

**Minutes of the 13th Meeting of
the 7th Term Kowloon City District Council**

Date: 13 January 2026 (Thursday)
Time: 2:30 p.m.
Venue: Conference Room, Kowloon City District Office

Present:

Chairman: Mr CHANG Chi-ho, Ivanhoe, JP

Members: Mr TING Kin-wa, MH
Mr CHO Wui-hung, MH
Mr LEE Chiu-yu
Mr NG Fan-kam, MH
Mr NG Po-keung, MH
Dr Rizwan ULLAH, MH, JP
Mr HE Huahan, MH
Mr LAM Pok
Mr LAM Tak-shing, MH
Ms LEUNG Yuen-ting
Mr CHAN Chi-wah
Mr CHEUNG King-fan
Ms WONG Man-lei, Vivian
Mr WONG Man-kong
Mr WONG Chi
Ms FUNG Mo-kwan
Ms LAU Yuen-yin
Mr PUN Kwok-wah, JP
Mr LAI Yin-chung
Mr KWAN Ho-yeung, MH

Secretary: Ms LAU Wai-yin, Stella Senior Executive Officer (District Council), Kowloon City District Office

In Attendance:

Mr CHEUNG Yin-kiu Assistant District Officer,
Kowloon City District Office
Mr LEE Chi-leung, Humphrey Senior Executive Officer (District Management), Kowloon City District Office

Miss MAK Wai-man, Sandy	Senior Liaison Officer (Building Management), Kowloon City District Office
Mr CHAN Yat-kin, Kaiser	Senior Liaison Officer (District Liaison)1, Kowloon City District Office
Ms LEUNG Yat-yan, Anique	Senior Liaison Officer (District Liaison)2, Kowloon City District Office
Ms SO Lai-yee, Ivy	Senior Liaison Officer (District Liaison)3, Kowloon City District Office
Mr LIU Kin-wai, Rick	Chief Transport Officer/ Kowloon 2, Transport Department
Mr WONG Lap-yan, Ivan	District Environmental Hygiene Superintendent (Kowloon City), Food and Environmental Hygiene Department
Mr CHAN Wai-wa	Acting Chief Manager/ Management (Kowloon West and Sai Kung), Housing Department
Ms CHEUNG Yee-mei, May	Chief Leisure Manager (Kowloon), Leisure and Cultural Services Department
Mr LEUNG Siu-hang, Rex	Deputy District Leisure Manager, (District Support) Kowloon City, Leisure and Cultural Services Department
Mr CHAN Hoi-ki, Francis	Senior Engineer/12 (East), Civil Engineering and Development Department
Mr CHAN Siu-ming	District Commander, Kowloon City District, Hong Kong Police Force
Mr CHAN Hoi-leung, Billy	Police Community Relations Officer, Kowloon City District, Hong Kong Police Force
Mr HO Ming-yan	Deputy District Commander, Sau Mau Ping District, Hong Kong Police Force

Mr MAN Cheuk-hei, Tony	Assistant District Commander, Sau Mau Ping District, Hong Kong Police Force
Mr CHIU Tai-wai, David	Executive Officer I (District Council), Kowloon City District Office

Attendance by Invitation:

Item 2	Dr CHOW Po-ling, Paulina	Chief Manager (Planning and Commissioning) of Kowloon Central Hospital Cluster, Hospital Authority
	Mr Matthew CHENG	Senior Project Manager, Hospital Authority
Item 3	Mr FONG Kin-wa, Forrest	Chief Architect 5, Housing Department
	Mr CHAN Hing-man, Gordon	Senior Architect 22, Housing Department
	Mr WONG Kam-yuen	Senior Housing Manager/Commercial Properties 1, Housing Department
	Mrs CHIM WONG Shuk-ching, Annie	Senior Housing Manager/Redevelopment, Housing Department
	Mr SO Yat-kong	Housing Manager/Project/Redevelopment, Housing Department
Item 4	Mr HO Lai-wa	Chief Engineer/Kowloon, Water Supplies Department
	Mr CHEUNG Wai-fung	Engineer/Design 18, Water Supplies Department
	Mr LEUNG Wai-lam, William	Engineer/Kowloon (Distribution 4), Water Supplies Department
	Mr LEE Wai-keung, Edward	Senior Resident Engineer, AECOM Asia Company Limited

Item 5	Miss HO Tsz-ting, Agnes	Assistant Commissioner for Tourism 4, Culture, Sports and Tourism Bureau
	Mr CHAN Tsz-fung	Senior Manager (Tourism) 42, Culture, Sports and Tourism Bureau
	Mr YEUNG Wing-tak, Peter	Administrative Officer (Tourism) 4, Culture, Sports and Tourism Bureau

* * *

Opening Remarks by the Chairman

1. **The Chairman** welcomed all Members and representatives of departments to the 13th meeting of the 7th term Kowloon City District Council (KCDC).
2. **The Chairman** reminded Members to register their interests in accordance with the stipulation of Order 22 of the Kowloon City District Council Standing Orders (the Standing Orders) and stated that if the matters to be discussed had any connection or potential conflict of interests with their personal interests such as property rights, profession or investment, they should make a declaration proactively at the meeting so that he could make a decision in accordance with the Standing Orders.
3. **The Chairman** stated that in accordance with Order 32 of the Standing Orders, the quorum of the District Council meeting was not less than half the District Council Members holding the office for the time being. If the quorum was not present at the commencement of the meeting or in the course of the meeting, he would direct the Secretary to summon the absentees. If the quorum was still not present 15 minutes thereafter, he would adjourn the meeting. According to the stipulation of Order 13 of the Standing Orders, he then set out that each attendee was allowed to make a maximum of two speeches during a discussion on the same agenda item and the time limit for each speech was two minutes. He also reminded the attendees to switch off their mobile phones or to switch the ringers to vibration notification to avoid causing disturbances to the meeting.

Item 1**Confirmation of Minutes of the 12th Meeting**

4. **The Chairman** announced that the minutes of the 12th meeting were unanimously endorsed without amendments.

Item 2**Report on the Progress of the New Acute Hospital Project Located at Kai Tak Development Area**

(KCDC Paper No. 1/2026)

5. **The Chairman** welcomed the representatives of the Hospital Authority (HA), Dr CHOW Po-ling, Paulina, Chief Manager (Planning and Commissioning) of Kowloon Central Hospital Cluster and Mr Matthew CHENG, Senior Project Manager, to the meeting.

6. **Mr Matthew CHENG, Senior Project Manager of the HA**, introduced the Paper with the main points as follows:

- (i) the new hospital involved two sites: Site A comprised Accident & Emergency (A&E), Administration Block and Education and Training Block, while specialist out-patient and oncology services would be provided in the two building blocks located at Site B near the waterfront; and
- (ii) the two building blocks at Site B successfully passed the acceptance inspections of the Fire Services Department in December 2025, and final renovation work were underway. Among the work, all the escalator installation works of the Specialist Out-patient Clinic Block had been completed, while the works progress at the rehabilitation section of the Specialist Out-patient Clinic Block, as well as the lobby and the nurse stations of the Oncology Block, etc. was satisfactory.

