

(Translation)

**Minutes of Meeting of Islands District Council**

Date : 27 July 2021 (Tuesday)  
Time : 10:30 a.m.  
Venue : Islands District Council Conference Room,  
14/F, Harbour Building, 38 Pier Road, Central, Hong Kong

**Present**

**Chairman**

Mr YU Hon-kwan, Randy, MH, JP

**Vice-Chairman**

Mr WONG Man-hon, MH

**Members**

Mr CHOW Yuk-tong, SBS, MH

Mr YUNG Chi-ming, BBS, MH

Mr CHAN Lin-wai, MH

Mr WONG Hon-kuen, Ken

(Arrived at around 10:40 a.m. and left at around 3:00 p.m.)

Mr HO Chun-fai

Mr HO Siu-kei

Ms WONG Chau-ping

Ms TSANG Sau-ho, Josephine

Mr KWOK Ping, Eric

Mr TSUI Sang-hung, Sammy

(Left at around 3:55 p.m.)

Mr FONG Lung-fei

Ms LAU Shun-ting

(Left at around 4:15 p.m.)

Mr WONG Chun-yeung

**Attendance by Invitation**

Mr YU Tak-cheung, JP

Director of Buildings, Buildings Department

Mr LEE Ming-tong, Timothy

Senior Building Surveyor/A1, Buildings Department

Ms CHAN Wing-man

Administrative Assistant/Director of Buildings,  
Buildings Department

Mr KO Sin-tak, Kenneth

Senior Building Surveyor/Village House 3,  
Buildings Department

Dr CHOI Yu-sze, Cissy

Head (Primary Healthcare Office), Food and Health Bureau

Mr WU Yeung-key, Jimmy

Director (District Health Centre Team),

Food and Health Bureau

Dr LAI Sheung-siu, Florence

Associate Consultant (Primary Healthcare Office)1A,  
Food and Health Bureau

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| Ms LEUNG Tsz-ying, Almaz | Assistant Director(Market SD),<br>Food and Environmental Hygiene Department                              |
| Mr TSOI Ka-wai           | Senior Superintendent(Market SD),<br>Food and Environmental Hygiene Department                           |
| Ms CHUI Yuk-ying         | Chief Health Inspector(Islands)1,<br>Food and Environmental Hygiene Department                           |
| Mr LAU Tin-hang, Peter   | Senior Architect/25, Architectural Services Department   |
| Mr CHAN King-tak, Alfred | Senior Project Manager 338,<br>Architectural Services Department   |
| Mr YEUNG Man-leung       | Senior District Engineer/General(2), Highways Department   |
| Ms KANG Pu               | District Engineer/General(2)B, Highways Department   |
| Mr CHAN King-sze, Gavin  | Senior Engineer/Islands, Transport Department  |
| Ms WONG Kam-wah          | Senior Property Service Manager/Hong Kong Island &<br>Islands, Housing Department                        |
| Mr TSANG Chi-yuen        | Housing Manager/Hong Kong Island & Islands 8,<br>Housing Department                                      |
| Mr IP Sai-yau            | Senior Land Executive/Land Control (District Lands Office,<br>Islands), Lands Department                 |
| Mr Ricky LEUNG           | Executive Director, Engineering and Technology,<br>Airport Authority                                     |
| Mr Collin CHAN           | General Manager, Capital Works Management,<br>Airport Authority  |
| Ms Connie WONG           | Co-ordinator, Neighbourhood Advice-Action Council  |
| Ms Joanne CHEUNG         | Project Co-ordinator of District Health Centre Express<br>(Islands), Neighbourhood Advice-Action Council |

**In Attendance**

|                           |   |
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| Ms YEUNG Wai-sum, Amy, JP | District Officer (Islands), Islands District Office   |
| Mr LI Ho, Thomas          | Assistant District Officer (Islands)1, Islands District Office  |
| Ms LEUNG Tin-yee, Christy | Assistant District Officer (Islands)2, Islands District Office  |
| Ms WONG Ka-ming, Grace    | Assistant District Officer (Islands)2(Designate),<br>Islands District Office                                |
| Ms LEUNG Po-kei, Polly    | Senior Liaison Officer (1)(Acting), Islands District Office   |
| Mr CHAN Yat-kin, Kaiser   | Senior Liaison Officer (2), Islands District Office   |
| Mr LO Siu-keung           | Senior Engineer/15(Lantau)<br>Civil Engineering and Development Department                                  |
| Ms TAM Yin-ping, Donna    | District Planning Officer/Sai Kung & Islands,<br>Planning Department  |
| Mr WONG Chi-leung         | Assistant District Social Welfare Officer (Central<br>Western/Southern/Islands)2, Social Welfare Department |
| Ms LEE Sin-man            | Chief Manager/Management(Hong Kong Island and Islands),<br>Housing Department                               |

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| Mr LING Ka-fai           | District Lands Officer/Islands (District Lands Office, Islands)<br>Lands Department                            |
| Mr TSANG Wai-man         | Administrative Assistant/Lands (District Lands Office,<br>Islands), Lands Department                           |
| Mr K JACOBS              | District Commander (Marine Port District),<br>Hong Kong Police Force   |
| Mr Simon SOUTHGATE       | Deputy District Commander (Lantau District),<br>Hong Kong Police Force   |
| Mr LEONG Seong-iam       | Police Community Relations Officer (Marine Port District),<br>Hong Kong Police Force                           |
| Mr LO Tim-fat, Frankie   | Police Community Relations Officer (Lantau District),<br>Hong Kong Police Force                                |
| Ms KWAN Ka-mun, Karen    | Chief Transport Officer/Islands, Transport Department  |
| Mr KAO Hsi-chiang        | District Environmental Hygiene Superintendent (Islands)<br>(Acting), Food and Environmental Hygiene Department |
| Ms LIM Ting-ting, Sylvia | Chief Leisure Manager(New Territories West),<br>Leisure and Cultural Services Department                       |
| Ms SIU Kit-ping, Currie  | District Leisure Manager(Islands),<br>Leisure and Cultural Services Department                                 |

**Secretary**

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| Ms CHAN Ka-ying, Florence | Senior Executive Officer (District Council)(Acting),<br>Islands District Office |
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**Welcoming Remarks**

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

- (a) Mr LO Siu-keung, Senior Engineer/15 (Lantau) of the Civil Engineering and Development Department (CEDD) who stood in for Mr WONG Kwok-fai, Alfred;
- (b) Mr WONG Chi-leung, Assistant District Social Welfare Officer (Central Western/Southern/Islands)2 of the Social Welfare Department (SWD) who stood in for Ms YAN Lai-ming, Jenny;
- (c) Mr KAO Hsi-chiang, Acting District Environmental Hygiene Superintendent (Islands) of the Food and Environmental Hygiene Department (FEHD) who stood in for Ms LAI Wing-sau, Winsy;

- (d) Ms WONG Ka-ming, Grace, Designate Assistant District Officer (Islands)<sup>2</sup> of the Islands District Office (IsDO); and
- (e) Ms LEUNG Po-kei, Polly, Acting Senior Liaison Officer (1) of the IsDO who stood in for Mr MOK Sui-hung.

I. Visit of the Director of Buildings to Islands District Council

2. The Chairman welcomed Mr YU Tak-cheung, JP, Director of Buildings (DB) to the meeting to meet and exchange views with Members. He was also pleased to welcome Mr LEE Ming-tong, Timothy, Senior Building Surveyor/A1 and Ms CHAN Wing-man, Administrative Assistant/DB.

3. Mr YU Tak-cheung said that he was honoured to visit the Islands District Council (IDC). He introduced the work of the Buildings Department (BD) in Islands District with the aid of PowerPoint presentation.

4. Mr CHAN Lin-wai thanked the DB for his detailed presentation. He said that there were nearly 70 villages in Islands District with many pre-war buildings commonly known as “red deed houses”. To redevelop a red deed house, villagers were required to submit an application to the Lands Department (LandsD). According to the slides, the BD was responsible for processing occupation permit applications. He asked whether the BD would accept villagers’ applications for redeveloping red deed houses.

5. Ms LAU Shun-ting thanked the DB for his presentation and appreciated the detailed content of the PowerPoint presentation, which provided a lot of useful information. She asked whether the PowerPoint could be sent to Members for reference. Villagers of Lamma Island and Po Toi Island were troubled by water seepage from time to time, so she thanked the Joint Office (JO) of the BD and the FEHD for providing assistance on many occasions. She enquired whether the BD would apply new technology to alleviate the water seepage problems in rural houses.

