

**Minutes of the 22nd Meeting of  
the 5th Term Kowloon City District Council**

Date: 1 August 2019 (Thursday)  
Time: 2:30 p.m.  
Venue: Conference Room, Kowloon City District Office

Present:

Chairman: Mr PUN Kwok-wah, JP  
Vice-chairman: Mr CHO Wui-hung, MH  
Members: Mr TING Kin-wa  
Mr SIU Tin-hung, Terence  
Mr HO Hin-ming, BBS, MH  
Miss KWONG Po-yin  
Mr LAI Kwong-wai  
Ms LEUNG Yuen-ting (Left at 5:20 p.m.)  
Mr YUE Chee-wing, Admond  
Mr LAM Tak-shing  
Ir Dr CHENG Lee-ming  
Mr YEUNG Chun-yu, Ronald (Left at 5:17 p.m.)  
Mr LAM Pok, Jimmy  
Mr SIU Leong-sing  
Mr LUK King-kwong, MH  
Mr HE Huahan  
Mr YANG Wing-kit  
Mr LO Chiu-kit (Arrived at 4:38 p.m.)  
(Left at 5:43 p.m.)  
Mr NG Fan-kam, Tony  
Mr NG Po-keung, MH (Arrived at 2:37 p.m.)  
Ir CHEUNG Yan-hong, MH  
The Hon LEE Wai-king, Starry, SBS, JP (Left at 6:50 p.m.)  
Mr KWAN Ho-yeung, Roger  
Dr the Hon LEUNG Mei-fun, Priscilla, (Left at 3:16 p.m.)  
SBS, JP

Secretary: Ms WONG Wing, Eva Senior Executive Officer (District Council), Kowloon City District Office

In Attendance:

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| Mr Franco KWOK, JP            | District Officer (Kowloon City)   |
| Miss TSE Yik-ching,<br>Alison | Assistant District Officer (Kowloon City)   |
| Ms KWOK Lai-kuen, Eva         | Senior Executive Officer (District Management), Kowloon City District Office                            |
| Mr WONG Kam-keung,<br>Eric    | Senior Liaison Officer (Building Management), Kowloon City District Office                              |
| Mr LAI Hau-yu, Philip         | Senior Liaison Officer (District Liaison) 1, Kowloon City District Office                               |
| Miss LIU Suk-fun, Connie      | Senior Liaison Officer (District Liaison) 2, Kowloon City District Office                               |
| Ms LAU Mei-ye, Helen          | Senior Liaison Officer (Special Duties), Kowloon City District Office                                   |
| Mr LAM Ming-wai               | District Environmental Hygiene Superintendent (Kowloon City), Food and Environmental Hygiene Department |
| Mr TSE Chick-lam              | Chief Manager / Management (Kowloon West & Sai Kung), Housing Department                                |
| Mr CHUI Po-fai                | Senior Engineer / 14 (E), Civil Engineering and Development Department                                  |
| Ms LAI Mei-ling               | Chief Leisure Manager (Kowloon), Leisure and Cultural Services Department                               |
| Mr YEUNG Man-pun              | District Commander (Kowloon City), Hong Kong Police Force   |
| Mr CHAN Chun-fai,<br>Wilbut   | Deputy District Commander (Kowloon City), Hong Kong Police Force  |
| Ms LAI Siu-wai                | Divisional Commander (Ngau Tau Kok), Hong Kong Police Force   |

Mr NG Leung-shui, Chief Transport Officer / Housing  
Tommy Project, Transport Department

Attendance by Invitation:

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| Item 1            | Mr CHAN Pai-ming,<br>Jimmy, JP<br>Mr CHAN Che-keung<br><br>Ms PUN Lai-shan, Lisa   | Director of Highways, Highways<br>Department<br>Chief Highway Engineer / Kowloon,<br>Highways Department<br>Senior District Engineer / Kowloon<br>East, Highways Department   |
| Item 3            | Mr CHAN Tat-kuen,<br>Ingram<br><br>Mr CHEUNG Kong-hung,<br>Victor<br><br>Mr LAM Ming-wai                                       | Estate Surveyor / Kowloon Tong<br>(District Lands Office, Kowloon<br>East), Lands Department<br>Chief Estate Officer / Kowloon East<br>(District Lands Office, Kowloon<br>East), Lands Department<br>District Environmental Hygiene<br>Superintendent (Kowloon City),<br>Food and Environmental Hygiene<br>Department |
| Items 4           | Mr LI Wai-fan, Edmond  | Senior Transport Officer / Planning /<br>Ferry 1, Transport Department  |
| Item 5, 10 and 11 | Mr YEUNG Man-pun   | District Commander (Kowloon<br>City), Hong Kong Police Force  |
| Item 6            | Dr CHAN Pak-li, Bernard,<br>JP<br>Miss OR Kar-lok, Carol<br><br>Mr Jason WONG, JP<br><br>Ms Fawn YEUNG<br><br>Mr YEUNG Man-pun | Under Secretary for Commerce and<br>Economic Development<br>Assistant Commissioner for Tourism<br>1, Tourism Commission<br>Chairman, Travel Industry Council<br>of Hong Kong<br>Senior Manager (Inbound), Travel<br>Industry Council of Hong Kong<br>District Commander (Kowloon<br>City), Hong Kong Police Force     |

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|        | Mr TUNG Chun-yin,<br>Clyde | Senior Engineer / Kowloon District<br>Central, Transport Department   |
| Item 9 | Dr CHOW Ka-wai, Mary       | Senior Veterinary Officer, Animal<br>Management (Development),<br>Agriculture, Fisheries and<br>Conservation Department                       |
|        | Mr CHUNG Yuen-wang         | Field Officer, Animal Management<br>(Development), Animal Welfare<br>Advisory Group, Agriculture,<br>Fisheries and Conservation<br>Department |

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**The Chairman** welcomed Members, representatives of government departments and attendees to the meeting of the Kowloon City District Council (KCDC). He also welcomed Mr YEUNG Man-pun, District Commander (Kowloon City) of the Hong Kong Police Force (HKPF) and Ms LAI Siu-wai, Divisional Commander (Ngau Tau Kok) of HKPF to the meeting.

2. Before discussing the agenda items, **the Chairman** reminded Members to declare interests in accordance with the Standing Orders of the Kowloon City District Council (Standing Orders). He also said that when the number of Members present at the meeting was less than 12, he would adjourn the meeting according to Order 12(1) of the Standing Orders. Lastly, he reminded the attendees to turn off the ringers on their mobile phones or to switch the phones to vibration mode and to remain silent during the meeting to avoid causing disturbances.

### **Meeting with the Director of Highways**

3. **The Chairman** welcomed Mr Jimmy CHAN, the Director of Highways, to join the meeting and brief Members on the work of the Highways Department (HyD).

4. **Mr Jimmy CHAN, the Director of Highways**, briefed Members on the work of HyD:

**(i) Overview**

- 4.1.1 HyD comprised of a total of four branches, namely (i) the Headquarters and two Regional Offices, which were responsible for daily repairs and maintenance of roads in urban areas and the New Territories and some minor road improvement works; (ii) the Major Works Project Management Office, which was in charge of major highway projects; (iii) the Major Works Project Management Office (Special Duties), which was in charge of works projects such as the Hong Kong-Zhuhai-Macao Bridge and the Tuen Mun-Chek Lap Kok Link; and (iv) the Railway Development Office, which was responsible for planning railway projects in Hong Kong and monitoring railway works.
- 4.1.2 At present, HyD had an establishment of about 2 200 staff, including about 550 professionals such as engineers and surveyors and 1 100 technicians such as works supervisors and technical officers. The Department was committed to expanding and improving the road network in order to meet the growth in traffic demand.
- 4.1.3 In recent years, major works carried out by HyD in Kowloon City District included the Kwun Tong Line Extension that had been completed, the Central Kowloon Route (CKR) and the Shatin to Central Link (SCL) that had been commenced.

**(ii) Central Kowloon Route**

- 4.2.1 HyD commenced the works of CKR, a 4.7 km-long, dual three-lane trunk road linking the east-west roads across Central Kowloon, in December 2017. The major part of CKR was a tunnel. It was anticipated that the works could greatly improve the traffic conditions of Boundary Street, Prince Edward Road West and Argyle Street in 2025 upon completion and the journey time from the east to the west would be shortened from 25 minutes to five minutes by then.
- 4.2.2 HyD had set up three community liaison groups in Ma Tau Kok / Kai Tak, Ho Man Tin and Yau Ma Tei respectively to listen to the opinions of the locals and offer them the information about the progress of the works. More community liaison groups would be set up if necessary.