7. **Dr Paulina CHOW of the Kowloon Central Hospital Cluster** introduced the Paper with the main points as follows:

- (i) the new hospital would come into service in phases, with the Specialist Out-patient Clinic Block and the Oncology Block going into service first. The Family Medicine Integrated Centre on the

first floor of the Specialist Out-patient Clinic Block was expected to commence service in second half of 2026, which would provide family medicine out-patient services. Meanwhile, supporting departments including the Department of Pharmacy and the Department of Pathology, etc. would launch service simultaneously;

- (ii) the process of service relocation might cause inconvenience to patients. The Hospital Cluster would implement a multi-pronged communication plan to remind patients and their family members of the new service arrangements, which included: (a) setting up a dedicated team to personally call patients to inform them of the new clinic location at least two months before their follow-up consultations; (b) sending new information via text message; (c) mailing new follow-up consultation notices that stated the updated appointment address; and (d) sending push notifications through the HA's "HA Go" application prior to the consultation;
- (iii) the new hospital would also establish an enquiry hotline in February 2026, which would be answered by staff of a dedicated team to handle enquiries from patients and the public regarding basic information of the new hospital and service relocation arrangements, etc.; and
- (iv) regarding the transport planning and ancillary facilities of the new hospital, the Hospital Cluster had been maintaining close communication with the Transport Department (TD). "Transport cards" showing the details of various transport modes and routes to the new hospital would be distributed in the future.

8. **Mr CHO Wui-hung** agreed with the user-friendly and multi-pronged notification arrangements of the HA. He also suggested that the Authority incorporate precise and easily understandable anti-deception tips into text messages for identification purposes, so as to avoid creating opportunities for scammers.

9. **Ms WONG Man-lei, Vivian** expressed concern about the transport arrangements, and enquired whether the information on the "transport cards" would be simultaneously provided with the notice of hospital transfer. She also invited the TD to introduce specific connection proposals to the new hospital.

10. **Mr CHEUNG King-fan's** views and enquiries were consolidated as follows:

- (i) requested the HA to provide the number of phone lines for the enquiry hotline and its caller number display, so as to prevent patients from confusing these with telemarketing calls and refusing to answer;
- (ii) enquired about how the Authority would handle cases where patients still went to the wrong hospital despite multiple reminders; and
- (iii) the new hospital was large in scale and provided extensive services. Clear instructions must be provided to patients. It was suggested that paper maps be provided to patients and their family members, and that an in-hospital navigation function be incorporated in the "HA Go" application, so as to help patients quickly locate required services.

11. **Ms LAU Yuen-yin's** views and enquiries were consolidated as follows:

- (i) in order to alleviate the pressure on enquiry hotlines, it was suggested that automated enquiry channels, such as AI chatbot on WhatsApp, be set up;
- (ii) the HA and the TD were urged to announce the transport arrangements for the new hospital as soon as possible to allay public concerns; and
- (iii) as appointment quotas in "HA Go" were often full, she enquired whether the situation would improve upon completion of the new hospital.

12. **Dr Paulina CHOW of the Kowloon Central Hospital Cluster** replied with the main points as follows:

- (i) the Hospital Cluster would distribute "transport cards" to the public as soon as possible. The cards would be mailed together with the new follow-up consultation notices for the ease of patients' reference;
- (ii) the Hospital Cluster would announce the telephone number of the enquiry hotline for the new hospital as soon as possible, and remind

the public to attend to incoming calls from the Hospital Cluster;

- (iii) in addition to automatically sending reminders, the “HA Go” application would also provide an in-hospital navigation function. During the initial stage of service, the Hospital Cluster would also deploy on-site staff and volunteers to provide assistance and guidance to the public;
- (iv) the Hospital Cluster would conduct planning for the service growth of the new hospital according to the established mechanism, taking into account population structure, service demands, and characteristics of districts, etc.; and
- (v) the works at Site A were expected to be completed by the end of 2026 or thereafter. The full relocation arrangement for Queen Elizabeth Hospital would commence by then.

13. **Mr LIU Kin-wai, Rick, Chief Transport Officer/Kowloon 2 of the TD,** replied with the main points as follows:

- (i) regarding traffic network design, the Government had considered the arrangements for connections from across districts to the new hospital. Taking Kowloon City District as an example, routes such as Citybus Routes 22M, 20A, and KMB Route X6C currently provided access to the new hospital. It was also planned to introduce a new Citybus Route 20X later in 2026 to provide service between Tsim Sha Tsui, the new hospital, and the former runway area of Kai Tak;
- (ii) in addition, to strengthen the connection with the nearby MTR stations (Kai Tak Station and Sung Wong Toi Station), the TD had planned to locate the origin of Citybus Route 22S (Circular) at the Public Transport Interchange atop Kai Tak Station. The relevant route was planned to be introduced prior to the commissioning of the new hospital so that the public could travel to and from Kai Tak Station, Sung Wong Toi Station, and the new hospital conveniently; and

- (iii) regarding the issue of low service frequency of existing routes, the Department had communicated with the bus companies and green minibus operators. The frequency of runs would be enhanced in a timely manner, subject to the increase in passenger volume after the commissioning of the new hospital.

14. **Mr LAM Tak-shing's** views and enquiries were consolidated as follows:

- (i) suggested organising site visits for patients and free trial rides, allowing patients and their family members to understand the transport arrangements firsthand;
- (ii) suggested strengthening communication with the taxi industry, providing clear parking guidelines, and adding real-time information about availability of parking spaces in car parks to the “HA Go” application; and
- (iii) extending bus or minibus routes to Hung Hom for the convenience of residents of the area.

15. **Dr Rizwan ULLAH** enquired whether the enquiry hotline provided by the HA was equipped with simultaneous interpretation services in at least seven ethnic minority languages. He also suggested that the on-site teams providing guidance at the new hospital should include personnel capable of serving ethnic minorities. In addition, he suggested that multilingual hospital information displays be added on public transport.

16. **Mr LAM Pok's** views and enquiries were consolidated as follows:

- (i) suggested that the Authority regularly disseminate information to the public, such as the detailed relocation schedule, etc., so as to allow the public to adapt as early as possible;
- (ii) suggested that the Authority provide shuttle buses between the new hospital and nearby MTR stations, as well as adequate visitor parking spaces for the convenience of the public;
- (iii) suggested that the “HA Go” application should include services such as rescheduling appointments and waiting list allocation to fully

utilise all waiting places and enhance efficiency; and

- (iv) a number of Hong Kong people currently resided in the Chinese Mainland. In addition to text messages and WhatsApp, it was suggested that the Authority use WeChat or its mini-programme, etc. to strengthen communication with the public.

17. **Mr TING Kin-wa** was concerned over the service volume of the new hospital, especially the enhancement in A&E services, and anticipated that it could hence shorten the waiting time of the public. Meanwhile, he also emphasised that the directional signage within the hospital had to be clear and explicit, so as to enhance the efficiency of the public when using the services.

