

(Confirmed minutes)

(Translation)

**Sai Kung District Council**  
**Minutes of the Third Meeting in 2019**

---

Date: 7 May 2019 (Tuesday)

Time: 9:30 a.m.

Venue: Conference Room of the Sai Kung District Council

<b><u>Present</u></b>	<b><u>From</u></b>	<b><u>To</u></b>
Mr NG Sze-fuk, George, GBS, JP	9:30 a.m.	4:11 p.m.
Mr LING Man-hoi, BBS, MH	9:30 a.m.	4:11 p.m.
Mr AU Ning-fat, Alfred, MH	9:30 a.m.	2:00 p.m.
Mr CHAN Kai-wai	9:30 a.m.	4:11 p.m.
Mr CHAN Pok-chi, Jonathan, JP	9:30 a.m.	4:11 p.m.
Mr CHAU Yin-ming, Francis, BBS, MH	9:30 a.m.	3:32 p.m.
Mr CHEUNG Chin-pang, Edwin	9:30 a.m.	4:11 p.m.
Mr CHEUNG Mei-hung	9:30 a.m.	2:00 p.m.
Mr CHONG Yuen-tung	9:30 a.m.	4:11 p.m.
Mr CHUNG Kam-lun	9:30 a.m.	4:11 p.m.
Hon FAN Kwok-wai, Gary	9:30 a.m.	4:11 p.m.
Ms FONG Kwok-shan, Christine	9:30 a.m.	4:11 p.m.
Mr HIEW Moo-siew	9:30 a.m.	4:11 p.m.
Mr HO Man-kit, Raymond	9:30 a.m.	4:11 p.m.
Mr KAN Siu-kei	9:30 a.m.	4:11 p.m.
Mr LAI Ming-chak	9:30 a.m.	4:11 p.m.
Mr LAM Siu-chung, Frankie	9:30 a.m.	4:11 p.m.
Mr LAU Kai-hong	9:30 a.m.	4:11 p.m.
Mr LAU Wai-cheung, Peter, MH	9:30 a.m.	4:11 p.m.
Mr LEUNG Li	9:30 a.m.	4:11 p.m.
Mr LI Ka-leung, Philip	9:30 a.m.	4:11 p.m.
Mr LUI Man-kwong	9:30 a.m.	4:11 p.m.
Mr LUK Ping-choi	9:30 a.m.	3:37 p.m.
Mr TAM Lanny, Stanley, MH	9:30 a.m.	2:00 p.m.
Mr TSE Ching-fung	9:30 a.m.	2:00 p.m.
Mr WAN Kai-ming	9:30 a.m.	4:11 p.m.
Mr WAN Yuet-cheung, BBS, MH, JP	9:30 a.m.	4:11 p.m.
Mr WONG Shui-sang	9:30 a.m.	2:00 p.m.
Mr YAU Yuk-lun	9:30 a.m.	4:11 p.m.

Miss LAU Tang, Moira

Senior Executive Officer (District Council),  
Sai Kung District Office

In Attendance

Mr CHIU Yin-wa, David, JP	District Officer (Sai Kung), Sai Kung District Office
Mr CHOW Tat-wing, Cyrus	Assistant District Officer (Sai Kung)1, Sai Kung District Office
Miss WONG Ching-hang, Joey	Assistant District Officer (Sai Kung)2, Sai Kung District Office
Miss MAK Wai-man, Sandy	Senior Liaison Officer (1), Sai Kung District Office
Ms LAM Yee-mang, Dawn	Senior Liaison Officer (2), Sai Kung District Office
Mr WU Wai-kwong, Wilson	Senior Liaison Officer (3), Sai Kung District Office
Mr LIU Chung-him, Michael	Executive Officer I (District Council), Sai Kung District Office
Ms TAM Yin-ping, Donna	District Planning Officer/Sai Kung & Islands, Planning Department
Ms LAM Shu-tsook, Kitty	Senior Town Planner/Tseung Kwan O, Sai Kung & Islands District Planning Office, Planning Department
Ms LUI Siu-ying, Micy	District Social Welfare Officer (Wong Tai Sin/Sai Kung), Social Welfare Department
Mr Mark Ronald ANSTISS	District Commander (Tseung Kwan O), Hong Kong Police Force
Ms CHEUK Yuet-ching	Police Community Relations Officer (Tseung Kwan O), Hong Kong Police Force
Mr WONG Yuk-ching	Patrol Sub-Unit Commander (Tseung Kwan O), Hong Kong Police Force
Ms TSANG Yim-sheung, Anna	District Commander (Wong Tai Sin), Hong Kong Police Force
Mr HO Lik-hang	Police Community Relations Officer (Wong Tai Sin), Hong Kong Police Force
Ms SHUM Pok-yu	Divisional Commander (Sai Kung), Hong Kong Police Force
Mr LAU Ching-kwong, Wallace	Senior Property Service Manager/KWS, Housing Department
Ms CHAN Siu-mui, Polly	Chief Transport Officer/Goods Vehicle, Transport Department
Ms HEUNG Ching-ye, Alice	Chief Leisure Manager (New Territories East), Leisure and Cultural Services Department
Ms KONG Po-ye, Alice	District Leisure Manager (Sai Kung), Leisure and Cultural Services Department
Mr NG Kwok-lun, Wilson	District Environmental Hygiene Superintendent (Sai Kung), Food and Environmental Hygiene Department
Mr MA Hon-yim, Francis	District Lands Officer/Sai Kung, District Lands Office, Sai Kung
Mr CHAN Yuk-cheung	Administrative Assistant/Lands, District Lands Office, Sai Kung
Mr LO Sai-pak, Sunny	Chief Engineer/E1, Civil Engineering and Development Department
Mr CHAN Pai-ming, Jimmy, JP	Director of Highways
Mr TANG Chi-ming	Chief Highway Engineer/NTE, Highways Department
Mr LEUNG Wing-tak	Senior District Engineer/SE, Highways Department

For agenda  
item III(a)

Mr LEUNG Chung-lap, Michael, JP	Project Manager (E), Civil Engineering and Development Department
Mr TANG Kai-yan, Alan	Chief Engineer/Port Works, Civil Engineering and Development Department
Mr CHO Wai-hung, Mike	Senior Engineer/2 (E), Civil Engineering and Development Department
Mr WONG Chi-yung	Senior Engineer/District, Civil Engineering and Development Department
Mr LEUNG Chi-wa, Edwin	Engineer/3 (E), Civil Engineering and Development Department
Miss FUNG Choi-sim, Angela	Engineer/District 1, Civil Engineering and Development Department
Mr LIN Tang-tai	Senior Engineer/Consultants Management 4, Water Supplies Department
Mr LAU Chi-ming	Senior Engineer/Project Management 5, Water Supplies Department
Mr CHAN Man-kin	Engineer/Construction 5, Water Supplies Department
Mr CHAN Man-tai	Project Coordinator/Project Management 16, Water Supplies Department
Mr YU Chun, Calvin	Senior Executive Officer (Planning)3, Leisure and Cultural Services Department
Miss IP Oi-in, Yen	Executive Officer (Planning)3, Leisure and Cultural Services Department
Mr LIN Wai-tung	Senior Project Manager 321, Architectural Services Department
Mr CHAN Chi-ho, Simon	Senior Engineer/Project Management 3, Drainage Services Department
Mr CHAN Chi-kwong	Senior Engineer/Consultants Management 4, Drainage Services Department
Mr LEUNG Ho-tsung, Frankie	Senior Engineer/R&R, Drainage Services Department
Mr SHEK Kin-tang	Senior Engineer/Mainland South 6, Drainage Services Department
Mr WAN Ching-fung	Engineer/Consultants Management 17, Drainage Services Department
Ms SO Wai-han	Assistant Engineer/Project Management 1, Drainage Services Department
Mr YEUNG Chau-fat	Technical Manager/Project Management 2, Drainage Services Department
Miss CHEUK Yuk-ming, Carol	Senior Town Planner/Special Duties, Planning Department
Ms LOK Mei-bo, Mable	Town Planner/Sai Kung 2, Planning Department

For agenda  
item III(b)

For agenda  
item III(c)

The Chairman welcomed all Members and attendees to the meeting, in particular:

- Mr LAU Kai-hong, the new Chairman of Hang Hau Rural Committee and an Ex-officio Member of SKDC;
- Ms SHUM Pok-yu, Divisional Commander (Sai Kung), Hong Kong Police Force (HKPF);
- Mr WONG Yuk-ching, Inspector/Patrol Sub-Unit Commander (Tseung Kwan O), HKPF;
- Mr CHAN Yuk-cheung, Administrative Assistant/Lands, District Lands Office, Sai Kung (DLO/SK), who had taken over the duties of Mr LI Man-yim on transfer. On behalf of SKDC, the Chairman thanked Mr LI Man-yim for his contributions to Sai Kung district in the past; and
- Mr Wallace LAU, Senior Property Service Manager/KWS, Housing Department (HD), who attended the meeting on behalf of Mr TSE Chick-lam, Chief Manager/Management (Kowloon West and Sai Kung).