4.2.3 HyD had set up a Community Liaison Centre on Long Yuet Street so that the works staff could introduce the latest information about CKR to the locals more effectively.

**(iii) Shatin to Central Link**

4.3.1 According to the comprehensive assessment of the works of Hung Hom Station, SCL could be fully commissioned in 2021 the earliest. To allow the public to enjoy the benefits of the new railway soonest, the Department and the MTR Corporation Limited (MTRCL), after discussion, decided that SCL would be partially commissioned in three new stations, namely Hin Keng Station, Diamond Hill Station Extension and Kai Tak Station. They could be directly accessed by passengers of Ma On Shan Line via Tai Wai Station and were targeted for commissioning in the first quarter of 2020.

4.3.2 HyD had followed up actively with MTRCL and strived for resuming the facilities designated as temporary works sites during the construction period such as parks and sitting-out areas for public use. Kowloon City Road Flyover Sitting-out Area had been reopened after relocation while Olympic Garden, parks on Ma Tau Wai Road and San Shan Road, Sung Wong Toi Park and Lok Shan Road Playground were expected to be reopened this year.

**(iv) Universal Accessibility Programme (UA Programme)**

4.4.1 HyD launched the UA Programme to retrofit facilities like lifts at the existing walkways so that disabled persons including wheelchair users could use the walkways more conveniently.

4.4.2 HyD would implement the relevant works at nine locations in Kowloon City District under the Original Programme of the UA Programme in different phases. The works at three locations, namely the footbridge across Princess Margaret Road near Wylie Road and Oi Man Estate (KF6), the footbridge across Waterloo Road near Suffolk Road (KF25) and the elevated walkway on Cheong Wan Road between On Wan Road and Hung Hom Road South (K21), were completed. The Department was implementing the works of another two items and would conduct tendering for the rest of the four project items in the beginning of 2020.

- 4.4.3 In view of the positive comments received on the UA Programme, HyD had invited all the 18 District Councils to select three walkways in each district for implementing the enhancement works in the First Phase Expanded Programme in 2012. In respect of the choices in Kowloon City District, the Department completed the works on the elevated walkway on Pui Ching Road Flyover across Princess Margaret Road (K14) in May 2018 and expected to finish the works on the footbridge across Hung Hom South Road near Hung Hom Road (KF106) this year and the works on the footbridge across Hung Hom South Road near Hung Ling Street and Whampoa Street (KF102) in 2021.
- 4.4.4 HyD had launched the Second Phase Extended Programme in December 2016 and further invited the 18 District Councils to nominate three walkways in each district. The walkways eligible were no longer confined to public walkways maintained by HyD, provided that the relevant criteria were met. In Kowloon City District, the subway across Prince Edward Road West near Lion Rock Road (KS8), the elevated subway across Hung Hom Road near Dyer Avenue (K64) and the footbridge across Junction Road near Renfrew Road (KC01) were selected. The Department was conducting tendering for one of the works and expected to conduct tendering for the rest of the two works in the beginning of 2020.
- 4.4.5 HyD would continue to collect views and explore the feasibility of expanding the scope of the UA Programme as well as discuss with and report to the District Councils in due course.

(v) **Other Road Enhancement Works**

- 4.5.1 HyD commenced the construction of a Lift and Pedestrian Walkway System at Waterloo Hill in 2016 and the civil and structural works were completed. After retrofitting and inspecting the lifts, the walkway was expected to be commissioned in the third quarter of this year with a view to bringing convenience to the residents at Waterloo Hill.
- 4.5.2 HyD would install a cover above the 80-metre-long pedestrian walkway on Hung Hom Road from Man Tai Street to Tak Hong Street. The works were now under design and tenders would be invited next year.

- 4.5.3 HyD had commenced the works of resurfacing East Kowloon Corridor with low noise materials. Works on the eastbound slow lane (Kai Tak bound) and the westbound fast lane (Chatham Road bound) were completed and the remaining part of the works would be completed in July 2020 with a view to improving the noise problem of the relevant road sections.
- 4.5.4 HyD would resurface some concrete roads such as a section of pavement on Baker Street with eco-blocks. Not only would such an approach be more environmentally friendly, it would also be easier for works staff to carry out maintenance when the roads were damaged.
- 4.5.5 HyD had designated some temporary parking areas for tourist coaches in the district to alleviate the traffic problems caused by tourist coaches. The works at the parking areas near Kowloon City District Office (KCDO) were commenced in April 2019 and completed in July 2019. The Department would continue to monitor the effectiveness and try to provide more temporary parking areas for tourist coaches in the district.
- 4.5.6 HyD would continue to consider the opinions of the locals when carrying out different kinds of minor road enhancement works including the provision of parapets along roadsides, the erection of bollards to prevent illegal parking and the addition / improvement of pedestrian crossings.

5. **Mr NG Po-keung** expressed the following views: (i) the Department should assist in repairing damaged road surfaces surrounding drains at rear lanes in the old areas of Kowloon City District and adjusting the gradient of the surfaces in a bid to resolve problems such as accumulation of water, infestation of rodents and blockage of drains; (ii) noise barriers should be installed on Prince Edward Road West Flyover across Junction Road and Sa Po Road and the flyover be re-surfaced with low-noise materials so as to improve the noise problem on the relevant road section; and (iii) since the roads had been blocked for the lift installation works across Prince Edward Road East and Ma Tau Chung Road near Tak Ku Ling Road (KS10) for more than two years and nuisances were brought to residents in the district, he requested the Department to expedite the works.

6. **Ir CHEUNG Yan-hong** thanked the Department for launching the UA Programme and lowering the gradient of the sloping surfaces on Dyer Avenue near Hung Hom Market to bring convenience to the public. He gave the following views:

(i) as the number of users of the footbridge of KF102 was large, he wished that the Department could complete the works as soon as possible; (ii) the Department should assist in resolving the problem of obstruction to the barrier-free access at Sheng Kong Hui Holy Carpenter Church District Elderly Community Centre; and (iii) Tak Man Street was a main road frequently used by heavy vehicles in Whampoa Estate. However, surfaced with asphalt and concrete, the asphalted road was always crushed and had to be repaired. Thus, he hoped that the Department could seek long-term improvements.

7. **The Hon Starry LEE** put forward the following views: (i) the works staff of MTRCL had once stated that the rails currently built allowed the partial commissioning of SCL up to Ho Man Tin Station so as to benefit residents in the old areas of Kowloon City District, Ma Tau Wai and To Kwa Wan. Thus, he requested the Department to explain the reasons for not commissioning SCL to Ho Man Tin Station; and (ii) he requested the Director of Highways to supervise and follow up the works of the pedestrian crossing at the junction of To Kwa Wan Road and Lok Shan Road and the lay-by at Chi Kiang Street Extension on his own in order to solve the traffic problems caused by tourist coaches.

8. **Mr Roger KWAN** raised the following views: (i) despite no objection, the widening works of the pavement at Kowloon City Road and Lok Shan Road proposed at the end of 2016 still had to be postponed to May this year for commencement and one month later for completion. He enquired whether the insufficiency of manpower of the Department resulted in the postponement of various road improvement works in the district and he requested the Department to commit more resources to deal with the backlog of works; (ii) the works of CKR occupied the land near Grand Waterfront and thereby led to the shortage of parking spaces in the district. He requested the Department to not only provide more temporary parking areas for tourist coaches, but also consider the parking needs of other vehicles; and (iii) though the locals had all along been suffering from the effects of the postponement of SCL, the partial commissioning of SCL did not benefit them. Thus, he requested the Department to expedite the progress of the commissioning of SCL.

9. **Mr LAM Tak-shing** aired the following views: (i) as the road surface at 25 Gillies Avenue South was rugged and vibrations and noises were generated when vehicles drove past, he requested the Department to resurface the road; (ii) the Department should actively work with the Drainage Services Department (DSD) to provide more nine-grid manhole covers and step up the clearing of silts and waste in

drains in the district so that the problem of stagnant water could be resolved; (iii) the Department should conduct regular inspections on the rear lanes in the district and assist in solving the hygiene problems on road surfaces and in drains; (iv) bamboo scaffolding and bulky waste were always disposed of casually in the district, and he requested for action to solve the problem of road occupation; (v) the road surface of the lay-by at 8 Ma Tau Wai Road was always damaged and the loose chippings injured pedestrians. He hoped that the Department could resurface the road with concrete; and (vi) the surface of pavements should be regularly cleaned and the dust accumulated in lift shafts be cleared.

