

(Translation)

**Minutes of the 6th Meeting of the
7th Term Kwun Tong District Council (Full Council)**

Date: 7 November 2024 (Thursday)

Time: 2:30 p.m. – 5:35 p.m.

Venue: Conference Room, Kwun Tong District Office,
Unit 05-07, 20/F, Millennium City 6, 392 Kwun Tong Road,
Kwun Tong, Kowloon

Chairman

Mr HO Lap-ki, Denny, JP

Members

Mr YU Siu-lun

Mr YU Man, MH

Mr YU Ka-ming

Mr NG Sing-wah

Mr NG Ting-fung

Mr LUI Tung-hai, MH

Ms LEE Shuk-woon, Sophia

Mr LEE Ka-hang

Mr FONG Yat-kwan

Mr LAM Fung, MH

Mr LAM Wai

Ms KAM Kin

Mr OR Chong-shing, Wilson, MH

Mr HUNG Kam-in, MH

Mr MA Yat-chiu, MH

Mr CHEUNG Yiu-pan

Mr CHEUNG Pui-kong

Mr CHEUNG Ki-tang, MH

Ms LEUNG Sze-wan

Ms FU Pik-chun, MH

Mr HSU Yau-wai

Mr LIN Ho-man, MH

Mr CHAN Yiu-hung, Jimmy, MH

Mr TSANG Wing-fai

Ms CHING Hoi-yan

Ms FENG Yunsi

Mr WONG Chun-ping, MH, JP

Mr WONG Kai-san

Ms YU Juliana

Ms ZHAN Baoyu

Mr LAU Kar-wah

Mr AU YEUNG Kwan-nok

Ms CHU Lok-wai

Mr TANG Wing-chun

Mr CHENG Keung-fung

Mr LAI Wing-chun, MH

Mr KAN Ming-tung, MH

Mr TAM Siu-cheuk

Mr KWAN Kin-wing

Mr PANG Chi-sang

In attendance

Ms CHAN Wai-chun, Regina

Assistant District Officer (Kwun Tong)1

Mr CHEUNG Ka-long, Kelvin

Assistant District Officer (Kwun Tong)2

Mr KWAN Chung-yin, Louis	Deputy District Commander (Kwun Tong), Hong Kong Police Force
Ms TSE Tsui-yan	District Commander (Sau Mau Ping), Hong Kong Police Force
Ms LAM Sau-wah	Police Community Relations Officer, Kwun Tong District, Hong Kong Police Force
Mr TAM Man-hoi	Police Community Relations Officer, Sau Mau Ping District, Hong Kong Police Force
Mr LEE Ming-keung, Marco	Chief Engineer/East 2, Civil Engineering and Development Department
Mr LING Wai-kit, Ricky	Chief Manager/Management (Kowloon East), Housing Department
Mr LIU Kin-wai, Rick	Chief Transport Officer/Kowloon 2, Transport Department
Ms LAW Kit-nor	District Environmental Hygiene Superintendent (Kwun Tong), Food and Environmental Hygiene Department
Mr LEUNG Po-wah, Taddy	District Social Welfare Officer (Kwun Tong), Social Welfare Department
Ms CHEUNG Yee-mei, May	Chief Leisure Manager (Kowloon), Leisure and Cultural Services Department
Ms NG Kin-ching	District Leisure Manager (Kwun Tong), Leisure and Cultural Services Department
Ms SIU Sau-king, Michelle	Deputy District Leisure Manager (District Support) Kwun Tong, Leisure and Cultural Services Department
Miss CHOW Tak-sum, Amy	Senior Executive Officer (District Management), Kwun Tong District Office
Mr FUNG Chi-man, Tom	Senior Liaison Officer (1), Kwun Tong District Office
Miss YIK Wai-sze, Cecilia	Senior Liaison Officer (2), Kwun Tong District Office
Ms IP Yuk-mei, Eunice	Senior Liaison Officer (4), Kwun Tong District Office
Ms LAU Wai-Nor, Noreen	Liaison Officer-in-Charge (Building Management), Kwun Tong District Office
Ms HUI Po-yu, Bowie	Executive Officer I (District Council), Kwun Tong District Office

Secretary

Mr CHOW Lap-kan, Douglas Senior Executive Officer (District Council),
Kwun Tong District Office

In Attendance by Invitation

Dr Deacons YEUNG	Cluster Chief Executive, Kowloon East Cluster/ Hospital Chief Executive, United Christian Hospital	Item II
Dr Kevin FUNG	Senior Manager (Planning and Commissioning), United Christian Hospital	
Mr Benedict FU	General Manager (Administrative Services), United Christian Hospital	
Mr FUNG Wai-yan, Ryan	Senior Engineer/Kowloon District East (South), Transport Department	Item III
Dr ZHAO Quan	Acting Senior Environmental Protection Officer (Regional East)3, Environmental Protection Department	Items III & IV
Mr CHEUNG Kai-him, Matthew	Environmental Protection Officer (Regional East)32, Environmental Protection Department	
Mr KEUNG Pui-man	Acting Senior Marine Officer/Harbour Patrol Section (1), Marine Department	Item IV
Mr LAU Ho-mung	Acting Senior Marine Officer/Licensing & Port Formalities, Marine Department	
Mr NING Hok-Wai	Acting Senior Assistant Shipping Master/Harbour Patrol Section (1), Marine Department	

The Chairman welcomed all Members and government representatives to the 6th Full Council (“FC”) meeting under the 7th Term Kwun Tong District Council (“KTDC”).

2. The Chairman said that no applications for absence had been received from Members for this meeting.

Item I — Confirmation of Minutes of Last Meeting

3. The minutes of the 5th meeting were confirmed without amendment.

Item II – Progress of the Expansion of United Christian Hospital
(KTDC Paper No. 29/2024)

4. The Chairman welcomed Cluster Chief Executive of Kowloon East Cluster and Hospital Chief Executive of United Christian Hospital (“UCH”), along with Senior Manager (Planning and Commissioning) and General Manager (Administration Services) of UCH, to report to KTDC on the progress of UCH’s expansion project (“expansion project”).
5. The representatives of UCH presented the paper.
6. Members raised views and enquiries as follows:
 - 6.1 Ms Sophia LEE enquired about the exact completion date of the second phase of the expansion project and the timeline for the third phase. She mentioned that many nearby residents were concerned about when the expansion project would be completed and hoped that the direct access linking Hiu Lai Court and UCH could be completed and opened for public use as soon as possible.
 - 6.2 Mr CHEUNG Yiu-pan stated that the public strongly supported the expansion project, which, however, had been underway for nearly a decade. He hoped that UCH would strengthen communication with the contractor to quickly catch up on the delayed construction progress. He mentioned that residents of Kwun Tong District were concerned about the facilities and services provided by UCH, especially the accident and emergency department (“A&E department”) and wards. He anticipated that the expansion project would be completed expeditiously to meet the needs of the residents. On another note, he suggested that UCH utilise new technology to optimise patient waiting arrangements, such as developing a mobile application to inform members of the public waiting for non-emergency services in the A&E department of their consultation times, allowing them to arrange other schedules during their wait.
 - 6.3 Mr TSANG Wing-fai was concerned that the healthcare services provided by UCH and the number of patients seeking consultation would increase after the completion of the expansion project. He hoped that the hospital could properly manage lift zoning and provide clear directions so that patients could easily access different areas within the hospital. Additionally, he mentioned that there was frequent traffic congestion at UCH and was worried that the expansion project, once completed, would place an even greater burden on the area’s traffic. He also enquired whether UCH would add more visitor parking spaces.