2. The Chairman congratulated Mr WONG Shui-sang on his being re-elected as Chairman of Sai Kung Rural Committee thus continued serving as an Ex-officio Member of SKDC.

### **I. Election of the Vice-Chairman of the Sai Kung District Council (SKDC)**

3. The Chairman said Mr SHING Hon-keung had retired from the office of the Chairman of Hang Hau Rural Committee and also the Vice-Chairman of SKDC with effect from 1 April 2019. According to Order 4(2) of the Sai Kung District Council Standing Orders (SKDC Standing Orders), if the office of the Vice-Chairman becomes vacant, the members must elect a Vice-Chairman from amongst themselves at the first meeting of the District Council after the office becomes vacant. The tenure of the Vice-Chairman would commence today until the end of current term of office of SKDC, i.e. 31 December 2019.

4. The Chairman continued that pursuant to section 62(5) of the District Councils Ordinance, “the Chairman and Vice-Chairman are to hold office as long as they are members of the Council”. In other words, the Chairman and Vice-Chairman would remain in office for the whole SKDC term. The nomination for the Vice-Chairman ended at 8:30 a.m. today. The Secretariat originally received two nomination forms for the Vice-Chairman and had informed Members of this by emails after 6:00 p.m. yesterday. As one of the candidates, Mr Peter LAU, had subsequently decided to withdraw his nomination before the end of nomination period this morning, as at 8:30 a.m. this morning only one valid nomination form was received. Mr LING Man-hoi was nominated by Mr KAN Siu-kei and subscribed by Messrs YAU Yuk-lun and WONG Shui-sang as the only candidate of the Vice-Chairman.

5. There being no other nomination, the Chairman declared that Mr LING Man-hoi was elected the Vice-Chairman of SKDC in accordance with section 5 under Schedule 5 of the District Councils Ordinance (Cap. 547).

## **II. Confirmation of Minutes of the 2<sup>nd</sup> SKDC Meeting held on 5 March 2019**

6. There being no amendment from Members before and at this meeting, the Chairman declared that the captioned minutes and the corresponding voting results were confirmed.

### **III. New Items**

#### **(A) Visit by the Director of Highways to SKDC**

7. The Chairman welcomed the following persons to the meeting:

- Mr Jimmy CHAN, JP, Director of Highways;
- Mr TANG Chi-ming, Chief Highway Engineer/NTE, Highways Department (HyD); and
- Mr LEUNG Wing-tak, Senior District Engineer/SE, HyD.

8. Mr Jimmy CHAN, Director of Highways, introduced the work of HyD based on the presentation slides shown.

9. Mr YAU Yuk-lun praised HyD for keeping good communication with the stakeholders during the construction of a lift at the pedestrian subway near Tseng Lan Shue Tsuen some years ago. He also appreciated HyD for clearing up the collapsed trees outside Tseng Lan Shue Tsuen quickly after the passage of the Typhoon “Mangkhut”. However, owing to the shortage of manpower, a large quantity of collapsed trees could not be handled immediately and were still left at the roadsides, he suggested HyD to seek additional resources from the Government in the future. Besides, he hoped that HyD could strive for the construction of a footbridge in Pak Shek Wo Village by the Government under the Universal Accessibility Programme to cater for the residents’ needs. Moreover, he also asked HyD to follow up the works proposal of a “health track” connecting Anderson Road to the Hong Kong University of Science and Technology (HKUST).

10. Mr Philip LI hoped that HyD could listen to the views of local residents when designing the pedestrian crossing facilities in the Hiram’s Highway Improvement Stage 2 project by fine-tuning the design of the road junctions or crossings to provide convenience to residents in their daily use of these facilities. In addition, he hoped that the East Kowloon Line under planning could be extended to HKUST from Po Lam. Currently, most of the residents in Sai Kung would travel to Hang Hau or Choi Hung by public transport to interchange for MTR. Given that there was traffic congestion in the vicinity of Hang Hau and Choi Hung during the peak hours in the morning, the provision of a MTR station at HKUST or even Sai Kung would reduce the time spent on interchange by residents. Moreover, the paving blocks on

footpaths needed to be dug up and re-paved for carrying out works frequently, which had led to unevenness of road surfaces, and the elderly might trip and fall easily as a result. He suggested HyD to consider imposing penalties whereby the construction companies would be required to compensate for damages and to use better block paving methods.

11. Mr CHONG Yuen-tung thanked HyD for clearing up the roads quickly after the passage of Typhoon “Mangkhut”. Besides, he also hoped that the East Kowloon Line could be extended to HKUST and Sai Kung to improve the traffic congestion problem in the rural areas of Sai Kung and Hang Hau. As the Elevated Walkway between Tong Ming Street and Tong Tak Street was expected to be completed in the third quarter this year, he hoped that the works could be expedited for completion before the rain season. He also pointed out that the internal area of the lift at the footbridge on Tong Ming Street was rather small and the ventilation therein was insufficient. He hoped that HyD could improve the ventilation system of the lift. Furthermore, given that the many contractors did not properly follow the works procedures for reinstating the paving blocks which had resulted in the unevenness of road surfaces, he suggested HyD to introduce penalties or demerit point system in this respect.

12. Mr KAN Siu-kei said Typhoon “Mangkhut” had brought about a substantial amount of collapsed trees across the territory. Although the relevant government departments had cleared up the major thoroughfares quickly, the collapsed trees on the footpaths and cycling tracks near the parks and the Velodrome were not removed up to now. He suggested introducing chippers to handle the collapsed trees. He also believed that many residents in the district were longing for the early completion of the Elevated Walkway between Tong Ming Street and Tong Tak Street. In these days, many workers of the outsourced road works would skip the procedure of spraying water and pave Besser blocks on the road surfaces directly. As the settlement of sand after absorbing rain water would differ, it might easily lead to unevenness of road surfaces. The unevenness of road surface of the pedestrian walkway opposite Beverly Garden was very severe, and many elderly people had tripped and fell there. He hoped that HyD could pay attention to the situation.

13. Mr Jonathan CHAN said the performance of HyD’s frontline staff in carrying out minor road improvement works was satisfactory both in their communication with stakeholders and the following up of works progress. For example, in the extension works at the bus stop outside Fu Ning Garden, HyD had added bollards at the bus stop in response to the requests of stakeholders; the road widening works at Ying Yip Road, Chap Fuk Road and Po Ning Road of Tseung Kwan O went on smoothly after HyD had communicated with the stakeholders, though there was still room for improvement regarding the lighting. As regards the cleaning of subways, according to his statistical figures, the outsourced cleaning service contractors only cleaned the subways once every one and a half months. The rubbish

accumulated inside the subways between each cleaning service could fully fill two refuse containers. Some residents also complained that the vomitus inside the subways had not been cleaned for months. He urged HyD to pay attention to the problems.

14. Mr Raymond HO hoped that HyD would carry out beautification work at the Elevated Walkway between Tong Ming Street and Tong Tak Street after its completion, for example by providing planters for planting suitable plants to match with the park under the footbridge. Besides, HyD had painted patterns like butterflies and flowers, etc., on the external walls and retaining walls of the pedestrian footbridge connecting Choi Ming Court and Park Central last year in response to his proposal for carrying out beautification works there, and the effect was good. He and Mr LUI Man-kwong had therefore proposed carrying out similar beautification work for another pedestrian subway in the district and he hoped that HyD would follow up the proposal. In addition, the Government said in the Railway Development Strategy 2014 that the study result of the East Kowloon Line was expected to be announced in 2019, he hoped that HyD would inform SKDC of the latest progress. As the North Point Station was already very crowded, he hoped for the early commencement of the works for the North Island Line to connect Tseung Kwan O with the core areas on Hong Kong Island directly.