10. **Ir Dr CHENG Lee-ming** thanked the Department for constructing a pedestrian link and hiking trail at Waterloo Hill and he expressed the following views: (i) eco-blocks on some of the slopes were covered with mosses on which people might easily slip. Thus, the Department should review the use of eco-blocks; (ii) loud noises were generated when vehicles went past Princess Margaret Road and Argyle Street Flyover at high speed. If the Department could not install noise barriers, they should consider imposing a speed limit to vehicles at night; (iii) he suggested constructing a walkway across Princess Margaret Road connecting Waterloo Hill and Sheung Shing Street Park so that residents could get access to the community hall and the clinics of the Open University of Hong Kong easily; (iv) the asphalted roads in the district were always damaged and had to be repaired. Thus, he wished that the Department could explore long-term solutions; and (v) vehicles illegally parked always caused damages to the eco-blocks on pavements. Thus, he hoped the Department could increase the number of railings and use stronger materials.

11. **Mr Jimmy LAM** gave the following views: (i) residents living next to East Kowloon Corridor had long endured serious noise nuisance. Thus, he requested to commence the road resurfacing works expeditiously when the low-noise materials got wear and tear in the future; (ii) the clearing of soil in To Kwa Wan District should be stepped up; (iii) explanations on whether the failure to commission SCL was owing to technical or safety problems and whether a fine should be imposed on MTRCL for the postponement of the commissioning of SCL; (iv) he thanked the Department for launching the UA Programme and proposed to build walkways and install lifts at Hung Fook Street and Kai Ming Street with a view to connecting large housing estates with MTR stations in the district; and (v) the problems of clogging of drains and backflow of sewage always occurred at Bailey Street and the junction of Chatham Road North and Shansi Street in the district. Thus, he requested the Department and DSD to deploy staff to inspect the site and follow up the issue with him.

12. **Mr SIU Leong-sing** stated that the usage of Prince Edward Road West, Argyle Street and Waterloo Road remained high. Surfaced with anti-skid dressing, the roads remained to be severely damaged and caused road users to stumble easily. He further pointed out that the Department required a long period of time to coordinate with the Transport Department (TD) and HKPF every time before the commencement of comprehensive maintenance works. Thus, he hoped that the Department could conduct reviews and shorten the time for coordination.

13. **Mr LUK King-kwong** expressed the following views: (i) he suggested that the Department should assign staff to drive on different major trunk roads every day to conduct inspection and identify roads which had to be repaired actively; (ii) he thanked the Department for launching the UA Programme. However, he wished to understand the reasons for the problematic ventilation system of the lifts concerned; (iii) the instant air monitoring data collected from the shaft for emission during the construction of CKR at Ho Man Tin Estate should be publicised in a bid to ease the worries of residents in the district; and (iv) he requested the Department to follow up the serious water seepage and hygiene problems at the walkway at Exit A3 of Ho Man Tin MTR Station.

14. **Mr HE Huahan** raised the following views: (i) full enclosure noise barriers were retrofitted at one side of Kwun Tong Bypass facing Richland Gardens while only two-layered noise barriers were installed at another side of Kwun Tong Bypass facing Tak Long Estate. Thus, he hoped the Department could explain the relevant standards and resurface Kwun Tong Bypass with low-noise materials as soon as possible; and (ii) he wished that the Department could address the problem that the works of the provision of a signal controlled system at one of the pedestrian crossings on Shing Kai Road were already on hold for three years.

15. **Mr YANG Wing-kit** put forward the following views: (i) he hoped that the Department could accept the proposal of the “Silence Fund” and provide subsidies to residents suffering from noise nuisances at East Kowloon Corridor for installing double-glazed windows; (ii) the scope of the UA programme should be expanded to cover housing estates under the Hong Kong Housing Society (HKHS) and lifts should be retrofitted between Block C and D of Lok Man Sun Chuen on Kau Pui Lung Road to bring convenience to more than 4 000 residents; (iii) as repeated alterations and postponement of SCL works occurred, he expressed disappointment to the negligence of the Department on monitoring the works; and (iv) residents in the district were very much looking forward to the convenient new rail service. Though the works staff of

MTRCL had stated in an interview by Television Broadcasts Limited that SCL could be commissioned up to Ho Man Tin Station if trains ran on a single track for both directions, the Department vetoed such a proposal before conducting public consultation. Thus, he requested the Department to reassess the proposal of the partial commissioning of SCL.

16. **Mr Terence SIU** aired the following views: (i) he supported the UA Programme of the Department and wished to expedite the completion of the works of KS8; (ii) a large number of pavements, carriageways and surrounding areas of shops including the extremely busy Olympic Garden Roundabout had been acquired as temporary works sites for SCL. Nonetheless, some of the sites had not been resumed for use by the locals for a long time after the completion of the works. Thus, he hoped that the Department could give an account on the handling approaches and penalties against MTRCL for the late handover of lands; (iii) as the works signboards displayed by the Department were not updated timely, he requested to make improvements; and (iv) no improvements were seen at Fuk Cheung Street even though maintenance had been carried out for many times. The Department should be concerned about the quality of the works.

17. **Mr HO Hin-ming** expressed the following views: (i) as a number of cracks were found on the road surfaces of Broadcast Drive, he was worried that the steep slope on which Broadcast Drive situated would pose some potential safety risks if soil erosion occurred; (ii) road engineers stated that major trunk roads such as Lung Cheung Road and Waterloo Road always resumed operation before the works materials were dried, causing frequent and serious damage to the road surfaces. Thus, he wished the Department could make coordination with TD; (iii) the damages of the pavement at Eastbourne Road and Alnwick Road should be followed up; (iv) as the delay of the SCL works mainly affected local stakeholders, he requested the Government to pass on the compensation sought from the contractors to the affected persons in the district in the future; and (v) closed-circuit televisions should be installed at KF25 to offer protection to women who went home late.

18. **Miss KWONG Po-yin** thanked the Department for its readiness to accept advice and she raised the following views: (i) since stepping blocks paved on roads caused uneven surfaces in Whampoa West, she hoped that the Department could look for long-term solutions; and (ii) she enquired whether water cannon vehicles would damage road facilities and pose risks.

19. **Mr LAI Kwong-wai** put forward the following views: (i) currently, minor works on the construction of drains had been pending for more than half a year. He wished that the Department could expedite the relevant process; (ii) MTRCL so far had not given a clear account on whether they would recover their losses from Leighton Contractors regarding the works of SCL. Thus he hoped that the Director of Highways could give an explanation; and (iii) the Department refused to publish the settlement data of CKR as they were worried that the public might have a wrong interpretation on the data. However, he hoped that the Department could accept the advice to release the relevant data and explain to the locals in a bid to ease public concern.

20. **Mr Admond YUE** thanked the Department for completing the works of the construction of temporary parking areas for tourist coaches in the district in a short period of time and gave the following views: (i) he hoped that the Department could follow up the issue of private vehicles occupying parking areas at Bailey Street because the opening hours of the areas were not specified and the vehicular signs were insufficient; (ii) the construction works of the car park for tourist coaches on Bailey Street and Chi Kiang Street should be expedited to solve the traffic problems in the district; (iii) the road of Fat Kwong Street Flyover near Hung Hom Road should be surfaced with low-noise materials; and (iv) the roads in Hong Kong were in good condition five years ago but different kinds of road damages frequently occurred in recent years. He hoped that the Department could make more follow-ups.

21. **Mr NG Fan-kam** expressed the following views: (i) he hoped that the Department could solve the problem on Chung Hau Street where road surfaces were always damaged and thus road subsidence occurred and stagnant water drenched pedestrians who were waiting for buses; (ii) the Department should follow up the situation of Chung Hau Street where the roots of the cotton trees damaged the eco-blocks and made elders trip in the district; and (iii) he enquired whether it was due to the shortage of manpower that the Department could not handle the road maintenance issue instantly.

22. **Mr CHO Wui-hung** raised the following views: (i) he requested the Department to explain to residents in Ho Man Tin District the reasons for failing to partially commission SCL to the district in detail; (ii) he proposed to expand the scope of the UA Programme and he supported to install covers above major pedestrian walkaways to shelter users from sun and rain; (iii) the road of Chung Hau Street should be resurfaced with concrete instead of asphalt; (iv) the construction of safety islands on

Chung Hau Street near Oi Man Plaza should be followed up; and (v) some lifts under the UA Programme were equipped with glass walls which made the environment extremely stifling inside the lifts in summer. Thus, he wished to explore improvement measures.