- 6.4 Mr LEE Ka-hang enquired whether the newly established cancer centre at UCH would only accept new cases or also admit cancer patients from Kwun Tong District currently under treatment at Queen Elizabeth Hospital (“QEHP”). Additionally, he mentioned that UCH would set up a new entrance/exit at the junction of Hong Ning Road and Hip Wo Street. He believed that the traffic in that area would become busier. He hoped that the hospital would properly manage pedestrian and traffic flow. He indicated that many residents of Lok Wah Estate, including many elderly individuals, would walk along Hong Ning Road to UCH. Therefore, he hoped that the relevant departments could enhance the facilities along that road section.
- 6.5 Ms YU Juliana pointed out that with the ageing population in Hong Kong, there had been an increasing demand for public healthcare services. She was keen to know whether the Hospital Authority (“HA”) had reviewed the healthcare services provided by UCH based on the population estimates for Kwun Tong District. Additionally, she enquired about the increased service capacity of the A&E department at UCH after its expansion and how the waiting time for patients could be shortened. She hoped that the hospital would increase its healthcare staff in response to the expansion of the A&E department, actively retain staff, and enhance training for newly recruited healthcare staff. On the other hand, she asked whether UCH would be included in the Government’s Second Ten-year Hospital Development Plan (“HDP”).
- 6.6 Mr LUI Tung-hai stated that the progress of some parts of the expansion project fell short of public expectations. That said, he added that UCH should proceed with the expansion project while maintaining its hospital services, and that delays in some project items were understandable. He was concerned that the flow of people would increase after the expansion of UCH, and therefore hoped that the hospital would seriously conduct a traffic assessment and review the ancillary transport facilities near the hospital with the relevant departments as soon as possible. On the other hand, he mentioned the medical accidents that had occurred earlier in the hospital, such as the fall of a surgical light and the malfunctioning of medical devices. He urged UCH to strengthen the supervision of interior renovation works and electrical and mechanical installations. Additionally, he also hoped that the hospital would increase visitor parking spaces after its expansion and minimise the impact on leisure facilities for residents, such as Sau Nga Road Playground, during the planning of the works.
- 6.7 Mr Wilson OR pointed out that the population in Kwun Tong was continuously increasing, and the additional population from the Anderson housing projects would use the services of UCH. Therefore, he hoped that HA would include UCH in the

Second Ten-year HDP in response to the public's increasing demand for healthcare services at the hospital. On the other hand, he hoped that the Government would adopt a "single site, multiple use" approach to retain the playground next to UCH. Additionally, he mentioned recent incidents, such as construction accidents and labour disputes, expressing concern that the project might be delayed. Hence, he enquired about the specific measures UCH had in place to monitor the progress of the works. He also suggested that the hospital update the public more frequently on the progress of the expansion project through its website, printed newsletters and other channels.

- 6.8 Ms ZHAN Baoyu enquired whether the expansion part of UCH would be fully opened only after the completion of the entire project, or if different areas would be opened in phases for public use according to the completion progress of the works. Additionally, she mentioned that she had learnt earlier that the footbridge connecting Sau Mau Ping Road to UCH would be completed between the end of 2025 and early 2026. She enquired whether there had been any delays in the progress of the works.
- 6.9 Mr YU Siu-lun enquired about the exact completion date of the expansion project. Additionally, he pointed out that many patients had to wait for a long time in the hospital to receive their medications after consultations, which was very inconvenient. He suggested that UCH utilise smart machinery to increase the efficiency of dispensing medication and shorten the waiting time for patients to collect their medicines. On another note, he hoped that UCH would improve its ancillary transport facilities after the expansion, making it more convenient for members of the public to visit the hospital for consultations.
- 6.10 Mr MA Yat-chiu was concerned about the progress of the expansion project and the construction of the pedestrian walkways connecting Hiu Lai Court and Sau Ming Road Park to UCH. On the other hand, he mentioned that during the epidemic, the hospital had to accommodate some patients in hospital corridors and even external spaces due to an overwhelming number of patients seeking treatment. Therefore, he enquired whether UCH had reserved space and facilities to cope with a large influx of patients in the event of a severe epidemic or major medical incident.

7. The consolidated response from the representative of UCH was as follows:

- 7.1 Project progress: The hospital stated that the interior renovation works of the north wing of the newly built Block A was currently underway, with expected completion in the second half of 2025. The hospital was aiming to complete the works at Block R

in 2026. In the event of adverse weather conditions or insufficient labour, the hospital would strengthen communication with the contractors to ensure that the projects could be completed on schedule.

- 7.2 Arrangements for opening facilities after the expansion: The hospital would open different areas and facilities for public use in phases, according to the completion progress of individual expansion works. Currently, UCH's specialist outpatient department had only 81 consultation rooms, while the outpatient department in the expanded Block A was set to have 180 consultation rooms. The hospital would first arrange for some specialist outpatient services to be relocated to the new building in order to increase the capacity of its specialist outpatient services.
- 7.3 Walkways connecting to the hospital: The hospital stated that after the completion of the second phase of the expansion project, residents would be able to walk from Hiu Lai Court along the road to the newly added entrance/exit within the UCH area. As for the walkway connecting to Sau Mau Ping Road, the hospital indicated that the relevant works would be included in the third phase of the expansion project, and would be carried out concurrently with the refurbishment and improvement works of Blocks S, P and K.
- 7.4 Services provided after the expansion: The hospital indicated that upon the completion of the expansion project, the area of the A&E department would be increased, and the ambulance arrangements would then be reviewed. As for the number of beds, the current number of about 1 500 beds would be increased by around 560, including both inpatient and day-ward beds, thereby significantly enhancing the hospital's service capacity. The hospital added that like other hospitals under HA, UCH was committed to developing the day hospital service model. For instance, the hospital had initiated day services for orthopaedic emergencies, aiming to reduce the treatment duration from three to four days of hospitalisation to just one day. This allowed patients to rest at home after treatment and return to the hospital for follow-up if necessary.
- 7.5 Waiting for treatment at the A&E department: The hospital noted Members' suggestions and stated that the waiting management system for all A&E departments was uniformly arranged by HA and applied to its affiliated A&E departments.
- 7.6 Cancer centre: The hospital revealed that UCH would install two computed tomography simulators to locate cancer cells and five additional radiotherapy machines to provide radiation therapy services in the future. Cancer patients in Kwun Tong

District could choose to continue treatment at QEH or transfer to UCH for treatment.

- 7.7 Shortage of healthcare staff: The hospital indicated that HA had conducted a global recruitment exercise for doctors. At present, there were 25 overseas doctors in the Kowloon East Cluster, with 18 of them working at UCH. Additionally, eight more overseas doctors were set to join UCH later. The hospital needed to provide living support for the overseas doctors recruited to work in Hong Kong, such as assisting them in arranging schooling for their children, which made the recruitment process time-consuming.
- 7.8 Medical safety issues: The hospital indicated that it had strengthened safety training and required doctors to pass relevant training and assessments. Additionally, the hospital had established a Hospital Safety Committee, which involved different service units in joint monitoring to identify potential safety hazards at an early stage.
- 7.9 Playground next to UCH: The hospital noted the Government's plan to reserve the playground next to UCH for the hospital's expansion purposes. It hoped that the Legislative Council ("LegCo") would later approve the inclusion of the expansion project in the Second Ten-year HDP.
- 7.10 Medication collection arrangements: The hospital explained that most patients could collect their medication and leave within two hours after registering for consultation. Additionally, HA would explore the establishment of community pharmacies in each district to arrange medication delivery services for community patients.
- 7.11 Issue of traffic congestion: The hospital pointed out that the busy traffic was due to the expansion works and the fact that UCH currently had only one entrance/exit on Sau Nga Road, combined with the high volume of vehicles, including minibuses, taxis, rehabuses, and construction vehicles, using the area. Although the hospital had strengthened arrangements for security personnel to maintain traffic order, there were still many private cars and trucks parking there, causing obstruction. After the completion of the expansion project, UCH would set up designated taxi and minibus stands and a roundabout, while also extending the pick-up and drop-off area. Additionally, the hospital would establish another entrance/exit on Hip Wo Street, hoping that the dual entrance/exit design would facilitate vehicle turnaround and diversion, thereby alleviating traffic congestion.
- 7.12 Visitor parking arrangements: The hospital stated that UCH opened visitor parking

spaces to the public after 6 p.m. to facilitate their visits to patients. The hospital would review the arrangements for opening visitor parking spaces after the expansion project.