15. Mr TSE Ching-fung said the road surface at the junction of Tong Chun Street and Po Yap Road was uneven and the zebra crossings there were dilapidated. He hoped that HyD could arrange for repair as soon as possible. Besides, some residents reflected to him that the planter kerbs in Tseung Kwan O South were frequently damaged, and some street lamps out of order, which might pose danger to road users in the nighttime. He suggested HyD to repair the planter kerbs and inspect the condition of street lamps in the district.

16. Mr LUK Ping-choi said he had invited officers of HyD to join him for a site visit at the Elevated Walkway between Tong Ming Street and Tong Tak Street earlier, during which he had put forward some proposals for improvement. He hoped that the works could be completed on schedule in the third quarter. He believed that many residents of Sheung Tak Estate and Kwong Ming Court would go to the Tseung Kwan O Station of MTR through this walkway, and hoped that HyD would carry out further beautification and greening works there. Besides, he pointed out that the road surface of the pavement near Tong Tak Street, Beverly Garden and the Grandiose was uneven, and the relevant road surface repair works were unsatisfactory. In addition, he had been discussing with the Transport Department (TD) the installation of traffic directional signs in the district for more than two years, but TD replied that it needed to discuss the works details with HyD. He hoped to follow up the works progress directly with HyD.

17. Mr Frankie LAM said the Tseung Kwan O Tunnel was already overloaded. Its noise problem was serious and the frequency of road surface repair works was high. According to the Railway Development Strategy 2014, the East Kowloon Line would have its preliminary study result available in 2019, and was expected to be commissioned in 2025. However, the Legislative Council (LegCo) Subcommittee on Matters Relating to Railways still had not confirmed the East Kowloon Line project up to now. Besides, it had been 30 years since Hong Sing Garden was completed in 1989, he hoped that the Government would provide uphill escalators and lifts for residents living in uphill area to connect with the traffic hubs in the district as soon as possible.

18. Mr CHUNG Kam-lun pointed out that with the increasing population in Tseung Kwan O, the Tseung Kwan O Line was now overloaded. It was mentioned in the Railway Development Strategy 2014 that the East Kowloon Line would be completed between 2019 and 2025. The Mass Transit Railway Corporation Limited (MTRCL) also stated in its 2017 Annual Results that the preliminary study result of the East Kowloon Line had been submitted to the Government for consideration. He hoped that the Government could implement the proposal as soon as possible. Regarding the Universal Accessibility (UA) Programme, he said as the proposed location for installing a lift at Kai King Road involved private land and property right, no lift could be installed there in the end. He hoped that HyD could take public interest into account and relax the restrictions related to installing lifts on location with private or complex ownership. Moreover, he pointed out that the problem of road surfaces being damaged was getting more and more serious in recent years. Many potholes would appear on road surfaces whenever there was heavy rain. From the videos available on the Internet, one could see that the road repair workers would carry out the repair works by pouring filler into the damaged positions on the roads only. He suggested HyD to review the causes of road damages and formulate the corresponding solutions.

19. Mr LEUNG Li proposed setting up a railway station at Tsui Lam or Hong Sing Garden for the East Kowloon Line. According to HyD's reply, it had requested MTRCL to conduct relevant studies and submit detailed information on the impact of providing such stations on community environment and the technical feasibility. However, no tangible study result was available up to now. In addition, HyD and TD were carrying out a consultancy study on "Review of Potential Roadside Safety Hazards in the Hong Kong Road Network". Six major thoroughfares were already reviewed. He asked HyD whether the roadside bus stops in Tseung Kwan O would be included in the scope of study to protect the safety of passengers waiting for buses. Furthermore, as the slopes on the hills behind Chui Ling Road of Kin Ming Estate was under HyD's responsibility for repair, he hoped that HyD would discuss with the Food and Environmental Hygiene Department (FEHD) the long-term solution to

removing the refuses on slopes given that the feeding of wild birds or dogs by residents at the above locations had caused environmental hygiene problems.

20. Mr LUI Man-kwong said although Besser blocks could beautify the environment and were recyclable, they would get loosen easily as a result of sand loss. He hoped that HyD could study ways to reduce sand loss effectively. The residents of housing estates in the vicinity of the slopes on both sides of Po Shun Road complained frequently that there were rubbish and abandoned miscellaneous items on the slopes and that many people were feeding wild birds at the slope next to the roundabout, which caused environmental hygiene problems. Even though one of the above-mentioned slopes was under the purview of the Lands Department (LandsD), he still hoped that HyD could assist in enhancing the cleanliness of slopes. He also suggested HyD to expedite the works for the Elevated Walkway between Tong Ming Street and Tong Tak Street, and enhance the beautification and greening of the footbridges in Sheung Tak Estate, the subway from Choi Ming Court to Tong Ming Street, and the Northern Bridge and Southern Bridge in Tseung Kwan O South, and also step up the repair of uneven surfaces of cycling tracks. Lastly, he hoped that HyD could handle the works proposals for more than 20 covered walkways in the district with dedicated funding.

21. Mr LAI Ming-chak said as many residents in Tseung Kwan O would visit Sai Kung on holidays, he hoped that HyD could speed up the progress of the Hiram's Highway Improvement Stage 2 project after its gazettal by the end of this year. He also pointed out that the Central Kowloon Route, together with Trunk Road T2 and Tseung Kwan O – Lam Tin Tunnel (TKO-LTT) could alleviate the traffic congestion from Tseung Kwan O to West Kowloon or the airport. He urged HyD to properly monitor the works programmes to ensure that they could be completed on schedule. Besides, since too many buses and heavy vehicles were using the Public Transport Interchange at Hang Hau, he suggested HyD to pave the relevant roads with good quality and durable low noise surfacing material to reduce the problems of unevenness of surfaces and wear and tear of roads. He also hoped that HyD would launch a pilot scheme to study the causes of the frequent re-paving of Besser blocks at individual locations and step up cleaning of Wan Po Road to reduce the impact of vehicles heading for the Fill Bank to the residents.

22. Mr WONG Shui-sang hoped that the Hiram's Highway Improvement Stage 2 project could commence as soon as possible after its gazettal, and that HyD should listen to the views of residents on retrofitting of noise barriers. He also suggested HyD to establish a railway network connecting Tseung Kwan O with Ma On Shan, so as to reduce negative sentiment of the general public on the identification of lands for housing development. Moreover, as the signs and street lights along the roads were always blocked by tree branches, he urged HyD to deploy dedicated staff to carry out inspection.

23. Mr Peter LAU also hoped for the early commencement of the Hiram's Highway Improvement Stage 2 project. He pointed out that for Sai Kung district, more than ten items were still waiting to be carried out under the UA Programme currently, among them, three items under the "Second Phase" of the UA Programme had been submitted to the Traffic & Transport Committee (TTC) for discussion last year, but the commencement dates were not confirmed up to now. Besides, after the passage of Typhoon "Mangkhut", large trees collapsed on Clear Water Bay Road, Hiram's Highway and the major access roads of rural areas and caused serious traffic congestion. He was worried that if similar incidents occurred again in the future and it took several days for the departments concerned to clear the trees, the residents would complain about it. He asked HyD to pay more attention to the problem. He also suggested HyD to choose the tree species planted along major thoroughfares in the district carefully to avoid affecting the traffic or endangering public safety. Moreover, as Tseung Kwan O Tunnel, the roads opposite LOHAS Park, Clear Water Bay Road and the roads in the vicinity of Tseung Kwan O Area 137 were frequently used by heavy vehicles, the road surfaces were damaged and uneven. He suggested HyD to provide additional resources and make special arrangement for handling the road maintenance problem at the above locations.

24. Mr Edwin CHEUNG said the Government had been implementing the UA Programme since August 2012 to select suitable footbridges for building lifts in the district in phases. However, even though the pedestrian flow of the footbridge across King Ling Road connecting the Hong Kong Design Institute was higher than those of the items already included in the UA Programme, it was only included in the "Third Phase" of the UA Programme. He asked HyD for the criteria for setting priority of the items under the UA Programme. Moreover, he considered it unreasonable that the items under the "First Phase" of the UA Programme in Sai Kung district had taken five to six years to complete. He suggested HyD to deploy additional resources to speed up the progress of all items, and set the priority according to the utilisation rate and urgency of each item.