23. **Mr Jimmy CHAN, the Director of Highways,** gave a consolidated response, with the main points as follows:

- 23.1 HyD had all along worked closely with the Food and Environmental Hygiene Department (FEHD) to resurface damaged roads and rear lanes and fill up holes and they would actively follow up.
- 23.2 HyD would closely monitor the condition of the East Kowloon Corridor and timely resurface damaged roads with low-noise materials.
- 23.3 Noise barriers could not be installed on some of the bridges due to several factors such as structure, weight and wind resistance. However, the Department would review the design of Kwun Tong Bypass and find solutions later.
- 23.4 Kowloon City was a historic district with numerous underground public utilities. When launching the UA Programme, the existing underground utilities had to be diverted and thus some of the works might take a longer time to complete. The Department would, before the commencement of the works, conduct site explorations in hope of expediting the progress of the public utility diversion and facilitating the installation of lifts in the future.
- 23.5 One of the features of concrete roads was their durability. Nevertheless, the road resurfacing works involved procedures which required a longer time to complete such as breaking up road surfaces, bar bending, waiting for the drying of concrete, enhancing the strength of materials and so on. Though asphalted road surfaces were not as durable as concrete road surfaces, the resurfacing works of the asphalted roads could be completed overnight. The Department would select suitable materials according to actual circumstances.
- 23.6 The existing damages to road surfaces were caused by the failure to merge concrete surfaces with asphalted surfaces smoothly. If asphalt spalling happened repeatedly, the Department would review the actual conditions of

the road surfaces and try to seek solutions.

- 23.7 Tuen Ma Line of SCL was to be partially commissioned up to Kai Tak Station in the first phase because the station served as a turnaround for trains. If a train could not turn around at the station and run two-way on the same track, an extra ten minutes or so would be required for the train to turn around. Moreover, if any incidents occurred during operation, train services could hardly be maintained.
- 23.8 Different signalling systems were adopted for different railways. Ho Man Tin Station of SCL was within the coverage of Hung Hom Station Signalling System. Given the current situation of Hung Hom Station, some complicated changes had to be made if SCL was partially commissioned up to Ho Man Tin Station. Such changes had to be withdrawn when SCL was fully commissioned in the future and this might lead to the postponement of the commissioning of SCL and give rise to unforeseen consequences. Thus, the Department decided to run partial service of SCL up to Kai Tak Station after due consideration.
- 23.9 Facilities designated as temporary sites by MTRCL would be returned to the relevant departments after restoration. The Department was striving for the return of Olympic Garden in August this year and the remaining facilities within this year. In addition, to minimise the impacts of the works to the traffic, some of the road reinstatement works had to be implemented in phases. The Department would continue to supervise MTRCL to ensure the completion of the relevant works as soon as possible.
- 23.10 In respect of the parking areas for tourist coaches at the junction of Hung Hom Road and Bailey Street, HyD would discuss with TD to provide traffic signs and aids at the parking areas for tourist coaches according to the actual circumstances and needs.
- 23.11 At present, there were many road improvement works involving relocation of underground utilities which might not be recognised by the members of the public. The relocation works of underground utilities were conducted by the relevant public utility operators and thus the works would take a longer time to complete. If traffic lights were going to be installed at peak hours, the Department had to assess the impacts on traffic and complete the works

procedures such as road closure and installation of power cables in phases. The Department would urge the contractors to complete the works as soon as possible and wished that the public could understand.

- 23.12 HyD would arrange staff to follow up cases of uneven road surfaces, accumulation of water and disposal of bamboo scaffolding raised by Members in the meeting.
- 23.13 The Department would try to blend sand with cement to tackle the situation of rugged road surfaces caused by uneven sand layers below eco-blocks and would closely monitor the effectiveness.
- 23.14 HyD would closely liaise with TD and study the proposal of constructing footbridges and hillside escalator links raised by Members.
- 23.15 Concerning the repairing and resurfacing works on major trunk roads, since the traffic flow remained heavy at night, the Department could not implement road closure too early. Moreover, in order to avoid causing impacts on the traffic the next morning, the Department would try to conduct the relevant works on public holidays like the Lunar New Year. As there were a lot of major trunk roads in Hong Kong and the road closure time was limited, the Department could only conduct the works in phases according to the priority and it wished that the public could understand.
- 23.16 HyD had all along closely monitored the air pollution and noise data of CKR in pursuant to the regulations under the environmental legislation and the requirements of the Environmental Permits and had publicised and timely updated the data online. Regarding the measurements of settlement of CKR, the Department would explain the impacts of the works on the nearby buildings in detail to the locals through community liaison groups.
- 23.17 HyD would actively explore the possibility of expanding the scope of the UA Programme to housing estates managed by HKHS. However, as public funds were involved, the Department would carefully consider the opinions of the public so as to benefit more people.
24. **The Chairman** thanked Mr Jimmy CHAN, the Director of Highways, for attending the meeting and he wished that HyD could maintain close liaison with

Members and actively follow up the issues they raised.

### **Confirmation of Minutes of the 21st Meeting of KCDC**

25. There being no amendments proposed, the Chairman announced that the minutes of the 21st meeting were confirmed unanimously.

### **Concern about the Standing Orders of the Kowloon City District Council**

26. **Mr LAI Kwong-wai** stated that he and three Members had submitted a co-signed paper for discussion in today's meeting to the Secretary ten working days before as stipulated in the Standing Orders. He requested the Chairman to explain the reasons for not allowing the discussion of the paper in KCDC meeting.

27. **The Chairman** said that according to Order 16 to 18 of the Standing Orders, a member who wished to move a motion was required to give notice to the Secretary ten working days before a forthcoming meeting. A motion should be put in writing and signed by the member concerned. In case there was no seconder, the motion should fail. Thus, with no signature and seconder, the motion moved by Mr LAI Kwong-wai and three other Members was deemed invalid. He had also responded in writing that in accordance with the regulations under the Standing Orders, he ruled that the motion was invalid and should not be discussed in KCDC meetings.

28. **Mr LAI Kwong-wai** remarked that he opposed the interpretation of the Standing Orders and the written reply by the Chairman. He pointed out that Order 16 to 18 of the Standing Orders did not specify that the motion had to be signed and seconded ten working days before the meeting. He and the other three Members had submitted the amended motion with signatures and seconds before the meeting and notified the Secretary about the relevant motion ten working days before the meeting. Thus, the paper had fulfilled the requirements of Order 16 to 18 of the Standing Orders and the motion should be deemed valid. He further raised that the motions moved on 6 January 2011, 23 December 2005, 4 May 2006 and 24 August 2007 were not signed or seconded. Also, a paper seconded by 12 Members had been ruled valid in a meeting in 2005 and a paper submitted less than ten working days before the meeting had been accepted by the Working Group on SCL. Thus, the Chairman had applied double standards in ruling the motion proposed by him and the other three Members invalid.

29. **Mr YANG Wing-kit** stated that judging from the Chairman's written reply

released on social media by the Members concerned, the incident stemmed from a mistake of Members who had forgotten to sign on the motion and ask somebody to second the motion. Thus, the Chairman ruled the motion invalid according to the Standing Orders.

30. **Mr HE Huahan** expressed that he wished Members could comply with the regulations of the Standing Orders and stop blaming other people. He further pointed out that if Members considered the Standing Orders unjustified, they could propose making amendments.

31. **Mr SIU Leong-sing** pointed out that though the Chairman had ruled that the motion in the paper was invalid, Members had submitted the paper ten working days before the date of meeting in accordance with the Standing Orders. Thus, it was unacceptable for the Chairman to rule that the paper was only a motion and disallow discussions of the relevant issue in the meeting, stifling room for discussion.

32. **Ir Dr CHENG Lee-ming** said that Members should comply with the Standing Orders of the current term of KCDC.

33. **Mr HO Hin-ming** disagreed that some Members invoked the approaches of handling specific regulations under the Standing Orders by the previous terms of KCDC and forced the current term of KCDC to adopt the same approaches. He opined that the regulations under the Standing Orders must be enforced on the basis of facts and current situation. As the chairman of the Working Group on SCL, he clarified that the paper submitted ten working days before the meeting did not include any motions. The relevant paper was approved for discussion given that MTRCL announced the temporary commissioning plan after the agenda of the meeting was made public and significant public interests were involved.

