate arrangements and compensation to the villagers.

67. Mr Ken WONG expressed his views as follows:

- (a) According to the reply of the department, "The provision was included in the "Note" on Coastal Protection Area in 2004". He enquired if the department had received any applications for installation of water meters for irrigation since then. It was unreasonable for the department to suspend water supply to the land which was zoned for agricultural purpose. Given that it had started receiving applications since 2004, she did not understand why it stopped doing so all of a sudden, and asked whether any applications for installation of water meters had been approved since 2004.
- (b) In addition, he pointed out that the way the Government handled rural affairs was inappropriate. He had learnt that landslide occurred on a private road cutting off its accessibility but the Government refused to conduct repair work on the ground of private ownership. The location was part of a hiking trail and hikers had lodged complaints about it. He queried why the Government encroached on villagers' properties and did not resume the entire road. He said that the situation was common in Islands District, especially the entire Lantau Island, and the New Territories in that the Government failed to repair properly roads frequently used which were then left barren. Given that the walkways were open for public use, he enquired why the Government and relevant departments did not resume the land.

68. Mr LEUNG Kwok-ho said that Members had earlier mentioned the differences between private and public land. To his understanding, the land price per square foot ranged from \$400 to \$700 and land in the area of 12 600 square feet was sold for around \$5 million. He opined that a project of MTRCL discussed just now and not financed by the Government cost over \$10 billion, and the Government should review if it should resume private land for conservation. Since Hong Kong had abundant land, he considered that the “Lantau Tomorrow” project was unnecessary and asked the department to note IDC Members’ opposition to construction of artificial islands. In addition to land title and land problems, the Government should address the private road issue. He believed that the Government was capable of handling the land price matters.

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

- (a) According to the statutory Outline Zoning Plan (OZP), installation of water and electricity meters would generally not be considered as land uses on their own but to support the relevant land use on water and power supply. The installation of water and electricity meters for any permitted New Territories Exempted House or other ‘House’ uses under the statutory OZP could be regarded as ancillary use and planning permission from the Town Planning Board (TPB) is not required.
- (b) A number of residents and environmentalists expressed concerns about the “Development in the North, Conservation for the South” policy and conservation principle for Lantau Island. They were worried that the soil dump, piling of construction waste and excavation works would affect the ecological environment. The department would draw the Water Supplies Department (WSD), other departments and CLP’s attention on whether the installation of electricity and water meters involved any excavation works in the conservation area to avoid environmental impacts. According to the South Lantau Coast OZP, planning permission was required for excavation of land within the “Coastal Protection Area” zone. She pointed out that South Lantau was a beautiful place and some works might damage the ecological environment. Relevant departments were reminded to refer to and to ensure compliance with the OZP if the water and electricity meter installation involved excavation of land for laying new water mains and cables during works implementation. She emphasised that according to the OZP, there is no requirement for planning application for installation of water and electricity meters in related to all ‘House’ use.
- (c) In addition, much private agricultural land in rural areas in the New Territories was specified for agricultural use according to their land leases. Even if the land was zoned as “Conservation Area”, “Green Belt” or “Coastal Protection Area” (“CPA”) on OZP, ‘Agricultural Use’ are always permitted within these zones. The agricultural activities thereon

would not be affected. However, if the land owner wished to enhance land value by, for example, building houses thereat or for other uses, prior approval including approval for lease modification must be obtained in advance.

- (d) She said that resumption of private land for conservation was related to the overall Government policy on conservation therefore it would be inappropriate for the department to give response. She pointed out that the Sustainable Lantau Office of CEDD had set up Lantau Conservation Fund to promote conservation and to pursue minor local improvement works in villages and communities to improve the environment of rural areas. It was believed that the village representatives noted that the Sustainable Lantau Office was committed to put conservation into practice.
- (e) She could not give response on behalf of the Government regarding the “Lantau Tomorrow” project but would relay Members’ questions to relevant departments.

70. Ms Amy YUNG said that the department clarified the differences between land ownership and the right of use of land as well as payment of land premium for changing land uses. Taking Tung Chung East Station as an example, the Government was responsible for reclamation while MTRCL was responsible for infrastructural work and development. She enquired if the Government could request MTRCL to estimate the market value of its development right on the land and the cost of each infrastructural work with a breakdown of the two as a total sum was given without a breakdown would be unacceptable.

71. Ms WONG Chau-ping enquired, in respect of the department’s remark that private land in rural areas could be incorporated into Conservation Area, whether agricultural activities or changes in land uses were permitted to enhance land value after agricultural land or vegetable farmland was incorporated into Conservation Area.

72. Mr HO Siu-kei hoped that conservation on Lantau Island could be implemented in parallel with development in the Northeast Lantau but opined that the policies of the Government were in serious conflict with residents. He requested the Government not to introduce further constraints on villagers to avoid antagonistic conflicts or problems during policy implementation. As a district representative, he hoped that discussion could be held with the Government to make improvement and create a favourable environment.

73. Mr Eric KWOK criticised the Government’s “destroy first and build later” approach as self-deceiving. At present, one-third of the wetland and agricultural land in the Conservation Area in South Lantau was landfill or found with the existence of temporary structures. But as the land was privately-owned, LandsD, PlanD, and EPD could not address the problem. It was announced in the Policy Address two years ago that the conservation fund would increase substantially to support land reclamation

projects which cost almost \$200 billion. As such, if the Government intended to incorporate rural areas into the Conservation Area, it should resume agricultural land at market price. He also criticised the conservation programme as incomprehensive. If non-governmental organisations was entrusted with the programme, the outcome might fall short of expectations and landlords might have little financial advantages in return. He proposed that the Government should implement large-scale agricultural land rehabilitation scheme and shared the profits of agricultural products with the landlords. Despite the launch of the conservation fund and eco-tourism schemes as incentives, some landlords would rather sell their agricultural land. Therefore, he opined that land resumption should commence without further ado.

74. Mr Ken WONG proposed that the Government should encourage agricultural land rehabilitation and pointed out that it was unreasonable to request villagers who needed to install water meters for irrigation to apply for planning permission at their own expenses. He also queried why the Government closed the watercourse of Shek Pik Reservoir making farming impossible on the agricultural land in the vicinity. He proposed that the Government should delineate areas in agricultural land for installing water meters to minimise damage to and conserve agricultural land.

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

- (a) There are different land use zonings on the statutory OZPs. According to the OZP, planning application was required under the provisions of OZP for land uses that were not always permitted. Application for rezoning or amendment to the OZP could be submitted to the TPB under the provision of the Town Planning Ordinance. When processing relevant applications, the government departments concerned would assess the proposed land use plans, environmental impacts, transport and infrastructural technologies as well as land use policies which would be submitted to the TPB for consideration.
- (b) Land resumption is a territory-wide conservation policy. She would relay Members' views to relevant policy bureaux.
- (c) Application for planning permission was not required if installation of water meters and electricity meters was ancillary to an always permitted use according to the OZP. As excavation of land within the "CPA" might cause damage to the environment, planning application was required. Application was free of charge and the procedures were simple. Members of the public could approach the department for enquires. The applications would be submitted to TPB for consideration within two months from the date of receipt in accordance with the Town Planning Ordinance. Members were welcomed to seek further clarification from the department on relevant statutory provision. Any proposals from Members were also welcomed.

76. Mr HO Chun-fai understood that the department had to take into account the views of different parties including environmental groups when formulating policies. For villagers, the department had no authority to intervene how private land was used. He said that conflicts between villagers and environmental groups were incessant. In the past, water could be discharged by runoff so that agricultural activities would not cause flooding. However, at environmental groups' request, the Government forbade villagers to clean up the riverbed, resulting in blockage of the drainage channels and hence flooding. The villagers could only heap soil for agricultural activities but such practice was also banned by the department. He urged the department to squarely face the problem and tackle it as soon as possible.

77. Ms Josephine TSANG enquired of the department how conservation was defined, and criticised the Government for overlooking the impact of relevant policies on the villagers and expropriating their right to use and ownership of the land, rendering some of them homeless. In addition, the agricultural land would be left derelict once it was designated as Conservation Area resulting in misuse as landfill, for example, and poor hygiene condition. She criticised the "Lantau Tomorrow" project for the ecological effects and impracticality, and that the Government should make proper use of agricultural land and take into account public needs before conducting conservation work.