25. Mr CHAN Kai-wai hoped that HyD could widely accept the views of SKDC. Quoting the two motions endorsed by TTC at the meetings held on 19 July 2018 and the one that followed it, namely "Request for detailed explanation for the confusing arrangement of retrofitting a lift at the footbridge constructed under the Universal Accessibility Programme across Chiu Shun Road near Tin Ha Wan Village (NF310) and introduction of some long-term solutions" and "Suggest installing signal-controlled pedestrian crossing facilities at an appropriate location at Chiu Shun Road near Tin Ha Wan Village for the convenience of residents" respectively, he said both motions indicated that SKDC was striving for provision of an at-grade crossing rather than a footbridge at Tin Ha Wan, and he could not understand

why HyD was saying that SKDC had endorsed the NF310 project unanimously. The utilisation rate of the footbridge in question was only 60 persons per hour. Originally, only one lift at the cost of about \$20 million was planned, the number of lifts was revised to two subsequently, which he considered a waste of more public money. He pointed out that when implementing works projects, HyD would usually base on objective criteria like pedestrian flow and environmental factors, etc. However, HyD had not adopted such criteria when handling the works for the footbridge across Chiu Shun Road near Tin Ha Wan Village, which had triggered many disputes. He continued that SKDC only had a funding of some \$20 million for carrying out district minor works each year, the limited resources could not be injected into the covered walkway proposed by Members. Besides, he hoped that HyD would refuse to take up those work that were not within its area of responsibility as appropriate. For example, the cycling tracks near the Waterfront Promenade were damaged by the piling works of the private property developments in Tseung Kwan O South many years ago. The Buildings Department once said it would request the relevant developers to carry out repair works and make compensation, but the problem was not solved. Eventually, HyD had to take over the issue. He also considered that the design of the conversion of the roundabout at Park Central into a light signal crossing to match with the TKO-LTT project not proper and would lead to the formation of a traffic bottleneck at the above location after the commissioning of TKO-LTT. Moreover, he believed that the noise level in the vicinity of Tong Ming Court and Park Central would exceed the prescribed standards in the future given that it was impossible to install noise barriers owing to the underground pipes there. He hoped that HyD would refuse to take over the responsibility for handling the aforementioned problems when they occurred.

26. Ms Christine FONG suggested HyD to pave roads with sound-absorbing material. She also urged HyD to solve the problem of a lift at Shek Kok Road where its room temperature could rise up to as high as 50°C because its glass panels were absorbing heat. Besides, SKDC discovered at a site visit conducted earlier that there was no wheel washing pool at the Hiram's Highway Improvement Stage 1 project site, she requested the consultant and HyD to account for the situation. Concerning the suggestion for the provision of at-grade crossing at Chiu Shun Road, she considered that HyD should take into account the overall public interest. Moreover, she also suggested HyD to proactively consider constructing a tunnel that ran through Sai Sha and connected to Ma On Shan, and to provide the Hong Sing Garden Station, Tsui Lam Station and HKUST Station along the East Kowloon Line. She also considered that the North Island Line could help diverting the vehicle traffic from Tseung Kwan O to Kowloon and Hong Kong Island, and urged HyD not to delay the development of the North Island Line project. In addition, she suggested HyD and other departments concerned, e.g. the Agriculture, Fisheries and Conservation Department (AFCD), to enhance and improve the service stairways for slope maintenance connecting Po Lam Road North, To Lok Road, and

those on the hills behind Shek Kok Road to the country parks. Although it was specified as “No entry” at the entrance, many people were actually using these stairways frequently.

27. Mr CHEUNG Mei-hung said SKDC had reflected several times that the thousands of dump trucks and refuse collection vehicles entering and leaving Wan Po Road daily were causing damages to the road surface. However, when HyD carried out the road resurfacing work every month, it would lead to traffic congestion and cause inconvenience to the residents. Therefore, he hoped that HyD would enhance the durability of the materials for repaving road surface, in particular the section of Wan Po Road opposite LOHAS Park and Shaw Studio, and Tseung Kwan O Tunnel Road. Besides, he pointed out that more than ten thousands of people were using the Tseung Kwan O Waterfront Promenade every day, but the lighting there was out of service frequently. He urged HyD to follow up. In addition, he stated that according to the planning brief, a footbridge would be built at the junction of Wan Po Road and Shek Kok Road to connect with LOHAS Park. However, no government department had followed up on the project so far. Currently, many residents needed to cross the roads to commute to the LOHAS Park Station of MTR. As thousands of heavy vehicles were using the same roads daily, there were potential hazards to pedestrian safety. He hoped that HyD could follow up the progress of the footbridge project.

28. Mr LAU Kai-hong said, with the increasing population of the district, traffic congestion on the Kowloon bound or Tseung Kwan O bound of Clear Water Bay Road started as early as 7:15 a.m. in the morning. He suggested widening the road by reducing the area of the roundabout at Clear Water Bay Road, and improving the junction to divert the traffic more effectively. He hoped that HyD could first tackle the traffic congestion problem along Ying Yip Road, Clear Water Bay and Sai Kung and consider building a new highway or flyover to divert the vehicles from Clear Water Bay to Tai Miu. Besides, many collapsed trees had blocked the village roads after the passage of Typhoon “Mangkhut”. As it was impossible for the villagers to drive, they had to walk to the bus stops outside the villages to take the buses. He hoped that HyD would address the problem.

29. Mr Francis CHAU hoped for the gazettal of the Hiram’s Highway Improvement Stage 2 project in the middle of this year as scheduled. Besides, for TKO-LTT to divert traffic effectively, the matching of Central Kowloon Route and Trunk Road T2 was crucial. However, given that TKO-LTT would be commissioned in 2021 while the other two projects would not be completed until 2023 and 2024 respectively, it was expected that the traffic congestion problem in Eastern Harbour Crossing would be worsened for the period before all three projects mentioned above were commissioned. He suggested HyD to speed up the progress of the relevant projects to facilitate their commissioning at the same time as far as practicable. He also hoped that HyD could consult SKDC about the East Kowloon Line and

North Island Line as early as possible. If the East Kowloon Line could not be extended to HKUST, he suggested constructing a pedestrian subway connecting Po Lam and HKUST and then set up a station at HKUST. In addition, he was pleased to see the construction of a covered walkway at Ngan O Road according to the priority suggested by SKDC. He also hoped that the covered walkway at Sheung Ning Road could be implemented in the next phase of the UA Programme, and that the retrofitting of noise barriers at Po Ning Road and Po Lam Road North could commence on schedule in the middle of this year. He suggested HyD to handle the covered walkway projects in the district with dedicated funding in the future. Moreover, as he understood, HyD had updated the information on public lighting system in the district in end-2016. However, he had reservation over the use of street lamps with blue light in Hang Hau area, and hoped that HyD could consult SKDC and the stakeholders about this. Furthermore, he reiterated that SKDC had not reached a consensus with HyD over the provision of a lift at the footbridge across Chiu Shun Road near Tin Ha Wan. Given that the pedestrian flow of the above location was relatively low, and that an at-grade crossing would be provided there in the future, he suggested HyD to review the proposal and coordinate with the TD, as well as communicating with the stakeholders directly as soon as possible.

30. Mr HIEW Moo-siew said Hiram's Highway Improvement Stage 1 and Stage 2 projects were both carried out in his constituency. As the improvement works under the Stage 1 project had caused a rise in ground level in nearby areas, flooding would occur at Club Marina Cove after heavy rain. He hoped that HyD and the Drainage Services Department (DSD) could solve the flooding problem as soon as possible.

31. Mr WAN Kai-ming said the section of Kai King Road leading to Metro City was a highly frequented access to Po Lam Station of MTR by residents in the locality. Although an escalator was available there, it would suspend operation for three days before and after a rainy day. Given that there were relatively more rainy days in Hong Kong, the escalator was closed for most of the time. As many elderly and people with impaired mobility were living in King Lam Estate, closure of the escalator for a prolonged period would cause inconvenience to them. Accordingly to HyD's reply, the UA Programme was not applicable to the provision of lifts on private land. However, he pointed out that the area in question was within the boundary of MTR, as the Government owned 50% of the share rights of MTRCL, he hoped that HyD could handle the installation of a lift there in a flexible manner. Besides, SKDC had also suggested installing a lift in nearby area that was under the purview of HyD, but HyD replied that under the UA Programme, the lift must be attached to existing pedestrian footbridge or subway. He hoped that HyD could review the UA Programme and make it people-oriented so that facilities catering for the needs of residents could be provided. Moreover, he once suggested providing pedestrian crossing facilities, e.g. Belisha beacon, at

Kai King Road leading to Metro City, but HyD refused on the ground that such facilities were already provided in nearby areas. He continued that he had seen many elderly crossing the road dangerously when he organised activities there. Traffic accidents had actually happened there. Yet, HyD replied that no accident had ever taken place there. He urged HyD to arrange for crossing facilities that suited the needs of residents.