34. **The Chairman** stated that he would not comment on how the previous chairmen of KCDC enforced the Standing Orders and he pointed out that his decision was based on the orders relating to motions in Section F of the Standing Orders of the current term of KCDC, namely, whether a motion was signed and seconded. He reiterated that before making such a decision, he had fully considered Order 16 to 24 of Section F of the Standing Orders. This included Order 16 to 18 which stipulated that a motion should be put in writing and signed by the member concerned, and its subject matter and content must be compatible with the functions of KCDC. The Secretary should be notified of the motion ten working days before a forthcoming

meeting. Moreover, in case there was no seconder, the motion should fail and not be discussed by KCDC. He pointed out that Mr LAI Kwong-wai and three other Members had clearly written that their submission was a motion. Since the motion only satisfied Order 17 of the Standing Orders, namely, to notify the Secretary of the motion ten working days before a forthcoming meeting, he ruled that the motion did not fulfil the relevant requirements.

35. **Mr TING Kin-wa** said that he concurred with the decision of the Chairman and hoped that Members wasted no more time on discussing this issue.

36. **The Chairman** stated that according to Order 53 of the Standing Orders, his decision should be final.

**Request for Clarifying the Departments in Charge of Various Affairs at the Following Places  
(Paper No. 69/19)**

37. **Mr HO Hin-ming** presented the Paper. He stated that no government departments were in charge of daily cleansing and maintenance at the open spaces at Eastbourne Road and next to No. 12 Cornwall Street in the district. He requested for a clarification of the departments responsible for the issue and hoped the departments concerned would follow up the issue proactively.

38. **Mr Victor CHEUNG, Chief Estate Officer / Kowloon East of the Lands Department** (LandsD) made a reply, with the following main points:

38.1 At present, the sitting-out area at the entrance of Eastbourne Road and the greening area next to No. 12 Cornwall Street as mentioned in the Paper were unallocated government sites. The Food and Environmental Hygiene Department (FEHD) was responsible for conducting cleaning at the sites.

38.2 In view that the sitting-out area at the entrance of Eastbourne Road was designated as an open space in the Kowloon Tong Outline Zoning Plan and the site had all along been used as an amenity plot, the Kowloon East District Lands Office (KEDLO) requested the Leisure and Cultural Services Department (LCSD) between 2008 and 2009 to consider taking over the site by way of government land allocation. However, LCSD did not accept the request and this proposal was then dropped. Currently, LCSD was

responsible for horticultural maintenance and preservation at the sitting-out area. As KEDLO was only responsible for land management and it did not deal with public works projects, the maintenance of roadside railings should be taken up by a public works department.

38.3 Regarding the greening area next to No. 12 Cornwall Street, according to Item 3(b) in Appendix A of Technical Circular (Works) No. 6/2015 of the Development Bureau, the maintenance and preservation of vegetation in the greening area lay with LCSD. If the vegetation caused imminent danger to pedestrians and road users, HyD would be responsible for clearing the vegetation. That is to say, the duty of maintaining the vegetation should be borne by either LCSD or HyD, as specified in the Technical Circular. Should there be any dispute between the departments over their respective responsibilities, a resolution could be sought using the mechanism stated in the Technical Circular.

39. **Mr LAM Ming-wai, District Environmental Hygiene Superintendent (Kowloon City) of FEHD** stated that FEHD would provide daily cleansing service for the sitting-out area at the entrance of Eastbourne Road and handle the rubbish nearby based on the actual situation.

40. **Ms LAI Mei-ling, Chief Leisure Manager (Kowloon) of LCSD** gave a reply, with the following main points:

40.1 In 2008, LandsD proposed to let LCSD take charge of the sitting-out area at the entrance of Eastbourne Road and manage it as a park. However, the proposal was declined as the facilities in the sitting-out area did not meet the standards of those at parks. At present, LCSD was only responsible for horticultural maintenance at the sitting-out area.

40.2 LCSD did not take up the maintenance of vegetation at the greening area next to No. 12 Cornwall Street. The horticultural maintenance and preservation work at the area was not under the charge of LCSD.

41. **Mr HO Hin-ming** was dissatisfied that LandsD and LCSD shifted responsibilities to each other. He pointed out that the replies from the departments showed a lack of communication among government departments. He hoped LandsD and LCSD would soon clarify their respective duties at the places and follow up the

maintenance of railings at the sitting-out area at the entrance of Eastbourne Road.

42. **The Chairman** concluded that as no department was willing to assume the management responsibility for the aforementioned places, he suggested that KCDO hold an inter-departmental meeting to follow up the issue.

43. **Mr Franco KWOK, Kowloon City District Officer** said he would contact the departments concerned after the meeting to follow up the issue.

**Concern over a Serious Delay in the Re-commissioning of Ferry Service Between Hung Hom and Central**  
(Paper No. 70/19)

44. **Miss KWONG Po-yin** presented the Paper. She stated that TD had thrice postponed the re-commissioning of Hung Hom-Central ferry service on the grounds that it needed time to review the submissions for indication of interest in operating the ferry route and providing water taxi service as well as to replace its staff. She requested TD to provide the schedule for the re-commissioning of the ferry service and clearly explain the reasons for delay.

45. **Mr HO Hin-ming** recalled that water taxi service in Hong Kong had been suspended due to a lack of feeding transport at piers.

46. **Mr LAM Tak-shing** enquired whether it was confirmed that the ferry service would be re-commissioned in the first half of next year.

47. **Mr Edmond LI, Senior Transport Officer / Planning / Ferry 1 of TD** made a consolidated reply, with the following main points:

47.1 The Government was currently preparing for the re-commissioning of Central-Hung Hom ferry route and launching a pilot water taxi service plying Kai Tak, Hung Hom, Tsim Sha Tsui East, West Kowloon and Central. It also introduced business elements around Hung Hom Pier to inject vibrancy to Hung Hom harbourfront.

47.2 TD understood that people in the district wished to have the Hung Hom-Central ferry service re-commissioned as soon as possible. In fact, between August 2018 and September 2018, TD issued a public invitation for submissions for

indication of interest in providing the ferry service, and two submissions were received. Considering that water taxi service was a new kind of ferry service, TD contacted various stakeholders, including representatives of local communities and various industries such as the tourism industry, the hotel industry and the catering industry, to learn about their opinions and expectations when it was preparing for the tender exercise for the provision of ferry service. After receiving the submissions for indication of interest and communicating with different stakeholders, TD was currently reviewing and consolidating the various suggestions / views to ensure that the future ferry service could better meet social needs. In the meantime, TD was collaborating with the public works department concerned to upgrade Hung Hom (South) Pier so that preparation work could be made to facilitate the commissioning of the ferry service at the pier.

47.3 TD was actively drafting detailed proposals for the operation of Central-Hung Hom ferry route and the provision of water taxi service. It expected to consult the stakeholders, including KCDC, and draw up tendering documents for the two kinds of ferry service before the end of this year. Depending on the actual progress, TD hoped to select the appropriate operators through tendering within this year so that the ferry service could come into operation in the first half of 2020.

48. **The Chairman** requested TD to complete various work procedures in accordance with the schedule and to provide the corresponding transport as well as commercial supporting facilities as soon as possible. TD should also seek to prevent the recurrence of service suspension due to insufficient passengers.

**Concern over Chain Stores in Hung Hom District Promoting the Sale of Products to Elders in a Brainwashing Manner**  
(Paper No. 71/19)

49. **Miss KWONG Po-yin** introduced the Paper. She stated that a number of chain stores targeting elders were found in the district. These chain stores organised talks to lure elders into purchasing expensive yet useless products. The operators also took advantage of legal grey areas to reopen the chain stores repeatedly after closure by means of renaming. She hoped the department concerned could step in lest elders would lose their life savings.

50. **Mr LAM Tak-shing** supplemented that the chain stores issued quota tags to elders at different time periods every day and elders would often line up outside the chain stores no matter what time. He once tried to follow a queue to enter a chain store but was refused entry. He suggested that the Police should work together with the Customs and Excise Department (CED) to conduct blitz inspections or try to enter the chain stores in disguise, and should also enhance publicity in the district.

51. **Mr YANG Wing-kit** pointed out that the chain stores would often relocate to other places after operating at a site for one month or so. He understood that this posed great difficulties to the Police in making arrest and prosecution. He suggested that the Police should park police cars outside the chain stores to achieve a deterrent effect.