78. Ms WONG Chau-ping said that water ran down from the valley near Pak Kung Au towards the sea along Tung Chung River, passing through villages including Shek Mun Kap, Mok Ka, Shek Lau Po, Lam Che, Nim Yuen and Ngau Au Village. She was dissatisfied that relevant departments refused to clean up the shrubs on grounds of environmental protection causing blockage in the main channel and hence flooding during rainstorm. She said that she had requested the Drainage Services Department (DSD) to clean up the channel thoroughly before the rainy season to prevent water surge which would pose safety risks to the villagers. She opined that the main channel was mainly used for draining stormwater. With the safety of villagers the paramount consideration, relevant departments should not drag their feet over the cleanup on grounds of environmental protection and conservation.

79. Mr FONG Lung-fei said that to his understanding, a railway would be constructed in Ma Wan Chung Village but seawater inundation with water level reaching half metre occurred every two to three years therein. He enquired how the Government would address it while ensuring that environmental protection principles were met during works.

80. The Chairman understood that PlanD could not give response on behalf of other departments, and pointed out that conservation works should be implemented with public funds and not by the landlords at their own expenses. He had consulted Living Islands Movement on the issue of marshes in Pui O who also opined that the Government should resume land at market price for conservation.

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

- (a) She cited that the objective of implementing environmental protection work was to promote sustainable development and improve the living environment for future generations, not to trigger conflicts. She opined that the living environment of the villagers and ancillary facilities should be taken into account and would relay the potential flooding issue of Tung Chung River caused by the existing and future works to relevant departments for follow-up to draw their attention on any potential issues caused by related projects.
- (b) She would relay the proposals regarding the “Lantau Tomorrow” project, conservation fund and use of public funds for conservation to relevant policy bureaux for consideration.

82. The Chairman said that the Development Bureau and its Sustainable Lantau Office as well as DSD should provide a written reply and asked the Secretariat to follow up with the representative of PlanD. Members could follow up on the matter upon receipt of the departments’ written replies from PlanD.

VII. Question on support for the disadvantaged in Yat Tung Estate
(Paper IDC 71/2020)

83. The Chairman welcomed Ms IP Siu-ming, District Social Welfare Officer (Central Western, Southern and Islands) of Social Welfare Department (SWD), Ms TAM Nga-ching, District Commander (Lantau) of Hong Kong Police Force and Ms WAN Chui-shan, Ada, Housing Manager (HK&I 8) of Housing Department (HD) to the meeting to respond to the question.

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

85. Ms IP Siu-ming gave a consolidated response as follows:

- (a) Regarding deaths at home, SWD did not have detailed information which related to medical and healthcare statistics. She was aware of Members’ concerns over community support for the elderly living alone or suffering from chronic diseases. While facing sudden onset of illness or emergency situations, they would have to seek assistance if not living with family. Presently, Emergency Alarm System had been equipped with a SMS button connected to the control centre round the clock. The centre maintained the residential addresses and emergency contact persons of the elderly. After receiving the call, the staff would alert the emergency contact persons and call the 999 hotline. She said that financial assistance would be given to the disadvantaged who could not afford the installation and monthly fees. To her understanding, HD and the Hong Kong Housing Authority (HA) also offered fee remission to elderly tenants. The department understood that some elderly people might not be familiar with the community resources and the means of

applying for the services. As such, SWD set up outreaching teams years ago to approach and support the hidden elders, and build the community service network. A hotline was available to get in touch with SWD or for enquiries.

- (b) Regarding mental health, she said that the relevant social welfare organisations and relevant departments worked together to provide support to people suffering mental disease or those with unstable emotion or self-inflicted tendency. Yat Tung Estate was the biggest public housing estate in Tung Chung with a population of over 40 000. The disadvantaged were mostly residing at public housing estates provided for grassroots people and she understood the concerns of Members over care and support for the disadvantaged. She said there were news reports of some suicide cases and SWD would render immediate crisis intervention service once the cases were spotted.
- (c) Regarding the causes of suicide, she said that relevant studies concluded that there were psychological, physical and social factors in play. SWD would make reference to the information of the Coroner's Court and explore the measures of suicidal prevention. Under the present judicial system, inquests were held to ascertain natural death or homicide. It was hoped that suicide could be prevented through systematic analysis of the causes of death basing on the information and statistics obtained from the Coroner's Court and findings of the Hong Kong Jockey Club Centre for Suicide Research and Prevention, University of Hong Kong dedicated to studies of suicidal behaviour. Information revealed that the causes and means of suicide varied by age and gender. According to the Coroner's Court, there were about 900 cases a year died of suicide in the last 10 more years. Although no statistics about Islands District were obtained, available information showed that a number of suicides had occurred in Yat Tung Estate.
- (d) Regarding welfare services, she said that as the causes of suicide were various, the cases could not be handled by the same way. Collaboration with healthcare sector, etc. was required to minimise risk factors for suicide and enhance protective factors through preventive, supportive and remedial services. The department was aware of the service demand of the residents of Tung Chung (including Yat Tung Estate). As some of the services required inputs of multi-disciplines, additional resources, including provisions of social workers and allied health helping professionals (e.g. psychiatric nurses, clinical psychologists and occupational psychiatrists), had been provided in the past one to two years. To address youth suicide, the number of school social workers per school was increased to two with the funding of SWD.
- (e) The department noted the input from Members at the CACRC meeting on 4 May. As Yat Tung Estate was developed early and was the biggest

public housing estate in Tung Chung, there were a number of social welfare organisations providing a wide range of welfare services. Coordination of services was vital although the services were adequate. With reference to the real cases provided and experience shared by the Members, review was conducted in collaboration with the relevant departments and social welfare organisations in order to prevent suicide problem through enhancing service collaboration. The department had an unshirkable responsibility for providing support to the disadvantaged formally through proper utilisation of government resources with the complement of informal support of family and volunteers, etc. (e.g. accompanying the elderly to visit the doctor).

86. Ms TAM Nga-ching said that since population intake of Yat Tung Estate, Lantau Police District had received 36 cases of persons falling from height and 74 cases of dead body found.

87. Ms Ada WAN said that after learning the occurrence of suicide or accidental death, HD generally input the information into the computer for record. According to information, Yat Tung (I) and (II) Estates had 32 and 23 cases of suicide and accidental death respectively since the population intake, and 17 and 26 cases of natural death at home for the last 10 years. The statistics were obtained from the records compiled by the department staff basing on information available.

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

- (a) To his understanding, there were a number of social welfare organisations in Yat Tung Estate providing services for the elderly, middle-aged and young people. Nevertheless, he was not clear about the day-to-day operation of these organisations.
- (b) He opined that the SWD representative just now mentioned the software support in Yat Tung Estate only and there was a lack of hardware support, e.g. public open spaces for the elderly going for a walk. Not having enough energy to walk outside the estate, the elderly dared not go out.
- (c) Regarding the arrangement for elderly bells, he asked the number of accidental deaths and whether the deaths were due to a fall, and if the people had an opportunity to press the bell. He said many elderly people hanged the elderly bells somewhere at home for the sake of convenience but during home visit, he found they could barely walk without holding on to something. He asked whether HD could install handrails for helpless elderly singletons at home. To his understanding, HD installed handrails in Kui Yat House from lift doors to the outside of flats but he was afraid that the elderly people would need support after entering the flats and the furniture might not be secure enough. If they had no family and the elderly bells were not within reach, the fall would

have grave consequences. He asked whether HD would make use of technology to improve the lives of the elderly.

- (d) He pointed out that many elderly people did not like living with family and asked HD whether it would consider asking the relatives or children, if any, of the elderly to call every night or at regular interval to enquire about their condition. He also suggested that social welfare organisations act as an intermediary and monitor the situation.
- (e) For suicide, he said that Yat Tung Estate had a number of youth suicides and queried the claim of social welfare organisations in the estate about support for young people. He was not clear about the operation of the organisations and how they provided support to the needy people.

89. Mr Eric KWOK said that the SWD representative requested Members just now to be concerned about the disadvantaged. Members had repeatedly enquired about suicides in Yat Tung Estate at the DC meetings of the last term, including youth suicides relating to psychosis and mental disorders. Members had visited the district twice to meet the residents, showing their concerns about the issue. The representative mentioned just now that preventive, supportive and remedial services were provided. He opined that Mun Tung Estate lagged behind in this aspect, thus deterioration of the situation. He received two requests in mid-June this year. A case concerned an elderly committing suicide at home. The elderly had sought help twice from the social workers who referred him/her to DC Members. Another case concerned a woman aged 30-odd. She went to his ward office with two children crying that her husband left her suddenly and the social workers referred her to DC Members for assistance. He now requested support for the woman and her children and also assistance to apply for legal aid for divorce for fear that her eligibility for Comprehensive Social Security Assistance (CSSA) would be affected. He asked how SWD monitored the operation of these organisations to ensure that appropriate support would be given to those seeking assistance.