18. **Dr Paulina CHOW of the Kowloon Central Hospital Cluster** replied with the main points as follows:

- (i) the Hospital Cluster noted the views of Members on catering for people speaking different languages, and would handle the matter properly;
- (ii) the Hospital Cluster would maintain close communication with the District Council (DC) and related stakeholders, and report on the different development stages of the new hospital;
- (iii) the Hospital Cluster had reserved a certain amount of parking spaces for visitors' use. Details would be announced to the public in a timely manner;
- (iv) the "transport cards" printed by the Hospital Cluster would focus on providing the public with information such as bus and minibus routes travelling between the nearby MTR stations and the new hospital; and
- (v) the new hospital had an increase in indoor space, which provided favourable conditions conducive to service expansion in the future. The Hospital Cluster would take into account population growth, service demands, and characteristics of districts, etc. for resource allocation, and would continue to review the service development mechanism.

19. **Mr Rick LIU of the TD** replied and stated that the Department would communicate with the transport industry (e.g. taxi associations) in a timely manner. Traffic signs around the new hospital would be enhanced to provide clear directions for drivers to different hospital blocks. The Department also encouraged the public to opt for the interchange arrangements between the MTR and other public transports, for example, making transfer to Citybus Route 22S at Kai Tak Station to the new hospital.

20. **Mr WONG Chi** stated that the public healthcare fees and charges reform was implemented early this year, and enquired whether sufficient manpower would be deployed to assist the public in applying for medical fee waivers or subsidies, etc.

21. **Mr LEE Chiu-yu** stated that although the HA had notified patients via multiple means, the situation of patients missing their consultations for going to the wrong location could still occur. Therefore, he suggested that the Authority should devise corresponding measures in advance and provide response measures, such as appointment rescheduling, for these patients.

22. **Mr HE Huahan's** views and enquiries were consolidated as follows:

- (i) there were currently several bus routes and two minibuses routes operating via the new hospital, but their service frequencies were very low, with intervals of at least 30 to 40 minutes between departures. He suggested enhancing the frequency of runs when the new hospital came into service for the convenience of the public;
- (ii) the TD had repeatedly stated that bus routes 20X and 22S would be added to serve Kai Tak and the new hospital, but those had yet to be introduced. He urged their implementation be expedited. In addition, he suggested extending the routing of bus route 22 to the new hospital for the convenience of residents in the vicinities of Kowloon Tong and Prince Edward Road West; and
- (iii) some bus routes heading to the new hospital would operate via the Cruise Terminal and Youth Post, attracting the use of quite a number of tourists. It was suggested that luggage racks be installed on buses to prevent tourists' luggage from occupying the wheelchair spaces. In addition, low-floor buses and minibuses should be deployed to travel to and from the new hospital, and more wheelchair spaces should be provided to facilitate the travel of patients with impaired

mobility to the new hospital.

23. **Mr KWAN Ho-yeung's** views and enquiries were consolidated as follows:

- (i) enquired about the Authority's response measures in the event of patients or their family members going to the wrong location;
- (ii) the current service frequencies of the bus and minibus routes operating via the new hospital were very low. The TD was requested to announce the timetable with enhanced frequency of runs to the DC and the public as soon as possible;
- (iii) enquired whether en-route stops would be added for Route 22S, and requested lowering the fare to a reasonable level; and
- (iv) enquired about the name of the new hospital for the purpose of introducing it to the public.

24. **Mr CHEUNG King-fan** stated that he knew a "transport display board" would be set up inside the new hospital. He enquired whether the display board had been properly installed, whether the data shown could align with real-time data of the TD and bus operators, and whether the location and information about taxi stands could be shown. In addition, he enquired whether the car parks of the new hospital were equipped with smart features such as licence plate recognition, charging facilities, and friendly facilities for people with disabilities, so as to facilitate public commuting.

25. **Dr Paulina CHOW of the Kowloon Central Hospital Cluster** replied with the main points as follows:

- (i) a "smart car park" would be constructed at the new hospital, providing more parking spaces than Queen Elizabeth Hospital. The exact number of parking spaces would be announced later; and
- (ii) if patients went to the wrong hospital, the Hospital Cluster would provide consultations for them, including telehealth services, on the premise of not affecting patient services.

26. **Mr Rick LIU of the TD** replied with the main points as follows:

- (i) prior to the official operation of the hospital, the Department would discuss with bus companies and green minibuses operators about the arrangements for enhancing the frequency of runs, and would disseminate related information to the DC and the public in a timely manner;
- (ii) apart from connecting Kai Tak Station, Sung Wong Toi Station, and the new hospital, Citybus Route 22S would also serve residents in the vicinity of the runway area of Kai Tak. Therefore, a certain number of en-route stops would be set up;
- (iii) the Department had communicated with the bus companies. Buses with two wheelchair seats would be deployed to provide bus services to and from the new hospital, subject to demand; and
- (iv) regarding the provision of traffic signs and the dissemination of transport information to the public, the Department would maintain close communication with the HA. In addition, the Department had noted and would continuously follow up on Members' views.

Item 3

Study on the Redevelopment of Ma Tau Wai Estate – Proposal for Clearance and Rehousing

(KCDC Paper No. 2/2026)

27. **Mr FONG Kin-wa, Forrest, Chief Architect 5 of the Housing Department**, introduced the Paper with the main points as follows:

- (i) since the Hong Kong Housing Authority (HKHA) announced the commencement of the study on the redevelopment of Ma Tau Wai Estate (MTWE) in late 2021, the Housing Department (HD) had immediately commenced the study of a redevelopment plan including clearance and rehousing arrangements, and negotiated with related departments regarding the reprovisioning arrangements of social welfare facilities and the clearance of Ma Tau Kok Road Government Offices. In addition, the HD had collected stakeholders' views on the clearance and rehousing arrangements by organising community

involvement activities such as workshops, household questionnaire surveys, and visits;

- (ii) after thoroughly considering the views from various parties, the HD proposed to use the To Kwa Wan Road public housing development (To Kwa Wan Road Project) and part of the new Mei Tung Estate public housing development (new MTE) as rehousing resources. These two developments would provide a total of about 1 180 public rental housing (PRH) units to accommodate some of the affected households of MTWE (i.e. Phase 1 of the clearance project). The remaining affected households (i.e. Phase 2 of the clearance project) would be rehoused to the new MTWE upon completion of the Phase 1 redevelopment; and
- (iii) it was expected to take approximately seven years from the commencement of Phase 1 of the clearance project to moving out of all households under Phase 2 of the clearance project. The overall phases of redevelopment would be reduced from the initial estimation of three phases to two phases, and the rehousing period for all residents would be significantly shortened from 14 years to seven years.

28. **Mr KWAN Ho-yeung** expressed recognition to the HD for actively listening to the residents' views and significantly expediting the redevelopment. His views and enquiries were consolidated as follows:

- (i) residents of MTWE knew very little about the new development projects. Residents were hesitant about the new MTE for its proximity to a cemetery and inadequacy of ancillary facilities. He suggested that the HD step up publicity and provide details of living ancillary facilities to allow for residents' comprehensive consideration;
- (ii) enquired whether residents moved out under Phase 1 of the clearance project would have the opportunity to move back to the new MTWE upon completion of the redevelopment;

- (iii) urged the HD to provide residents with details of the removal allowance as soon as possible to allay their concerns. In addition, merchants also expected to know whether they could continue their business in the new estates, and whether compensation would be provided if they closed down their business; and
- (iv) enquired about the new location of the Junior Police Call (JPC) clubhouse, which was currently located at MTWE.