52. **Mr Roger KWAN** mentioned that the Police Public Relations Branch once collaborated with the members of the Senior Police Call (SPC) to disseminate promotional leaflets near the chain stores and successfully stopped scam activities. One chain store even closed down before its tenancy agreement expired. He suggested that the Police should place large water-filled barriers and hang promotional banners outside the chain stores.

53. **Mr LUK King-kwong** suggested that the Police should distribute promotional leaflets near the chain stores and CED should conduct sting operations and institute prosecution pursuant to the Trade Descriptions Ordinance.

54. **Miss KWONG Po-yin** stated that the Police once worked together with Tai Po District Council Members to disseminate scam prevention leaflets in Tai Po District. She suggested that the Police should request SPC Members to visit the chain stores to alert elders against scams.

55. **Mr YEUNG Man-pun, District Commander (Kowloon City) of HKPF** gave a reply, with the following main points:

55.1 On 23 and 24 July this year, the Police gave out scam prevention leaflets in the district in a targeted manner. Due to busy traffic in the district and limited resources, the Police could not park police cars outside chain stores. Nevertheless, the Police would hang more banners and enhance the distribution of scam prevention leaflets.

55.2 The Police would take Members' suggestion into consideration and

endeavour to request SPC Members to approach elders of different age groups to convey scam prevention messages.

55.3 Members were invited to contact the Crime Prevention Office in case they found new suspicious shops, so that the Police could adopt follow-up actions at the earliest possible time.

56. **The Chairman** hoped that the Police could consider Members' views seriously. He also hoped that KCDO would convey the discussion details to CED.

57. **Mr Franco KWOK, Kowloon City District Officer** said he would relay the discussion details to CED for follow-ups after the meeting.

**Strong Request for Tackling the Problem of Low Cost Tour Groups at Source to Resolve the Nuisance Problems Caused by the Tourism Industry to Residents (Paper No. 72/19)**

58. **Mr LAI Kwong-wai** remarked that low cost tour groups posed a nuisance to residents in the district. He gave the following suggestions: (i) reducing and limiting the numbers of tour groups and tourists to alleviate the nuisance caused by the tourism industry to residents at source; (ii) assessing the tourist receiving capability of Hong Kong by reviewing the current number of tour groups and the road surface areas in Hong Kong, and drawing reference to the Paris Government's plan to restrict coaches from entering the city centre; (iii) diverting Victoria Harbour cruises to piers situated out of residential areas; (iv) relocating shopping spots from To Kwa Wan to the Kai Tak Cruise Terminal in the short run and to boundary shopping malls in the long run; (v) revising the Tourist Guide Accreditation System by enhancing the scope and difficulties of the examination for the Tourist Guide Pass, for example, to include teaching tour members to respect the regulations in Hong Kong; and (vi) requesting the Police to provide the number of prosecutions initiated against illegal parking and explain the progress of using electronic video cameras in deterring illegal parking.

59. **Dr Bernard CHAN, Under Secretary for Commerce and Economic Development** thanked Members for giving various valuable and practical comments on the district problems arising from tourist activities. He made a consolidated reply, with the following main points:

59.1 The Government had all along maintained close contact with the tourism

industry, the Travel Industry Council of Hong Kong (TIC), local communities and Legislative Council Members to launch various targeted relief measures, including prompting tourism industry practitioners to choose tourist dining spots away from residential areas, arranging inbound tour groups to participate in feature tours at different districts, such as cultural, antique, historical as well as creative tours, etc. and successfully diverting some Victoria Harbour cruises from the pier in To Kwa Wan District to the Kai Tak Runway Park Pier since 22 July this year.

- 59.2 Crowd management measures had been implemented at various restaurants and shops in Kowloon City District to reduce the impacts of tourism on the local community. Besides, with active coordination by the industry and various parties, a newly opened restaurant in the district finally decided to serve local customers rather than to serve inbound tour groups only.
- 59.3 At present, TIC required newly registered shops which served as the designated shopping venues for inbound tour groups in Kowloon City District to propose and implement crowd management measures.
- 59.4 Recently, the Government provided ten on-street metered parking spaces for coaches at the intersection of Hung Hom Road and Bailey Street. It also planned to introduce terms to the new contract for the temporary car park at the junction of Bailey Street and Sung Ping Street so as to allow coaches to pick up / drop off tourists inside the car park. Besides, it was planning to set up no-stopping restricted zones at appropriate road sections in the district or implement a trial scheme on coach prohibited zones to further ensure smooth traffic flow in the district.
- 59.5 The Government held an open attitude towards the proposal for the relocation of shopping spots from To Kwa Wan District to other areas such as the Kai Tak Cruise Terminal, and had all along been coordinating discussions among various stakeholders. Nevertheless, the relocation plan, which was a business decision, rested with the willingness of the industry and shops.
- 59.6 There was no universally accepted way to set a cap on tourist receiving capability. The Government would continue to be proactive in enhancing Hong Kong's various ancillary tourism facilities, so as to balance the impact of the tourism industry on the economy and people's livelihood.

60. **Mr Jason WONG, Chairman of TIC**, gave a supplementary reply, with the following main points:

60.1 TIC had all along been proactively conducting discussions with the industry about suitable relief measures. Since early this year, it had required newly registered shops which served as the designated shopping venues for inbound tour groups in Kowloon City District to propose and submit crowd management measures for review by TIC.

60.2 To obtain a Tourist Guide Pass, an applicant should pass a TIC-recognised examination, which covered a variety of topics including knowledge about travelling in Hong Kong, tourist reception and regulations in Hong Kong. Besides, to renew a Tourist Guide Pass, a tour guide holder should have completed the Continuing Professional Development Scheme for Tourist Guides, the contents of which included professional integrity and management of inbound tour groups, etc.

60.3 Between February 2017 and February 2019, TIC organised over 110 talks for inbound tour guides, in which it explained to a total of 5 000 tour guides the proper ways to manage inbound tour groups, including reminding tourists to comply with the regulations in Hong Kong and avoid impacting on residents.

60.4 TIC complemented with the coordination work of the Government and successfully urged some Victoria Harbour cruises to move from the pier in To Kwa Wan District to the Kai Tak Runway Park Pier since 22 July this year. TIC would assist to monitor the effectiveness of the diversion closely.

61. **Mr YEUNG Man-pun of HKPF** made a reply, with the following main points:

61.1 In January this year, the Police launched the Road Safety Charter Scheme for Tourism Industry 3.0, under which more police officers were designated to specific locations at specified period of time every day to carry out special traffic management measures and strict law enforcement actions, with the aim of reducing the impacts of tourism on local traffic. Upon the implementation of the scheme, the number of prosecutions instituted against coaches in the second quarter of this year raised 20% while the number of

complaints about traffic issues dropped around 40% when compared with those in the first quarter.

61.2 As the Police had to pool its resources to stop the present social movement, the Pilot Scheme on Electronic Fixed Penalty Tickets originally scheduled to be launched in August this year would be temporarily put on hold. Besides, the Police would continue to take enforcement actions by means of mobile video recording. It would conduct video recording at various black spots in the district and bring prosecution against illegal parking to bolster the deterrent effect.

62. **Mr Clyde TUNG, Senior Engineer / Kowloon District Central of TD** gave a reply, with the main points as follows:

62.1 TD endeavoured to provide more pick-up / drop-off points and parking spaces at appropriate locations. On 22 July this year, ten metered parking spaces for coaches at Bailey Street were put to use, and a concessionary rate of \$6 per 30 minutes for the use of the car park at the intersection of Bailey Street and Sung Ping Street between 9:00 a.m. and 8:00 p.m. was offered to encourage coach drivers to park their coaches there.

62.2 TD's preliminary plan was to set up restricted zones at Chi Kiang Street, Long Yuet Street and Sung On Street to prevent vehicles from blocking the traffic and the view of other road users. It had requested KCDO to hold a consultation to collect views from the people in the district.

62.3 TD was considering the proposal for the establishment of coach prohibited zones. Its preliminary plan was to set up these zones at certain road sections of Sze Chuen Street, Lok Shan Road and Pau Chung Street. It would conduct a consultation after drawing up a detailed plan later.

63. **Mr Roger KWAN** raised the following views: (i) TD should hold a consultation on the establishment of coach prohibited zones and implement the proposal soon; (ii) the Pilot Scheme on Electronic Fixed Penalty Tickets could lessen the burden on police manpower, so he hoped the scheme could be implemented in late August as scheduled; and (iii) he hoped TIC would listen to and act according to the views of residents. TIC should cease to accept registration of shops for tourist reception in the district.