8. Members then raised views and enquiries as follows:

8.1 Mr CHENG Keung-fung hoped that UCH would promptly open the new entrance/exit on Hip Wo Street and other transport facilities to cope with the increased flow of people and vehicles. Additionally, he suggested that the hospital step up publicity on the expansion project through information technology and community promotion, making it easier for the public to identify the expanded parts of the hospital.

8.2 Mr KAN Ming-tung stated that currently, members of the public primarily took green minibus (“GMB”) route nos. 76A and 76B or buses to UCH. The minibuses picked up and dropped off passengers on the roads inside the hospital, while buses did so on the roads outside the hospital. He hoped that the hospital could improve the design of the nearby roads to allow electric single-decker buses to pick up and drop off passengers on the roads inside the hospital, enabling members of the public to use more environmentally friendly transport means to reach the hospital. He also mentioned bus route no. 14H, which connected multiple locations in Kwun Tong District, such as Yau Tong, Lam Tin, Kwun Tong Town Centre and Sze Shun, to UCH. He added that many residents of Kwun Tong District took this bus route to the hospital and hoped that the bus company and other public transport operators could provide similar services to cope with the increased flow of people after the hospital’s expansion.

8.3 Mr WONG Chun-ping was concerned about the alignment of the footbridge connecting Sau Mau Ping Road to Block S of UCH. He mentioned that he had suggested to the hospital that the footbridge should start from the amphitheatre next to Sau Ming Road Park. However, the hospital earlier did not provide specific details about the footbridge alignment. He noted that the construction of the footbridge was part of the third phase of the expansion project and recommended that the works commence as soon as possible so that residents of Anderson and Sau Mau Ping could use the footbridge to directly reach UCH.

8.4 Ms FU Pik-chun praised the healthcare and other staff members of UCH for serving the residents of Kwun Tong District with professionalism and compassion. She hoped that the expansion project would be completed as soon as possible, so that the hospital could increase the supply of beds and the capacity of specialist services such

as orthopaedics.

- 8.5 Mr CHEUNG Pui-king expressed his support for the expansion project, hoping that UCH could enhance its services after the expansion, such as establishing a cancer centre. He hoped that the expansion project could be completed promptly and enquired about how many additional healthcare staff members would be needed in specialist services and the A&E department to cope with the increased services after the expansion.
- 8.6 Mr CHEUNG Ki-tang was concerned about the progress of the expansion project. He enquired about how much the waiting time for patients to receive specialist services could be reduced after the expansion of UCH. Additionally, he mentioned that HA encouraged the public to visit the A&E department only when there were confirmed urgent medical needs. He asked whether this had helped alleviate the service pressure on the A&E department. He also enquired about how much the area and service capacity of the A&E department would increase after the expansion. On another note, he hoped that the Transport Department (“TD”) would review whether public transport services to the hospital from different areas needed additional routes or increased frequency in response to the increased service capacity of UCH after the expansion.
- 8.7 Mr HUNG Kam-in indicated that there was a strong demand for public healthcare services among grassroots and elderly residents in Kwun Tong District. Therefore, it was highly anticipated that UCH’s expansion project would be completed expeditiously to increase its service capacity and shorten the waiting time for A&E or outpatient services. Additionally, he hoped that the hospital would strengthen its collaboration with district councillors, Care Teams and community groups, such as arranging hospital tours and service briefings, to forge closer ties with the community. On the other hand, he suggested the hospital enhance pedestrian connectivity with nearby residential areas, such as Sau Mau Ping, Po Tat Estate, On Tai Estate and On Tat Estate, to encourage residents to walk to the hospital, thereby reducing the load on the roads near the hospital.
- 8.8 Ms FENG Yunsi enquired about how much the service capacity of the A&E department at UCH could be increased after the expansion. On the other hand, she mentioned that many residents of Kwun Tong District were currently seeking treatment at the day service centre of Tseung Kwan O Hospital. She asked whether these residents could be transferred to the day service centre of UCH for treatment after the completion of the expansion project. She wished to know how UCH would coordinate various

services with other hospitals in the same cluster after the expansion.

8.9 Ms LEUNG Sze-wan mentioned that the New Acute Hospital (“NAH”) in the Kai Tak Development Area would be put into service. She indicated that its location was closer to the residential areas of Kwun Tong West compared to UCH. Noting that the services of UCH were nearing saturation, she hoped that HA would consider sending residents of Kwun Tong West seeking emergency services to NAH for treatment.

8.10 Mr WONG Kai-san expressed his support for the expansion project. However, he hoped that the hospital would correspondingly increase its healthcare staff so that it could accept more new cases and shorten the waiting time for patients to receive A&E, specialist outpatient, or other services. He also suggested that the hospital step up publicity to the public and communicate with different stakeholders, such as holding seminars or providing outreach services.

9. The consolidated response from the representatives of UCH was as follows:

9.1 Healthcare services for chronic diseases: The hospital stated that there were many patients with chronic diseases in Hong Kong who needed to visit hospitals regularly for consultation and medication, indicating a strong demand for such services. HA had established nurse clinics to strengthen the role of nurses in providing treatment services for these patients. Additionally, it also collaborated with the Government’s ongoing primary healthcare initiative to enhance communication between hospital specialists and primary healthcare doctors, encouraging patients to seek treatment from primary healthcare doctors so as to reduce the number of follow-up hospital consultations. The hospital indicated that in October this year, it had established communication channels with local private doctors and had been collaborating with them on a trial basis. Both parties could communicate about diagnosed conditions and discuss whether the relevant patients should receive treatment from private doctors or public hospitals. The hospital hoped that the above new healthcare model would reduce the number of follow-up hospital consultations and increase the efficiency of healthcare services.

9.2 Provision of healthcare services by the hospital to residents of other districts: The hospital stated that HA did not restrict public hospitals to providing healthcare services solely to residents of their respective districts. For instance, UCH also provided specialist and emergency medical services to residents living outside Kwun Tong District.

- 9.3 Ambulance services: The hospital indicated that UCH and NAH had communicated with the Fire Services Department (“FSD”) regarding the ambulance service arrangements. FSD would also arrange for ambulances to trial the relevant routes and would use professional judgement to determine which A&E department the ambulances should transport patients to.
- 9.4 Outreach services: The hospital expressed willingness to discuss collaboration with non-governmental organisations or Care Teams to provide outreach services.
- 9.5 Increased service capacity of the expanded A&E department: The hospital stated that patients treated in the A&E department could be categorised into five levels: critical, emergency, urgent, semi-urgent, and non-urgent, in order from Priority 1 to 5. Hospitals under HA, including UCH, were capable of handling Priority 1 to 3 emergencies according to international standards. Specifically, Priority 1 cases could receive immediate treatment, Priority 2 cases within 15 minutes, and Priority 3 cases within 30 minutes. For Priority 4 and 5 cases, treatment was provided within approximately four hours. The expanded UCH would add five consultation rooms in the A&E department and correspondingly increase healthcare staff to expedite the treatment of emergency cases and reduce patient waiting times.
- 9.6 Arrangements for opening facilities after the expansion: The hospital planned to relocate some specialist outpatient services to the new building first and to concurrently open the new entrance/exit on Hip Wo Street when the new building was opened. The hospital would work with TD to monitor the traffic conditions in the area to ensure smooth traffic on the roads on Hip Wo Street.
- 9.7 Hospital signage: The hospital stated that it would design signs that were easy for the elderly to see, clearly directing them to different locations in the hospital. Additionally, the hospital would install electronic interactive signage facilities, and deploy additional security personnel and volunteers during the initial phase of operation following the expansion to assist the elderly in finding their destinations in the hospital.
- 9.8 Hospital connectivity: The hospital indicated that the infrastructure and works division of HA had been in close communication with the Highways Department (“HyD”) and Lands Department (“LandsD”) regarding the access linking Sau Mau Ping Road and UCH. It was tentatively planned to build a lift tower at the location where Sau Mau

Ping Road connected to the hospital. The public could take the lift from Sau Mau Ping Road to the UCH area and then walk to Block S.