90. Ms Josephine TSANG expressed her views as follows:

- (a) She had received three requests. The first one concerned a woman who lived with her husband and a child at Peng Chau. Her husband died at home after a fall and she sought help from SWD but the staff told her that she was not eligible and referred her to DC members. Ms TSANG contacted the department after learning the details and the department staff replied that it was a referral case from DC member and the woman was required to visit the SWD office again for assistance. She questioned why the staff provided assistance only when the case was referred by DC member.
- (b) The second case occurred in Kam Peng Estate where she worked as security manager earlier. A female tenant died at home for some time before being discovered by the estate security guard who called the

Police and arranged for the deceased to be taken away. The security guard checked the record and found that the deceased had no relatives. The Peng Chau Police Post asked whether the deceased had any religious belief and hoped that SWD could help arrange the funeral but the department did not offer such service. She later learnt from a TV programme that there were charitable organisations which would help with funeral matters. She then contacted Peng Chau Police Post for approaching the charitable organisations. She did not agree that SWD provided basic support to the disadvantaged.

- (c) The last case concerned a mental patient whom the residents reported had upset a number of graves. She had contacted SWD many times and requested to provide support for the patient and at the same time referred the case to the Police. The Police referred the case to SWD for follow up. It was understood that the SWD staff had visited the patient frequently but no support was given. The patient continued to cause damage to the graves. She opined that SWD provided a wide range of services but the result was unsatisfactory.

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

- (a) In a meeting with the doctors of St. John Hospital in mid-June this year, he was informed that doctors might not recognise the symptoms of suicide-prone patients during medical consultation. As such, he requested SWD to liaise with the Hospital Authority to provide professional trainings for doctors on skills to identify persons with suicidal ideation. He believed that early identification of patients with emotional problems could help reduce the suicide rate.
- (b) He noted that the Hong Kong Housing Society (HKHS) had launched a scheme to install handrails for the tenants but it was difficult to find relevant information online. He proposed that HKHS and other government departments should step up publicity in this regard to prevent death of elderly singletons due to home accidents.

92. Ms IP Siu-ming made a consolidated response as follows:

- (a) Regarding the problem raised by Mr FONG Lung-fei of lack of ancillary facilities, it was understood that HD had provided facilities in public housing estates for use by persons with disabilities and the elderly. Under the prevailing policies, assessment or recommendation by social workers was not required for provision of certain facilities inside flats. The department would maintain liaison with HD. If there was a need for facilities other than those covered by the existing scheme, referral could be made to SWD by HD for assessment.

- (b) Regarding the comment of the Members that some staff of SWD and/or social welfare organisations refused to accept referrals or referred the public to DC members for handling their requests, she considered the situation, if happened, as inappropriate and would follow up with Members after the meeting to pursue the matters and find out the service units involved and reasons behind as well as if there was any misunderstanding in communication.
- (c) As for supervision of social welfare organisations, she said that the Subventions Branch under the department was responsible for monitoring the subvented organisations/services of the social welfare organisations. It also reviewed their structure as well as service quality and performance from time to time. The views of different stakeholders would be collected as appropriate. She noted the views of Members and would relay them to relevant organisations/units for follow-up.
- (d) For burial expenses of the deceased without relatives, she said that friends or relatives of the deceased could apply for charitable funds with the assistance of the service units of the department. The cases could also be referred to social welfare organisations such as Tung Wah Group of Hospitals if necessary for recommendation of free burial service.
- (e) Regarding the difficulties for doctors to recognise suicide symptoms, she opined that the relatives accompanying the patients could reflect the situation and their concerns to geriatricians or psychiatrists during medical consultation rather than seeking help from social workers afterwards. If the patients or accompanying persons could not clearly reflect the patients' condition, they could contact medical social workers of the department for assistance or case referrals.

93. Ms Ada WAN said that having regard to the needs and height of the elderly, HD would install handrails in the flats of them without charging upon approval.

94. Mr FONG Lung-fei pointed out that in respect of installing handrails in the flats, referral by doctors for advice of occupational therapists was necessary but some elderly people did not know such service and could not request DC members or social workers for referral. As such, he proposed that HD or SWD should take the initiative to offer assistance to elderly singletons aged 70 or above to reduce the number of fatal home accidents. He pointed out that an elderly person aged around 60 asked for food from his/her neighbours from time to time. He had sent the elderly person to the hospital for observation but was recently informed that the elderly person had passed away. Medical social workers said that the case had been referred to social workers of Yat Tung Estate for follow-up but the cause of death was still unknown. He doubted if relevant departments or social workers had follow up on the case and considered that their negligence possibly caused the elderly's sudden death at home. He opined that SWD could recruit able-bodied unemployed persons or CSSA recipients as volunteers

to contribute to the community or study organising of volunteer teams by social welfare organisations to visit the elderly regularly.

95. Mr Eric KWOK said that SWD would provide burial grant of around \$10,000 if the deceased was a CSSA recipient. As non-CSSA recipients were not eligible, some cases followed up by him were rejected by the department. He clarified that the cases followed up by him were mostly referred by social welfare organisations and not the department.

96. Mr LEE Ka-ho said that the representative of SWD pointed out the serious shortage of social workers with each handling a number of cases. He enquired about the number and ratio of social workers to population in Tung Chung, and if the standards were met. If not, he wished to know whether the department would consider increasing the manpower or explore improvement measures.

97. Ms Josephine TSANG said that the deceased of the case in Kam Peng Estate was not a CSSA recipient so the department did not offer assistance.

98. Ms IP Siu-ming made a consolidated response as follows:

- (a) For burial expenses of non-CSSA recipients, she said that friends and relatives of the deceased could apply for the charitable funds managed by SWD for emergency financial support to settle the approved burial expenses.
- (b) She supported formation of volunteer teams so that they could work together with social workers, psychologists and psychiatrists to enhance the betterment of the community. The effort of different stakeholders in the community, including the volunteers, was recognized. However, voluntary work was non-compulsory in nature and CSSA recipients should not be forced to engage in voluntary work. The department would help them leave the CSSA net by other means. The department had been promoting voluntary service and providing trainings for volunteers. Publicity would also be stepped up to recruit more volunteers.
- (c) Regarding the demand and supply of social workers, the existing staffing establishment was classified by service type so the details of the number of social workers and manpower ratio of individual districts were not available. However, she said that there were relevant units serving the residents in Yat Tung Estate. In view of the surge of population of Islands District, the department, PlanD and HD briefed Members in the sharing session on 8 June this year on the new social welfare services to be provided in the new development area. Through setting up new service centres, the department could further evenly allocate its services to meet the needs of local residents.

99. The Chairman expressed his views as follows:

- (a) Although a sharing session was held on 8 June this year, he proposed that SWD should organise one again in July or August as the issue should be handled seriously given the gravity of the consequences. All supervisors of social workers and representatives of social welfare organisations in Tung Chung should be invited and participation by DC members of other constituencies was welcomed. In addition, if Members found the handling of cases by frontline social workers unsatisfactorily, they should reflect the situation truthfully for enhancement of service.
- (b) As for installing handrails in the flats of elderly singletons, he said that HD could not provide the service for elderly persons who had not applied for Social Security Allowance (SSA). Therefore, he proposed that Members should ask for assistance from social welfare organisations at the sharing session to identify elderly singletons in need and submit SSA applications for them. He said that the Islands Healthy City and Age-friendly Community Working Group of the previous term of DC had received funds from Hong Kong Jockey Club for formation of volunteer teams to visit the elderly. Therefore, he proposed studying the feasibility of applying for funds from HKJC again for formation of volunteer teams in Tung Chung to provide benefits for the elderly and youth.

(Post-meeting note: HD would install handrails for the elderly and persons in need in response to their requests where practicable.)

100. Ms IP Siu-ming said that the District Office of SWD had planned to meet DC members of the current term for introducing the major service and welfare units in the district. However, she considered it a bit rush to arrange the sharing session in July this year and proposed holding it in August or September instead, which was agreed by the Chairman and Members.

VIII. Question on request for re-implementation of village sewerage programme for Luk Tei Tong and Ma Po Tsuen, Mui Wo
(Paper IDC 72/2020)

101. The Chairman said that DSD had provided a written reply for Members' perusal.

102. The Vice-Chairman briefly presented the question.

103. The Vice-Chairman said that the village sewerage programme would be relaunched expeditiously after gazettal in the third quarter of 2020.

104. The Chairman said that he would closely monitor the works progress and expected that further progress would be made within half a year.

IX. Motion on request for installing speed enforcement cameras at the section of Tung Chung Road between Lung Tseng Tau and Tung Chung Rural Committee and extending the bus bay thereat
(Paper IDC 73/2020)

105. The Chairman welcomed Ms HUI Shuk-yee, Engineer/Islands 2 of the Transport Department (TD) and Ms TANG Ka-yuet, District Engineer/General(2)B of the Highways Department (HyD) to the meeting to respond to the motion.