29. **Mr HE Huahan** welcomed the HD's dedicated efforts to enhance the redevelopment plan, which significantly shortened the number of years required for redevelopment. His views and enquiries were consolidated as follows:

- (i) even though the number of years required for redevelopment had been significantly shortened, residents affected by Phase 2 of the clearance project would still have to live adjacent to the construction site for nearly a decade. Moreover, the phased clearance would result in different treatment for Phase 1 and Phase 2 residents, which would affect them mentally;
- (ii) based on past relocation experience, many residents would choose to purchase Home Ownership Scheme (HoS) flats available at the time or relocate to other districts via additional quotas. Hence, the number of residents requiring rehousing would be fewer than expected. Therefore, it was suggested that the HD slightly increase reception resources, and discuss resource sharing with the Hong Kong Housing Society, striving to complete the redevelopment of the entire estate in a single phase; and
- (iii) in cases where affected residents would like to purchase subsidised sale flats (SSFs), they would only be accorded priority over other applicants in the flat selection. This arrangement of the HD was not attractive. It was suggested that the Department provide more discounts for affected residents to encourage them to give up PRH and opt for SSFs instead, thereby reducing the number of households requiring rehousing.

30. **Mr NG Fan-kam** welcomed that the HD significantly shortened the number of years required for redevelopment. His views and enquiries were consolidated as follows:

- (i) apart from the To Kwa Wan Road Project and new MTE, it was suggested that the HD provide more relocating options for residents, such as vacant flats in older estates within the district, so as to meet their needs; and
- (ii) there was a severe shortage of parking spaces in Kowloon City District. It was suggested that smart car parks be built in the new MTWE to provide more parking spaces.

31. **Ms FUNG Mo-kwan** was delighted that the redevelopment plan was significantly shortened by seven years. She then enquired about whether existing merchants of MTWE could be accorded priority in bidding for shops of the new estates, and the arrangement on the order of new flat selection priority of the residents affected by the redevelopment.

32. **Mr LAM Pok** expressed support for the redevelopment plan, which would be significantly shortened by seven years. His views and enquiries were consolidated as follows:

- (i) enquired whether residents affected by Phase 2 of the clearance project could purchase SSFs in advance or relocate to other districts via additional quotas;
- (ii) enquired about the arrangements for residents and merchants affected by the redevelopment in selecting new flats/shops. In addition, the HD was urged to provide removal allowance and refurbishment subsidies, etc. to households and merchants, and to announce the details as early as possible; and
- (iii) urged the HD to strive to complete the redevelopment in a single phase.

33. **Mr Forrest FONG of the HD** replied with the main points as follows:

- (i) the Department had set up an information booth at Magnolia House called “Joyful Gathering Corridor” (「樂薈走廊」), providing information on the design and environment of the To Kwa Wan Road public housing. Information about the new MTE would be added in the future;
- (ii) the Department raised the current proposal after balancing various considerations including the time required for redevelopment, the waiting time for public housing, and social resources. The overall phases of redevelopment in the proposal had been reduced from three phases to two phases, and the rehousing period for all residents would be significantly shortened from 14 years to seven years;
- (iii) the JPC had other arrangements for its clubhouse at MTWE, and would not relocate to the new MTWE; and
- (iv) the Department would discuss the number of parking spaces for the new MTWE with the TD and other related departments in accordance with the Hong Kong Planning Standards and Guidelines, so as to meet the needs of the community as far as possible.

34. **Mrs CHIM WONG Shuk-ching, Annie, Senior Housing Manager/Redevelopment of the HD**, replied with the main points as follows:

- (i) the Department understood the residents’ concerns regarding rehousing, especially those of the elderly persons, and would provide assistance as far as possible. First, after the announcement of the clearance project, the office of the redevelopment unit in the estate would immediately come into service. The HD would immediately notify the affected households and merchants by sending one letter to one household and the briefing documents on the clearance project to inform them about the related arrangements for the clearance project and related relocation;
- (ii) the Department would also organise several briefing sessions to explain rehousing and related arrangements to residents in person, as well as listen to their views and answer their enquiries;

- (iii) understanding that elderly residents might be particularly concerned, the Department would accord priority to inviting them for meetings, so as to provide detailed explanations on rehousing and related arrangements and answer their enquiries. If they did not come to the meetings, staff of the Department would also call them or pay home visits to identify their needs;
- (iv) the Department would also engage non-governmental organisations to set up an on-site community service team. The community service team would be led by registered social workers to assist affected residents in moving out and adapting to the new community after moving into reception estates. Meanwhile, the team would help maintain effective communication between the HD and the affected households;
- (v) regarding the removal allowance, the HD would offer Domestic Removal Allowance based on the household size to help cover part of their moving expenses;
- (vi) if eligible one-person and two-person households (including elderly persons) would like to move out of PRH to live with their children, settle in the Chinese Mainland or move into residential care homes for the elderly, etc., they could opt to receive a cash allowance in lieu of rehousing to a PRH unit as an alternative option to suit their needs;
- (vii) if affected households of HKHA's announced clearance projects would like to purchase SSFs in lieu of moving into PRH, the Department would accord priority to these households in flat selection over other applicants in the SSFs sale exercise(s) launched before the target clearance date;
- (viii) according to the Department's Self-selection Scheme, affected families would first be randomly assigned a number by a computer balloting system. For families of two or more persons, the sequential order of their numbers would be determined by ballot. Based on this sequential order, households could then select flats according to their preference within the reserved housing list. Single-person households, on the other hand, would select flats in accordance with their age, from the oldest to the youngest; and

- (ix) when allocating flats of To Kwa Wan Road Project and new MTE to estate residents affected by the relocation of MTWE, the Department would also adopt the above Self-selection Scheme to ensure fairness and impartialities.

35. **Mr WONG Kam-yuen, Senior Housing Manager/Commercial Properties 1 of the HD**, replied with main points as follows:

- (i) the Department would offer ex-gratia allowances to eligible merchants under the MTWE (Phase 1) clearance project to help them relocate, re-establish their business or contribute towards the expenses of terminating their business;
- (ii) the Department would also provide the opportunity for eligible merchants under the MTWE (Phase 1) clearance project to participate in restricted tender exercises, in order to lease selected vacant shops in the HKHA's existing retail facilities. If the merchants decided to give up the restricted tender opportunity after consideration, the Department would grant them a lump sum payment in lieu; and
- (iii) the Department would announce details of the related arrangements at the same time when it formally announced the MTWE (Phase 1) clearance project later.

36. **Ms Vivian WONG** was delighted that the redevelopment plan was significantly shortened by seven years. Her views and enquires were consolidated as follows:

- (i) enquired whether the HD would offer discounts to affected residents, such as according them priority when purchasing subsidised housing;
- (ii) if family members lived in buildings under Phase 1 and Phase 2 of the clearance project respectively, how the HD would make arrangements so as to enable them to live in the same estate again;
- (iii) urged the HD to arrange residents' meetings as soon as possible to announce the details of rehousing; and to organise site visits to the To Kwa Wan Road Project and the new MTE for residents to understand

the new living environment on the spot; and

- (iv) requested the HD to announce the details such as application eligibility and amount etc. for various removal allowances and the cash allowance in lieu of rehousing to a PRH unit etc. as soon as possible, so as to allow residents sufficient time for consideration.