9.9 Traffic flow issue: The hospital hoped that once the entrances and exits on Sau Nga Road and Hip Wo Street were opened, along with the establishment of a roundabout in the hospital area, vehicles would be able to turn around inside the hospital, resulting in smoother traffic flow. The hospital would also continue closely monitoring the situation.

10. The supplementary response from the representative of TD was as follows:

10.1 Minibus services: TD mentioned that there were currently several GMB routes that could travel directly to and from UCH. Due to the ongoing expansion works, the traffic lanes within the hospital area needed to be adjusted from time to time, and the traffic volume was also very high. Additionally, some vehicles directly picked up and dropped off passengers, or loaded and unloaded goods, on these lanes, causing congestion. As a result, GMB service to and from the hospital was affected. The department would review the service with the GMB operator to maintain the stability of the service frequency.

10.2 Bus services: TD stated that it would continue to review the bus services around UCH. For instance, it had arranged to increase the frequency of KMB route no. 14H, which connected the hospital to various locations in Kwun Tong District, making it more convenient for the public to travel to and from the hospital during noon and evening visiting hours.

11. Members then raised views and enquiries as follows:

11.1 Mr LAM Wai commended the “HA GO” mobile application for facilitating hospital service appointments for members of the public, especially the elderly. However, he relayed that many elderly people transported by ambulance to the A&E department for non-emergency medical services were not informed about the waiting time required. As a result, some left the hospital on their own during the wait. He hoped that hospitals could inform residents waiting for non-emergency services in the A&E department about the required waiting time so that they could arrange their schedules accordingly. Additionally, he hoped that the hospital could later provide a detailed transportation map to help Members understand the transportation network after the hospital’s expansion.

- 11.2 Ms CHU Lok-wai mentioned that many people seeking medical consultation at UCH were new arrivals. Among them, some did not speak Cantonese and might not be able to comprehend the hospital's broadcast messages. Therefore, she suggested that the hospital add Mandarin broadcasts to help these individuals understand the relevant instructions.
- 11.3 Mr YU Man enquired about the exact opening date of the specialist outpatient services after the expansion of the north wing of Block A of UCH.
- 11.4 Ms Sophia LEE noted that the works at Blocks A and R of UCH would be completed in the second half of 2025 and 2026, respectively. She enquired about the commencement and completion dates of the refurbishment and improvement works of Blocks S, P and K in the third phase of the expansion project. Additionally, she mentioned that the Second Ten-year HDP might include the use of Sau Nga Road Playground for the expansion works of UCH. She hoped that the relevant departments would consult nearby residents about the project and minimise the impact on them, such as construction noise and leisure facilities. On the other hand, she enquired whether the access from Hiu Lai Court to UCH could also be opened when Block R was put into use in 2026.

12. The consolidated response from the representatives of UCH was as follows:

- 12.1 "HA GO" mobile application: The hospital indicated that HA would continuously enhance the services of the "HA GO" mobile application.
- 12.2 Specialist outpatient services of Block A: The hospital stated that the specialist outpatient services involved setting up infection control testing facilities to check whether individuals entering and exiting the clinic were infected. The related works were expected to take approximately three to six months. The hospital would complete the project as soon as possible while maintaining specialist outpatient services during the construction period.
- 12.3 Access connecting to Hiu Lai Court: The hospital mentioned that it would continue to closely monitor the progress of the project and its commissioning timeline.
- 12.4 Playground adjacent to UCH: The hospital stated that if LegCo approved the use of the playground next to UCH for hospital expansion purposes in the future, it would

discuss with the relevant departments how to increase the space for hospital services at the site while maintaining leisure facilities for the community.

13. The meeting noted the paper.

Item III — Follow-up on Studying Issues of Concern in the District
(KTDC Paper No. 30/2024)

14. The Chairman presented the paper.

15. The Chairman stated that according to the District Councils Ordinance, the functions of KTDC included collecting the views of the people in Kwun Tong District in respect of an issue specified by the Chairman of the District Council, and submitting to the Government a summary of the views collected and the suggested corresponding measures. At an earlier FC meeting, Members had collected views and proposed corresponding measures regarding the traffic situation in Kwun Tong District, the Mass Transit System (“MTS”) in East Kowloon and ancillary transport facilities, among other issues. The responses from the relevant government departments to the above views and suggestions were detailed in the paper.

16. The Chairman welcomed Acting Senior Environmental Protection Officer (Regional East)³ and Environmental Protection Officer (Regional East)³² of the Environmental Protection Department (“EPD”), as well as Senior Engineer/Kowloon District East (South) of TD, to attend the meeting to assist in discussing the above issues.

17. Members raised views and enquiries as follows:

17.1 Mr KAN Ming-tung hoped that the Lam Tin North Station would be included in the MTS project to facilitate travel for residents in the uphill areas of Lam Tin.

17.2 Mr TAM Siu-cheuk (i) praised TD for actively following up on the ancillary transport facilities for the Light Public Housing (“LPH”) and transitional housing at Choi Hing Road by adding GMB routes for the area before the population intake of the transitional housing and the completion of the LPH; (ii) suggested building a lift at the long staircase next to the LPH and transitional housing at Choi Hing Road to facilitate travel for residents in the area. He hoped that TD and HyD would actively follow up on these suggestions.

- 17.3 Ms FU Pik-chun was concerned about the progress of the Civil Engineering and Development Department (“CEDD”)’s road widening works on New Clear Water Bay Road. She expressed dissatisfaction that the project had been delayed for nearly a year and was understood to be completed only by the first quarter of the following year. She added that CEDD undertook the New Clear Water Bay Road widening works to accommodate the increased population from the successive completion of On Tai Estate, On Tat Estate and new housing projects on Anderson Road. However, the repeated delays in the project had caused frequent traffic congestion on the relevant road section. On the morning of the meeting, there was even a traffic paralysis, forcing residents travelling by bus from Sze Shun to Choi Hung MTR Station to get off and walk instead, which put them in a very awkward spot. She urged CEDD to catch up on the progress to complete the road widening project as soon as possible and resolve the traffic congestion issue in the area.
- 17.4 Mr MA Yat-chiu mentioned the proposed construction of a lift and pedestrian walkway system on Kung Lok Road. He stated that the proposal was put forward in 2007 and its advance works had been completed. However, he enquired why it still took one year until the third quarter of 2025 for gazetting. He hoped that the relevant departments would expedite the process. On the other hand, he pointed out that he agreed to replace the previous plan “Lift and Pedestrian Walkway at Luen On Street” with the new plan “Lift and Pedestrian Walkway at Kung Lok Road” but disagreed with permanently shelving the former proposal, as there might be redevelopment plans or an increase in population in the future in Kwun Tong uphill areas, which might require restarting the previous plan. Additionally, he mentioned that the proposal to build the uphill system from Kung Lok Road to Hong Lee Road was under the purview of TD. He added that the proposal was put forward by the then Commissioner for Transport at a KTDC meeting in 2018, but regrettably had remained shelved until now. He hoped the relevant departments would actively follow up on this proposal to expedite the commencement of this livelihood improvement project.
- 17.5 Mr HSU Yau-wai hoped that HyD would regularly report the progress of MTS to KTDC, consult residents on the project’s alignment and connecting facilities, and conduct site inspections. He mentioned that with the forthcoming population intake of the housing projects on Anderson Road, such as On Sau Court, it was anticipated that the traffic burden in the area would increase. He hoped that the project would commence as soon as possible.
- 17.6 Mr TSANG Wing-fai (i) pointed out that as the housing projects on Anderson Road