106. The Chairman said that the motion was moved by Mr Eric KWOK and seconded by Mr FONG Lung-fei.

107. Mr Eric KWOK briefly introduced the motion.

108. Ms HUI Shuk-yee said that the following basket of factors were taken into account when TD and the Hong Kong Police Force (the Police) considered the locations of fixed speed enforcement cameras (SECs): (1) traffic accident records; (2) prevalence of speeding activities observed by the Police; (3) potential risks caused by vehicle speeding; (4) strategic or trunk roads with higher traffic speed and traffic flow; and (5) geological and environmental factors surrounding the sites. She said that having considered the above factors and allocation of resources, the department and the Police had no plan of installing fixed SECs at the section between Tung Chung Road near Lung Tseng Tau and Tung Chung Rural Committee (RC) for the time being as it was not traffic accident black spot at present. The department would keep monitoring the speeding of vehicle and related traffic accidents in collaboration with the Police and install new fixed SECs according to established criteria and allocation of resources where necessary. Moreover, the department proposed the provision of two bus bays at Tung Chung Road eastbound near Sheung Ling Pei Substation and Tung Chung RC and relocation of the existing three bus stops there to minimise the traffic impacts in 2019 Q2. During the consultation, the views of stakeholders were received with concerns over tree removal, cancellation of bus stops and changes in road condition. As such, the proposal could not be implemented due to the existing site constraints. Nevertheless, the department would continue to communicate with relevant stakeholders and review the proposal. Where appropriate and feasible, bus bays would be provided at the subject section of Tung Chung Road and consideration would be given for providing pedestrian crossing facilities at appropriate locations to enhance pedestrian safety.

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

- (a) Judging by the response of the TD representative just now, she did not think the department would install SEC (commonly known as “pigeon

age”) at the road section concerned. She strongly supported the motion and proposed imposing appropriate speed limit for the bend at Tung Chung Town Centre bound of the section from Shek Mun Kap to Lung Tseng Tau to reduce traffic accidents.

- (b) She had planned to raise questions or motions on relevant issues at the next Traffic and Transport Committee (TTC) meeting and had the information ready. She said that she was holding a picture showing vehicles running from Tung Chung Town Centre to South Lantau (i.e. Shek Mun Kap bound) via Lung Tseng Tau, mainly the section from Lung Tseng Tau to Tung Chung Town Centre. She opined that apart from the road section mentioned in the motion, attention should also be drawn to the other lane with traffic in opposite direction. She indicated that on 23 February last year, a serious traffic accident happened on Tung Chung Road section heading towards South Lantau from Tung Chung Town Centre, the cause of which was related to driving speed. On reaching the bend at Shek Mun Kap section, the speeding vehicle rammed onto a taxi on the opposite vehicular lane, hence an accident. She remarked that accidents often occurred on Shek Mun Kap road section in both directions, in particular Mui Wo bound. According to the findings and observations, she opined that a SEC should be installed at the bend before Shek Mun Kap road section so that drivers might lower speed in advance, thereby reducing accidents.
- (c) She pointed out that speeding at the Tung Chung RC section mentioned in the paper was, by comparison, not as serious as that on Sheung Ling Pei section as there were always vehicles travelling at high speed on the straight part of Sheung Ling Pei section and the situation was getting out of hand. She reckoned that a SEC should be installed at the straight road before the bend. The houses in the villages of Tung Chung were built along the hills and villagers travelled to the urban areas via Tung Chung Road but she opined that pedestrian crossings which were only set up at Ha Ling Pei should be provided at the entrances to the villages as appropriate to improve pedestrian safety. She proposed the installation of SECs adjacent to Wong Ka Wai Village, at the entrance to Sheung Ling Pei Village, adjacent to Sheung Ling Pei near Fung Shing Nursing Home and at the road opposite Tung Chung Visitation Chapel. The relevant departments should take into account road safety when studying the development planning in Tung Chung district.
- (d) She would like to take this opportunity to request relevant departments to review Tung Chung Road comprehensively and explore the feasibility of installing SECs at various road sections. She was aware of the resource constraints of the Government and thus the need for proper allocation of resources.

- (e) Regarding extension of the bus bay thereat, she said that she had conducted site visit with Members and relevant departments but the issue remained unresolved despite discussion. Moreover, she proposed that relevant departments should consider imposing a lower speed limit on Tung Chung Road and linking the road with Yu Tung Road to provide road users of South Lantau an alternative access, thereby alleviating the burden on Tung Chung Road.

110. Mr FONG Lung-fei said that when driving a goods vehicle or light goods vehicle past the road section, he had to turn the steering wheel to keep balance as the road surface tilted slightly to the right. He remarked that drivers were likely to drive fast on straight roads and if they abruptly applied the brake at the bend when driving towards Mun Tung Estate bus stop, the vehicle would easily overturn or veer from the lane. He guessed that it was due to the uneven and tilted road surface which he hoped that TD would pay heed to and that SECs would be installed at the road section concerned to prevent drivers driving at high speeds when approaching the bend.

111. Mr WONG Man-hon pointed out that on the day of the traffic accident on 23 February last year, a public event was held in South Lantau, thus many Lantau residents were severely injured in the accident and a long period of recuperation was needed whereas the private car and a taxi involved were damaged. Following the accident, Members suggested that a speed limit of 30 kph be imposed for the roundabout at the road section heading to Ma Wan Chung from Shek Mun Kap or SECs be installed thereat. Around one to two years ago, a heavy goods vehicle overturned at the bend when travelling towards South Lantau but TD maintained that the said location was not a traffic black spot. Around May this year, a private car rammed into the railings adjacent to Wong Ka Wai and the vehicle body was damaged. The vehicles travelled to South Lantau and Mui Wo via Tung Chung at high speed, causing noise nuisance to the residents. He hoped that the department would squarely face the speeding problem and implement measures accordingly as soon as possible.

112. Mr HO Siu-kei said that traffic accidents on the road section concerned could cause paralysis at South Lantau bound of the entire Tung Chung Road for several hours, resulting in emergency vehicles unable to access South Lantau for rescue operation.

113. The Chairman said that Members had fully expressed their views but TD and HyD only gave official responses. Going back to the definition of “non-traffic black spot” without the constraints from the figures, the representatives of the two departments TD and HyD had to take follow up actions seriously. He enquired whether an amendment to the motion was required.

114. Ms WONG Chau-ping proposed amendment to the motion as follows: “In view of heavy traffic and the high accident rate on Tung Chung Road caused by speeding, relevant departments are requested to conduct comprehensive reviews of installation of speed enforcement cameras (pigeon cages) at the road section from Shek Mun Kap to Tung Chung Visitation Chapel and extension of the bus bay at the road section between Ha Ling Pei and Tung Chung Visitation Chapel, impose a lower speed

limit and provide pedestrian crossings at appropriate locations at the section of Tung Chung Road from Lung Tseng Tau to Tung Chung Visitation Chapel, and link up Yu Tung Road and Tung Chung Road to provide vehicles of South Lantau alternatives so as to alleviate the heavy traffic burden on Tung Chung Road.”

115. Mr LEUNG Kwok-ho said that the amended motion included up to four or five items which were difficult to be handled by one single motion. He opined that the amended motion could only be put to vote after a series of discussion and replies by the Police and TD.

116. Ms WONG Chau-ping said that the original motion had been raised some time ago and considered it necessary to amend the content. She opined that the matter related to the entire Tung Chung Road and that many drivers travelled to Mui Wo, South Lantau, Shek Pik and Tai O etc. via the road section concerned. She enquired whether the Chairman had arranged the questions and motions carefully for the meeting and why he proposed putting the original motion to vote instead of having a discussion on the motion at TTC meeting. She indicated that she planned to raise a question or motion on the related topic at the next TTC meeting and had prepared relevant information for distribution to Members.

117. The Chairman said that in view that there were not too many items on the agenda when the motion was received and that TTC meetings were long, he considered it possible to vote on a motion that “fell outside the framework” at DC meeting. On the contrary, if there were over 20 agenda items for this meeting, he would approach Mr Eric KWOK for the motion to be discussed at TTC meeting. He also hoped that Members would consider the discussion items carefully to decide which items were to be discussed at which committee meeting, instead of making a decision according to the meeting dates. He remarked that the meeting had been going on for some time but there were still a number of outstanding items pending discussion, and asked Members to stop wasting time and go back to the motion which had been discussed for quite some time instead of referring it to TTC.