32. Mr WAN Yuet-cheung said the Chief Executive of the last term advocated the construction of one covered walkway for each district. SKDC had chosen to construct a covered walkway on Ngan O Road. He hoped that the project could commence in June for completion by end of this year on schedule.

33. Mr Stanley TAM said given the very high pedestrian flow, i.e. over 300 pedestrians per hour and the fact that no crossing facility was available for residents to cross Tsui Lam Road, there was an urgent need to provide a lift at the footbridge under item SK01 “Across Tsui Lam Road near Tsui Lam Community Hall” of the UA Programme. He hoped that HyD could proceed with the gazettal and tendering procedures of the item as soon as possible. Besides, according to the information of the “Railway Development Strategy 2014”, the construction of the East Kowloon Line would commence in 2019. He asked HyD whether it would announce the option of East Kowloon Line only after the completion of the Shatin to Central Link. He also hoped that the Government could implement the project as soon as possible. Moreover, he suggested HyD to set up MTR stations in HKUST, Tsui Lam and Hong Sing Garden. Furthermore, the Environmental Protection Department (EPD) did not recommend resurfacing Tsui Lam Road with low noise materials because the noise level there had not exceeded the relevant standards. However, many vehicles had in fact chosen to go to Kowloon via Tsui Lam Road, which was in proximity to residential area. He therefore suggested HyD to relax the restrictions on paving roads with low noise materials.

34. The Vice-Chairman hoped for the early installation of noise barriers along Po Ning Road and Po Lam Road North. Besides, no effective mechanism on cleaning of pedestrian subways and footbridges in the district was in place currently. The pedestrian subways and footbridges were cleaned by HyD only once in about every two months. As Members could only seek assistance from FEHD after receiving residents’ complaints about rubbish and vomitus not being removed from pedestrian subways or footbridges, he suggested HyD to improve the arrangements for cleaning subways or footbridges. In addition, he said the lift installation works at the footbridge across Po Ning Road near Po Shun Road had been delayed for too long. He understood that there were many public utilities underneath the ground of the work site, he still hoped that HyD would urge the contractor to complete the works as soon as possible.

35. Mr Jimmy CHAN, Director of Highways, gave a consolidated reply to Members' views as follows:

- HyD understood the urgency of the Hiram's Highway Improvement Stage 1 project, and would supervise the contractor closely to ensure the completion of the works on schedule;
- HyD would follow up and discuss with DSD the flooding problem in Marina Cove caused by rain and the solution. However, he reiterated that the existing design of the Hiram's Highway Improvement Stage 1 project had already provided sufficient drainage systems;
- HyD would continue trying its best to reach a consensus with SKDC over the Hiram's Highway Improvement Stage 2 project. HyD anticipated that the works could be gazetted by the end of this year. It would also expedite the works programme and take into account the needs of different stakeholders as far as practicable when carrying out the detailed design of the project;
- HyD would supervise the contractor closely for completing the items under the "First Phase" of the UA Programme as early as possible;
- For the items proposed under the UA Programme, although no marking scheme was available, HyD would provide information like the pedestrian flow statistics, the locations of pedestrian crossing facilities, residential care home for the elderly and clinics near the sites of the proposed items, the difficulties of the items and the estimated construction costs to SKDC for reference;
- HyD had included the three items chosen by SKDC in the "Second Phase" of the UA Programme; while the remaining proposed items would be included in the "Third Phase" of the UA Programme;
- HyD would first complete the items under the Second Phase and Third Phase of the UA Programme step by step, and then review the UA Programme again with a view to including more works proposals in the UA Programme to benefit more residents. Based on the principle of prudent use of public money, HyD would not install lift on passageway, footbridge or subway under private ownership;
- Although a preliminary timetable was mentioned in the "Railway Development Strategy 2014", the actual works progress depended on factors like environment, resources, assessment on demand and financial position, etc.;
- The Government would consider the railway proposals submitted by MTRCL and the proposals on railway alignment put forward by Members. It would consult SKDC again before taking forward the new proposal;
- HyD would closely monitor the works progress of the Elevated Walkway between Tong Ming Street and Tong Tak Street. The Elevated Walkway was expected to be opened for use in the third quarter of this year;

- HyD would also pay close attention to the quality of road repaving using paving blocks. Sand would be used to pave the ground surface before paving the blocks in the past; for now, the method of mixing sand with cement would be used when necessary to reduce the unevenness of road surface;
- HyD would use sol-gel to fill the gaps between paving blocks on suitable roads in Tseung Kwan O or Sai Kung to make the paving blocks harder;
- When choosing materials for paving roads, HyD would choose more durable materials for roads with high traffic flow; while materials with higher noise reduction ability would be chosen for other roads. HyD would continue to monitor the durability of the new materials;
- HyD would also closely monitor and study the use of new materials to repair the damaged road surfaces of roads with high traffic flow, e.g. Wan Po Road and Tseung Kwan O Tunnel Road, etc.;
- FEHD was mainly responsible for cleaning the rubbish inside the pedestrian subways; while HyD was responsible for cleaning the subway structure, and would remove the dirt inside the subways using high-pressure water jets;
- Provision of uphill escalator was a territory-wide programme. The consultant had completed the study on the uphill escalator works for Po Lam Road North. SKDC would be consulted on this later;
- HyD would continue to discuss with TD the requests for constructing new roads or improving road facilities;
- The Central Kowloon Route, Trunk Road T2 and TKO-LTT would form the Route 6. With the completion of the above three projects, the traffic from Tseung Kwan O to urban areas would be significantly improved. HyD was responsible for constructing the Central Kowloon Route, the works of which was expected to be completed in 2025. CEDD was responsible for the works of TKO-LTT and Trunk Road T2. For TKO-LTT, the works had commenced; while for Trunk Road T2, funding application had been submitted to the LegCo for approval; and
- The consultant had completed the detailed design of the noise barriers on Po Ning Road. SKDC would be consulted on this in the third quarter of this year.

36. Mr LUI Man-kwong pointed out that FEHD would only clean the ground of subways. As HyD was responsible for cleaning the walls of subways, he asked HyD to step-up the cleaning work. Besides, he had requested EPD to install noise barriers on Po Shun Road, but EPD considered it unnecessary and would only pave the road with low noise materials. He requested HyD to identify low noise materials with better quality or re-consider the suggestion of retrofitting noise barrier on Po Shun Road. In addition, he asked HyD to solve the traffic bottleneck problem that might appear after the roundabout at Po Yap Road and Po Shun Road was converted into a crossroad. Lastly, as it was impossible for the Cross Bay

Link (CBL) to be completed simultaneously with TKO-LTT, he estimated that more heavy vehicles would use Po Yap Road after the commissioning of TKO-LTT, and requested HyD to enhance inspection of damaged road surfaces and consider whether it was necessary to pave the road with low noise materials.

37. Mr Philip LI asked the Director to respond to and study the suggestions regarding the East Kowloon Line given that it was very difficult for residents in Sai Kung to get onto public transport during the peak periods every day.

38. Mr Jonathan CHAN said as some of the pedestrian subways in Tseung Kwan O were linked with cycling tracks, their daily management involved many different departments. He found it unacceptable that there was vomitus inside a subway not being cleaned for months and the telephone number of the responsible department was not displayed inside the subway. Besides, he pointed out that huge amount of rubbish that could fill up two refuse containers was dumped on the covers of pedestrian subways every day, and the residents had to remove the rubbish on their own. As summer was approaching, he urged the Director to handle the problem as soon as possible to avoid causing nuisance to residents.

39. Mr Frankie LAM suggested paving Tseung Kwan O Tunnel Road with the new low noise material on a trial basis. Besides, given that the noise barrier works in Kwun Tong and Tuen Mun would be completed soon, he would like to know the progress of retrofitting noise barriers in different places in Tseung Kwan O like Po Lam Road North, Tsui Lam Estate, King Ming Court and Hong Sing Garden, etc.

40. Mr CHUNG Kam-lun said although Kai King Road was connected with private land and MTR station, if it could be included in the UA Programme, the passenger flow of MTR could be effectively increased, which would be in line with Government's policy of encouraging the public to travel by public transport. He asked the Director to reconsider the relevant works proposal. Besides, he suggested HyD to replace the existing metal bollards on cycling tracks with plastic collapsible bollards. As the plastic bollards might be subject to damages easily, he asked HyD to find out ways to install them more firmly. Lastly, he requested HyD to step-up monitoring the maintenance of channel covers under the management of public utility companies to avoid accidents caused by the damage of Besser blocks above them.