would be ready for intake soon, the tender exercises for the bus routes there had earlier been completed. He hoped that the relevant bus routes would be put into service as soon as possible, allowing residents in downhill areas to use them first; (ii) indicated that residents of On Tai Estate had been striving for a bus route to Hong Kong Island West via the estate. He pointed out that there was already a bus route from Sze Shun to Hong Kong Island West and in the future, housing projects on Anderson Road would also have a bus route to Hong Kong Island West via On Tat Estate but On Tai Estate would not benefit. He hoped that TD would review the bus alignment in the area and explore ways to facilitate residents of On Tai Estate in taking buses to Hong Kong Island West; (iii) mentioned the traffic congestion issue on Lee On Road near Shun Lee Disciplined Services Quarters. He added that traffic queues often extended to Shun Tin Estate during the morning peak hours. He explained that many students used the zebra crossing outside the quarters, causing a continuous standstill of vehicles there. He suggested that the relevant departments, such as TD and the Hong Kong Police Force (“HKPF”), coordinate with the Road Safety Patrol or other uniformed groups to assist in pedestrian diversion there during peak traffic hours to alleviate traffic congestion.

- 17.7 Mr PANG Chi-sang (i) stated that many elderly and wheelchair users residing near Pik Wan Road encountered difficulties when travelling to the Lam Tin MTR Station. Therefore, he hoped that HyD would establish the Lam Tin North Station as part of the MTS system to facilitate travel for mobility impaired persons; (ii) noted that the Yau Tong Station of MTS might be located near Lei Yue Mun Road, which was quite far from the current Yau Tong MTR Station, with many buildings constructed between the two locations. He was concerned about how to connect the two stations in a barrier-free manner so that residents using MTS could conveniently reach the existing MTR stations; (iii) enquired whether the number of parking spaces in Kwun Tong District had decreased over the past five years, including temporary or permanent car parks and what measures TD had in place to increase the supply of parking spaces. He hoped that TD would not only increase motorcycle parking spaces but also actively enhance the supply of parking spaces for other types of vehicles; (iv) mentioned that TD stated it would monitor the frequency of GMB and bus services, but according to his observations, there had been frequent lost trips in the GMB service from Yau Tong to UCH, and the GMB route from Yau Tong to Laguna City also had low frequency. He earnestly requested that TD strengthen its supervision of the performance of GMB operators.

18. The representative of TD responded to Members’ views and enquiries as follows:

- 18.1 Hillside escalator links and elevator systems (“HEL”): TD stated that the project cost of HEL was relatively high. The Government was orderly advancing the priority projects selected earlier according to the newly revised assessment mechanism for HEL proposals, including HEL on Kung Lok Road. The Government would review the proposal and other options for HEL in due course, appropriately adjusting the implementation progress to study whether the relevant projects could be carried out according to priority. TD would report the relevant progress to KTDC in a timely manner.
- 18.2 Parking spaces in the district: TD stated that it had been committed to increasing roadside parking spaces, especially by adding a significant number of nighttime parking spaces for commercial vehicles in the Kwun Tong Business Area, with approximately 60 spaces added over the past five years. Additionally, for any new development or redevelopment project, the department would require the project to provide a corresponding number of parking spaces. During the construction period of development projects that resulted in a reduction of parking spaces, the department would closely monitor nearby car parks to see if there were any remaining spaces that could be temporarily used as a substitute.
- 18.3 Traffic congestion issue on Lee On Road: TD would conduct a traffic survey on Lee On Road. After comparing pedestrian and vehicle flow, it would consider the proposal to convert the existing zebra crossing into a traffic light.
- 18.4 Transport services in Kwun Tong uphill areas: TD arranged to increase the frequency of bus route no. 14H plying to and from UCH. Additionally, it increased the frequency of bus route no. 14D after the school term started to meet the transportation needs of students and the public.
- 18.5 Bus service between On Tai Estate and Hong Kong Island West: TD understood Members’ concern about the bus route on Anderson Road and hoped that the route could be put into service soon to benefit the downhill areas as well. According to the current design of the bus route alignment, the bus route would pass through the vicinity of On Tai Estate, with the possibility of establishing stops nearby. TD understood that residents hoped the route could expand its service area to different locations in the estate, making it more convenient for residents to take the bus route to Hong Kong Island West. The department stated that it would discuss improvements to the bus service with the bus company in a timely manner to meet the needs of the residents.

- 18.6 GMB service level: TD understood that the GMB service to and from UCH was occasionally affected by road conditions, especially when there were obstructions on Sau Nga Road, leading to unstable service frequency. However, TD considered it unacceptable for the service to be interrupted for more than an hour. The department would re-examine the service situation and take appropriate follow-up actions.
- 18.7 Bus service level: TD stated that it would closely monitor the situation and continue to adjust the service frequency with the bus company as resources permitted. TD also expressed gratitude to Members for referring cases where residents had difficulty boarding individual routes, allowing the department to follow up with the bus company.
19. The representative of CEDD responded to Members' views and enquiries as follows:
- 19.1 New Clear Water Bay Road widening works: CEDD stated that it had optimised the project design, increased manpower, deployed additional sets of machinery at different locations of each construction site, and closely monitored every detail of the project to expedite the works progress. The department mentioned that it had previously encountered various issues, including deeper-than-expected rock layers, unrecorded underground utilities, adverse weather conditions, and the epidemic, all of which significantly affected the project's progress. That said, CEDD was committed to completing the project as soon as possible. The department added that the content and purpose of the project were primarily to widen a slip road from Shun Lee Tsuen Road to New Clear Water Bay Road towards the hillside. This was to ensure that it would not obstruct the traffic flow and speed toward Choi Hung on the original New Clear Water Bay Road and to align with the population intake timetable for the housing projects in Anderson Road New Development Area ("NDA"), which would start in the first quarter of 2025 at the earliest. In other words, the road widening project did not reduce the number of lanes or slow down the traffic towards Choi Hung during peak traffic hours.
- (Post-meeting note: CEDD indicated that according to the traffic accident records of the relevant department, the traffic paralysis on New Clear Water Bay Road mentioned by Members in the morning of 7 November was caused by a traffic accident on an upstream section that completely blocked the lanes.)
- 19.2 Anderson Road NDA projects: CEDD stated that a road tunnel connecting Anderson Road NDA to Po Lam Road was opened on 2 November, along with a signal-

controlled junction, allowing direct access from Anderson Road NDA to Po Lam Road without the need to go through On Sau Road. CEDD was committed to completing the improvement facilities surrounding Anderson Road as soon as possible. Additionally, the department mentioned that following the completion and opening of two sets of pedestrian connectivity facilities in May this year, it was anticipated that the remaining four sets of pedestrian connectivity facilities for the Anderson Road Quarry Development project would be completed in the fourth quarter of this year. Members would then be invited to conduct site inspections and provide feedback before the pedestrian connectivity facilities were opened, with the aim of ensuring smoother operations upon their commissioning.

20. Members raised follow-up views and enquiries as follows:

20.1 Ms Sophia LEE pointed out that there were bus stops next to the up and down lanes of Hiu Kwong Street near Hiu Lai Court. Despite the presence of a pedestrian crossing in front of the bus stops, many residents directly crossed the road upon seeing a bus arrive on the opposite side, creating dangerous situations. TD responded that it would work with HyD to erect warning signs stating “Please Do Not Cross Here” on the footpath outside Hiu Kwong Street to remind residents to use the proper pedestrian crossing facilities. It also requested the police to strengthen patrols and crack down on jaywalking. Once these measures were implemented, TD would review their effectiveness. She hoped that HKPF would issue warnings or advice to those jaywalking at that location to ensure their safety.