6. Mr Sammy TSUI expressed his views as follows:

- (a) He opined that the BD’s current enforcement procedures against unauthorised building works (UBWs) were time-consuming and lacked efficiency, which indirectly induced structural problems in buildings and increased the expenses of building owners. He enquired of the BD whether the enforcement procedures could be streamlined in order to expedite the processing of UBWs cases.
- (b) There were a lot of village houses in Tung Chung with roofs that were exposed and heat absorbing. Most of the residents carried out UBWs on their roofs as a result of actual needs. He asked whether the Government would consider allowing residents to add specific roof top

structures and reviewing the prevailing enforcement policy to avoid conflicts caused by requiring residents to remove their UBWs.

- (c) Regarding mandatory window inspection, he enquired of the BD whether there were any guidelines relating to the requirements on window materials (such as window hinges). He said that since window hinges were mainly made of aluminium, they were susceptible to corrosion which could cause structural damages and pose safety risks.
- (d) He knew that water seepage cases were mainly handled by the JO which would gather evidence by conducting the colour water test. However, the sources of seepage were often difficult to identify right away. Some residents told him that the colour water test being used was not that effective. He enquired of the BD whether infrared thermographic imagers would be fully deployed to identify seepage sources directly. He opined that the current investigation procedures lacked efficiency. Upon receipt of a report, the JO would carry out investigation at the flats concerned more than once. He urged the BD to speed up the workflow of water seepage investigation.

7. Mr Ken WONG expressed his views as follows:

- (a) Most of the rural residents were law-abiding and would not carry out UBWs at will. There was once a villager who purchased the top floor flat of a village house together with the roof. When works were being carried out on the roof, the villager received a letter from the BD ordering him to suspend the erection of the UBWs. He urged the villager to contact the BD and reinstate the flat as soon as possible to avoid prosecution. However, since the BD did not take any follow-up action, the villager carried on with the UBWs. He criticised the BD for not taking follow-up action and in effect allowing the villager to carry out the UBWs. He opined that if the said letter required the UBWs to be removed within a specified period, then the requirement should be strictly enforced.
- (b) He said that under the existing UBWs enforcement policy, villagers who had declared their UBWs were not allowed to install solar panels. However, many villagers who did not declare their UBWs installed solar panels without authorisation, and the BD did not take any enforcement action against them. The renewable energy generated from village houses could be sold to the CLP Power Hong Kong Limited for subsidies, but the quotas were limited. As a result, villagers who broke the law were able to benefit from installing solar panels. This made it hard for him to give a satisfactory explanation to the law-abiding villagers. He urged the BD to face up to the problem and inform Heung Yee Kuk on how to deal with the situation.

8. Mr YU Tak-cheung gave a consolidated response as follows:

- (a) Villagers who wished to redevelop their “red deed houses” could submit an application to the BD in accordance with the Buildings Ordinance (BO). The BO clearly stated that the approval of plans by the BD should not be deemed to act as a waiver of the land lease conditions. In other words, the BD is responsible for regulating the safety of building designs and their compliance with legislative requirements. However, if the application was in breach of the land lease conditions, for example, the lease only permitted the building to be used as a hotel and the application sought for change of use to residential development, the BD did not have the statutory power to reject the application, so it would be at the owner’s own risk. Even if the application was approved by the BD, the LandsD might still take enforcement action in accordance with the land lease. He advised owners to seek professional advice before submitting an application to redevelop their “red deed houses” to understand the terms and conditions and ensure the application complied with the land lease requirements. Since the BD was not the department that enforced land lease conditions which required expertise, he had nothing to add.
- (b) Regarding water seepage investigation, the number of pilot districts for new testing methods had gradually increased to 12 from 2018 to March this year. The BD had to take into account the available manpower of the consultants and the number of eligible service providers in the market to avoid a lack of competition in the tender process. The BD noted Members’ views and would continue to increase the number of pilot districts for new testing methods progressively.
- (c) Regarding the handling of UBWs, the public might have some misunderstanding about the BD’s work because of the Audit Commission’s report on the BD’s removal of UBWs published in 2015. The BD explained in the report that apart from the handling of UBWs, other building safety issues also fell within its purview. Since 2010, a number of major incidents involving building safety had occurred in Hong Kong. This had affected the progress of the BD’s enforcement work on UBWs to a certain extent. In response to the Audit Commission’s report, the BD had reviewed and redeployed its manpower to enhance efficiency. In 2014, there were more than 40 000 outstanding removal orders against UBWs, most of which had already been cleared by taking a targeted approach. Apart from taking continuous enforcement action, the BD had also stepped up its prosecutions. As for more serious cases or cases resulting in heavier penalties, the BD would issue press releases to inform the public of the serious consequences of non-compliance with removal orders. Offenders were liable to a fine of over \$100,000 and even imprisonment.

- (d) As for whether covers could be installed on the roofs of village houses, he said that New Territories Exempted Houses were regulated by the BO (Application to the New Territories) Ordinance. Currently, owners might consider installing specified green facilities like photovoltaic (PV) panels on their roofs.
- (e) Regarding aluminium window design requirements, the BD had provided relevant information for public reference, including the code of practice on mandatory window inspection which set out important points to note, in addition to publishing pamphlets and organising talks. This was to educate the public on the proper way to use aluminium windows to avoid structural damages caused by overloading or a lack of proper maintenance.
- (f) The JO had developed a new information system in order to monitor the follow-up action for cases effectively and enhance work efficiency. In the past, the JO was unable to arrange officers from the two departments to work in the same office. However, with the active collaboration of the two departments, the old arrangement had been gradually replaced. Four regional joint offices would be set up by the end of this year to facilitate internal communication and enhance efficiency. Besides, the two departments had established a task force to review and improve the current investigation procedures of water seepage cases. If JO staff were unable to enter a suspected water seepage flat for investigation, they had to apply for a warrant of entry from the court. The application procedure had now been streamlined to enable a smoother workflow.
- (g) As water seepage cases might involve multiple sources, the JO had to deal with the sources by elimination in stages. Before taking enforcement action, the JO had to establish the case, including by tracing the seepage sources using different testing methods. If colour water test or other new testing technologies were conducted to collect data for analysis and assessment, statutory notices would be issued against the relevant owners requiring improvement works if fulfilling statutory requirements and sufficient evidence was adduced.
- (h) On the enforcement action against UBWs, he stressed that once a case was put on record, the BD would continue to follow up and take appropriate action. He invited Members to provide the information about the said cases so that the BD could follow up and look into the reasons for the delay in enforcement. Due to the epidemic, some officers had to work from home intermittently, which unavoidably resulted in a backlog of cases.
- (i) Regarding the installation of PV panels, the applications related to electricity involved the two power companies. The applications were processed according to the companies' electricity transmission

planning and their established mechanisms. The BD had already stepped up its enforcement action and carried out proactive audits. He invited Members to provide the information about the cases for follow-up.

9. The Chairman thanked the DB for his response and hoped that the BD would achieve the vision described in the PowerPoint presentation and foster a building safety culture in Hong Kong.

(Mr Ken WONG arrived at the meeting at around 10:40 a.m.)

## II. Confirmation of the Minutes of Meeting held on 26 April 2021

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

11. Members voted by a show of hands. The result was 14 votes in favour, none against and one abstention. The minutes were 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 Josephine TSANG, Mr Eric KWOK, Mr Sammy TSUI, Mr FONG Lung-fei and Ms LAU Shun-ting. Mr WONG Chun-yeung abstained.)

## III. Update on the ‘Airport City’ projects at Hong Kong International Airport (Paper IDC 46/2021)

12. The Chairman welcomed Mr Ricky LEUNG, Executive Director, Engineering and Technology and Mr Collin CHAN, General Manager, Capital Works Management of the Airport Authority (AA) to the meeting to present the paper.

13. Mr Ricky LEUNG briefly presented the paper with the aid of PowerPoint presentation.

14. Mr Eric KWOK expressed his views as follows:

- (a) He appreciated the introduction of the autonomous transportation system for the Airport City Link. He said that in response to the Policy Address in 2014, he had proposed to the then Chief Executive a convenient and environmentally-friendly overhead light rail system to connect Tung Chung Town Centre, private and public housing estates, mass transport and airport facilities. The proposal aimed to reduce the traffic congestion and vehicle emission caused by visitors travelling

from the Pearl River Delta and the Greater China area to Tung Chung Town Centre.

- (b) He asked why the Airport Tung Chung Link was not connected to the airport terminals to facilitate visitors and increase the attractiveness of electric vehicles. He said the capacity of each electric vehicle was 20 odd passengers and asked whether there was space reserved for luggage and whether the system could immediately arrange additional electric vehicles or increase the number of carriages when there were a large number of passengers.
- (c) He asked whether the SKYCITY pier and the “Park and Visit” car parks were available to Hong Kong residents or they were for Mainland residents’ use only. He also proposed opening some of the parking spaces to Hong Kong residents so that they could park their vehicles and then go to Macao or the Mainland via the Hong Kong-Zhuhai-Macao Bridge (HZMB) by taking shuttle buses.
- (d) The SkyPlaza in Terminal 2 of the Hong Kong International Airport also had retail, food and beverage and departure facilities in its early days, but it ended up a failure since it was unable to attract patronage. Apart from providing more entertainment facilities for the SKYCITY, the AA should also consider how to meet the needs of Tung Chung and attract Hong Kong residents.