37. **Dr Rizwan ULLAH**'s views were consolidated as follows:

- (i) new MTE was close to a cemetery, with large-scale works nearby currently and inadequate ancillary facilities. The HD should properly carry out expectation management for residents to avoid complaints after they moved in. The HD could also provide rewards to attract affected residents to choose new MTE;
- (ii) residents affected by Phase 2 of the clearance project would be living within the clearance area for a prolonged period. The HD should pay attention to site management to minimise the impact on the living environment of these residents; and
- (iii) anticipated that the access between MTWE and Tin Kwong Road Recreation Ground would not to be affected during the works period of the redevelopment, so as to facilitate the public in using Tin Kwong Road Recreation Ground.

38. **Mr CHO Wui-hung** expressed gratitude to the HD's team for its efforts, which significantly shortened the rehousing period for all residents from 14 years to seven years. He suggested the HD use vacated flats which were yet to be affected by clearance as transitional housing during the seven-year period, so as to meet the public needs for short-term accommodation, and to ensure the wise use of public housing resources and public funds at the same time.

39. **Mr NG Po-keung**'s views were consolidated as follows:

- (i) residents eagerly anticipated for redevelopment as MTWE had a history of more than 60 years. Many ageing flats had problems such as water seepage or concrete spalling. Although the current rehousing plan of the HD had been significantly shortened by seven years, the completion of Phase 2 redevelopment would already be

after 2041. Residents would thus inevitably be disappointed. He urged the HD to arrange more new reception resources to expedite the pace of redevelopment;

- (ii) enquired whether the HD would include vacant flats in other estates across the territory for selection, apart from the To Kwa Wan Road Project and new MTE, so that affected residents could choose to move to districts near their family members; and
- (iii) some elderly households had currently become under-occupation households because their children had moved out. He enquired whether they could only select two-person flats that were smaller during rehousing.

40. **Mr Forrest FONG of the HD** replied with main points as follows:

- (i) regarding expectation management, the Department had set up an information booth at Magnolia House called “Joyful Gathering Corridor”(「樂薈走廊」), providing comprehensive information on the To Kwa Wan Road public housing. Information about the new MTE would be added in the future. Meanwhile, same as other redevelopment projects, upon the setting up of an on-site community service team, various activities such as site visits would be organised to assist affected residents understand and adapt to the new community;
- (ii) during the Phase 1 clearance, the Department would carry out project management properly, and specify in contracts that contractors must comply with various government standards to minimise the impact of problems such as noise and air pollution on residents of Phase 2 of the clearance project, nearby schools, and households of other private housing estates;
- (iii) the access connecting MTWE and Tin Kwong Road Recreation Ground was one of the major accesses for residents travelling to and from Tin Kwong Road. The Department would maintain this access during the redevelopment period, and incorporate it into the redevelopment plan; and

- (iv) according to the current planning, it would take about seven years from the moving out of residents of Phase 1 in 2028 to the moving in of the residents of Phase 2 into the new MTWE after the completion of Phase 1 redevelopment around 2035-2036. In short, within a period of around seven years, the living environment of the current residents of MTWE would be improved.

41. **Mrs Annie CHIM WONG of the HD** replied with main points as follows:

- (i) based on the principle of rational use of public housing resources, the Department would allocate PRH according to the allocation standard for PRH, which was no less than 7 square meters of living floor area per person. This allocation standard was also applicable to estates affected by redevelopment. For residents who had special needs (e.g. having an expected child of at least 16 weeks gestation or above, requiring renal dialysis at home, suffering from hyperactivity disorder, having tetraplegia or non-temporary indoor dependence on wheelchair for mobility), upon the production of medical certificate, they would be counted as having an additional family member by the time of allocation and would be allocated a unit with extra space;
- (ii) as per other clearance projects, to prevent residents from having to relocate for the second time within a short period of time and to ensure the effective use of overall public housing resources, the Department would not arrange for residents who had already moved to reception estates to move back to the new MTWE. If residents had special reasons such as medical or social grounds, they might apply to the estate management office for special transfer in accordance with the existing mechanism;
- (iii) when considering the reallocation of vacant flats, the Department would generally consider multiple factors, including the number of units, tenancy term, condition of the flats, refurbishment expenditure, rental income, and cost-effectiveness. If vacated flats of the estate were to be re-let, the Department would also need to consider the future rehousing arrangements for the new tenants. Given that there were currently only a few vacant flats in MTWE, the Department would prudently consider the related suggestions;

- (iv) residents affected by the clearance would generally receive the Notice to Quit no less than three years prior to the target clearance date. As the re-letting period was limited, it would be cost ineffective to arrange for refurbishment and subsequent reallocation of these vacated flats after the residents moved out. If the tenants of these re-let flats in the future refused to move out before the target clearance date, this would result in the delay of the entire clearance project;
- (v) the Department would, together with the briefing documents on the clearance project, notify the affected households of the rehousing and related arrangements;
- (vi) the Department would organise several briefing sessions, send letters to each household and invite them to attend. Apart from the briefing sessions, the office of the redevelopment unit in the estate would also send letters to invite every household for a meeting, so as to identify their needs and answer their enquiries; and
- (vii) the on-site community service team would also organise various activities, including visits to the surrounding environment of the reception estates, so as to help affected residents adapt to the new community.

Item 4

Concern over the Matter of Frequent Water Mains Bursts in the Area

(KCDC Paper No. 3/2026)

42. **Ms FUNG Mo-kwan** introduced Paper No. 3/2026 and stated that the problems of freshwater and salt water mains bursts occurred one after another in the vicinity of Man Yue Street and Man Lok Street in Hung Hom on 13 and 15 December 2025. She would like the Department to show great concern about and address the problem of water mains leakage, and raised the following suggestions:

- (i) regarding the problem of ageing water mains in Hung Hom area, it was suggested that the Water Supplies Department (WSD) expand the scope of the replacement of ageing water mains to minimise the frequency of water mains bursts and the impact on people's livelihood in the future. At the same time, the monitoring and warning functions of "Water Intelligent Network (WIN)" should be enhanced

to monitor the real-time situation of water mains leakage, thereby facilitating the WSD to arrange for preventive repair in advance; and

- (ii) to enable residents to understand the works progress, the WSD was requested to inform the DC and residents about the specific situation of the water mains network in the area, including disclosing plans for the replacement of ageing water mains in the area and the installation of the WIN in the future, along with related data.

43. **The Chairman** invited Members to refer to the written reply furnished by the WSD, i.e. Document No. 2 tabled.