(Post-meeting note: TD and HyD would install the warning signs on Hiu Kwong Street. The project was expected to commence and be completed in the second quarter of 2025.)

20.2 Mr LAM Wai praised TD for its multiple inspections of the traffic improvement works in Kwun Tong North. On the other hand, he (i) mentioned that he had personally waited for bus route no. 13S or 213 at locations such as Po Tat Estate and Sau Mau Ping. Despite being only two to three stops away from the bus terminus, he waited for more than 20 minutes without a bus arriving. He enquired with the bus company about the above situation but did not receive a satisfactory response. He hoped that TD would seriously monitor whether there were any lost trips on the bus routes to prevent residents from being unable to plan their waiting time; (ii) hoped that TD and other government departments, as well as bus companies, would handle residents’ demands fairly. Regarding the bus route plying between Kwun Tong North and Hong

Kong Island West, he understood the bus companies' need to consider journey time and profitability. However, when residents requested improvements in bus services, the bus companies always used various reasons to justify and shirk responsibility. On the other hand, the bus companies asked Members to support their profit-increasing proposals, such as setting up parcel lockers at bus stops. He believed that when residents benefited, the bus companies would also benefit and therefore, the bus companies should review how to make it more convenient for residents to use bus services; (iii) pointed out that a government site on On Sau Road had been resumed earlier by LandsD for development purposes but had been left vacant for six months without any construction works. He hoped that government departments could use resources more flexibly, such as considering setting up temporary car parks on vacant sites; (iv) hoped that HyD would accept more suggestions from Members on MTS to enhance its effectiveness and benefit residents.

- 20.3 Ms ZHAN Baoyu expressed her views on the transportation in Kwun Tong North. She (i) pointed out that currently, there was only one bus route, no. 11X, plying between On Tat Estate and Kwun Tong Town Centre with a headway of about 20 minutes. There were no GMB routes connecting the two places. As a result, transportation from On Tat Estate to Kwun Tong Town Centre was very inconvenient during the morning peak hours for work and school. She noted that KTDC of the previous term had consistently raised this issue to TD and hoped for a response from the department on how improvements would be made; (ii) mentioned GMB route no. 60, which ran between Shun Tin Estate and Lam Tin, and stated that she had previously raised at meetings the issue of residents experiencing long waiting times for this route, but the situation had not improved to date. She requested TD to actively follow up on this matter; (iii) stated that although Shun Tin Estate was not far from UCH, many elderly residents in the estate needed to take public transportation to the hospital, which was inconvenient and time-consuming. Therefore, she enquired about when the footbridge connecting UCH to nearby areas would be opened to facilitate residents' travel to and from the hospital. She noted that TD replied in the paper that residents could use the bus stop in front of Ning Po No. 2 College to take bus routes to different destinations. That said, she believed that an early completion of the connecting footbridge would make it more convenient for residents from different locations to travel to and from UCH.
- 20.4 Mr WONG Kai-san (i) agreed that the alignment of MTS should connect with existing MTR stations. Taking Yau Tong as an example, he pointed out that future projects such as public housing and a polyclinic would be completed on Ko Chiu Road. It

was understood that the Yau Tong Station of MTS would be located near Lei Yue Mun Road. If it could connect to the existing Yau Tong MTR Station, it would enhance the effectiveness of the entire MTS; (ii) mentioned that bus route no. 14D had a similar alignment to MTS but currently only provided one to two trips during morning peak hours. He suggested that TD study the possibility of changing this route to a full-day service to strengthen feeder bus services for uphill and downhill areas; (iii) stated that there was a shortage of motorcycle parking spaces in Yau Tong and hoped that TD would expeditiously identify suitable locations and consider the locations suggested earlier by Members to increase the supply of motorcycle parking spaces; (iv) deemed that the GMB service to and from UCH was unsatisfactory. Therefore, he enquired whether TD had any method to deal with operators whose service consistently fell short of standards, such as implementing a penalty mechanism or introducing other capable operators to replace them, so that operators would understand that the service was not monopolised, which hopefully would help improve service quality.

20.5 Ms FU Pik-chun stressed that New Clear Water Bay Road was the main external transportation route for Sze Shun area. The road widening works had been repeatedly delayed, with completion pushed back to the first quarter of next year, significantly affecting residents. She hoped that the relevant departments would supervise the works to ensure its timely completion.

21. The representative of CEDD responded to Members' views and enquiries as follows:

21.1 New Clear Water Bay Road widening works: CEDD stated that at the working level, its staff held weekly meetings with the contractor, and senior personnel from both sides met every two weeks to closely monitor the project's status and progress. The department urged the contractor to allocate appropriate resources and machinery, as well as to make corresponding traffic arrangements. It was explained that the project encountered delays due to the need to extend the piles, which was caused by deeper-than-expected rock layers, compounded by unrecorded underground utilities, as well as the epidemic and adverse weather conditions experienced during previous construction phases. The department indicated that all rock breaking and pile installation steps had been completed, and more than 80% of the retaining wall construction works had been finished. The department would continue to maintain close liaison with the contractor at various levels and intensify efforts to monitor its resource utilisation and progress, with a view to completing the project as soon as possible.

22. The representative of TD responded to Members' views and enquiries as follows:

22.1 Transportation in Kwun Tong North: TD indicated that the frequency of some bus routes to and from Kwun Tong North was not very high. For instance, bus route no. 11X had a headway of about 20 minutes, and the frequency of the two bus routes from Shun Tin Estate to UCH was also relatively low with a headway of about 15 to 25 minutes. Understanding that many elderly residents chose to take buses, the department had maintained communication with UCH to stay updated on the progress of the hospital's project and to coordinate transport arrangements accordingly. On the other hand, the department would discuss the frequencies of the relevant bus routes with the bus company and make adjustments based on demand. For instance, the department would review how the frequencies of bus route nos. 23 and 26M plying between Sze Shun and UCH could alternate to provide more convenient bus services for residents.

22.2 Bus frequency: TD understood that there was room for improvement in the accuracy of the bus arrival time prediction system. Additionally, some bus station staff did not update the system information in a timely manner regarding driver absences or bus delays due to road conditions. As a result, passengers were unable to accurately predict bus arrival times. The above situation occurred not only in Kwun Tong North but also in other areas. The department had requested the bus company to update the system and replace manual data entry with automated methods as far as possible to enhance the system's accuracy. The department would discuss with the bus company how to improve the related services in due course.

22.3 Bus stop facilities: TD stated that it would request bus companies to provide various passenger-friendly facilities as far as possible to improve the waiting environment for passengers. Meanwhile, the bus companies would also request the installation of facilities that could increase their revenue. The department had maintained communication with the bus companies, and, under the premise of ensuring the quality of bus services, allowed them to install additional facilities to increase revenue, thereby reducing the pressure to increase fares.

22.4 GMB service level: TD would review the service levels of individual GMB routes to determine whether the issues were persistent. Concerning the GMB service to UCH, the department explained that frequent congestion on the roads near UCH, coupled with the operator's difficulties in recruiting drivers, contributed to the problems. The department indicated that the GMB operator would introduce drivers through the

labour importation scheme. It was anticipated that drivers would complete their training gradually from the end of this year to early next year, allowing them to commence service and help alleviate the manpower shortage issue.

22.5 Bus route no. 14D: TD would review the demand for bus route no. 14D during peak hours with the bus company to consider adjusting the frequency or extending service hours.

22.6 Motorcycle parking spaces: TD was willing to maintain communication with Members regarding possible locations for additional motorcycle parking spaces in Yau Tong.