15. Mr Sammy TSUI expressed his views as follows:

- (a) The development would attract many residents and visitors. A large number of incoming vehicles from the urban areas would create greater traffic pressure in Tung Chung as there was only one bridge serving as the main route connected to the urban areas. He enquired of the AA whether it would work with other departments to assess the future vehicular flow and devise relevant measures, considering that Tung Chung was heavily congested on the day the tolls of the Lantau Link were waived. The development after completion was expected to attract even more people or even affect residents who commuted by bus. The problem could not be solved by relying on the MTR alone.
- (b) The development included the construction of a pier. He asked whether the AA would work with other departments to look into the development of waterborne transport, such as providing services plying to and from the Tsim Sha Tsui Pier or the Kai Tai Cruise Terminal, so as to facilitate visitor flow instead of solely relying on land transport.
- (c) The Government had promoted the development of the Guangdong-Hong Kong-Macao Greater Bay Area in recent years. He asked whether the AA would discuss with other local governments in

the vicinity to balance the infrastructural development of different places and gain insights into the competition among each other. This could avoid the wastage of large-scale infrastructure as a result of a low usage rate like the Kai Tak Cruise Terminal.

16. The Chairman expressed his views as follows:

- (a) Members had repeatedly expressed their demands regarding the transport between Tung Chung and the airport. They had put forward different proposals, including the construction of a monorail to facilitate Tung Chung residents to work at the airport in the same district. He was pleased that the Airport City Tung Chung Link would be built above the existing roads in the most appropriate way. He believed that it would be more convenient for Tung Chung residents to commute to the airport in the future.
- (b) He proposed opening the SkyPier for the departure and arrival of Mainland visitors because currently they would go straight from the pier to the airport for their flights. The matter was also discussed among the local communities, the Government and the AA in earlier years. Although there was now the HZMB, the demand for using the SkyPier still existed. For example, visitors from the eastern Pearl River Delta would not come to Hong Kong via the HZMB while those from other cities would also take ferry to Tung Chung. The Government had established proper border control measures at the HZMB and the airport, so he believed that the Government could allocate some of its resources to provide immigration clearance service at the SkyPier or even flexibly deploy the resources of the three places to facilitate the entry of Mainland visitors with a view to increasing the patronage of the SKYCITY and promoting cross-border tourism.

17. Mr Ricky LEUNG gave a consolidated response as follows:

- (a) He thanked Members for supporting the connection of the autonomous transportation system to Tung Chung to attract people to the Hong Kong Port and the SKYCITY. The focus of the project was to connect Tung Chung with the airport. Extending the system further in Tung Chung was not part of the AA's plan. Having said that, if the project was a success, there was possibility that the Government would work with the MTR Corporation Limited (MTRCL) or other companies to extend the system within Tung Chung.
- (b) The autonomous transportation system running to the SKYCITY would also be linked to the new Terminal 2 under construction by footbridges and podiums. Passengers using the autonomous transportation system can therefore access Terminal 2 on foot. Connecting the system directly to the airport terminals would not be a cost-effective solution as it would require a large number of bridges.

The new system would be sufficient to meet the passenger demand arising from the Hong Kong Port and the new facilities like 11 SKIES, freeing up surface transport for visitors or working people. The AA would conduct a prior assessment on how the system would benefit the overall traffic, but there was no plan to connect the system to the airport terminals at the present stage.

- (c) Autonomous vehicles were widely used around the world, but they were still a new development after all. The AA's initial thinking was that each vehicle would have a capacity of 20 passengers, but there had to be a balance between the standing and seating capacity and the luggage space. For example, each vehicle could carry 20 passengers with light luggage or 16 with bulky luggage, ultimately depending on the carrying capacity of the system. Besides, the preliminary design of the system's platforms was different from that of the MTR. There would be more than ten vehicle spaces on each platform, half for drop-off and half for pick-up. Assuming that there were eight vehicles on the platform, all of them could pick up passengers at the same time and depart when fully loaded without waiting for the vehicles in front to leave. The AA was studying with a consultant how the platform could be designed to allow two to three vehicles to depart per minute to pick up passengers as quickly as possible. The autonomous vehicles would not have multiple carriages, but when the technology was mature enough, the vehicles would be able to run in platoons to increase the carrying capacity.
- (d) The "Park and Visit" and "Park and Fly" car parks would be for use by vehicles from the Mainland or Macao while Hong Kong residents could use the parking spaces currently provided at HZMB port. SKYCITY would provide 2 800 parking spaces. Hong Kong residents were welcome to drive and shop there. They could then use the system to go to the port and interchange to buses for their onward destinations. This model would hopefully meet the needs of travellers.
- (e) The old Terminal 2 was intended to be a solution to the shortage of check-in service counters in the first place. The ancillary facilities were only intended to provide basic services for travellers. However, the positioning of 11 SKIES would be different. The investment and the promotion of the entire 11 SKIES project were undertaken by New World Development Company Limited, leveraging their commercial expertise in operating restaurants, retail shops and offices. Since the developer would invest tens of billion dollars, it would surely do its best to attract visitors.
- (f) The "Park and Visit" and "Park and Fly" car parks would help reduce cross-border traffic into Hong Kong because the vehicles parked there could not enter Hong Kong. Visitors going to other places would use

mass transport, so no further pressure would be put on the North Lantau Highway or the roads in Tung Chung. After entering Hong Kong, visitors would go to Tung Chung Station by using the autonomous transportation system. Further studies would be conducted on the additional pedestrian flow to Tung Chung Station. The initial thinking was to direct the flow of passenger traffic to the MTR station via the connected shopping centre. Alternatively, they could travel via ground level to the MTR station. The overall aim was to enhance the external transport of the Airport City, providing direct access to Airport Express, public transport interchanges, taxi stands, and more than 2 000 parking spaces. After the opening of the Tuen Mun – Chek Lap Kok Tunnel, the traffic flow to and from the airport was greatly eased. The AA would give full consideration to the ancillary transport facilities in the detailed design stage to reduce the impact on Tung Chung. It would also explore the use of different modes of transport, such as buses, taxis, private cars or the Airport Express, to clear visitors.

- (g) At the request of the Development Bureau and the Transport and Housing Bureau, the AA formulated a development proposal for the artificial island of the HZMB and consulted the departments concerned. Having struck a balance between the overall development direction and the development strategy of the Greater Bay Area, the proposal was eventually accepted. He believed that the Government would provide ancillary facilities for the traffic of the Greater Bay Area and the development of Tung Chung.
- (h) The development was mainly a tourism facility. The proposal put forward to the Government by the AA focused primarily on the overall development of SKYCITY. The enclosed SkyPier was mainly being used as the boundary-crossing facility for visitors from the Pearl River Delta. As for opening the SkyPier to provide immigration clearance service for visitors or providing connecting services to other piers in Hong Kong, it was a matter of the Government's overall planning. The AA had relayed to the Government the proposals made repeatedly by the IDC. As planning was still at an early stage, the AA would need to have further discussion with the Government about developing waterborne transports connection to SKYCITY and the opening of the SkyPier.

18. Mr Eric KWOK said that many years ago, a barge crashed into the bridge in Tung Chung, paralysing the traffic in the entire area. The AA should consider how to handle a crisis like that. If the SkyPier was opened, waterborne transport services could also be provided in case of problems with road traffic.

19. Mr Sammy TSUI was concerned about the traffic problems potentially arising from the visitor flow brought about by the facilities. Although the automated car parks would provide 6 000 parking spaces to attract Mainland visitors to go to the

SKYCITY for recreation, these visitors might also drive to the urban areas. At present, Tung Chung had only one bridge serving as its connection to external areas, but the bridge was always heavily congested during long holidays. When the facilities were opened in the future, it would be difficult to meet the transport needs of people going to work and school. It was the AA's responsibility to raise the issue with the relevant departments. Otherwise, the development would have a low usage rate because of its poor accessibility, just like the Kai Tak Cruise Terminal. He reiterated that the AA should come up with a backup plan in case there were problems with the land traffic.

20. Mr Ricky LEUNG said that since the major highway incident in Tung Chung which had paralysed the traffic around the airport, the AA would conduct drills every year to practise transporting cargoes and passengers by sea, but there was a limit to the capacity of waterborne transport. The new Tuen Mun – Chek Lap Kok Link would help alleviate the traffic problem of going to the urban areas. In the future, the AA could consider Members' proposal to use the SkyPier for emergency purpose. Besides, he reiterated that the "Park and Visit" and "Park and Fly" car parks were only for the use of vehicles with Zhuhai or Macao number plates. Such vehicles were not allowed to enter Hong Kong, so Members did not have to worry about the traffic problem. Traffic impact assessments had been carried out by the AA and the developer before obtaining the Government's approval for 11 SKIES. The development therefore included a large-scale transport centre mainly for the use of coaches and buses, in addition to a car park with more than 2 000 parking spaces. It was hoped that visitors would use these means of transport to go to SKYCITY directly without affecting other visitors using the facilities of Tung Chung or the airport. At the next stage of the development, the AA would conduct a more detailed traffic assessment and could attend the IDC meeting again for presentation.