41. Mr WONG Shui-sang enquired about the gazettal time of the Hiram's Highway Improvement project, and hoped for its early implementation. He asked HyD to follow up the problem of trees blocking streetlights and signs to avoid causing inconvenience to drivers.

42. Mr Edwin CHEUNG said Members had proposed many options that were more cost-effective to HyD regarding the UA Programme, but the options were not accepted. Instead, HyD had chosen options that needed more resources. As a result, some items with greater urgency were only included in the Third Phase of the UA Programme. He asked the Director whether additional resources would be deployed to commence the items in the Third Phase as soon as possible. Besides, he pointed out that over the past 11 years, the cables of several lamp posts on Po Lam Road South, which connected to Tseung Kwan O Heritage Hiking Trail, had been stolen or damaged. Members had written to HyD requesting for repairing such lamp posts, but HyD suggested removing them instead. He urged HyD to follow up the problem of improper maintenance of lamp posts on Po Lam Road South.

43. Mr CHAN Kai-wai said, concerning the proposal of constructing a lift at the footbridge across Chiu Shun Road near Tin Ha Wan Village, Members of TTC were worried that the \$50 million construction cost would be subject to criticism. In September 2018, HyD undertook to review the proposal according to Members' views, but had not consulted Members again on this up to now. Subsequently, TTC endorsed another motion, namely "Suggest installing signal-controlled pedestrian crossing facilities at an appropriate location at Chiu Shun Road near Tin Ha Wan Village for the convenience of residents". He asked whether the decision on the lift provision was made by HyD on its own. He emphasised that the proposal in question was not supported by SKDC and the responsibility should not be shifted to SKDC.

44. Mr Jimmy CHAN, Director of Highways, responded to Members' views as follows:

- HyD would arrange contractor to clear the vomitus inside the relevant subway. As for the rubbish accumulated over the covers of pedestrian subways, he would find out whether HyD or other department should be responsible for the clearing work;
- HyD was using the low noise material on a trial basis, but he considered that the material might not be suitable for Tseung Kwan O Tunnel Road which was very busy and would need to be re-paved shortly if the durability of the material was not satisfactory;
- Concerning the traffic arrangement for Po Yap Road and Po Shun Road, HyD would discuss with TD to work out the most suitable option;
- HyD was engaging a consultant to conduct a study on installing noise barriers on Po Lam Road North. SKDC would be consulted once the options were formulated;
- He said many people were concerned about the UA Programme. HyD was conducting a study on extending the scope of the UA Programme, and would consult SKDC once the study was completed;
- As long as the works proposal was practicable and complied with the requirements of the UA Programme, HyD would commence the item as soon as possible regardless of the phase in which the item belonged, with a view to speeding up the

implementation of the UA Programme. At the same time, HyD would carry out ground investigation at the early stage of the works to check the positions of facilities like underground ducts, etc., and to consider whether it was necessary to make arrangement for the early relocation of such facilities, which could speed up the installation of lift in the future;

- The gazettal time of the Hiram's Highway Improvement Stage 2 project depended on the number of opposition received. HyD would arrange meetings with those who were opposed to the project and could make minor amendments to the project where practicable in the hope that they would withdraw their opposition, which could help shorten the time needed for the gazettal procedures;
- HyD would pay attention to the blocking of traffic signs by trees. If the problem was found during routine inspections, HyD would arrange contractor to trim the trees;
- Concerning the wires of streetlights being stolen or the failure of streetlights, he would make arrangements for the relevant colleagues to conduct a site visit with Members. Under normal circumstances, if the damaged lamp posts were under the repair and maintenance of HyD, HyD would follow up them as soon as possible;

45. The Chairman thanked the Director of Highways for attending the meeting.

(B) SKDC Progress Report of Major Projects 2019-20  
(SKDC(M) Paper No. 99/19)

46. The Chairman welcomed:

CEDD

- Mr Michael LEUNG, JP, Project Manager (E)
- Mr Sunny LO, Chief Engineer/E1
- Mr Alan TANG, Chief Engineer/Port Works
- Mr Mike CHO, Senior Engineer/2 (E)
- Mr WONG Chi-yung, Senior Engineer/District
- Mr Edwin LEUNG, Engineer/3 (E)
- Miss Angela FUNG, Engineer/District 1

Water Supplies Department

- Mr LIN Tang-tai, Senior Engineer/Consultants Management 4
- Mr LAU Chi-ming, Senior Engineer/Project Management 5
- Mr CHAN Man-kin, Engineer/Construction 5
- Mr CHAN Man-tai, Project Coordinator/Project Management 16

#### Leisure and Cultural Services Department

- Mr Calvin YU, Senior Executive Officer (Planning) 3
- Miss Yen IP, Executive Officer (Planning) 3

#### Architectural Services Department

- Mr LIN Wai-tung, Senior Project Manager 321

#### DSD

- Mr Simon CHAN, Senior Engineer/Project Management 3
- Mr CHAN Chi-kwong, Senior Engineer/Consultants Management 4
- Mr Frankie LEUNG, Senior Engineer/R & R
- Mr SHEK Kin-tang, Senior Engineer/Mainland South 6
- Mr WAN Ching-fung, Engineer/Consultants Management 17
- Ms SO Wai-han, Assistant Engineer/Project Management 1
- Mr YEUNG Chau-fat, Technical Manager/Project Management 2

47. Mr Michael LEUNG, Project Manager (E), CEDD, briefly introduced SKDC Progress Report of Major Projects 2019-20.

48. Mr LEUNG Li said the construction of Bus-to-Bus Interchange (BBI) at the toll plaza of Tseung Kwan O Tunnel under Project No. 7803CL – “Development of Anderson Road Quarry site – site formation and associated infrastructure works” had been carried out for some time. As it was mentioned in the paper submitted by CEDD earlier that the works were expected to be completed in mid-2019, he enquired about the progress and the latest expected project completion date.

49. Mr LUI Man-kwong said, water mains need to be diverted in the relevant road sections under Project No. 872TH – “Tseung Kwan O – Lam Tin Tunnel – Main Tunnel and Associated Works”. In April 2019, the water main works near Park Central had caused substantial amount of fresh water with impurities contaminating the water supply system of Park Central. Some residents of Park Central suspected that the Water Supplies Department (WSD) had not shut down the penstock when carrying out the water works. He hoped that WSD would explain the works procedures involved and whether the incident was handled in compliance with the established procedures. He also for WSD’s response as to whether the existing procedures were unable to safeguard the quality of fresh water supply, and requested WSD to compensate the residents affected in the incident. Since WSD would carry out another waterworks shortly, he hoped that it would learn a lesson from the incident and prevent the occurrence of similar incident. He also requested WSD to explain whether the

impurities found in the water would be harmful to body health in the short, medium and long terms.

50. Mr LAI Ming-chak made the following enquiries:

- For Project No. 186GK – “Ancillary Facilities Block at Tseung Kwan O Area 65C2”, it was set out in the paper that the works would be completed in the first quarter of 2020. Given that the project involved many social welfare facilities, he hoped that the relevant departments could handle the transport connection properly, and arrange the relevant social welfare units to move into the Block as soon as possible to alleviate the shortage of social welfare services in Tseung Kwan O;
- For Project No. 364WF – “Design and Construction for First Stage of Desalination Plant at Tseung Kwan O - Mainlaying”, he was satisfied with the arrangements of WSD and CEDD in changing the alignments of water mains. He also hoped that the departments could communicate well with the residents regarding the arrangements of cycling tracks to facilitate proper arrangement of road signs for night time, and to enable the residents to know the alignments of cycling tracks;
- For Project No. Head 707 Subhead 7100CX – “Planning and Engineering Study for Re-planning of Tseung Kwan O Area 137”, as the project would affect the future development of the Fill Bank at Tseung Kwan O Area 137, he requested CEDD to report the result of the study as soon as possible and close the Fill Bank for developing the Area 137 into a liveable area;
- Regarding the feature footbridge across the southern tip of Eastern Channel (the Southern Bridge) under Project No. 716CL – “Tseung Kwan O Further Development - Infrastructure Works for Tseung Kwan O Stage I Landfill Site”, CEDD said they would strive to obtain LegCo’s funding approval for the implementation of the project in 2019. In view of the operation of the current DC term was about to suspend, he hoped that CEDD could obtain the funding approval by end-2020 in case they could not make it in 2019.