22.7 Transportation connecting On Tat Estate and On Tai Estate to Kwun Tong Town Centre: TD explained that the traffic around Kwun Tong MTR Station and Kwun Tong Road had been very busy in the past. To avoid aggravating the traffic congestion in Kwun Tong Town Centre, the short-haul feeder services in the On Tat Estate area were connected to Lam Tin MTR Station during the planning of bus routes in earlier years. This routing avoided busy roads, reduced journey time and improved the stability of bus services. TD was aware that traffic conditions around Kwun Tong Town Centre had improved in recent years and was considering increasing the frequency of relevant public transport services. That said, TD also needed to carefully balance the traffic load around Kwun Tong Road to avoid affecting the traffic in other areas, such as the Eastern Harbour Crossing, Kowloon Bay, and Choi Hung.

23. The Chairman concluded that KTDC was concerned about the transportation in Kwun Tong District and would continue to follow up on this item in the council, including requesting relevant departments to respond to Members' views and to attend future meetings to assist in discussions. Additionally, the Chairman stated that apart from the FC and committee meetings of KTDC, issues of concern to Members would also be followed up in the District Management Committee ("DMC").

24. The meeting noted the paper.

Item IV - Discussion on Environmental Problems Caused by the Concrete Batching Plants in Yau Tong

25. The Chairman welcomed Acting Senior Environmental Protection Officer (Regional East)³ and Environmental Protection Officer (Regional East)³² of EPD; along with Acting Senior Marine Officer/Harbour Patrol Section (1), Acting Senior Marine Officer/Licensing & Port Formalities, and

Acting Senior Assistant Shipping Master/Harbour Patrol Section (1) of the Marine Department (“MD”) to the meeting. They reported to KTDC on the latest situation regarding the environmental pollution problems caused by the concrete batching plants (“CBPs”) in Yau Tong.

26. The Chairman stated that KTDC had discussed the environmental pollution problems caused by the CBPs in Yau Tong in the FC meeting held in September. Since relevant issues had affected the environmental hygiene in Kwun Tong District, Members were very concerned about the issues and hence agreed to continue following up on them at this FC meeting.

27. The representative of EPD presented the tabled paper and stated that (i) the department had been closely monitoring the operations of the CBPs in Yau Tong, including the CBPs located at 22 and 20 Tung Yuen Street (“CBP 22” and “CBP 20”). EPD said that since the specified process licenses (“SPLs”) of the above CBPs became invalid, the department had issued a total of 35 summonses under the Air Pollution Control Ordinance (“Ordinance”) for criminal prosecution against the two plants for failing to comply with air pollution abatement notices (“abatement notices”) and operating without a license; (ii) on 4 October 2024, the Kwun Tong Magistrates’ Courts convicted CBP 22 of two charges of failing to comply with abatement notices, while other prosecution cases were still being processed and awaiting trial. EPD officers had also been gathering evidence on other suspected violations and would promptly submit the collected evidence to the Department of Justice (“DoJ”) for consideration of further prosecution under the Ordinance; (iii) regarding the interim injunction cases against the two CBPs, since the CBPs had made a commitment to the court that their operations would not cause public nuisance, the court postponed handling of the injunction cases. EPD had followed up with DoJ to request the court to expedite the hearing of the cases; and (iv) the department was in the process of amending the Ordinance and hoped to introduce a closure mechanism that would enable relevant government departments to handle similar violation cases more swiftly and effectively in future. The proposed amendments were submitted to the Advisory Council on the Environment and the LegCo Panel on Environmental Affairs in mid-July 2024 and received general support. EPD planned to submit the amendment bill to LegCo within this year, aiming to implement the new control measures in the first half of 2025.

28. Members raised views and enquiries as follows:

28.1 Mr LUI Tung-hai (i) mentioned that CBP 22 was convicted of two charges of failing to comply with abatement notices on 4 October 2024. He enquired about the details of the relevant penalties and whether the penalties had any deterrent effect; (ii) enquired whether the CBP was prosecuted for operating without a license; (iii) noted that the court had deferred the hearing of the injunction case against the CBP on the ground that it had undertaken not to cause nuisance to the public. However,

according to his understanding, the CBP had been continuously breaching this undertaking. Therefore, he hoped that the court would expedite the hearing of the injunction case; (iv) said that the CBP was now conducting many of its operations on barges, including storage of construction materials. He enquired MD whether the plant's operations on barges were illegal; and (v) enquired how the amended Ordinance could effectively stop the non-compliant operations of the CBPs.

- 28.2 Mr LAM Fung noted that the CBP had received many tickets, some of which led to convictions, and an interim injunction order had been issued against the plant. Based on his assessment, if the CBP continued to operate in Yau Tong without being able to comply with the requirements of the Ordinance, it might have to cease operation or relocate to other districts to continue its operation. He hoped to learn from EPD about the direction the CBP had chosen. On the other hand, he enquired whether the proposed amendments to the Ordinance had been submitted to LegCo, and whether the amended parts would have retrospective effect and could effectively address the relevant issues.
- 28.3 Mr YU Siu-lun mentioned that there were many infrastructure projects in Kwun Tong District and Kowloon East which required the use of concrete. However, concrete had to be delivered to construction sites for use shortly after production. Therefore, the Government had to seriously consider the locations of the CBPs. According to his understanding, the Planning Department and CEDD would announce plans to reserve land in Tseung Kwan O Area 132 for the construction of a CBP. He hoped that the newly constructed CBP could meet the development needs of Kwun Tong District and replace the existing CBPs that affected residents due to poor operations, ensuring continuous concrete supply to the market.
- 28.4 Mr PANG Chi-sang mentioned that other than CBP 20 and CBP 22, there was another CBP at 6 Tung Yuen Street ("CBP 6"). The plant was adjacent to The Coast Line, a private housing estate soon to be occupied. He was worried that dust from the CBP would affect residents of the housing estate. In addition, he said that many heavy vehicles travelled along Tung Yuen Street, resulting in poor road conditions. As many residents would soon be moving into the private housing estate, he urged relevant departments to improve the road condition as soon as possible.
- 28.5 Mr WONG Kai-san enquired about the details of the maximum penalties for prosecutions made by EPD under the Ordinance. He was worried that if the penalties were too lenient, they might not serve as a deterrent to the CBPs with strong financial

backing. He also enquired how EPD's proposed amendments to the Ordinance could effectively address the relevant issues, and enquired with MD about which operations of the CBPs conducted at sea were considered illegal.

28.6 Mr KAN Ming-tung enquired how relevant departments would enforce the law after the Ordinance was amended.

29. The representative of EPD responded to Members' views and enquiries as follows:

29.1 Law enforcement and other prosecution cases: EPD had been closely monitoring the operations of the CBPs in Yau Tong and had taken law enforcement actions against their violations in accordance with the law. Apart from the 35 issued summonses as mentioned earlier, EPD had also been gathering evidence on other suspected violations and would forward the collected evidence to DoJ as soon as possible for consideration of further prosecution under the Ordinance.

29.2 Injunction cases: EPD would submit the collected evidence to DoJ for review and follow-up to determine whether further legal actions should be taken.

29.3 Penalties for failure to comply with abatement notices: On 4 October 2024, the Kwun Tong Magistrates' Courts convicted CBP 22 of two charges of failing to comply with abatement notices. On 31 October, the court imposed a fine of \$15,000 in total. EPD had been discussing with DoJ whether to appeal the amount of the fine.

29.4 Marine operations: As issues concerning marine operations were involved in some prosecution cases, the department was not in a position to comment for the time being.