21. The Chairman thanked the AA for its detailed presentation and hoped that the AA would relay Members' proposal of opening the SkyPier to the relevant government departments.

(Mr Ken WONG left the meeting at around 3 p.m.)

#### IV. The District Health Centre (DHC) Scheme "DHC Express" in Islands District (Paper IDC 47/2021)

22. The Chairman welcomed the guests to the meeting to present the paper: Dr CHOI Yu-sze, Cissy, Head of the Primary Healthcare Office (PHO), Mr WU Yeung-key, Jimmy, Director of the DHC Team and Dr LAI Sheung-siu, Florence, Associate Consultant (PHO)1A of the Food and Health Bureau (FHB), Ms Connie WONG, Co-ordinator of the Neighbourhood Advice-Action Council (NAAC) and Ms Joanne CHEUNG, Project Co-ordinator of DHC Express (Islands) of the NAAC.

23. Mr Jimmy WU and Ms Connie WONG each presented the paper with the aid of PowerPoint presentation.

24. Mr Eric KWOK expressed his views as follows:
- (a) Islands District covered a large area with a number of islands. According to the information, the service team of “DHC Express” in Islands District had only 15 members, including three registered nurses and a social worker. He worried that the manpower would not be sufficient to provide local residents with comprehensive and personalised services.
  - (b) The three-year scheme intended to be a short-term service, but there would be various development projects in Tung Chung. Around five public housing blocks were going to be built in areas 42 and 46 near Mun Tung Estate and Shek Mun Kap. The population was expected to increase by about 28 000 by 2025. By 2026, around 30 000 to 40 000 people would move into areas 100, 101, 103 and 109 opposite Ying Tung Estate. The population of Tung Chung would significantly grow by then. He enquired how the FHB would provide a long-term “DHC Express” service for Tung Chung residents three years later and how it would monitor and evaluate the service in the coming three years. Besides, he also asked what role the North Lantau Hospital would play in the “DHC Express” service scheme.
25. The Chairman asked when the “DHC Express” could be converted into a DHC. He hoped that the FHB could provide more information.
26. Mr Jimmy WU gave a consolidated response as follows:
- (a) “DHC Express” is an interim measure when full-fledged DHC would yet to be set up. When the DHC was ready for service, the FHB would select a suitable operator through open tender. “DHC Express” would then be migrated as appropriate to the local DHC to cope with the increasing population.
  - (b) The FHB understood that given the small size of the team, medical-social collaboration and public-private partnership were very important. In addition to the provision of direct services by the current staff, the FHB would also purchase services from private service providers, who were very much welcome to participate in the scheme. In this way, the public could use the service points under the scheme as well as the private services provided at different places. In addition, the FHB was aware that relevant services were provided by other non-governmental organisations and so would work with them as well.
  - (c) The FHB had been working closely and maintaining good communication and coordination with the North Lantau Hospital. The North Lantau Hospital mainly provided treatment and emergency consultation services. If the DHC service achieved the intended

effects, population health would be improved and the burden on the North Lantau Hospital would be lessened in the long run. Moreover, after patients were discharged from the hospital and returned to the community, the DHC could provide support for them.

- (d) The FHB would require the operator to submit regular reports in order to monitor the service indicators, service quality and community liaison. Further renewal of the three-year contract would be subject to satisfactory performance of the operator.

27. Ms Connie WONG added that the team planned to take turns to visit the service points once every two weeks, so it should be able to serve in all nine points within two weeks. The service team had three nurses, one of whom was a Care Coordinator and the other two registered nurses, as well as a social worker and a physiotherapist. They were committed to fulfilling their service pledges and providing suitable service to the public.

28. Mr Eric KWOK hoped that the FHB could provide different channels for the public to give their opinions on the services, such as feedback forms and hotlines.

#### V. Development of public markets in Tung Chung (Paper IDC 48/2021)

29. The Chairman welcomed the guests to the meeting to present the paper: Ms LEUNG Tsz-ying, Almaz, Assistant Director (Market SD) and Mr TSOI Ka-wai, Senior Superintendent (Market SD) of the FEHD; Mr LAU Tin-hang, Peter, Senior Architect/25 and Mr CHAN King-tak, Alfred, Senior Project Manager 338 of the Architectural Services Department (ArchSD); Mr YEUNG Man-leung, Senior District Engineer/General(2) and Ms KANG Pu, District Engineer/General(2)B of the Highways Department (HyD); and Mr CHAN King-sze, Gavin, Senior Engineer/Islands of the Transport Department (TD).

30. Ms Almaz LEUNG, Mr Peter LAU and Mr Gavin CHAN briefly presented the paper with the aid of PowerPoint presentation.

31. Ms Almaz LEUNG said that the FEHD would continue to communicate with the stakeholders when taking forward the project with a view to facilitating the early implementation of the works for the benefit of the residents.

32. Mr Sammy TSUI expressed his views as follows:

- (a) He supported the construction of the temporary market and hoped that it could be completed as soon as possible. He visited the Tin Shui Wai Temporary Market to observe its operation in April this year. As the prices in the district were high, the market was set up originally to benefit the residents by introducing competition. However, the prices of the goods sold in the Tin Shui Wai Temporary Market were not low

either. Some residents even suspected that the shops in the temporary market were monopolised by the operators of other shops in the district. He hoped that the FEHD would select tenants for the Tung Chung Temporary Market carefully to avoid monopoly.

- (b) One of the reasons for the high prices in Tung Chung was the small number of markets. Another reason was the contract-out of shopping centres where the tenants were forced to pass the costs of rent onto the consumers. He opined that the potential competition introduced by the temporary market might prompt the shopping centres to lower the rent. Recently, he conducted a small-scale survey in Tung Chung North to find out which types of shops the residents wanted to see open, and most people chose food supermarkets. Such shops were popular among the residents because of their cheap goods. He opined that the FEHD should consider introducing such operators who offered goods at low to medium prices.

33. Mr HO Chun-fai said that he had consulted the residents of South Lantau, and most of them were inclined to support the establishment of temporary markets. He also pointed out that the traffic on Fu Tung Street, which was like a cul-de-sac, should be improved. If two coaches made a U-turn at the roundabout at the same time, the road would become congested. As there were many vehicles on Tat Tung Road during peak hours, buses and other vehicles going to Discovery Bay and Siu Ho Wan were often unable to enter Tat Tung Road. Given the forthcoming development around the MTR station, the traffic problem of Tat Tung Road would definitely get worse, making it difficult for people to enter the car park and the market. To alleviate the traffic congestion, the fire access at the end of Tat Tung Road could be turned into the road entrance by removing the crash gate, while the original entrance could serve as the new exit and the roundabout could be converted into two-lane traffic. He urged the TD to study and follow up on the proposal.

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

- (a) He opined that the provision of temporary markets would benefit Tung Chung residents hugely. At present, the rents of the markets in Tung Chung were high. Yat Tung Estate Market raised the rent by 10% last year, and the rent for a 100-odd square feet shop was as high as \$90,000. As Fu Tung Market targeted higher-spending customers, he believed that a temporary market selling cheap and quality goods nearby would be well-received by residents.
- (b) The Tung Chung Temporary Market was quite far to walk from Tung Chung West or Tung Chung North. Not only was it quite inconvenient to take the bus there, but people who drove might not be able to find parking spaces either. As all bus routes had to operate via Tat Tung Road and some people might drive to the market, additional traffic flow would be generated. He urged the departments to find a solution to the traffic problem. He asked whether the FEHD and the

TD would look into diverting relevant bus services (such as Long Win Route E31) away from Tat Tung Road or to alternative routes to improve the traffic conditions.

- (c) As regards the tenants of the temporary market, he enquired whether the FEHD would give priority to Tung Chung residents to bid for the stalls and whether the department would control the prices of goods. He understood that it was difficult to maintain a balance in terms of prices as Hong Kong was a free market, but he was worried about tenants profiteering. He hoped that the FEHD could take various factors into consideration.