118. Mr Sammy TSUI said that the amended motion covered a number of issues and it was hard to finish up the discussion in a few words. Since Ms WONG Chau-ping had prepared a large amount of information about the amended motion, he proposed that the amended motion be brought up at the next TTC meeting for detailed discussion. Given that Members did not have sufficient background information of the amended motion coupled with its complex content, he proposed that only the original motion be dealt with at the meeting.

119. Ms Josephine TSANG opposed to the arrangement proposed by the Chairman and questioned how the agenda items were arranged. She considered that the Chairman had a duty to review all items and when segregation was required, make wise decisions where appropriate, lest there be any misunderstanding among Members that the original motion was put to vote first with the amended motion being dealt with at the next TTC meeting. She hoped that the Chairman would not arrange Members’

questions or motions to be discussed at other committee meetings because of a large number of items on the agenda.

120. Mr LEE Ka-ho said that the amended motion got too long and proposed to display it on the screen through the projector.

121. The Chairman noted that the Secretariat was arranging for photocopies of the amended motion. Regarding the segregation arrangement for agenda items, he admitted that it was his fault to ask Mr Eric KWOK to arrange the motion to be raised at TTC for discussion without double checking. He hoped that Members knew clearly at which committee a question or motion should be brought up for discussion for effective segregation. He opined that since the issue had been discussed for a long time, it was undesirable for discussion on the original and amended motions separately. Being a DC Member of Lantau Island, he was well aware that the amended motion suggesting extending the road section was no different from the original motion, thus it would be inappropriate to move a motion at DC meeting and another at TTC meeting. He reckoned that the amended motion involved matters in the periphery of the road section and provision of additional facilities. He enquired whether any members seconded the amended motion of Ms WONG Chau-ping.

122. Mr WONG Man-hon seconded Ms WONG Chau-ping's amended motion.

123. Mr Eric KWOK considered that the Chairman had done nothing wrong to have the original motion to be put to vote and discussed at DC meeting. He said that traffic accidents had occurred on that road section in 2019, and Ms WONG Chau-ping was informed near the end of the last TTC meeting that there was a traffic accident at the road section that day. She requested him to act quickly and he then moved the motion at this meeting with a view to enhancing road safety. If the Chairman accepted the motion moved by Ms WONG Chau-ping, he would communicate and work on the two motions in coordination with Ms WONG. He did not think it was a good idea that Ms WONG proposed amendment to the original motion and he proposed further amendment which would end up with things dragging on indefinitely.

124. The Chairman said that with regard to the amended motion, he proposed provision of a bus bay for carrying out tree removal.

125. Mr Ken WONG proposed that the amended motion moved by Ms WONG Chau-ping and the original motion be put to vote separately.

126. Ms WONG Chau-ping enquired whether she should move a provisional motion with the original motion to be retained.

127. The Chairman said that he was merely expressing a personal opinion about the amended proposal of a bus bay. Regarding the tree matter, he proposed that a provisional motion might be moved if necessary for requesting relevant departments to consider removing some trees.

128. Ms WONG Chau-ping remarked that the provisional motion requested a comprehensive review on the feasibility of extending the bus bay at the section from Ha Ling Pei to Tung Chung Visitation Chapel, which included removal of trees thereat.

129. The Chairman said that his proposal aimed to enhance clarity of the motion raised and she could choose to make an amendment or not.

130. The Chairman asked Members to vote on the original motion by a show of hands.

131. Members voted by a show of hands. There were 16 voted for, no against and one abstaining.

(Members voted for 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, Mr HO Siu-kei, Ms WONG Chau-ping, Ms Amy YUNG, Ms Josephine TSANG, Mr Eric KWOK, Mr Sammy TSUI, Mr FONG Lung-fei, Mr LEE Ka-ho and Mr LEUNG Kwok-ho. Ms LAU Shun-ting abstained.)

132. The Chairman asked Members to vote on the provisional motion by a show of hands.

133. Members voted by a show of hands. There were 13 voted for, one against and three abstaining.

(Members voted for 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, Mr HO Siu-kei, Ms WONG Chau-ping, Ms Josephine TSANG, Mr Eric KWOK, Mr FONG Lung-fei and Ms LAU Shun-ting. Ms Amy YUNG voted against. Mr Sammy TSUI, Mr LEE Ka-ho and Mr LEUNG Kwok-ho abstained.)

134. Ms Amy YUNG said that she opposed to the provisional motion because she did not understand it well enough and had not yet conducted site inspection. She opined that a provisional motion could only be moved in exceptional urgency and Members should understand the provisional motion well enough.

135. Mr LEE Ka-ho said that the reason for his decision to abstain was similar to that of Ms Amy YUNG. He considered that there was insufficient time to discuss the provisional motion.

X. Motion on setting up democracy wall in Tung Chung
(Paper IDC 74/2020)

136. The Chairman said that since the mover Mr WONG Chun-yeung was absent, he proposed proceeding to other agenda items first.

137. Mr Ken WONG disagreed to defer the motion and opined that if Mr WONG Chun-yeung was absent, there was no need to handle the motion.

138. The Chairman said that Section 23 of the Islands District Council Standing Orders stipulates that “the member who moved the motion but is absent from the meeting may appoint another member in writing to move the motion on his or her behalf with the approval of the Chairman.” He said that Mr WONG Chun-yeung had not applied for leave of absence or made an appointment in writing, and if Mr WONG arrived before the end of the meeting, he would then enquire of other Members whether they agreed that he moved the motion.

139. Mr WONG Chun-yeung was absent for the entire meeting and the Chairman decided that the motion of Mr WONG Chun-yeung be set aside and that he might re-introduce the motion if he deemed necessary.

XI. Question on construction of radio base stations in Ying Tung Estate
(Paper IDC 75/2020)

140. The Chairman welcomed Mr HAU Chi-leung, Arnold, Property Service Manager (Property Service)/HK Island & Islands Region 4 of HD to the meeting to respond to the question. OFCA had provided a written reply for Members’ perusal.

141. Mr Sammy TSUI briefly introduced the question.

142. Mr Arnold HAU responded as follows:

- (a) Upon receipt of an application of a mobile network service operator for installation of base stations, the HA would request the operator to submit the carrier licence issued by the Communications Authority for processing the application according to established procedures, including reviewing whether the application was in compliance with prevailing statutory requirements of buildings legislation. The Independent Checking Unit under the Office of the Permanent Secretary for Transport and Housing (Housing), the Estate Management Advisory Committee and the works team would then ascertain the feasibility of installation of base stations, while the number and location of base stations would be determined subject to the request of the operator, the overall needs and feasibility. HD received the applications for installing radio base stations in Ying Tung Estate and was vetting and processing the applications according to established procedures. Approval was given to an application so far and the base station concerned was expected to be put into service in July this year.
- (b) If residents of public housing estates had any enquiries or questions concerning the radio base stations installed, they might contact the estate

offices and HA would refer the cases to OFCA for follow-up. Members of the public might also call the OFCA hotline directly for enquiries. On request of the enquirer, OFCA would arrange staff to conduct site inspection, take measurement of the radiation level and explain the measurement result to the enquirer.

143. Mr Sammy TSUI expressed his views as follows:

- (a) The residents had grave concern about the radio base stations and conducted online research which revealed that radiation emitted from base stations would have impacts on human body. He enquired whether the written reply of OFCA meant that the radiation emitted from the base stations complied with safety standards. He hoped that OFCA could attend the meeting to give a detailed briefing because even the Department of Health was unable to clarify whether non-ionising radiation would cause no harm to human body. It was reported by the media that such base stations were installed in most of the buildings in Hong Kong but the Government had not specified the safety standards for base stations. HD responded just now that the principle of prudence would be applied in considering the applications for installation of base stations, making him question their impacts on human health. He proposed that OFCA should arrange representatives to attend the meeting for discussion and provide more information to allay public concerns.
- (b) He said that reception problem in Ying Tung Estate was relatively serious. If base stations were to be installed in all four buildings of Ying Tung Estate, more explanation and detailed information should be given to the residents. Residents of Century Link and Caribbean Coast near Ying Tung Estate also had no idea whether the number and spacing of base stations to be installed were in compliance with the safety standards. He enquired which department should the residents contact if they had questions about the base stations. He hoped that HD would improve communication with the residents.

144. Mr Arnold HAU advised that any enquiries about radiation level might be referred to the estate offices. He said that HD would co-operate and co-ordinate with OFCA for referral of relevant cases to OFCA. OFCA would then provide the result of radiation level measurement to ease the minds of residents.

145. Mr Sammy TSUI expressed his views as follows:

- (a) He enquired whether requests could be made to OFCA to take measurement of radiation level through respective estate offices or HD. He reckoned that since HD approved the installation of base stations in the estate, it had the duty to request the operator to provide safety statistics for residents' reference.