29.5 Proposed amendments to the Ordinance: EPD indicated that the proposed amendments to the Ordinance would include a closure order mechanism and revisions to the definition of relevant cement works, such as covering operations on vessels and including production scale as a threshold. The department had submitted the proposed amendments to the Advisory Council on the Environment and the LegCo Panel on Environmental Affairs in mid-July 2024 and received general support. EPD planned to submit the amendment bill to LegCo this year, aiming to implement the new control measures in the first half of 2025.

29.6 CBP 6: During the processing of the license renewal application for CBP 6 earlier, EPD noticed that the plant had further enhanced its measures and demonstrated its ability to

provide and maintain the best practicable measures to control pollutant emissions. As a result, the department approved the plant's license renewal application in August 2023 for a period of two years in accordance with the requirements of the Ordinance. EPD had been closely monitoring the plant's operations to ensure compliance with the relevant license conditions. When handling the next license renewal application for the plant in the future, EPD would continue to strictly adhere to the principles of the Ordinance in determining whether to approve the renewal application, taking into account the latest situation in the area. EPD would reject the renewal application unless the applicant could demonstrate the capability to provide, install, and effectively implement the necessary environmental protection measures, as well as establish an effective monitoring and response mechanism to prevent the emission of air pollutants and avoid causing nuisance to nearby residents.

30. The representative of MD responded to Members' views and enquiries as follows:

30.1 Enforcement action: MD stated that it maintained an average of six irregular patrols per day in the relevant waters. During these patrols, no vessels berthed at the seawalls of the CBPs were found to have violated marine-related laws, while the loading and unloading of goods by barges attached to the CBPs did not violate marine laws. Regarding environmental pollution, the department's enforcement mainly focused on whether waste was wilfully disposed of into the sea. If there was sufficient evidence that vessels had deliberately caused or permitted waste or oil to be disposed of into the sea, the department would definitely take enforcement action.

31. Members raised follow-up views and enquiries as follows:

31.1 Mr PANG Chi-sang pointed out that when EPD last processed the license renewal application for CBP 6, the adjacent private housing estate, The Coast Line, had not yet been occupied. He expressed concerns that once residents moved into The Coast Line, the operations of the plant might cause nuisance to the residents. In addition, he mentioned that the vehicular ingress and egress of the plant were very close to those of The Coast Line, raising concerns about the safety of residents, especially children, when entering and leaving the building.

31.2 Ms ZHAN Baoyu mentioned that during the last FC meeting, the department had stated that the temporary permit for the CBP in question had become invalid, and there were unauthorised building works ("UBWs") within the plant which violated the Buildings Ordinance. The court had also issued a judgment requiring the plant to remove the

UBWs. She could not understand why the plant could still continue to operate without removing the UBWs. To minimise nuisance caused by the CBP on nearby residents, she hoped that the relevant departments could step up enforcement efforts and, after the amendment of the Ordinance, adopt a stricter approach (such as closing down operations or cutting off water and electricity supplies) to stop the non-compliant CBPs from continuing operations. On the other hand, she also suggested that the Government provide ESG (Environment, Social, Governance) incentives to encourage the CBPs to relocate to rural or other remote coastal areas, and to enhance their environmental protection measures.

31.3 Mr CHEUNG Ki-tang said that concrete mixers often dropped concrete while travelling on the roads in Yau Tong, causing nuisance to residents. He hoped that EPD and DoJ would request the court to expedite the hearing of relevant cases to stop the CBPs' non-compliant operations. In addition, he was also concerned about the progress of the Ordinance amendment.

31.4 Mr LAM Fung indicated that the current legislation appeared ineffective in prohibiting the non-compliant operations of the CBPs. Hence, he hoped that the relevant issues could be resolved after the Ordinance was amended.

32. The representative of EPD responded to Members' views and enquiries as follows:

32.1 CBP 6: EPD indicated that it approved CBP 6's license renewal application in August 2023 for a period of two years and was closely monitoring its operations. If the plant submitted a license renewal application later, EPD would strictly follow the relevant principles under the Ordinance and give due consideration to the latest circumstances in the district, as well as consider whether the plant had the genuine ability to provide, install and operate the required environmental protection measures to reduce air pollutant emissions, in determining whether to approve the renewal application.

32.2 Ordinance amendments: EPD said that in order to handle similar non-compliance cases more swiftly and effectively in future, EPD had introduced a closure order mechanism in the proposed amendments to the Ordinance. This would ensure that closed premises could not conduct any related specified processes, including cement works, and that the department would have the power to lock and seal the premises and disconnect its gas, water and electricity supplies after the closure order took effect, with the aim of more effectively preventing the operation of the plant.

32.3 Concrete spillage on roads: EPD suggested that if DC Members or members of the public witnessed concrete falling from concrete mixers onto roads, they could provide relevant information to the Food and Environmental Hygiene Department for follow-up under the relevant ordinances.

32.4 Penalties for non-compliance with abatement notices: EPD added that failure to comply with abatement notices to stop the relevant polluting processes was liable to a maximum fine of \$500,000 and imprisonment for 12 months, while operating without a license was liable to a maximum fine of \$200,000 and imprisonment for 6 months.

33. Members raised follow-up views and enquiries as follows:

33.1 Mr LUI Tung-hai was pleased to learn that a closure order mechanism would be introduced in the proposed amendments to the Ordinance. He enquired about the conditions under which a closure order could be issued, expressing concern that the effectiveness of the closure order might be affected if the threshold was set too high.

34. The representative of EPD responded that under the closure order mechanism introduced in the proposed amendments to the Ordinance, it was proposed that if EPD had reasonable grounds to believe that any premises were conducting specified processes listed in Schedule 1 to the Ordinance without a valid SPL, it might issue a closure order to immediately cease the operation of such premises, such as by locking and sealing the premises, or disconnecting its water and electricity supplies.

35. The Chairman concluded that KTDC and DMC would continue to follow up on the environmental pollution problems caused by the CBPs in Yau Tong.

36. The meeting noted the agenda item.

Item V — Schedule of Meetings of KTDC and its Committees in 2025
(KTDC Paper No. 31/2024)

37. The Secretary presented the paper.

38. The meeting noted the paper.

Item VI — “Meet-the-Public Scheme”

(KTDC Paper No. 32/2024)

- 39. The Secretary presented the paper.
- 40. The meeting noted the paper.

Item VII – Work Reports of Committees under KTDC
(KTDC Paper No. 33/2024)

Annex 1: District Facilities and Works Committee

- 41. The meeting noted the paper.

Annex 2: Community Involvement, Culture and Recreation Committee

- 42. The meeting noted the paper.

Annex 3: Food, Environment and Hygiene Committee

- 43. The meeting noted the paper.

Annex 4: Traffic and Transport Committee

- 44. The meeting noted the paper.

Annex 5: Housing and Development Planning Committee

- 45. The meeting noted the paper.

Annex 6: Social Welfare and Women Development Committee (“SWWDC”)

- 46. The meeting noted the paper.

Annex 7: Youth Committee

- 47. The meeting noted the paper.

Annex 8: National Education Promotion Committee

48. The meeting noted the paper.

Item VIII – Any Other Business

Occupational Safety and Health Promotional Campaign 2024-25

49. The Chairman reported that the Occupational Safety and Health Council (“OSHC”) had written to invite KTDC to co-organise the “Occupational Safety and Health (“OSH”) Promotional Campaign 2024-25”. OSHC would provide funding of \$40,000 in 2024-25 to support KTDC and local organisations to hold OSH promotional activities. As the campaign was meaningful, the Chairman proposed accepting the invitation. As the matter was under the purview of SWWDC, the meeting agreed to refer the matter to SWWDC for follow-up.

50. The meeting noted the relevant matters.

Item IX – Date of Next Meeting

51. The next meeting was scheduled to be held on 6 January 2025 (Monday).

52. There being no other business, the meeting was adjourned at 5:35 p.m.

The minutes of the meeting were confirmed on 6 January 2025.

Kwun Tong District Council Secretariat
January 2025