51. Mr Frankie LAM noted that the Government was reviewing the housing policy, including the housing development on ten identified sites. As the LegCo was discussing the feasibility of the potential housing site at Po Lam Road South, he asked whether this item would be included in the Progress Report.

52. Mr CHUNG Kam-lun asked CEDD to report the latest progress and latest completion date of TKO-LTT and whether the project was behind schedule. Besides, for Project No. Head 707 Subhead 7100CX - “Planning and Engineering Study for Re-planning of Tseung Kwan O Area 137”, given that the study would be completed in 2019, he hoped that the

Government would consult SKDC about the results of the study by the end of this year or early next year.

53. Hon Gary FAN said part of the works under Project No. 872TH – “Tseung Kwan O – Lam Tin Tunnel – Main Tunnel and Associated Works” were related to WSD. Given that the waterworks carried out by WSD at Park Central earlier had led to problems like suspension of water supply; the water becoming yellowish; impurities, black particles and asphalt being found in water; and the water becoming odorous, etc., in the housing estate, he asked WSD to follow up the incident seriously to prevent the future waterworks from causing similar problems. Besides, he pointed out that the report of major projects submitted by CEDD some ten years ago consisted of 200 to 300 pages, but the one submitted this time only had about 50 pages, and information such as the construction costs of the projects were even not provided, making it difficult for SKDC to comment on and monitor the entire works proceedings. According to the SKDC Progress Report of Major Projects 2015-16, the Southern Bridge project was originally scheduled for commencement in 2015, with a construction cost of \$190 million, and to be completed in 2018. However, CEDD was still striving to obtain funding approval from LegCo for the implementation of the project this year. As the project cost was not set out in the Progress Report, he hoped that CEDD could provide the relevant information later.

54. Mr WAN Kai-ming said that, regarding Project No. 766TH – “Retrofitting of Noise Barriers on Po Lam Road North”, the relevant departments had carried out ground investigation works and collected local views in end-2018, and that EPD and HyD would report the progress of the project to SKDC in the third quarter of 2019 after the proposed option was formulated. He hoped that the departments concerned could provide SKDC with the draft works plan and the expected project commencement date first. Besides, he pointed out that Po Lam Road North was already one of the busiest roads in the district, coupled with the noise generated by illegal road racing at night time, the disturbance to residents living in nearby areas was serious. He hoped that the Government could speed up the progress of the project.

55. Mr CHEUNG Mei-hung said CEDD would construct wave protection walls along the Waterfront Promenade. Since CEDD had not included the item in this Progress Report, he asked CEDD whether it would be incorporated in the Report in future. He also pointed out that the Waterfront Promenade was seriously damaged by Super Typhoon “Mangkhut” last year. SKDC was not only requesting CEDD to construct wave protection walls along the Waterfront Promenade, but also repeatedly requesting the department to build breakwaters for the section of the Waterfront Promenade from LOHAS Park to town centre for effective resistance against storm surges that might appear in the future. However, these measures

were not mentioned in the Progress Report. He asked the Director to inform Members of the measures. Secondly, regarding the Fill Bank at Tseung Kwan O Area 137, he pointed out that some years ago the Government had said the contract of the Fill Bank would end in December 2018. However, the Government had yet to state clearly whether the Fill Bank would be closed in 2021 or 2022 up to now. He requested CEDD to respond and provide SKDC with the exact date for closing the Fill Bank.

56. Mr Francis CHAU thanked the departments concerned for injecting additional resources into the Signature Project Scheme of Sai Kung district. Besides, he said even though the contracts of the temporary construction waste sorting facilities in Tseung Kwan O Area 137 were renewed, it did not mean that SKDC would agree to the extension of operation of the Temporary Fill Bank after 2019. He urged CEDD to submit the item to SKDC for detailed discussion as soon as possible given that the Fill Bank and the South East New Territories (SENT) Landfill Extension would affect Tseung Kwan O, in particular the traffic aspect when CBL and the Trunk Road T2 were not ready for commissioning. Besides, he hoped that the Government could improve all water sports facilities of Eastern Channel and Southern Bridge, including the provision of landing steps for shallow water activities, so as to tie in with the water sports centre and the Town Park in Tseung Kwan O Area 68 under the Leisure and Cultural Services Department (LCSD). Lastly, he also expressed concern about the sewage treatment facilities in rural areas.

57. Mr WAN Yuet-cheung said Project No. 766TH – “Retrofitting of Noise Barriers on Po Lam Road North” only covered areas in the vicinity of Hau Tak Estate, Fu Ning Garden and Chung Ming Court, but he believed that the noise impact of Po Ning Road and Chiu Shun Road to Ming Tak Estate would be no less serious than Hau Tak Estate and Fu Ning Garden. Moreover, upon completion of CBL more vehicles would be using Chiu Shun Road, which was also the major access of dump trucks to the landfill. He urged the Government to seriously consider installing noise barriers along the periphery of Ming Tak Estate.

58. Mr LAU Kai-hong said DSD had completed the sewerage system for Ma Yau Tong Village, Mang Kung Uk Village, Tseng Lan Shue and Clear Water Bay Road one after another, but it still had not announced the timetable for the works from Silverstrand to Po Toi O. As he understood, the concerned sewerage system was originally scheduled for commencement in 2019. Since no relevant information was provided in the Progress Report, he hoped that DSD would respond whether the project had been cancelled. Given that the existing septic tank system did not meet the requirements on environmental protection, he hoped that DSD could implement the sewerage system project as soon as possible to improve the daily lives of residents.

59. Ms Christine FONG hoped that the Government would maintain communication with SKDC on the progress of the Desalination Plant and CBL. She also expressed concern over Project No. 164 DR – “Southeast New Territories Landfill Extension”. The contract of the First Stage of the project was signed almost 30 years ago in 1993. According to the information set out in the Progress Report, the completion date of the project was 2030, and the funding involved was about \$2.1 billion. She pointed out that the pollutants and sand and silt generated by the project would affect the traffic and drivers on Wan Po Road, but CEDD and EPD had not monitored the contractor properly. In the past, many incidents had occurred in the Fill Bank. For example, the piling up of fill to an excessive height in the Fill Bank had led to a landslip earlier; a No. 2 alarm fire had also broken out there. She considered the Landfill and Fill Bank lacked monitoring, and the Government just handled the incidents without disclosing the details to the public. She urged the Government to address the problems at the roots and to handle road safety in Tseung Kwan O properly to avoid traffic accidents caused by dripping of muddy water and falling of rubbish from dump trucks, which might result in injury or loss of life.

60. Mr Philip LI said DSD had already completed the feasibility study on Project No. 402DS – “Feasibility Study on Relocation of Sai Kung Sewage Treatment Works to Caverns”, He hoped the project could be implemented as soon as possible. Besides, as many sewage treatment facilities in the district were damaged by Typhoon “Mangkhut”, the residents had to bear with the odours for several months. Even though DSD had carried out a lot of recovery work, he still hoped that DSD could relocate the Sewage Treatment Works to Caverns as soon as possible to safeguard environmental hygiene. Moreover, for Project No. 272DS - “Port Shelter Sewerage Stage 2”, he pointed out that many problems in rural areas were not properly handled, including Sha Kok Mei Village and Wong Chuk Wan Village under Stage 2 of the project. In addition, he pointed out that residents in the areas near Pak Tam Chung had been waiting for provision of public sewage ducts for many years, and hoped that DSD could implement the sewage works for the benefit of the residents as soon as possible. Lastly, he said the Progress Report did not provide any information about the sports centre and swimming pool in Sai Kung Area 4. This project had been discussed since the ex-Regional Council era, but delayed many times since then. He hoped that LCSD could speed up the project.

61. Mr YAU Yuk-lun said, for Project No. 382DS – “Sewerage at Clear Water Bay Road, Pik Shui Sun Tsuen and west of Sai Kung Town”, the sewers connecting Pik Shui Sun Tsuen were not provided. Although the residents of Pik Shui Sun Tsuen were once opposed to the works, they eventually agreed with the relevant arrangements. Therefore, he hoped that DSD could implement the sewage works as soon as possible. Besides, for Project No. 7818CL – “Development of Anderson Road Quarry site – Road Improvement and

Infrastructure Works”, he noted that a U-turn facility would be built at Clear Water Bay Road near Fei Ngo Shan Road under the project. He pointed out that some sections of the footpaths on Fei Ngo Shan, about some ten feet in length, were not connected. He hoped that the department could link up those footpaths under the project. Moreover, given the serious traffic congestion along New Clear Water Bay Road and Clear Water Bay Road, in particular from 7:10 a.m. to 7:45 a.m., he hoped that the widening of a section of New Clear Water Bay Road near Shun Lee Tsuen Road could be expedited.