- (b) He enquired whether the residents had the right to object to installation of base stations. He said that it was now impossible to detect all problems since the installation works had not yet been completed and the residents living at the top floor might encounter more problems in the future. He also enquired if the majority of residents in the estate objected to the installation of base stations, whether HD would stop the installation at their request. He considered that the information currently available was insufficient and hoped that more data or other measurement information would be provided for residents' reference to enhance their understanding of base stations.

146. Mr Arnold HAU responded that HD might assist the residents to invite OFCA to conduct site inspection or on-site measurement if deemed necessary. He understood that the residents had grave concern about the impact of radiation and indicated that the antennae would be arranged to be installed on top of the roof water tanks and lift machine rooms of Ying Tung Estate as far away from the domestic accommodation as possible.

XII. Question on follow up on water pipe problem in Tung Chung area
(Paper IDC 76/2020)

147. The Chairman welcomed Mr YEUNG Tak-hoi, Senior Engineer/HK(3) and Mr CHOW Man-lung, Andrew, Engineer/HK(D6) of WSD to the meeting to respond to the question.

148. Mr LEE Ka-ho briefly introduced the question.

149. Mr YEUNG Tak-hoi responded as follows:

- (a) Around 11:30 a.m. on 30 May this year, WSD received a report of water main burst at Man Tung Road near Caribbean Coast. After site inspection was carried out, leakage was found at a water main with diameter of 150mm. The contractor had commenced emergency repair and arranged water tanks and water wagons to provide temporary water supply to the affected estates. After the emergency repair works was completed at around 7:00 p.m., water supply to the affected estates was resumed in phases. The continuous Amber and Red Rainstorm Warning Signals issued on that day might have caused the soil erosion around the concerned water mains. In addition, there were utilities works at the nearby road section earlier, which might affect the stability of underground water mains.
- (b) The fresh water supply in Tung Chung was generally stable. In the past five years, most of the emergency fresh water suspension cases involved small diameter water mains in the district and/or just affected limited areas, and water supply were normally resumed within three hours for

these cases. The department had regularly conducted leakage detection in Tung Chung district and repair works would be arranged for all leakage identified immediately in order to avoid water main burst. The last two leakage detections were carried out in April 2017 and November 2018, and the next one was scheduled for July this year.

- (c) The oldest water mains within Tung Chung area were located in Ha Ling Pei Village and Wong Ka Wai Village, which were in service for 26 years. The department had adopted a risk-based strategy for asset management and to plan improvement work for water mains taking into account various factors including impact caused by burst and leak of the water mains, the ages, materials, records of burst and leakage and the surrounding environment, in order to maintain the health of the water supply networks and reduce the risk of leak and burst.

150. Mr Sammy TSUI said that the water main burst incident not only affected residents of private buildings but also caused inconvenience to Ying Tung Estate residents. He understood that it was difficult to accurately estimate the time required for repair work but opined that in parallel with deployment of water tanks and water wagons, the department should take the initiative to notify the management companies of the estates affected for dissemination of the latest information such as the estimated time for resumption of normal water supply to the residents.

151. Mr LEE Ka-ho agreed that the department should strengthen communication with the management companies. He understood that residents might call the WSD customer service hotline for making enquiries, but the phone operator might not know the progress of repair and the aftercare arrangement. Although the department staff were present at the scene, they were unable to inform all residents affected. He indicated that soon after the incident happened, there were many calls from residents enquiring about the works progress and aftercare arrangement, but he was unable to contact the department despite repeated attempts. He proposed that the department should strengthen communication with Members, management companies and residents so as to disseminate information to affected residents as soon as possible. He noted that the water main burst incident was related to the works at Man Tung Road. There was leakage of the underground water main recently at the junction of Man Tung Road and Ying Tung Road and the repair works were expected to be completed at the end of 2020. He was worried about the impact of works on the stability of nearby water mains and urged the department to monitor the situation.

152. Mr YEUNG Tak-hoi said that the repair works were completed at around 6:00 p.m. on that day. After the cleansing of the water main, the water supply to the affected housing estates was gradually resumed at 7:00 p.m. and fully resumed at 8:00 p.m. The department had disseminated information such as water suspension, the affected areas and housing estates, expected time of water supply resumption, and locations of water tanks and water wagons, etc. via mobile application. Members of the public might download the application for obtaining the information. The department noted Members' views and would maintain close liaison with management

companies and disseminate the latest information soonest when incidents occurred. Regarding the recent complaints about water leakage on Man Tung Road, the department had arranged staff for inspection and found that the water mains at the concerned area was in normal operation. It was believed that the leakage was not related to the water mains of WSD and the recent water main burst.

153. The Chairman urged WSD to strengthen communication and liaison with the district network.

XIII. Question on follow up on progress of webcast of Islands District Council meetings
(Paper IDC 77/2020)

154. Mr LEE Ka-ho briefly introduced the question.

155. The Chairman said that at the meeting on 2 March, Members voted on “whether IDC would insist on opposing webcast of meetings regardless of its eventual implementation in the other 17 DCs”, and there were 17 votes in favour. It was learnt that to date only several DCs had a dedicated Facebook page set up and managed by DC members themselves, while some DCs had not yet decided on the matter of webcasting. He proposed to keep in view the final arrangement of other districts before considering further since DC resources were involved. He opined that DC already had a very high degree of transparency as the meeting agenda, papers, minutes and audio were uploaded to DC website and the Standing Orders did not prohibit observers from webcasting. That said, although observers were not prohibited from webcasting, they were not allowed to walk around during the course of a meeting and affect the conduct of a meeting. He proposed that observers be confined to conduct webcast at a designated area and sought Members’ views.

156. Ms Josephine TSANG said that the Government did not provide resources for webcast at present and webcasting in other districts was handled by members in their personal capacity. She did not object to webcast but was afraid that assistants of members might cause a nuisance if they walked around during the meeting for webcasting. She proposed that the assistants of members should be confined to conduct webcast at a fixed area.

157. The Chairman proposed that if the assistants of members wanted to conduct webcast, a tripod could be set at the entrance near the projector while the media conducted webcast at the public entrance to avoid disrupting the meetings.

158. Mr LEUNG Kwok-ho indicated that when DC of this term held its first meeting, a large number of media organisations came for reporting and webcasting, occupying much space. He opined that there would be difficulties in confining them to an area for webcasting and that arrangement should be made if the needs arose.

159. The Chairman concurred with Mr LEUNG Kwok-ho. He proposed that under normal circumstances, assistants of members should conduct webcast at the

entrance near the projector and the media at the public entrance, and arrangement should be made by the Secretariat in case a relatively large number of media organisations turned up.

160. Members voted on the proposal of the Chairman. There were 13 votes in favour and three abstentions.

(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, Mr HO Siu-kei, Ms WONG Chau-ping, Ms Josephine TSANG, Mr Eric KWOK, Mr FONG Lung-fei and Ms LAU Shun-ting. Ms Amy YUNG, Mr LEE Ka-ho and Mr LEUNG Kwok-ho abstained. Mr Sammy TSUI was absent temporarily.)

XIV. Question on CuMask+™ (Paper IDC 78/2020)

161. The Chairman said that the Innovation and Technology Bureau (ITB) had provided a written reply for Members' perusal.

162. Ms Amy YUNG briefly presented the question. She expressed regret over ITB's failure to arrange representatives to attend the meeting. It was recently reported that the Government did not produce CuMask+™ with the claimed patented technology and awarded \$0.8 billion of public fund to the contractor direct without conducting an open tender, which had violated the established mechanism and the principle of transparency. In addition, she queried that the Government did not conduct quality control as some users reflected that the mask filter was easily displaced and hard to wash while copper particles might cause adverse health effect. She said that the departmental representatives present were all wearing disposable masks which made people cast doubt on the effectiveness of CuMask+™ in prevention of epidemic.

163. Mr LEE Ka-ho expressed disappointment at ITB's failure to arrange representatives to attend the meeting. According to his observation, many people, especially the elderly, wore CuMask+™. Although ITB asserted that the mask was reusable for up to 60 washes, some users pointed out that seepage occurred after multiple washes, which refuted ITB's claim. He requested the bureau to explain and respond to Members' questions. It was learnt that the bureau had to submit a written reply in August. Apart from giving an account for the procurement procedures, he opined that the reply should address the queries or it would be meaningless.

164. Mr Sammy TSUI condemned ITB for not arranging representatives to attend the meeting. Although the Government had earmarked \$0.8 billion for producing CuMask+™, some elderly people in the area reflected to him that CuMask+™ was damaged before being washed for 60 times. Because of its poor quality, many members of the public did not use or collect the masks so over two million masks remained undistributed, which was a waste of public funds. He requested the

Government to bear the responsibility and give the public an account, and opined that the funds could have been more effectively used if it was handed out as unemployment assistance.