44. **Mr LAM Tak-shing** raised the following views and enquiries:

- (i) the situation of freshwater and salt water mains bursts and leakage persisted on the roads and rear lanes in Hung Hom area. He would like the WSD to step up inspections;
- (ii) it was suspected that a number of manhole covers in the area failed to withstand the pressure from passing vehicles, resulting in frequent damage. This not only led to uneven road surfaces and affected pedestrian safety, but also potentially increased pressure on water mains, resulting in frequent bursts. The WSD was requested to make reviews and improvements; and
- (iii) enquired about the progress of laying the WIN in Hung Hom area, and how the WSD would reduce the problem of freshwater and salt water mains bursts in the area in the future.

45. **Mr WONG Chi** stated that he was delighted with the WSD's commencement of a series of extensive water mains improvement works in the vicinity of Hung Hom and To Kwa Wan. It was suggested that the Department consider installing additional valves. Not only could the affected area be narrowed in the event of an accident, but the progress of rehabilitation works could also be expedited, thereby minimising the impact on people's livelihood.

46. **Mr LAM Pok's** views and enquiries were consolidated as follows:

- (i) a total of approximately 584-kilometre (km) long water mains were included in the Risk-based Asset Management Programme for Water Mains. Among which, the replacement or rehabilitation of approximately 240 km had been completed. It was suggested that the Department regularly update the DC and the public on the progress of the follow-on construction of the remaining sections, thereby enabling the public to have a clearer understanding of the expected completion time;
- (ii) the daily lives of residents were seriously affected by water mains bursts. It was suggested that the Department install additional valves and backup water mains to reduce the affected area in the event of water mains burst accidents; and
- (iii) although the Department would arrange for water wagons to supply backup freshwater to residents, it was inconvenient for the public to collect water with buckets. Enquiries were made on whether the Department had a plan to facilitate water collection by the public.

47. **Mr NG Po-keung's** views were consolidated as follows:

- (i) following a recent water mains burst incident at the junction of Nga Tsin Wai Road and South Wall Road, the public expressed concern that they had insufficient information about the incident. It was suggested that the Department promptly inform the public of the related information and arrangements (including the causes of water mains bursts, estimated times of rehabilitation and resumption of water supply) through website announcements or notices affixed in affected buildings, thereby putting the public's minds at ease;
- (ii) information showed that approximately 2 400 discrete District Metering Areas of the WIN had been established across the territory to collect data such as the water flow and water pressure for monitoring the network conditions. Enquiries were made on the distribution area and locations of the WIN in Kowloon City District, as well as why it was unable to effectively prevent serious incidents of water mains bursts and leakage in the district from happening; and

- (iii) water mains bursts occurred at repeated locations (such as Nga Tsin Long Road, Lung Kong Road, Ma Hang Chung Road, and the vicinity of Hung Hom) with high frequency. To minimise the occurrence of incidents, it was suggested that the Department enhance the frequency of inspections in high-risk places and conduct preventive repair and maintenance.

48. **Mr LEUNG Wai-lam, William, Engineer / Kowloon (Distribution 4) of the WSD**, replied with the main points as follows:

- (i) according to the Department's records, there was a slight increase in the number of water mains bursts and leakage in Kowloon City District in 2025. Some water mains of aged materials (such as cast iron and asbestos cement water mains) in the district had a greater risk of bursts and leakage. Most of these aged water mains were located on busy roads. It was necessary to implement temporary traffic arrangements that were more complex and required a longer period, thereby increasing the time and cost of replacement or rehabilitation;
- (ii) the Department was currently implementing the "Risk-based Asset Management Programme for Water Mains". The risk of water mains bursts or leakage was assessed based on factors such as the service period and materials of water mains, past records of bursts or leakage, surrounding environment, and consequences of its bursts or leakage. To continuously maintain the overall health conditions of the water supply network, individual water mains with a higher risk would be replaced or rehabilitated in a progressive manner. In doing so, the risk of water mains bursts or leakage would be reduced;
- (iii) the Department had also established an inter-departmental task force in collaboration with related departments to discuss and formulate temporary traffic arrangements as well as the construction plan involved in water mains replacement. Contingency plans would thereby be formulated in advance to minimise the impact of the works on traffic and the public as much as possible;
- (iv) the Department noted the situation of damaged manhole covers, which would generally be rectified in conjunction with road resurfacing. However, as there was a certain distance between the

water mains and the manhole covers, the water mains would not burst due to damaged manhole covers. Ageing pipes were the main cause of water mains bursts;

- (v) the Department agreed to provide additional valves and install an additional water mains network. These could increase the flexibility and enhance the stability of water supply, mitigating the impact of water mains bursts or leakage on residents. The Department noted Members' views and would implement these as soon as possible;
- (vi) once an abnormality in the flow of water was detected by the WIN, the Department would immediately follow up on and handle the matter. Leakage cases in the district were also successfully resolved thereafter. However, the situation of bursts deteriorated more rapidly when relatively aged pipes were involved. To reduce the risk, the replacement of pipes was essential. The Department would arrange for the gradual replacement of pipes as soon as possible and continuously use the WIN for monitoring; and
- (vii) to strengthen communication with the public, the Department regularly released information related to water supply suspension incidents via various channels, such as the eWater mobile application and the WSD website. The information included the location of the incident, water stoppage, expected time of water supply resumption, and the location of the temporary water supply. In addition, the public could also make further enquiries through a 24-hour hotline.

49. **Mr CHEUNG Wai-fung, Engineer / Design 18 of the WSD**, replied with the following main points:

- (i) the Department had reviewed the weighting of various factors for assessing the risk of bursts or leakage occurrences under the mechanism of the "Risk-based Asset Management Programme for Water Mains" in 2025. This included increasing the weighting of the materials of aged water mains, such as cast iron and asbestos cement water mains, as well as the severity of consequences arising from the occurrence of water mains incidents on major traffic road sections. To formulate the updated priority for the replacement or rehabilitation of water mains, the risk of bursts or leakage of all water

mains was reassessed. The replacement or rehabilitation of cast iron and asbestos cement water mains, which were commonly used in old designs, would thus be expedited. This could avoid serious impacts on the traffic arising from water mains bursts;

- (ii) as of December 2025, a total of approximately 584 km of water mains had been included in the “Risk-based Asset Management Programme for Water Mains”. In respect of Kowloon City District, approximately 54 km of water mains had been included in the said programme. Out of these, the improvement works for 17.5 km of water mains had been completed. Moreover, the improvement works for 4.5 km of water mains at 14 locations in the district were underway or about to commence. The improvement works for the remaining water mains would commence in the second half of 2026 or thereafter;
- (iii) when replacing water mains, the Department had to implement temporary traffic management measures. Application for excavation permits had to be made to the Highways Department in advance. Due to the busy road traffic in Hong Kong, the implementation of temporary traffic management measures was strictly regulated. To mitigate the impact of the works on traffic, the Department was required to implement the water mains replacement works in phases;
- (iv) to expedite the progress of water mains improvement works, the Department established an inter-departmental task force under the chairmanship of the Director of Water Supplies in 2024. The task force would discuss and formulate temporary traffic arrangements as well as the construction plan. Contingency plans would be formulated as early as possible to minimise the impact of the works on traffic and the public; and
- (v) the Department noted the risk of water mains bursts in the vicinity of Man Lok Street, Man Yue Street, and Hok Yuen Street. Part of the water mains replacement works at the said location had also been completed earlier. The Department planned to implement the remaining water mains replacement and water connection works in a progressive manner.