35. Mr Eric KWOK expressed his views as follows:

- (a) Most of the residents of Yat Tung Estate supported the opening of the temporary market as soon as possible. Moreover, he proposed setting up cooked food stalls in the temporary market. As there were primary and secondary schools nearby, there was a pressing need for cooked food stalls. He hoped that the FEHD would consider the proposal.
- (b) He shared the concern of Mr FONG Lung-fei and Mr Sammy TSUI about pricing monopoly. During his site visit to the Tin Shui Wai Temporary Market, he asked a number of tenants whether they were the shop owners and why the prices were so similar to those in the markets operated by the Link, but the tenants evaded his questions. It was understood that the FEHD allocated the stalls by balloting. However, he learnt from the stall owners in Yat Tung Estate that some owners operating as a conglomerate would instruct eligible people to participate in the ballot in order to increase their chances of obtaining the stalls with higher profit margins, such as “siu mei”, fish or meat stalls. The Government’s original intention was to build a temporary market that offered lower prices for Tung Chung residents, yet the operators turned out to be the ones who benefited. He urged the FEHD to consider countermeasures to prevent residents’ interests from being harmed by a market monopoly.
- (c) As for the design, the roof of the Tung Chung Temporary Market was a canopy. He pointed out that when there was heavy rain, the rain would drift in through the canopy of the Tin Shui Wai Temporary Market. Even though the design of the canopies could facilitate ventilation, the market was still stuffy. He suggested the FEHD to consider installing fans in the Tung Chung Temporary Market.
- (d) He learnt that the FEHD would establish a market management committee. He suggested the FEHD invite residents or Members to join the committee.

- (e) Regarding the traffic, the pedestrian crossing facilities at Exit D of the MTR station would help people cross the road, but there was a wall right in front of the exit blocking drivers' views. He and Mr Randy YU hoped that the departments concerned would consider removing the wall.

36. Ms WONG Chau-ping said that the traffic turning from Cheung Tung Road into Fu Tung Street was very congested during peak hours. The situation was expected to worsen after the opening of the temporary market. She hoped that the TD would take follow up action to avoid accidents. She also opined that the "give way" section at the junction of Fu Tung Street and Tat Tung Road was quite short. Vehicles on Fu Tung Street had to wait for a fairly long time to turn into Tat Tung Road during peak hours. She hoped that the TD would pay attention to the situation.

37. Ms Almaz LEUNG thanked Members for supporting the temporary market project and providing their feedback. She gave a consolidated response as follows:

- (a) Regarding the issues of prices and monopoly, the establishment of the temporary market was intended to offer more choices to nearby residents in purchasing fresh provisions, and it was expected to bring about healthy competition. She pointed out that the Government would not regulate the prices of goods in public markets. The FEHD believed that tenants would offer competitive prices according to their operating costs.
- (b) The FEHD would adopt a new management mode and monitor market operation from time to time, as well as to conduct regular opinion surveys to understand the views of the public and the stakeholders on cleanliness, management and various aspects of the market, with a view to meeting the needs of the public.
- (c) She said that the arrangement for allocation of stalls in the Tung Chung Temporary Market was yet to be finalised, but she could share with Members how the stalls of the FEHD Skylight Market in Tin Shui Wai were allocated last year. The FEHD Skylight Market was of a temporary nature and relatively small size with a small number of stalls. Under the simple layout, the stalls were fairly similar, with the main difference being the area. Given these factors, the rent was charged at two rates, i.e. one for large stalls and the other for small stalls, and the stalls were allocated by ballot. The stalls were divided into Categories A and B. Category A mainly included large stalls selling fish, meat, "siu mei", etc., while Category B were all small stalls. A stall must be leased in the applicant's personal capacity. Applicants with three years or more relevant experience in running market stall could apply for a Category A stall while other applicants without relevant experience could apply for a Category B stall. Applicants for Category B stalls who resided in Tin Shui Wai would be given one additional application number to increase their chances of

success in a ballot. She thanked Members for their views and expressed that the FEHD would listen carefully to the stakeholders' views, with a view to finalizing the arrangement for allocation of stalls in the Tung Chung Temporary Market and announcing the details in due course.

- (d) The FEHD noted Members' proposal of setting up cooked food stalls. After collecting views from the stakeholders and studying the types of markets or shops nearby, the FEHD would determine a suitable and competitive trade mix.
- (e) Like other public markets, a market management consultative committee would be set up for the Tung Chung Temporary Market.
- (f) Regarding the low parapet wall at Exit D of the MTR station, the FEHD had relayed Members' views to the MTRCL for consideration and study after the last sharing session with Members.

38. Mr Gavin CHAN gave a consolidated response as follows:

- (a) Regarding the traffic congestion near the south car park of Citygate on Tat Tung Road, the TD had put forward a proposal to convert the sidewalk near the pedestrian crossing on Tat Tung Road into a carriageway. The road section could then be widened from two lanes to three to improve the traffic flow.
- (b) The TD noted that the south car park of Citygate had added about 90 additional parking spaces recently. According to the TD's observation during weekdays and weekends, the traffic flow on Tat Tung Road was generally smooth.
- (c) Regarding the proposal for the improvement to the roundabout of Fu Tung Estate, the widening of the roundabout to make Fu Tung Street a single lane for vehicles would affect the usable area of the market and the loading and unloading area. The TD therefore would not consider the proposal at the current stage.
- (d) The selected site of the Tung Chung Temporary Market was easily accessible with an MTR station, a bus terminal and a public transport interchange nearby. The TD encouraged the public to use public transport to go to the market.
- (e) Regarding Ms WONG Chau-ping's views, after an inspection of the traffic flow on Cheung Tung Road and Tat Tung Road, the TD opined that the traffic light signal had little effect on Tat Tung Road at present, so it was more appropriate to provide a pedestrian crossing there. The TD would continue to pay attention to the traffic conditions in the vicinity of Tat Tung Road and Fu Tung Street.

39. Ms Karen KWAN responded to Members' proposal to divert some of the bus routes (including the external bus services of North Lantau commonly known as "E routes") to omit Tat Tung Road. In fact, the bus routes currently operating via Tat Tung Road mainly served the people in the vicinity of Fu Tung Estate and Tung Chung Crescent. Many passengers would get on the bus at the stop on Tat Tung Road, and residents of South Lantau, Tung Chung West and Tung Chung North would also interchange to the E routes heading towards the urban areas at the same stop. If the bus routes were diverted via Shun Tung Road, it was estimated that passengers would have to walk for about 5 to 7 minutes to an alternative bus stop on Shun Tung Road to take the bus. Taking into account the impact on passengers, the TD considered it more appropriate to maintain the existing arrangement of using the bus stop on Tat Tung Road. Nevertheless, the TD noted Members' views and would closely monitor the traffic conditions of the said roads.

40. Mr Alfred CHAN responded that while the Tung Chung Temporary Market drew on the design of the FEHD Skylight Market in Tin Shui Wai, improvements had been made taking into account the issues of rain and ventilation. Besides, he said that fans would be provided at suitable locations in the Tung Chung Temporary Market to keep the air movement of the passageways.

41. The Chairman thanked the guests for their detailed presentation. He also thanked the FEHD, the ArchSD, the HyD and the TD for resolving the problems of the temporary market together. He hoped that the market would be completed as scheduled in the fourth quarter of 2022. He asked the FEHD to follow up on the low parapet wall at MTR station Exit D and inform the IDC if it did not receive a reply from the MTRCL within the month. He hoped that the low parapet wall would have been removed by the time the market was completed to make crossing the road easier.

VI. Question on request for erecting breakwaters  
(Paper IDC 50/2021)

42. The Chairman said that the HyD and the CEDD had provided written replies for Members' perusal.

43. Ms Josephine TSANG briefly presented the question.

44. Ms Josephine TSANG said that she and the Chairman had kept in touch with the relevant departments, but the proposals put forward by the departments, such as the installation of large rock mounds to stop seawater from flooding into residences, were not very effective. The rock mounds would occupy half of the road and were not aesthetically pleasing. Also, as their exterior would be covered by wire mesh, they tended to accumulate litter and affect environmental hygiene. Although the departments claimed that the proposal was a temporary measure and that it would work out a long-term solution later, she worried that the issue would end up unresolved without any other arrangements. She queried whether the departments would address the problem only when there were accidents resulting in casualties.

45. Mr Ken WONG said that the CEDD proposed to raise the height of the existing seawall. However, since Nam Wan Mei was located in a low-lying area, tidal backflow would occur during typhoons. Besides, the reclamation site of Lantau Tomorrow Vision was close to Peng Chau, so the proposal of raising the seawall height was not feasible. He hoped that the CEDD would consider it further. He asked the CEDD to note that if the department planned to redevelop the buildings in Nam Wan Mei, the building heights should be raised to minimise the risk of flooding. Raising the seawall height further would block the views of the residential buildings.

46. Mr TSANG Wai-man said that the CEDD noted Mr Ken WONG's views.

47. Mr LO Siu-keung said that the CEDD had provided a written reply and engaged a consultant to undertake a feasibility study titled "Coastal Hazards under Climate Change and Extreme Weather and Formulation of Improvement Measures".