165. Mr Ken WONG was dissatisfied with ITB's failure to arrange representatives to attend the meeting given the high production cost of CuMask+™ and public concern. He opined that the Government did not set aside funds for district organisations to produce masks in the face of the tight supply of masks in the beginning of the epidemic but distributed CuMask+™ to Hong Kong people when there was an adequate supply of masks, which met a lukewarm response and was a waste of public funds.

166. Mr Eric KWOK asked the Secretariat to request ITB to account for how to recycle mask materials and deal with the remaining three million masks. He was concerned that disposal of the masks at landfills would bring about pollution and expedite saturation of landfills.

167. Mr LEUNG Kwok-ho said that disposal of the excess CuMask+™ at landfills was unsatisfactory, and therefore raised a provisional motion on delivering the masks to Beijing to help address the serious outbreak and reduce wastage. In addition, he proposed that government officials should wear CuMask+™ to boost public confidence on the mask quality.

168. Ms Amy YUNG said that CuMask+™ was produced with public funds so ITB should make relevant accounts available for Members' inspection.

169. The Chairman noted the concerns of Members and asked the Secretariat to relay them to ITB for response. Members could follow up where necessary after being provided with relevant accounts and reports by the bureau in August.

170. Mr LEUNG Kwok-ho hoped that the Chairman would approve his provisional motion for delivery of CuMask+™ to Beijing to help address the serious outbreak.

171. The Chairman advised Mr LEUNG Kwok-ho to raise the provisional motion in written format in compliance with the established procedures.

172. Mr LEUNG Kwok-ho raised the provisional motion: "Given the seriousness of Wuhan pneumonia in Beijing, I propose delivering the undistributed CuMask+™ to Beijing to help fight the epidemic."

173. The Chairman asked Members to vote by a show of hands immediately on the provisional motion raised by Mr LEUNG Kwok-ho. The motion was not passed with six votes in favour, nine against and 0 abstained. The Chairman said that as votes were taken in a democratic manner, he would not ask for the seconder.

(Members voted in favour included: Mr LEUNG Kwok-ho, Mr LEE Ka-ho, Mr FONG Lung-fei, Mr Sammy TSUI, Ms Amy YUNG and Mr Eric KWOK. Members voted

against included: the Chairman Mr Randy YU, the Vice Chairman Mr WONG Man-hon, Mr YUNG Chi-ming, Mr CHAN Lin-wai, Mr Ken WONG, Mr HO Chun-fai, Mr HO Siu-kei, Ms WONG Chau-ping and Ms LAU Shun-ting.)

174. Mr LEUNG KWOK-ho said that the voting result reflected that some Members opposed providing support to Beijing despite their concern about the epidemic situation there.

175. The Chairman said that Members voted against the provisional motion but not against providing support to Beijing.

176. Mr Ken WONG disagreed with Mr LEUNG Kwok-ho and opined that it would be too hasty to donate all undistributed masks as some members of the public might collect them later.

177. Mr LEUNG Kwok-ho agreed that some members of the public might collect CuMask+™ later.

XV. Question on Environmental Levy Scheme on Plastic Shopping Bags
(Paper IDC 79/2020)

178. The Chairman said that ITB had provided a written reply for Members' perusal.

179. Ms Amy YUNG briefly presented the question.

180. Ms Amy YUNG expressed regret over EPD's failure to arrange representatives to attend the meeting. According to the written reply of the department, the statistics on annual plastic shopping bag disposal at landfills and refuse transfer stations from 2009 to 2018 showed a drastic decrease in the disposal quantity. However, she could not see any signs of improvement and the department did not arrange representatives to attend the meeting for further explanation. She opined that the plastic bag levy, which had been maintained at \$0.5 over the years, had no deterrent effect and should be adjusted for inflation.

181. Mr Ken WONG was dissatisfied that the department provided a written reply without arranging representatives to attend the meeting and respond to the question, and that such practice would weaken the functions exercised by the Council.

182. Ms Amy YUNG opined that the departments did not arrange representatives to attend the meeting because they could give no response to the questions on CuMask+™ and the levy of \$0.5 on plastic shopping bags. The statistics provided for 2009 onwards could not prove the effectiveness of the \$0.5 levy per bag. No one was held accountable for the ineffective policies and questions dodging. She criticised ITB and EPD for their failure to arrange representatives to attend the meeting and inefficient work practices.

183. Mr LEUNG Kwok-ho pointed out that in the written reply, two notes were added for the statistics of 2009 and 2015 specifying that estimates were produced respectively based on the data in July 2009 and those from October 2015 to February of the next year. As such, the statistics of 2015 was erroneous and EPD should give an explanation.

184. The Chairman was dissatisfied with EPD for failure to provide a comprehensive response and arrange representatives to attend the meeting. He asked the Secretariat to reflect Members' views to the department in the hope that a detailed response would be given.

XVI. Marine Port District Action Plan 2020
(Paper IDC 62/2020)

185. The Chairman welcomed Mr K Jacobs, District Commander (Marine Port) of Hong Kong Police Force to the meeting to present the paper.

186. Mr K Jacobs presented the paper.

187. Ms Amy YUNG enquired about the smuggling of frozen meat to the Mainland and whether a notification mechanism was put in place and if no, how to prevent these smuggling activities. She was also concerned about youngsters involving in drug crimes and as young people were idle during class suspension amid the epidemic, they might be coerced by bad elements to engage in drug dealings. She hoped that the Police would deploy additional manpower to prevent drug crimes among young people.

188. Mr Eric KWOK enquired about the support of Marine Police in maritime environmental protection. He had time and again requested the Marine Police in the DC of last term to include in its reports details of joint operations with the Agriculture, Fisheries and Conservation Department (AFCD) against illegal fishing, including the number and result of operations. Many Mainland fishing boats entered and fished in Hong Kong waters illegally and he asked whether Marine Police would tackle illegal fishing activities and conduct drills with the Fisheries Authority of Pearl River Delta Region; and if yes, he hoped that the details would be provided in the reports.

189. Mr K Jacobs replied that concerning smuggling, most of the meat smuggling did not occur in the Marine Port district area. The northern Lantau area was the key area of concern. The Police called on community support in the fight against crime. Marine Police worked with the lead agency Customs and Excise Department and through it liaised with other bodies to deal with smuggling offences committed within Hong Kong waters. For drugs, it would work in partnership with the community, not only to receive information on drug trafficking and drug use, but also try to steer youngsters away from using dangerous and illegal drugs. For supporting maritime environmental protection, in fact, AFCD was the lead agency and the Police worked

with it closely. For the first quarter, they had no result but the Police would continue to support AFCD in their operations.

XVII. Annual District Plan 2020/2021 - Planning
(Paper IDC 63/2020)

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

191. Ms Donna TAM briefly presented the paper.

192. Ms Amy YUNG pointed out that in the face of severe local opposition to the developer's plans for Areas 10B and 6F in Discovery Bay, the plan for Area 10B was withdrawn and the plan for Area 6F was rejected by TPB. Given that the developer had applied for judicial review concerning TPB's decision, she enquired if PlanD could provide relevant information.

193. Ms Donna TAM responded that the court judgement had not yet been received.

194. Mr LEE Ka-ho said that TPB had launched a consultation on the Tung Chung Town Centre Area OZP but the gazetted documents did not provide much information. He hoped that PlanD could provide information on EIA and Traffic Impact Assessment.

195. Mr Ken WONG enquired when the amended Peng Chau OZP would be made available.

196. Ms Donna TAM said that TPB gazetted the rezoning of the Tung Chung Traction Substation site last week and formally launched a public consultation. Relevant papers and all technical assessments had been uploaded to TPB's website for public inspection. Members of the public could also approach the Planning Enquiry Counters of PlanD for enquiries. No amendment would be made to Peng Chau OZP in the near future.

197. Mr Ken WONG pointed out that some house lots in Peng Chau were zoned "Green Belt" or designated for road use, which would generate problems during redevelopment in the future.

198. Ms Donna TAM said that she would contact Mr Ken WONG after the meeting to follow up on house lots zoned "Green Belt".

XVIII. The Housing Department's Programme of Activities for Estate Management in the Islands District in 2020/21
(Paper IDC 64/2020)

199. The Chairman welcomed Mr TONG Ping-tat, Senior Property Service Manager/HK Island & Islands Region of HD to the meeting to present the paper.