64. **Miss KWONG Po-yin** expressed gratitude to various departments for facilitating the implementation of various measures to resolve the community problems caused by tour groups and tourists. Considering that TIC had not increased the registration fees of inbound tour groups for years and the Travel Industry Authority to be established had to charge the travel agent licence fees at the same rate as TIC in its first five years of establishment, she requested the Commerce and Economic Development Bureau and TIC to consider raising the travel agents licence fees and charging inbound tour registration fees based on the number of tour members.

65. **Mr Jimmy LAM** aired the following views: (i) most parking spaces at the car park at the intersection of Bailey Street and Sung Ping Street had been turned into monthly parking spaces. As a result, coaches were not allowed to park there temporarily; (ii) at present, coaches were restricted from entering Bailey Street and Sung On Street between 7:00 a.m. and 12:00 a.m. Nevertheless, the restriction produced limited effect; and (iii) he enquired if the training courses and examinations for tour guides included topics such as requesting coach drivers not to stop their coaches at restricted zones or prohibited zones and to switch off idling engines, and teaching tour members not to block the passageways in buildings, etc.

66. **Mr LAI Kwong-wai** expressed thanks to various departments for diverting Victoria Harbour cruises to other piers. He also put forward the following views: (i) he did not accept that the Government refused to assess the tourist receiving capability with the pretext of a lack of objective and universal standard. He suggested that the Government should engage a consultancy to establish a scientific standard and adopt the standard to restrict the number of tour groups in the district; (ii) two years ago, TD mentioned that it would conduct a two-year traffic evaluation in the district. He requested TD to give an account of the progress of the evaluation; and (iii) at present, there were insufficient law enforcers at restricted zones and prohibited zones; (iv) he suggested that the Police should carry out law enforcement actions outside Grandview Garden at Pau Chung Street and around San Shan Road as well as Pau Chung Street between 2:00 p.m. and 5:00 p.m.; and (v) he requested the Government to stamp out low-cost tour groups from the Mainland at source.

67. **Mr Admond YUE** recalled that TD once promised to hold a consultation on whether to mark double yellow lines on the street around Sunshine Plaza. He enquired about the progress of the consultation. Besides, as the temporary coach parking spaces at Bailey Street had been put into use, he hoped that the Police would enhance law

enforcement actions.

68. **Dr Bernard CHAN, Under Secretary for Commerce and Economic Development** made a reply, with the following main points:

68.1 The Government planned to increase the registration fees of inbound tour groups in a progressive way after the Travel Industry Authority had come into full operation. It planned to raise the registration fee for each inbound tour group to \$100 in the first year, around \$150 in the sixth year and \$200 in the eleventh year.

68.2 The scenic spots, facilities, sources of tourists, modes of tourism and products from different places varied, so there was no objective and universal standard for assessing the tourist receiving capability, and any kind of assessment would only cause more controversies. Therefore, the Government inclined to pool resources for the implementation of targeted relief measures.

68.3 The Government would continue to maintain close liaison with the Mainland authorities concerned to ban guided tours organised by unauthorised travel agents in the Mainland. Besides, the Government had defined some violations as criminal acts and was currently evaluating the effectiveness.

69. **Mr Jason WONG of TIC** made a reply, with the following main points:

69.1 He reiterated that TIC would pay heed to the views of the local community and the tourism industry. Besides, it would only approve applications for tourist reception from shops which had devised practical crowd management measures.

69.2 The registration fees charged by TIC on inbound tour groups were administration fees, which were not related to the resources TIC spent on diverting and managing tour groups over the years.

69.3 Under the Continuing Professional Development Scheme for Tourist Guides, tour guides were required to learn about the relevant regulations in Hong Kong. Experts or HKPF representatives would also teach tour guides proper crowd management measures, including key points to note when picking up / dropping off tour members and the need to avoid blocking

passageways as well as building entrances / exits, etc. The codes of conduct for tour escorts also stated that they should remind tourists to behave in an orderly manner and remain hygienic.

70. **Mr YEUNG Man-pun of HKPF** stated that the Pilot Scheme on Electronic Fixed Penalty Tickets was coordinated by the Police Headquarters. The Police also made a request for additional manpower and tasked the Auxiliary Police Force to counter the traffic and crowd problems caused by tour groups.

71. **Mr Clyde TUNG of TD** gave a reply, with the main points as follows:

71.1 Regarding the proposal for the establishment of coach prohibited zones, TD needed some time to carry out evaluation, consultation and design work, including on the ways to divert prohibited vehicles and to erect road signs / way markers. The evaluation work was nearing completion and TD expected to start consultation within a short space of time.

71.2 Regarding the conversion of the car park at the junction of Bailey Street and Sung Ping Street from an hourly car park to a monthly one, TD would conduct reviews with LandsD to study if the conversion violated the short term tenancy of the car park.

71.3 Presently, no-stopping restricted zones were only set up at some locations along a road section of Sung On Street to the south of Bailey Street. TD had completed a consultation on the designation of the entire road section as a no-stopping restricted zone for coaches between 7:00 a.m. and 12:00 a.m. Nevertheless, it needed some time to explain to people who objected to the proposal. TD would request HyD to launch the relevant works soon after explanation was made to the people who raised objection.

71.4 TD had all along kept an eye on the traffic conditions in To Kwa Wan District. When it was considering and planning to launch traffic management measures, it would carry out a detailed traffic evaluation of the affected road sections. Only when a proposal was proved feasible would the detailed design and consultation work on the appropriate proposal be conducted.

73. **The Chairman** hoped that various departments would continue to put effort into the monitoring and diversion of tour groups, tour guide training and law

enforcement to further improve the situations in the district.

74. **Mr HE Huahan** maintained his objection to the diversion of tour groups to the Kai Tak Cruise Terminal. He pointed out that no consultation was conducted on the diversion measure and requested the Government to seek other long term solutions prior to the completion of new buildings in the district.

75. **Dr Bernard CHAN, Under Secretary for Commerce and Economic Development**, noted Members' views. He pointed out that before the diversion measure was carried out, a large volume of work had been completed to ensure smooth implementation. The Government would continue to monitor the situation and propose other supplementary measures based on the actual circumstances.

#### **Request for Early Legislation on Archives Law and Code on Access to Information (Paper No. 73/19)**

76. **Mr LAI Kwong-wai** presented the Paper. He requested the Government to legislate on the Archives Law and the Code on Access to Information as soon as possible so as to enhance public transparency, strengthen accountability and retain the important records of Hong Kong.

77. **Mr Tony NG** stated that he supported the request on behalf of the Democratic Alliance for the Betterment and Progress of Hong Kong. He also put forward the following views: (i) at present, the Code on Access to Information allowed government departments to refuse disclosure of an overly wide range of information. This failed to protect people's rights to know; (ii) he suggested extending the scope of the Code on Access to Information from government departments to statutory public institutions with executive power and functions; and (iii) he supported establishing lists of absolute exemption and qualified exemption.

78. **The Chairman** requested **the Secretary** to convey Members' views to the departments concerned.

#### **Enquiries about the Multi-functional Smart Lampposts Pilot Scheme (Paper No. 74/19)**

79. **Mr LAI Kwong-wai** presented the Paper. He requested the Government to provide information regarding the Multi-functional Smart Lampposts pilot scheme,

including the number and locations of smart lampposts to be installed, the ways of storing and transmitting the collected data and the retention period as well as the right of access to data. He was also dissatisfied that no staff was designated to attend the meeting.

80. **Miss KWONG Po-yin** recalled that the Government said it would stop using some high definition cameras installed on smart lampposts and handle the personal information collected in compliance with the Personal Data (Privacy) Ordinance. She enquired how the Government could prevent the smart lamppost system from being hacked.

81. **Mr HO Hin-ming** stated that smart lampposts only collected traffic information and meteorological data, and thus he did not understand the concern of certain Members. He also pointed out that the ignorance of some Members and the public would hinder the development of Hong Kong into a smart city. He urged the Members concerned not to stir up public panic.

82. **Mr HE Huahan** remarked that people did not have sufficient understanding about smart lampposts, so they could be easily swayed by rumours. He pointed out that the Government had put on hold the activation of three functions of smart lampposts and would set up an advisory committee to collect public opinions. He suggested that the Government should postpone the activation of all functions other than lighting, and plan a full scale consultation and explanation first.