48. The Chairman said that since the location mentioned in the question was in the low-lying area, seawater would flood into the residences during poor weather conditions. Considering that it would take time for the CEDD to implement the long-term measures, he proposed installing aluminium floodgates at the front and back doors of the residences so that residents could lower the floodgates during rainstorms to minimise the risk of flooding effectively. Since there were no large-scale protection works in place at present, he hoped that the CEDD would take into account and look into the proposal before formulating long-term flood protection measures.

VII. Question on strengthening security and installing an access card system in Housing Department's estates in Tung Chung  
(Paper IDC 51/2021)

49. The Chairman welcomed Ms WONG Kam-wah, Senior Property Service Manager/HKI of the Housing Department to the meeting to respond to the question. The question was jointly raised by Mr Sammy TSUI, Mr FONG Lung-fei and Mr Eric KWOK.

50. Mr Sammy TSUI briefly presented the question.

51. Ms WONG Kam-wah responded as follows:

- (a) The Housing Authority (HA) was very concerned about the security of its public housing estates. The estates were equipped with comprehensive security installations. The security system for monitoring the domestic blocks access and the activities inside the lift cars included security gates installed at the lobbies and staircase exits, doorphone systems connected to the residents' telephones, combination lock systems, closed-circuit television cameras installed in the lifts and at the block entrances, security counters stationed by security guards

and round-the-clock patrol service.

- (b) The HA ran a pilot scheme for the Octopus card and smart card access control system in some of the housing estates before, but the installation and operating costs were higher than that of a combination lock system. In addition, some residents were worried about the infringement of personal privacy resulting from the collection of information by the smart card system, so the pilot scheme was suspended.
- (c) The combination lock system currently used by the HA was effective and accepted by the residents, and the passwords were changed regularly. There were no plans to switch to the Octopus card or smart card system at the moment.

52. Mr Sammy TSUI expressed his views as follows:

- (a) The combination lock system was not very convenient to use. As the elderly always forgot the passwords which were changed every few months, the passwords became practically useless. He opined that the smart card system was more convenient and most of the residents, including the elderly, had octopus cards.
- (b) As for personal privacy, he enquired whether the HA could design a smart card with simpler features solely used for access purpose without collecting residents' personal information. He said that many private housing estates had already installed smart card systems, which should not be too expensive if installed in large numbers. The system would not only provide convenience for the residents but also enhance security. He opined that the HA should keep up with technological development.

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

- (a) The incident of creditors chasing up debt repayment and wounding the occupants in Mei Yat House happened precisely because the residents of Mei Yat House leaked the password of the building gate, allowing the assailants to enter the premise. If there had been an access card system in place, the department would be able to track the people entering the building, prevent crimes, and even monitor the occupancy positions of the housing units to prevent abuse or subletting of public housing and facilitate investigations by government officers. He stated that there would be no privacy issues if only simple information was registered.
- (b) He supported the installation of access card systems and considered that it would not cause inconvenience to the elderly. He said that a combination door lock could not effectively prevent outsiders from

following the residents into the building, and the security guards might not always be on high alert. He said that access card systems had been adopted in private residential buildings for many years, the department should not refrain from installing access card systems on the grounds of privacy or cost. Many residents of Yat Tung Estate were in favour of the employment of access card systems to enhance security. He suggested that a pilot scheme be launched in Yat Tung Estate. If proved feasible, it could be extended to other public housing estates.

54. Ms WONG Kam-wah made a consolidated response as follows:

- (a) She said that security systems using Octopus cards and access cards had their own advantages and disadvantages. A pilot scheme had been launched in public housing estates before, but responses to the scheme were unsatisfactory. When it came to personal privacy, though explanations had been made by the department, residents were still worried that their whereabouts would be monitored. In addition, in case of loss or damage of an access card, the residents would need to replace a new one at their own expense, which had drawn a lot of reactions from the residents.
- (b) As regards the problem of outsiders following the residents into the buildings, she said that no access card system or combination door lock could prevent such a situation. Therefore, a 24-hour security guard service was a must in public housing estates.
- (c) Regarding the use of access card systems for crime prevention, she said that some residents were worried that they would be monitored, so the department had to balance the interests of all residents. The department had no immediate intention to change the plan but clarified that it did not mean that access card systems would not be considered. The department would conduct regular annual reviews and might consider changing the existing security system design if necessary.

55. Mr Sammy TSUI expressed his views as follows:

- (a) He indicated that the explanation given by the department was unacceptable. Whether an access card system would involve privacy issues or not depended on the system design and the personal data collected. If the card was only used for access to a building, no privacy issue would arise.
- (b) He said that access card systems were not a new technology and had been adopted in many new residential buildings without causing any personal privacy issue. He asked whether the department had any actual data that reflected the number of residents who opposed to the use of access card systems. If there were only a few objections, the

wishes of the majority should be respected and the proposal should not be rejected on the basis of a few objections. He said that the department could explain to residents that their personal data would not be collected by the access card systems. The Closed-circuit television (CCTV) systems also recorded the activities and movements of the residents, which involved privacy issues too, but they were employed by the department. Therefore, the arguments put forward by the department were not convincing.

56. Mr FONG Lung-fei considered that access card systems could reduce crimes. He said that there were many illegal gambling stalls in Yat Tung Estate, which had caused problems of loan and debt collection. If objection was raised by only a small group of people, the principle of majority rule should be followed, and access card systems should be adopted for crime prevention. Public interest should not be compromised due to minority opposition. In addition, he suggested that a pilot programme be initiated in Yat Tung Estate, followed by an opinion poll among the residents. He considered that the access card system would be convenient for the elderly to use, as it could save them the trouble of memorising the passwords and prevent strangers from following the residents into the housing estates. Furthermore, in case of crime, the access card system and the CCTV system could be used to assist in tracking down cases.

57. The Chairman asked the department to consider the views of the Members before making a response.

58. Ms WONG Kam-wah said that the department did not deny the advantages of access card systems, but as for a security system, the department must have the entire system design in mind, rather than relying solely on the access cards or combination door locks. She clarified that the department had ever launched an access card system pilot programme in three public housing estates, but objection was encountered in two of the estates. The department then decided not to use the access card system because of the opposition rather than out of cost or privacy concerns. She reiterated that the department had no plan to switch to access card systems so far, but it noted the views of Members and would take them into full consideration when reviewing the standard design in the future.

VIII. Question on auxiliary and housing facilities of Yu Tai Court and Mun Tung Estate  
(Paper IDC 52/2021)

59. The Chairman welcomed Mr TSANG Chi-yuen, Housing Manager (Hong Kong Island & Islands 8) and Ms WONG Kam-wah, Senior Property Service Manager (Hong Kong Island & Islands) of the HD to the meeting to respond to the question.

60. Mr Eric KWOK briefly presented the question.

61. Mr TSANG Chi-yuen said that the HA has always shown grave concern to

the design and building quality of public housing. A series of noise mitigatory designs, including noise barriers, acoustic windows and acoustic balconies, had been adopted in Yu Tai Court to reduce the impact of traffic noise on adjacent roads in the residential units. As there lay busy roads on the southwest and northwest sides of Yu Tai Court, acoustic balconies were required for certain residential units. Fixed sliding windows were fitted in the acoustic balconies to guarantee free flow of air and open views. He emphasised that the height and design of walls of the acoustic balconies satisfied the requirements of the Buildings Ordinance. Under the Deed of Mutual Covenant of Yu Tai Court, owners were not allowed to modify or remove the acoustic balcony or acoustic windows in the unit. If any modification of the installations and equipment was necessary, including the installation of grilles in the acoustic balcony, the owner must hire a qualified minor works contractor and comply with relevant fitting-out guidelines to ensure the safety of the installation works.

62. Ms WONG Kam-wah said that Mun Tung Estate started tenant intake in November 2018 and a two years defect liability period would be provided by the contractor after the completion of site work. During the defect liability period, no case of seepage due to poor construction quality was reported. She said that Mun Tung Estate provided more than 3,800 residential units. According to the record of the department, 44 cases had been recorded requiring repairs due to water seepage of external walls. Since water seepage would affect the lower floor units, it could leave the impression that the problem was very serious. However, there was no evidence showing that the problem was caused by the poor quality of the drain pipes. An analysis of the 44 cases found that about 90% of the seepage cases were caused by improper practice in clearing clogged drain pipes by the residents, which led to pipe ruptures and affected the flats below. According to the department's records, renovation waste was the main cause of the drainage blockage. Therefore, notices had been posted by the department in the housing estates to remind residents to clear clogged drain pipes properly and not to dump refuse into the drain pipes to avoid the problem.

63. Mr Eric KWOK expressed his views as follows:

- (a) He enquired of the department whether it would be able to provide relevant information for reference if the owners of Yu Tai Court wanted to employ a contractor to install window grilles in accordance with the department's guidelines and designs.
- (b) He said that Mun Tung Estate was newly built, but 44 cases of pipe seepage were recorded in over two years. It was believed that pipe ruptures caused by improper clearing of clogged drain pipes occurred only in the early stage of tenant intake. He had frequently received complaints from residents about broken, loose and leaking soil pipes and foul water drain joints. He asked whether the department had required the contractors to inspect and make improvements within the warranty period. Otherwise, the department would have to bear its own responsibility at taxpayers' expense in the future.