200. Mr TONG Ping-tat presented the paper.

201. Mr Eric KWOK said that as Yu Tai Court in Tung Chung would start resident intake at the end of the year, and in order to render assistance to the residents, he would like to ask for the contact number of HD. As regards maintenance and upgrading works, he believed that HD would receive many complaints about dripping air conditioners in Yat Tung Estate, and hoped that a comprehensive review of condensation drain pipes would be carried out for air conditioners in the estate to address the problem. Regarding the raising of the environmental protection standard of public housing estates, he enquired whether HD would replace the three-coloured recycle bins with more effective ones and pointed out that the three-coloured recycle bins in Yat Tung Estate were getting very dirty.

202. Mr Sammy TSUI said that HD should devote more resources to handle the day-to-day issues. There was insufficient resource for prevention of mosquitoes and cockroaches in Ying Tung Estate and mosquito control measures were implemented by FEHD to address mosquito problem. He enquired whether the mosquito control measures in Mun Tung Estate were implemented by HD and why there was a discrepancy between the two housing estates. As for the provision of hand sanitisers in response to the epidemic, he criticised that they were available only after a certain time. He hoped that HD would take solid measures instead of making empty talks. He was also concerned about the serious problem of bicycle thefts in Ying Tung Estate and opined that enhancement of estate management was needed, including installing security devices such as recording system for safeguarding the property of residents.

203. Mr TONG Ping-tat responded that he would contact Mr KWOK and provide him the contact information regarding Yu Tai Court after the meeting. While HD would examine the problem of dripping air conditioners in Yat Tung Estate, improvement works could only be considered when external wall maintenance works were required. Regarding the general design of three-coloured recycle bins, he would convey the views of Mr KWOK to the department. Meanwhile, the department would instruct the cleaning contractor to step up cleaning of the bins. For the control of the epidemic, the department provided clear guidelines to the management companies for stepping up cleaning. Random inspections would be conducted to ensure that the management companies carried out cleaning work as stipulated by the guidelines. Regarding mosquito trapping devices (MTD) in Mun Tung Estate and Ying Tung Estate, since intake of the two housing estates took place at different periods, different types of MTDs were procured. The department would seek professional advice from FEHD on the black spots of infestation of mosquitoes and insects. Regarding the problem of bicycle thefts in Ying Tung Estate, CCTVs were installed at the bicycle parking area. However, the cameras might be blocked by the fast-growing trees nearby. The department would closely monitor the situation, arrange contractor to prune the branches, and step up patrols at the spot. Where necessary, installation of additional CCTVs at individual locations would be considered so as to combat bicycle thefts.

204. Mr Sammy TSUI said that there was only one MTD installed by FEHD in Ying Tung Estate and hoped that HD would provide more anti-mosquito devices in the estate. He also hoped that the department would step up efforts to combat the problem of bicycle thefts. He noticed that smoking was common in Ying Tung Estate and despite the posting of “no smoking” warning notices by the management company in the estate, no significant deterrence was achieved. He had reflected the situation to the Tobacco and Alcohol Control Office but in vain. He proposed that smoking areas be designated in the estate to prevent people smoking around the estate.

205. Mr TONG Ping-tat responded that apart from the MTD, gravid traps were placed in Ying Tung Estate and the powder inside the traps was effective in mosquito control. Concerning the bicycle theft black spots, the department would step up publicity to remind the residents to be mindful and stay vigilant against bicycle thefts. In Ying Tung Estate, smoking areas were designated but their locations might be in relatively hidden places. The department would install more directional signs to direct the residents in need to the smoking areas.

XIX. Islands District Office 2020/21 Annual Work Plan
(Paper IDC 65/2020)

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

207. Mr Anthony LI presented the paper.

208. Mr Sammy TSUI did not understand why no prosecution could be instituted against abandoned vehicles. He said that the identity of vehicle owner could be tracked from the number shown on the vehicle body and that prosecution action could be taken to deter indiscriminate disposal of vehicles by the owners.

209. Ms Amy YUNG enquired why owners’ corporations (OC) could not be set up in Discovery Bay. According to the paper, building management seminars were scheduled to be held in 2020-21, and she hoped that such seminars could be held in Discovery Bay to brief the residents how to form an OC.

210. Mr LEUNG Kwok-ho enquired whether Members could join the “community liaison and establishment committee” mentioned in the paper.

211. Mr FONG Lung-fei enquired whether an election of Estate Mutual Aid Committees (MAC) would be held and whether the chairmen could be re-elected for any number of terms or could serve only for a specified period of time.

212. Mr Anthony LI agreed that effort should be stepped up to address the issue of abandoned vehicles. In view of the different ways of vehicle disposal, IsDO would collaborate with various departments and consult relevant DC members on ways of case

handling. Regarding the views of Ms Amy YUNG, IsDO would arrange for organising building management seminars in Discovery Bay. As for appointment of members to relevant committees, the underlying principle was to encourage participation of residents in community affairs and bring in people from different strata in the district. The appointment of committees could not be generalised and some committees might comprise DC members. As regards the general election of MACs, work had slowed down in the first half of the year due to the epidemic and would be expedited in the second half year for transition to the new term of office.

213. Mr LEUNG Kwok-ho said that it was learnt that some Members would serve on certain committees but related information of this term was not yet available.

214. Mr LEE Ka-ho understood that IsDO had the final say on the appointment of members to committees. He cited Islands District Fire Safety Committee (IDFSC) as an example and said that the paper indicated that it was composed of members from different sectors such as DC and RC members, etc.

215. Ms Amy YUNG said that she was a member of IDFSC this year. She indicated that there was no Discovery Bay representative sitting on the committee last year, and after reflecting to IsDO, she was appointed as a committee member this year. She hoped that IsDO would announce the membership of committees so that members of the public could determine whether the appointment process was in compliance with the principles of fairness and justice.

216. Mr LEUNG Kwok-ho said that the membership list of the last term of Islands District Fight Crime Committee was available on the Internet. He enquired about the appointment criteria and whether the method of appointment would be different this year. He indicated that he would like to get appointed to IDFSC.

217. Mr Eric KWOK said that he did not serve on any committees this year.

218. Mr Anthony LI said that the appointment of members of relevant committees had nothing to do with him and the Government aimed to encourage participation of local people from different strata in community affairs. He remarked that he was not in a position to comment on the appointment of members of individual committees.

219. Mr LEE Ka-ho enquired whether the committees were still in operation and whether the membership lists were available.

220. Mr FONG Lung-fei was concerned whether the chairmen of MACs could be re-elected for unlimited terms and hoped that MAC elections could be held in a fair manner.

221. Mr Anthony LI believed that the membership list mentioned by Mr LEUNG Kwok-ho was for the last term and announcement of the membership of this term was made not long ago.

222. Mr MOK Sui-hung responded that MAC was up for re-election every three years and if election could not be held for whatever reason, an application for a six-month extension might be made to the District Officer with the consent of the Executive Committee. The establishment and re-election of members to MACs were suspended due to the epidemic. The work would resume when the epidemic situation improved. Nevertheless, the preparation work for MACs did not come to a halt due to the epidemic, and the questionnaire survey, for example, on the formation of Mun Tung Estate MAC was in progress.

XX. Reports on the Work of the IDC Committees
(Paper IDC 80-83/2020)

223. The Chairman enquired whether the chairmen of various committees had anything to add concerning papers 80 to 83.

224. The chairmen of various committees had nothing to add.

225. Members voted on the papers. The above papers were endorsed with 17 votes in favour.

(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, 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, Mr LEE Ka-ho and Mr LEUNG Kwok-ho.)

XXI. Allocation of DC funds

(i) Up-to-date Financial Position on the Use of DC Funds
(Paper IDC 84/2020)

226. Mr Eric KWOK said that it was passed at the last meeting that an allocation of \$180,000 be provided to the Working Group on promotion of bazaar development in Islands District. He enquired whether the fund allocation was made for one year or four years of operation.

227. The Chairman responded that the allocation was made for the working group's operation for one year.

228. Ms Amy YUNG enquired when a notice board would be set up in Discovery Bay.

229. The Secretary responded that Works Section of IsDO was following up on the matter and hoped that a notice board would be set up soonest.

230. Mr Eric KWOK enquired when the convenor of Working Group on promotion of bazaar development in Islands District would be elected.

231. The Secretary said that Members would be invited to join the working group first.

232. All 17 Members present voted by a show of hands and the paper was endorsed.

(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, 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, Mr LEE Ka-ho and Mr LEUNG Kwok-ho.)

(ii) Approval for Using DC Funds by circulation from 1 April to 31 May 2020
(Paper IDC 68/2020)

233. Members noted the paper.

XXII. Date of Next Meeting

234. There being no other business, the meeting was adjourned at 6:15 p.m. The next meeting would be held on 1 September 2020 (Tuesday) at 10:30 a.m.

-End-