83. **Ir Dr CHENG Lee-ming** opined that with rapid technological development, any system could be hacked. He believed that the Government was able to keep abreast with the times and seek ways to safeguard people's privacy. He called on the relevant Members not to be over-worried.

84. **Miss KWONG Po-yin** said the dispute was a trust issue with the Government. She did not agree that fighting for personal rights and privacy protection would hinder the development of Hong Kong into a smart city.

85. **Mr TING Kin-wa** supported the scheme. He pointed out that as smart lampposts were installed at public places, they would not lead to a leakage of important privacy matters.

86. **The Chairman** suggested that Members should relay their views to the Government via the Office of the Government Chief Information Officer or the Smart Lampposts Technical Advisory Ad Hoc Committee to be established.

**Refining the Prevention of Cruelty to Animals Ordinance  
(Paper No. 75/19)**

87. **Mr LAI Kwong-wai** presented the Paper. He also put forward some suggestions for preventing animal cruelty, including reviewing the definition of animal cruelty, defining the applicable scope of duty of care and examining the effectiveness of Care Enhancement Notices.

88. **Mr NG Po-keung** supported the enactment of the law to ensure animal welfare. He also suggested that the Agriculture, Fisheries and Conservation Department (AFCD) should implement a neutering and no-kill policy on animals at animal shelters.

89. **Dr Mary CHOW, Senior Veterinary Officer (Animal Management) Development of AFCD** gave a consolidated reply, with the following main points:

89.1 Currently, animal cruelty meant doing or omitting to do any act unreasonably which caused unnecessary suffering to animals. AFCD planned to introduce a concept of duty of care and draw up animal keeping regulations based on this principle. Any breach of the regulations would not be considered as a criminal offence, but would be cited in litigations as evidence of a breach of duty of care.

89.2 The existing legislation did not provide a Care Enhancement Notice system. The aim of establishing the system was to remind pet keepers to improve the inadequacy before a specified deadline so that they could correct their behaviour, and thus protecting animals from further suffering. If any pet keeper was found not to comply with Care Enhancement Notices or any case involving severe animal cruelty was discovered, AFCD would institute prosecution.

89.3 At present, AFCD generally tried animal cruelty cases through summary proceedings. In response to public requests, AFCD planned to charge more severe animal cruelty cases by indictment. It also planned to introduce

disqualification orders to prohibit any convicted person from keeping or managing a certain type or any type of animals for a specified period or permanently.

89.4 AFCD hoped to strengthen its law enforcement power so that it could, for example, enter any premises to conduct investigation when in possession of a court order and take over any animals as well as arrange for adoption when animal keepers agreed to surrender their animals and the animals were not required to be presented as evidence at courts.

89.5 Procedures such as de-barking and tail-docking were presently under the regulation of the Veterinary Surgeons Registration Ordinance (Cap 529). These procedures should only be performed by veterinary surgeons for medical reasons.

89.6 The drastic rise in the number of animals euthanised by AFCD in 2018 was attributed to the slaughter of some 5 000 birds infected with avian influenza.

89.7 After years of public education and promotion by AFCD, the numbers of stray animals and animals taken over by AFCD had dropped significantly. AFCD would continue to educate the public the proper ways to keep animals and the concept of duty of care through public education and promotional campaigns.

90. **Mr LAI Kwong-wai** put forward the following enquiries: (i) he asked about the line drawn between issuing Care Enhancement Notices and instituting prosecution; (ii) he enquired about the number of prosecutions against unlicensed breeding and sale of dogs; and (iii) he enquired about the existing law enforcement practices against unlicensed breeding activities at residential premises.

91. **Ir Dr CHENG Lee-ming** asked how AFCD distinguished pets from animals, and how it defined abandonment. He requested AFCD to provide explanations using the examples of pet reptiles and cockroaches or mice commonly found at back lanes. He also requested AFCD to explain about law enforcement actions against pet owners who abandoned their pet reptiles.

92. **The Hon Starry LEE** pointed out that some animals had a long life span, and during their lifetime, their owners might face changes in circumstances. She hoped AFCD would strike a balance between reality and justice.

93. **Dr Mary CHOW of AFCD** gave a consolidated reply, with the following main points:

93.1 If AFCD found any animals having discomfort or a lack of exercise but no noticeable pain, it would issue a Care Enhancement Notice to request owners to take their pets to receive treatment or to walk them at parks before a specified deadline and remind the owners to pay attention to the conditions of their pets.

93.2 AFCD would provide the number of prosecutions against unlicensed breeding and sale of dogs after the meeting.

93.3 After AFCD gathered sufficient evidence, it would collaborate with the Police to take law enforcement actions against animal cruelty cases at residential premises. AFCD hoped to enhance its law enforcement power through amendment of law so that its staff could enter residential buildings to conduct investigation with a court warrant.

93.4 AFCD did not differentiate between animals and pets. Any pet owners who failed to consider their abilities and circumstances fully before keeping pets and decided to surrender them afterwards because they did not know the proper ways of keeping pets or they found it troublesome to keep them would be regarded as committing animal abandonment. In case pet owners had health or economic problems, they would be advised to seek help from their relatives, friends or the Society for the Prevention of Cruelty to Animals.

93.5 As pet reptiles were not microchipped, it would be difficult to trace their identities and their owners. At present, AFCD could only institute prosecution based on environmental evidence and information available.

94. **The Chairman** drew a conclusion. He hoped that AFCD would take into consideration both Members' views and the public opinions it collected during consultations.

(Post-meeting notes: AFCD stated that the Public Health (Animals and Birds) (Trading and Breeding) Regulations came into effect on 20 March 2017. As of the end of

August 2019, AFCD had successfully prosecuted and convicted people engaged in unlicensed sale of dogs in 57 cases. Another 18 cases were still under investigation. AFCD would initiate prosecution with sufficient evidence in hand.)

### **Request to the Police for Taking Vigorous Action against Street Prostitution in the District**

**(Paper No. 76/19)**

95. **Mr Roger KWAN** introduced the Paper. He stated that recently, suspected female street prostitutes were spotted wandering along roads and soliciting customers at a number of locations in To Kwa Wan District. He requested the Police to take action against street prostitution in the district in a sustained and focused manner to achieve a deterrent effect.

96. **The Hon Starry LEE** remarked that the problem of street prostitution had lasted for a long time in the district. He requested the Police and the Immigration Department to conduct inspection more proactively and frequently.

97. **Mr YEUNG Man-pun of HKPF** gave a reply, with the following main points:

97.1 The Police collaborated with the Immigration Department to conduct two joint operations on 3 July and 17 July respectively. The Special Duties Team, the Anti-Triad Unit and the Crime Units of HKPF would also make joint efforts to collect intelligence to combat organised or triad-run prostitution activities.

97.2 This year, the Police launched 11 operations in the district and arrested 20 people. According to the gathered evidence, the arrestees were not involved in organised or triad-run prostitution activities.

97.3 The Police would handle the issue seriously and follow up the problem raised by Members. Members could contact the Police Community Relations Office if such cases were spotted.

98. **The Chairman** requested the Police to continue following up the issue.

**Request for Strengthening Patrols to Prevent Burglaries at Old Buildings in View of an Increase in Building Repairs and Scaffolding Construction Works in Kowloon City District**  
**(Paper No. 77/19)**

99. **Mr NG Po-keung** presented the Paper. He said that maintenance works were being carried out in a number of buildings in the district. This made the buildings prone to burglary. He requested the Police to strengthen inspection and publicity.

100. **Mr YEUNG Man-pun of HKPF** replied that HKPF had all along accorded great importance to anti-burglary work in Kowloon City District.

The total number of burglary cases and the number of burglary cases involving scaffolding constructions in the early half of this year were reduced from the same period of last year. The Police would continue to collaborate with other parties to combat burglary in a targeted manner.

101. **The Chairman** requested the Police to continue combating burglary.

**Any Other Business**

102. **The Chairman** stated that prior to the meeting, a request from Miss KWONG Po-yin for making a verbal declaration at the meeting was received. Nevertheless, as the contents of the declaration were irrelevant to the duties of the District Council, the request was rejected in accordance with Order 25 of the Standing Orders.

103. **The Chairman** stated that this was the last meeting of the 5th term Kowloon City District Council. He thanked Members, representatives of government departments and the Secretariat for their contribution and support during the term of office. As there was no other business, he announced that the meeting was adjourned at 6:53 p.m.

104. The minutes of this meeting were confirmed on 26 September 2019.

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The Chairman

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The Secretary

Kowloon City District Council Secretariat  
September 2019