64. Mr FONG Lung-fei expressed his views as follows:
- (a) He expressed concern about balconies' grilles of Yu Tai Court, saying that grilles were not installed in the units delivered, which deviated from the architectural models. He reckoned that the department was suspected to be in contravention of the Trade Descriptions Ordinance.
  - (b) The balconies of Yu Tai Court were in stepped layouts and children might be induced to climb up, which posed a safety concern. Since it was impossible for parents to keep an eye on their children around the clock, the absence of window grilles could easily lead to accidents. Owners were required to follow established procedures if they wanted to have window grilles installed in their balconies, but the department failed to provide clear guidelines in this regard.
  - (c) The department said that the windows of Yu Tai Court were soundproof and rainproof. However, the windows could not cover the entire balcony and also the bedroom windows were facing the balconies. He asked how the department could solve the problem.
65. Mr TSANG Chi-yuen made a consolidated response as follows:
- (a) The virtual flat models provided by the HA were for reference only. Regarding the actual auxiliary facilities of the flats, the information provided in the sales brochure shall prevail.
  - (b) He stated that disregarding green balconies or windows, under the Deed of Mutual Covenant, any installation or modification inside a unit should be carried out by the owner provided not contravening the Buildings Ordinance.
  - (c) Sliding doors were fitted to green balconies to reduce noise. Owners who would like to install window grilles or other devices in their flat should appoint registered contractors meeting the statutory requirements. Recognising owners' concerns about finding contractors, the department would contact the property management office of Yu Tai Court to provide them with relevant online materials for their easy reference.
66. Ms WONG Kam-wah said that if the quality of the drain pipes in Mun Tung Estate was not good, the department would definitely require the contractors to address the problem. The department had kept detailed records of the pipe rupture cases, but there was no evidence of quality problems. The department would continue to study and monitor the situation.
67. Mr Sammy TSUI said that the explanation given by the department was unacceptable. He pointed out that the owners purchased the property with real cash after seeing the architectural models, but the department claimed that the models were

for reference only to justify its failure to provide the relevant components as shown. This was too casual, and was even suspected to be misleading. He said that no matter who was liable for it, the absence of window grilles would pose a danger to children, and the department should base on the architectural model to deal with the problem. In addition, many owners of Yu Tai Court had, after delivery of the units, spotted many problems, but it was difficult to contact the responsible persons to follow up, which had caused dissatisfaction. He said that it was not easy to purchase a property nowadays. Owners hoped to move in after completion of the works as soon as possible, therefore the department should actively follow up on the problem.

68. Mr FONG Lung-fei said that many owners relied on the architectural models and might not read the sales brochure in details. He said owners were now required to hire contractors to install the window grilles at their own expense. The architectural models provided by the department should show the facilities truthfully, otherwise confusion and dissatisfaction among the purchasers would be unavoidable.

69. Mr TSANG Chi-yuen said that he would convey the views of the Members to the architects and sales units of the department. Architectural models to be prepared in the future would show the facilities included in a unit more clearly, so as to give the purchasers a true picture.

70. Mr Sammy TSUI said that there was a property developer who had, at the sale stage, promised that certain accesses in the buildings would be opened so that residents could use elevators instead of stairs. However, such accesses were closed later. For more than a decade, the residents had repeatedly requested the accesses to be reopened, but to no avail. It was not until an owner was about to file a lawsuit with the title deed and drawings ready that the developer reopened the accesses immediately. He asked the department to learn a lesson from this case and handle relevant issues properly, if not, the residents might have no option other than to resort to legal action.

XI. Question on follow up on shop front extensions on the open space opposite Tin Hau Temple at Chung Hing San Street  
(Paper IDC 55/2021)

71. The Chairman welcomed Mr KAO Hsi-chiang, District Environmental Hygiene Superintendent (Islands) (Acting) and Ms CHUI Yuk-ying, Chief Health Inspector (Islands) 1 of the FEHD, Mr IP Sai-yau, Senior Land Executive/Land Control (District Lands Office, Islands) (DLO/Is) of the LandsD, Mr K JACOBS, District Commander (Marine Port District) of the Hong Kong Police Force and Mr KO Sin-tak, Kenneth, Senior Building Surveyor/Village House 3 of the BD to the meeting to respond to the question. The FEHD, DLO/Is, BD and the Environmental Protection Department had provided written replies for the Members' perusal.

72. The Chairman said that the question was raised by Mr LEUNG Kwok-ho, who had already resigned as a Member of the IDC. He asked whether the Members had any other views on the question.

73. Members did not have any views on the question.

XII. Annual District Plan 2021/2022 - Planning  
(Paper IDC 42/2021)

74. The Chairman welcomed Ms TAM Yin-ping, Donna, District Planning Officer (Sai Kung & Islands) of the Planning Department to the meeting to present the paper.

75. Ms Donna TAM briefly presented the paper.

76. Members noted the paper.

XIII. The Housing Department's Programme of Activities for Estate Management in the Islands District in 2021/22  
(Paper IDC 43/2021)

77. The Chairman welcomed Ms WONG Kam-wah, Senior Property Service Manager (Hong Kong Island & Islands) of the HD to the meeting to present the paper.

78. Ms WONG Kam-wah presented the paper briefly.

79. Mr Eric KWOK said that some people would distribute leaflets and promote illicit cigarettes in Yat Tung Estate and Mun Tung Estate from time to time. In order to prevent non-residents' unauthorised access to the estates, it was necessary to install access card systems. He understood that security guards had no power to ask suspicious persons to produce their identity cards, thus posing certain difficulties for law enforcement. He wrote to the Tobacco and Alcohol Control Office (TCO) in this regard, but the TCO, after sending staff to conduct onsite inspection, maintained that the problem should be handled by the HD as it occurred within housing estates. He asked the department to work out a solution.

80. Mr WONG Chun-yeung expressed concern about the issue of illegal gambling in communities across Hong Kong, but he pointed out that this issue was not covered in the Programme. He said that spitting and improper disposal of cigarette butts by gamblers within the estates would have adverse impact on environmental hygiene. While this problem had persisted for many years, no solution had yet been devised. He hoped that the department could include this issue in the Programme.

81. Ms WONG Kam-wah said that although the department had no authority to take enforcement action against smoking and gambling within the estates, it had maintained liaison with the police to actively deal with the problems through joint operations. It was one of the department's day-to-day work, hence not specifically included in the Programme.

82. Mr WONG Chun-yeung said that he was particularly concerned about large-scale gambling activities and had reported them to the police on several occasions, but the police did not attend to deal with them. He queried whether the police had taken any active action in combating illegal gambling activities in the communities of the Islands District. He also pointed out that the problem of illegal gambling was particularly serious in Fu Tung Estate. Many years ago, Tung Chung Town Centre was the focus of the police's crackdown on crimes. If the crimes were off the books, no follow-ups would be made. He asked the HD to provide the details of its joint operations with the police, and enquired whether a special meeting would be held to address the issue of gambling in the community.

83. Ms WONG Kam-wah said the department noted that the problem of illegal gambling in Fu Tung Estate was serious. The HD would meet with the police from time to time to discuss possible solutions to the problems in the district, including the illegal gambling issue. The property management companies also kept in touch with the police and could seek the police's assistance when necessary.

84. Mr WONG Chun-yeung suggested that uniformed police officers be required for combating the problem of illegal gambling in the community, while the HD and the Police Community Relations Office should take the initiative to understand the needs of gamblers and provide assistance as appropriate. Even if no illegal gambling activity was reported and no enforcement action was taken, it did not mean that the problem did not exist. He hoped that the relevant departments would report to Members on the progress of combating community gambling in a timely manner.

85. Mr FONG Lung-fei said that the intake of residents at Yu Nga Court would commence shortly, and he hoped that the actual layouts of the units would be consistent with the architectural models.

86. Ms WONG Kam-wah noted the views of the Members and would convey such views to the relevant units.

(Mr Sammy TSUI left the meeting at around 3:55 p.m.)

XIV. Transport Department Traffic and Transport Working Plan 2021-2022  
(Paper IDC 44/2021)

87. The Chairman welcomed Ms Karen KWAN, Chief Transport Officer/Islands of the TD to the meeting to present the paper.

88. Ms Karen KWAN briefly presented the paper.

89. Mr Eric KWOK stated that he had proposed to add a shelter to the en-route bus stop at Yu Tung Road behind Yung Yat House of Yat Tung Estate last year. The Long Win Bus Company Limited (LWB) had agreed in principle and drew up a plan,

but the works had not yet commenced. He had followed up with the LWB and it was not able to provide an exact timetable. He said that a number of bus routes passed through the stop, leading to a large passenger flow. In addition, he had proposed to expand the bus stop on Chung Yan Road opposite the North Lantau Hospital. It was noted that the relevant division of the department had already commenced the expansion work and he hoped that a shelter could be added at the same time. He asked for the department's assistance in following up on the installation of shelters at the two bus stops.