50. **Mr CHAN Chi-wah's** views and enquiries were consolidated as follows:

- (i) enquired about the current number of aged cast iron and asbestos cement water mains in Kowloon City District. The WSD was requested to provide a timetable for the replacement of these aged water mains; and
- (ii) although the water mains replacement works would cause a certain impact on traffic, the inconvenience to pedestrians and drivers could still be alleviated through prior notice and proper planning. In the event of a sudden burst of water mains, traffic impacts would be more severe, and residents' lives would also be affected. It was suggested that the WSD expedite the implementation of the water mains replacement works.

51. **Mr CHEUNG Wai-fung of the WSD** replied with the following main points:

- (i) the Department would consider various different factors to decide whether to include the related water mains in the "Risk-based Asset Management Programme". Among which, the service period and the materials of the water mains were included. The Department would also take into consideration the past records of water mains bursts or leakage and the surrounding environment for risk analysis;
- (ii) there were various different methods to improve and rehabilitate water mains, including replacing old water mains with new ones or installing additional new water mains on non-busy road sections to facilitate maintenance work in the future. The Department would handle these matters according to circumstances; and
- (iii) in respect of Kowloon City District, approximately 54 km of water mains had been included in the programme. Out of these, the improvement works for 17.5 km of water mains had been completed. In addition, the improvement works for 4.5 km of water mains at 14 locations in the district were underway or about to commence. The improvement works for the remaining water mains were expected to commence in the second half of 2026 or thereafter. The Department had prioritised and arranged for rehabilitation based on materials,

leakage risk, locations, and length of water mains.

52. **The Chairman** concluded and stated that water mains bursts or leakage affected both the daily lives of residents and traffic. He would like the WSD to implement the “Risk-based Asset Management Programme”, which could reduce water mains incidents in the long run. **The Chairman** further stated that inconvenience would also be brought to residents when water mains replacement and connection works were underway. He urged the WSD to maintain close liaison with DC Members and timely provide related information to the affected residents and merchants, so that they could make preparation in advance and minimise the impact on their lives and businesses. In addition, **the Chairman** stated that the WSD and various Members could make follow-ups regarding the progress and supervision of the related works in the District Facilities and Works Committee (DFWC) under the DC.

Item 5

Appreciation for the Introduction of Four Key Performance Indicators to the Tendering Arrangements of Kai Tak Cruise Terminal and Concern over the Need to Attract the Berthing of More Large Cruise Ships and Bring Wider Benefits to the Neighbourhood in Future Operations

(KCDC Paper No. 4/2026)

53. **Mr KWAN Ho-yeung** introduced the Paper and stated that Kai Tak Cruise Terminal (KTCT) had yet to fully perform its role and function at the moment. Upon the introduction of key performance indicators (KPIs) by the Government, he hoped the KTCT could become a berthing hotspot for overseas countries and the Chinese Mainland, attract more tourists from around the world in the future, and create better synergies with the adjacent “Youth Post” in Kai Tak and Kai Tak Sports Park (KTSP), thereby promoting the development of the tourism industry in Hong Kong in the long run. In addition, he would also like the operator to incorporate more views from various stakeholders and professionals in future to strengthen community involvement.

54. **The Chairman** invited Members to refer to the written reply furnished by the Culture, Sports and Tourism Bureau (CSTB), i.e. Document No. 1 tabled.

55. **Mr WONG Chi**’s views were consolidated as follows:

- (i) the KTSP was the highlight across the territory and even in the Greater Bay Area. Greater synergies could definitely be created in the long run if there was a better planning proposal for the KTCT; and

- (ii) the Youth Post in Kai Tak still had room for improvement in terms of ancillary transport facilities, restaurants, and other supplies. The sports and recreation space were insufficient. He hoped that additional performance venues, sports stadiums, and restaurants would be provided at the KTCT. Together with the accommodation provided by the Youth Post, he considered that better synergies could be created, boosting tourism and economic development.

56. **Mr LEE Chiu-yu** stated that the sea view, spaciousness, and historical background of the KTCT were very attractive, making it an ideal venue for developing the meetings, incentive travels, conventions, and exhibitions (MICE) industry. The Bureau should prudently consider the positioning of the KTCT to promote its long-term development.

57. **Mr LAM Tak-shing's** views were consolidated as follows:

- (i) suggested rationalising bus routes to enhance the traffic accessibility in the area and facilitate the access of more residents and tourists;
- (ii) suggested improving the water transport amenities at the said location by connecting different transport hubs, such as developing water taxis and ferries. By providing water transport services and tour routes between Hung Hom, Kwun Tong, Tsim Sha Tsui, and Central, the said location would definitely become a major feature of Kowloon City District; and
- (iii) suggested establishing a cultural exhibition hall at the KTCT or the Youth Post to showcase the history and features of the former airport, promoting the development of culture, sports, and tourism.

58. **Mr HE Huahan's** views were consolidated as follows:

- (i) to encourage the operator to attach greater importance to commercial, retail, and event planning, in addition to the number of cruise ships berthed, commercial elements should also be incorporated into KPIs;
- (ii) suggested incorporating synergy indicators into KPIs of the KTCT to assess the interplay of the KTCT and surrounding tourist attractions. Customer experience satisfaction surveys should be conducted;

- (iii) suggested incorporating sustainable development indicators, utilisation rate, as well as the influence indicators for enhancing international image into KPIs of the KTCT; and
- (iv) the Government should actively implement the previously planned tourism hub development. The construction of hotels and environmentally friendly transport systems near the terminal should be carried out simultaneously to complement the ancillary transportation and commercial facilities, thereby boosting the prosperous development of the tourism industry of the KTCT.

59. **Mr LAI Yin-chung's** views were consolidated as follows:

- (i) suggested positioning the KTCT as a homeport for cruise, i.e. arranging for cruise ships to use it as a departure point. This could attract quality and high-end visitors from the Chinese Mainland and overseas countries to visit Hong Kong and travel by cruise ships, thereby creating better synergies; and
- (ii) suggested leveraging Hong Kong's advantage as an international financial centre to promote the KTCT as a homeport hub. To boost the local economy and promote the terminal as a commercial hub, special features of a cruise homeport should be utilised for hosting exchange sessions of the cruise industry and developing insurance and financial services related to cruise ships.

60. **Mr CHEUNG King-fan's** views were consolidated as follows:

- (i) recently, most of the events held at the KTCT were private brand events. To enhance public participation and increase visitor flow, it was suggested that the KTCT organise diversified events open to the public in the future. At the same time, parking discounts should be offered to the public to encourage access;
- (ii) managed by the Leisure and Cultural Services Department, the rooftop park of the KTCT at present had turned into an inclusive park for pets. A number of merchants would like to organise parent-child or pet-themed events there but encountered difficulties in hiring the venue. He hoped for the relaxation of venue hiring restrictions,

simplification of application processes, and consolidation of hiring arrangements for different areas such as the commercial site, podium, and garden of the terminal in the future to facilitate organisers; and

- (iii) given the vast commercial area of the KTCT, it was suggested that the signage and wayfinding signs be optimised to facilitate customers in identifying the exact locations of shops.