90. Mr FONG Lung-fei enquired of the department whether it would optimise the itinerary of LWB Route E36A. He had taken the route, and it took him one hour and a half to reach Tak Yip Street when the traffic flow was smooth. However, according to some bus drivers and residents, during the morning rush hours, some road sections in Tuen Mun and Tin Shui Wai were particularly congested and it would take two hours to reach there.

91. Mr HO Siu-kei said that when a black rainstorm warning signal was hoisted earlier, an incident of water seepage happened on a Route 11 bus of the New Lantao Bus Company (1973) Limited (NLB). Also, the equipment on bus, such as the air-conditioning system, was dilapidated. He had brought the issue to the NLB's attention, but no improvement had been made. He added that there was no accessible bus in service in Tai O. No action had been taken by the department after suggestions were made, and the NLB also failed to cooperate. He urged the department to follow up on the issue of bus replacement.

92. Mr CHAN Lin-wai agreed with Mr Eric KWOK's proposal. The addition of shelters to the two bus stops had been put under discussion for a long time. If such facilities could not be installed, he suggested that the department should provide shared umbrellas at the two stops.

93. Mr HO Chun-fai was concerned about the construction of a bus bay near San Shek Wan on South Lantau Road. He said that South Lantau Road was accident-prone due to the narrow road width and numerous bends, hence its road condition needed to be improved urgently. Earlier there happened an accident of car crash in San Shek Wan. He was concerned about the timetable for the construction of the bus bay.

94. Ms WONG Chau-ping said that she had contacted the TD many times regarding the installation of speed enforcement cameras on Tung Chung Road, laying of anti-skid dressing onto the road sections in Lung Tseng Tau, addition of bus bays on Tung Chung Road and the improvement of pedestrian crossings on Tung Chung Road, but no progress had been seen and the recent reply from the department was exactly the same as that given earlier this year.

95. Ms Karen KWAN made a consolidated response as follows:

- (a) As regards the installation of shelters at the two bus stops, she would follow up on the latest situation after the meeting and would make a

reply to the relevant Members.

- (b) The department noted the public's views on the second phase of the diversion arrangement in relation to the commissioning of Tuen Mun-Chek Lap Kok Tunnel, and was reviewing the journey time of the relevant bus routes. In view of the fact that some sections of the Yuen Long Highway and the Tuen Mun Highway in Tuen Mun District might be congested during rush hours, the department had approved some fixed alternative routes based on the operation of individual bus routes. Bus companies could, in response to the actual traffic conditions of the said road sections, immediately consider and decide whether to adopt temporary diversion arrangements and bypass some of the original route sections by using the fixed alternative routes approved by the TD, so as to minimise the impact of unexpected traffic accidents or congestion on the road sections concerned on journey time. The temporary diversion arrangements would not affect the en-route bus stops of the relevant bus routes.
- (c) As regards the equipment on Route 11 buses of the NLB, the department would contact the NLB for follow-up and inspect the operation of the equipment on bus.
- (d) As regards the construction of additional bus bay on South Lantau Road near San Shek Wan, tree conservation or removal processes were in progress and the works were expected to be completed in the second quarter of 2023.
- (e) As regards the progress of the various works on Tung Chung Road, she would contact the relevant divisions of the department to keep abreast of the latest progress, and would make a reply to the relevant Members after the meeting.

96. Mr HO Siu-kei was dissatisfied with the dilapidated condition of all buses running through Tai O. He hoped that the department would arrange a meeting with the NLB to discuss the improvement of bus equipment.

97. Mr FONG Lung-fei pointed out that priority boarding arrangements had been adopted for buses in Discovery Bay. He enquired why there was no similar arrangement for bus services in Tai O and Mui Wo. Residents in Tai O and Mui Wo were mostly advanced in age, but they had to wait for a long time to get on a bus during holidays. Therefore, priority arrangements should be implemented.

98. Ms Karen KWAN said that she would follow up with the NLB on the equipment on Tai O buses later and would contact the relevant Members to give an account of the situation afterwards. As for the bus services in Tai O and Mui Wo, the NLB would closely monitor the queuing condition at various bus termini and some major en-route stops during peak traffic hours, and arrange special departures in a timely manner to ease the flow of waiting passengers. The department would

continue to monitor the situation of passenger demand closely and study the feasibility of improving the relevant bus services together with the NLB in due course.

99. The Chairman asked the TD to provide the relevant information to Mr HO Siu-kei after its follow-up with the NLB, and said that he would work with Mr HO Siu-kei to follow up on this issue.

(Ms LAU Shun-ting left the meeting at around 4:15 p.m.)

XV. Islands District Office 2021/22 Annual Work Plan  
(Paper IDC 45/2021)

100. The Chairman welcomed Ms YEUNG Wai-sum, Amy, District Officer (Islands) of the IsDO to the meeting to present the paper.

101. Ms Amy YEUNG briefly presented the paper.

102. Mr Eric KWOK proposed the further development of youth sports in the Islands District. As the development of youth sports in the district had always been promoted by the Islands District Sports Association, which was a non-profit organisation, he hoped that the IsDO and the District Council could take the lead in promoting the development of youth sports in the Islands District.

103. Ms Amy YEUNG thanked Mr Eric KWOK for his proposal and said that she would proactively consider adding sports elements to the existing youth programmes.

XVI. Report on the Work of the Islands District Management Committee (May 2021)  
(Paper IDC 56/2021)

104. Members noted the paper.

XVII. Reports on the Work of the IDC Committees  
(Papers IDC 57-60/2021)

105. The Chairman asked the chairmen of the committees whether they had any questions or supplements to the work reports.

106. Mr Eric KWOK said that the work report of the Community Affairs, Culture and Recreation Committee (CACRC) mentioned that the establishment of a mutual aid committee in Mun Tung Estate had been discussed at the meeting. He asked whether a timetable in this regard was available.

107. Mr FONG Lung-fei asked about the timetable for the re-election of the Yat

Tung Estate Mutual Aid Committee.

108. Mr Thomas LI said that the IsDO had conveyed the views received to the Home Affairs Department (HAD) after the previous meeting of the CACRC and would inform Members as soon as the HAD announced the arrangements.

109. Members voted on the work reports. The work reports were endorsed with 11 votes in favour, none against and one abstained.

(Members voted in favour included: the Chairman Mr Randy YU, the Vice-chairman Mr WONG Man-hon, Mr CHOW Yuk-tong, Mr YUNG Chi-ming, Mr CHAN Lin-wai, Mr HO Chun-fai, Mr HO Siu-kei, Ms WONG Chau-ping, Ms Josephine TSANG, Mr Eric KWOK and Mr FONG Lung-fei; Mr WONG Chun-yeung abstained.)

#### XVIII. Allocation of DC funds

(i) Up-to-date Financial Position on the Use of DC Funds  
(Paper IDC 61/2021)

110. Members endorsed the paper unanimously.

(Members voted in favour included: the Chairman Mr Randy YU, the Vice-chairman Mr WONG Man-hon, Mr CHOW Yuk-tong, Mr YUNG Chi-ming, Mr CHAN Lin-wai, Mr HO Chun-fai, Mr HO Siu-kei, Ms WONG Chau-ping, Ms Josephine TSANG, Mr Eric KWOK, Mr FONG Lung-fei and Mr WONG Chun-yeung.)

(ii) Approval for Using DC Funds by circulation from 1 April to 31 May 2021  
(Paper IDC 62/2021)

111. Members noted the paper.

#### XIX. Date of Next Meeting

112. The Chairman said that since the Legislative Council election would be held on 19 December 2021 and the IsDO would need to assist in the election activities from the preparation till the end, it might be difficult to coordinate the arrangements if the IDC meeting was to be held on 20 December as originally scheduled. Hence, it was suggested that the meeting be brought forward by one week to 13 December (Monday) at 10:30 a.m.

113. Members voted on the proposal to change the date of meeting by a show of hands, and the proposal was endorsed unanimously.

(Members voted in favour included: the Chairman Mr Randy YU, the Vice-chairman Mr WONG Man-hon, Mr CHOW Yuk-tong, Mr YUNG Chi-ming, Mr CHAN

Lin-wai, Mr HO Chun-fai, Mr HO Siu-kei, Ms WONG Chau-ping, Ms Josephine TSANG, Mr Eric KWOK, Mr FONG Lung-fei and Mr WONG Chun-yeung.)

114. There being no other business, the meeting was adjourned at 4:25 p.m. The next meeting would be held on 13 September 2021 (Monday) at 10:30 a.m.

-END-