61. **Miss HO Tsz-ting, Agnes, Assistant Commissioner for Tourism of the CSTB**, gave a reply regarding the background and positioning of the KTCT as follows:

- (i) the KTCT had been operating for over a decade and was an important tourism infrastructure in Hong Kong. Two large cruise ships, each with a gross tonnage of up to 220 000 tonnes, could berth there simultaneously, giving the terminal a significant advantage in accommodating large cruise ships;
- (ii) the Action Plan on Development of Cruise Tourism of the Development Blueprint for Hong Kong's Tourism Industry 2.0 stated that it was the Government's vision to promote Hong Kong as Asia's hub for international cruises. Among which, the strategy also included developing the KTCT as a homeport to attract visitors to visit Hong Kong, as well as spend and stay in Hong Kong before and after boarding cruise ships, bringing greater economic benefits to Hong Kong. At the same time, the operating expenses of the cruise ships during their berthing in Hong Kong (such as reprovisioning, berthing, and hiring ground handlers) would also contribute to Hong Kong's economy; and
- (iii) in terms of the positioning of the KTCT, the key was its capacity to accommodate large cruise ships. In addition, to make good use of the terminal space, the existing operator would also arrange for different types of events to be hosted at the terminal during the non-peak season or on days without berthing of cruise ships. Examples of events were fashion shows, award ceremonies, and innovation and technology competitions. The Bureau had retained certain flexibility in the tender documents, allowing tenderers to decide feasible commercial lines on their own. The number of non-cruise related events per year and the number of visitors brought by non-

cruise related events per year had also been included in KPIs. This enabled the Government to monitor the performance of the terminal operator in attracting non-cruise related events.

62. **Miss Agnes HO of the CSTB** gave a further reply regarding the requirements for the operator in the next tenancy as follows:

- (i) to improve the management of the KTCT and enhance operational efficiency, in addition to being responsible for handling cruise affairs, the operator would be required to manage the public spaces of the terminal, including the podium garden on the second floor and Kai Tak Cruise Terminal Park on the rooftop. Upon consolidating the management of spaces, it was considered that greater synergies would be created. This enabled event organisers to have greater flexibility in choosing event venues;
- (ii) the Bureau would also like the operator to jointly discuss collaboration opportunities with projects adjacent to the terminal such as the KTSP and the Youth Post to achieve better synergies;
- (iii) the Bureau would request the operator to submit a transportation plan. Proper planning and arrangements should be made for the embarkation and disembarkation, together with the ancillary transport facilities including buses and taxis, for each ship call;
- (iv) in addition to KPIs, the Bureau would maintain close liaison with the operator and monitor its performance by reviewing the annual proposal submitted. This would ensure that the operation and publicity strategies of the terminal aligned with policy targets; and
- (v) the Bureau noted Members' views on parking discounts and would relay the views to the operator. In addition, the Bureau also attached importance to community involvement. The operator would be requested to maintain good communication with the community.

63. **Mr LEE Chiu-yu** stated that the KTCT possessed unique advantages. To contribute to the overall development of the tourism industry in Hong Kong, the Bureau should, while retaining flexibility, provide the contractor with guiding directions on the future development of the terminal.

64. **Miss Agnes HO of the CSTB** stated that with an ample space and a spectacular view of Victoria Harbour, the KTCT could host a wide range of events. With strong development potential of the KTCT, the Bureau would leave room for the development of operator.

65. **The Chairman** concluded and stated that the KTCT not only served the public of Hong Kong, but was also an important infrastructure in Kowloon City District. He hoped that the KTCT could become the district's features together with the KTSP and the Youth Post, and could create greater synergies in conjunction with the project of in-depth travel in Kowloon City. In addition, the Yau Ma Tei section of Central Kowloon Route had already opened, making transportation between Kai Tak and Yau Ma Tei very convenient. He hoped that this could interplay with new attractions such as Yau Ma Tei Police Station to attract different types of tourists and boost the tourism economy of Hong Kong.

Item 6

Committees and Working Groups under the KCDC in 2026 to 2027

(KCDC Paper No. 5/2026)

66. **The Chairman** invited Members to refer to the KCDC Paper No. 5/2026.

67. **The Chairman** stated that to tie in with the work of the KCDC in 2026 to 2027, he had established the "Working Group on Building Management" (WGBM) in accordance with the stipulation of Order 84 of the Standing Orders, with the term of office until 31 December 2027. He also decided to extend the term of office of the "Working Group on Boosting Local Economy" (WGBLE) for one year to 31 December 2026.

68. **The Chairman** further stated that, in conjunction with the establishment of the WGBM, he had amended Order 86(1) of the Standing Orders and the terms of reference of the Social Services, Housing and Development Planning Committee" (SSHDPC). The Secretariat had sent the related documents to Members via email prior to the meeting and published these documents on the website of the KCDC.

69. In accordance with the stipulation of Order 71 and Order 72 of the Standing Orders, **the Chairman** announced the appointment of the following Members as Chairmen and Vice-chairmen of various committees and working groups:

- (i) **Mr PUN Kwok-wah** as the Chairman of the DFWC, **Mr LAM Pok** as the Vice-chairman;
- (ii) **Mr LAM Tak-shing** as the Chairman of the Food, Environment and Hygiene Committee, **Mr WONG Man-kong** as the Vice-chairman;
- (iii) **Mr TING Kin-wa** as the Chairman of the Community Involvement, Culture and Recreation Committee, **Mr CHEUNG King-fan** as the Vice-chairman;
- (iv) **Mr CHO Wui-hung** as the Chairman of the Traffic and Transport Committee, **Mr HE Huahan** as the Vice-chairman;
- (v) **Mr NG Po-keung** as the Chairman of the SSHDPC, **Ms FUNG Mo-kwan** as the Vice-chairman;
- (vi) **Ms Vivian WONG** as the Chairman of the WGBLE, **Mr LEE Chiu-yu** as the Vice-chairman;
- (vii) **Dr Rizwan ULLAH** as the Chairman of the Working Group on Planning Community Activities and Promoting District Council; and
- (viii) **Mr KWAN Ho-yeung** as the Chairman of the WGBM.

70. **The Chairman** stated that the term of office of the aforementioned Chairmen and Vice-chairmen, except for the WGBLE, was two years until 31 December 2027. In addition, the dates of the meetings for the DC and various committees in 2026 had been announced earlier. The first meeting of the WGBM would be held at 10:30 a.m. on 23 January 2026. Members of the WGBM were invited to set aside time to attend the meeting.

Item 7

Any Other Business

71. There being no other items raised by Members, **the Chairman** announced that the discussion on the agenda item be adjourned.

Item 8

Date of Next Meeting

72. **The Chairman** announced that the next meeting would be held at 2:30 p.m. on 31 March 2026 and the closing date for submission of papers would be 16 March 2026.

73. **The Chairman** adjourned the meeting at 5:00 p.m.

The minutes of this meeting were confirmed on 31 March 2026.

The Chairman

The Secretary

KCDC Secretariat
March 2026