62. Mr TSE Ching-fung enquired about the height of the Ancillary Facilities Block and number of car parking spaces available for public use thereunder Project No. 186GK – “Ancillary Facilities Block at Tseung Kwan O Area 65C2”. Besides, concerning the Town Park in Tseung Kwan O Areas 66 and 68, he asked the departments concerned to explain in details whether other specific measures would be put in place to resist typhoon in addition to drain clearance and provision of wave walls. In addition, he also urged LCSD and TD to enhance co-operation and communication on the arrangements of car parks.

63. Mr Raymond HO said the Progress Report in the past would set out the details of the sewerage systems in rural areas, but the latest one only provided very simple information. For example, the LegCo had handled the funding application for the sewerage system in Po Toi O, but the Progress Report did not set out separately the works progress after the funding was secured. Besides, in the past information on major projects such as TKO-LTT and CBL, etc., would be set out under several items; while information on the Southern Bridge and Northern Bridge was also set out under separate items due to different completion dates, he hoped that the departments concerned could provide more detailed information in the future. In addition, SKDC had discussed earlier whether or not to build a stair to link up Tiu Keng Leng and TKO Heritage Post. In this connection, he had conducted a site visit with the Works Section of SKDO, but no progress had been made since then. He hoped that the departments concerned could continue following up the works proposal.

64. Mr Francis CHAU said many years ago the government departments concerned would provide SKDC with a booklet about the future development of Sai Kung and Tseung Kwan O. According to the booklet published in 1991, the Western Coast Road (i.e. TKO-LTT) was expected to be completed in 2011. Given that the existing progress of TKO-LTT was about ten years behind the schedule, he hoped that SKDC could exert pressure on the relevant government departments for speeding up the works. He also suggested the departments concerned to publish another booklet to set out the projects that would commence soon and those under planning, including the Water Sports Centre in Tseung Kwan O Area 77, the heated swimming pool in Tseung Kwan O Area 65, Tiu Keng Leng Park and the Sports Centre in Sai Kung Area 4, etc., as well as their respective completion dates. He considered it

necessary to include all projects in the booklet to facilitate SKDC to monitor the progress. He also hoped that the booklet could be completed before the next full council meeting.

65. Mr CHAN Kai-wai said, concerning the Public Toilet at Duckling Hill, remedial works were carried out to eliminate some potential danger in the design of the public toilet; and the problem that refuse containers in the toilet were too small in size was also improved quickly upon his referrals. Besides, he noted that the works for TKO-LTT were continuing day and night to recoup the delay. He suspected that there were discrepancies when the government conducted the feasibility studies because the delay caused by weather problems like typhoon would not be too serious. On noise, he said the contractors had frequently carried out the works beyond the time permitted by law, and the noise generated by the works, which exceeded the relevant standards seriously, had affected the residents. He queried if the relevant department had monitor the works properly. For Project No. 822TH – “Cross Bay Link”, he was concerned about the traffic arrangement of CBL under typhoon and inclement weather. He had pursued CEDD for the arrangement in details for many years, but CEDD had not provided any information so far. He was worried that the closure of the bridge would paralyse the traffic in Tseung Kwan O, and considered that CEDD should make the relevant planning as early as possible. He also pointed out that the government built Road P2 because the noise level had exceeded the limit after conducting an Environmental Impact Assessment. The design of Road P2 was revised to the form of depressed road in response to his opposition. As the section from Park Central to Tong Ming Street was not built in the form of a tunnel, coupled with the existing noise level of 69.5 decibel (dB) at the location, he anticipated that the noise level would exceed the relevant standard seriously in the future. He expressed concern about how CEDD would handle the noise problem in the vicinity of Kwong Ming Court and Choi Ming Court. In addition, to tie in with the works of CBL, the roundabout at Tseung Kwan O South would be converted into a signalised road junction. He considered that such arrangement would only paralyse traffic in Tseung Kwan O given that the vehicles would have to stop there when they had been running at a speed of 70 to 80 km per hour. Lastly, concerning the fresh water incident occurred at Park Central earlier, he pointed out that Park Central did not receive any notification after several days. He considered that WSD should contact the housing estate proactively. Even though WSD had done a lot to make compensation one month after the incident, he considered that WSD should have taken action earlier to avoid criticism by the residents. He hoped that WSD could properly handle the substantial increase in fresh water consumption of the about 4 000 households in Park Central during the incident.

66. Mr Michael LEUNG of CEDD responded to Members’ views as follows:

- Regarding Members’ requests for providing additional information in the Progress Report of Major Projects, CEDD was willing to follow up the requests after the

meeting. As for the construction costs of projects, the Progress Report had set out the estimated construction costs of projects the design of which were completed; for the remaining projects, the preliminary estimated construction cost could only be provided after the design of such projects were completed by the departments concerned;

- CEDD would consult SKDC about the arrangements for the extension of operation period of the Fill Bank at Tseung Kwan O Area 137 again in 2021. From the perspective of long-term planning, the planning of Tseung Kwan O Area 137 should dovetail with the overall development of Route 6. Besides, given that the waters opposite Tseung Kwan O Area 137 was Tathong Channel, which has a water depth about six to seven floors height and some 300 vessels passing by every day, the Government would need more time to handle technical problems such as the overall planning of marine works and ancillary transport facilities, etc. Moreover, as the SENT Landfill Extension and the proposed desalination plant were situated to the north and south of Tseung Kwan O Area 137 respectively, the overall planning of Tseung Kwan O Area 137 would have to take into account the impacts of the odour from the Landfill and the noise due to the operation of the desalination plant, etc. CEDD would approach SKDC on the planning of Tseung Kwan O Area 137 after the identified technical problems were resolved;
- CEDD had consulted the LegCo Panel on Development about the Southern Bridge project in Tseung Kwan O on 22 January 2019. The Panel agreed with CEDD's submitting the funding application of the project to the Public Works Subcommittee and Finance Committee for approval. The project estimate was about \$300 million. CEDD was willing to provide Members with more detailed information on the estimated project cost. If the funding application was approved in 2019, it was expected that the project could commence in this year and complete in 2022; and
- According to the current progress, the construction of BBI under the Development of Anderson Road Quarry site project would be completed in 2019. However, there were many issues still had to be sorted out. For example, safety measures needed to be implemented when the rock breaking procedures next to the exit of Tseung Kwan O Tunnel was carried out to prevent the flying rock from hitting the vehicles that passed by the site.

67. Mr Sunny LO, Chief Engineer of CEDD, responded to Members' views as follows:

- If the works of TKO-LTT and CBL were carried out in any way that contravened the law, CEDD would handle the case seriously. The contractor was currently speeding up the works in an attempt to complete the reclamation works before the

typhoon season began so that the overall works progress would not be affected. In spite of this, the contractor still needed to carry out the works according to the working hours specified in the Construction Noise Permit. CEDD would instruct the resident site staff to follow up the issue in question seriously;

- Concerning the arrangements for the operation of CBL under inclement weather, CEDD would continue maintaining close liaison with TD. TD was considering the issue from different aspects, including the environmental factors, traffic flow and road conditions of areas near CBL, etc. TD would inform SKDC of the arrangement for the operation of CBL under inclement weather in due course.

68. Mr Alan TANG, Chief Engineer/Port Works, CEDD, responded to Members' views as follows:

- The contractor had commenced the construction of a wave wall in Tseung Kwan O Waterfront Park in April this year, it would strive to complete all works in phases by end-2019. The wave protection wall, 600 metres long and 1.1 metres high, was designed to alleviate the threats on coastal facilities posed by storm surges and overtopping waves under extreme weather. Apart from the wave wall, other relevant departments would also follow up according to their respective scope of responsibilities, for example, the Architectural Services Department (ArchSD) would pave the floor tiles; while DSD would construct earth bank and handle the drainages in Tseung Kwan O Area 68, etc.;
- CEDD noted Members' suggestion for constructing offshore protective breakwaters on the waters opposite the Waterfront Park. CEDD had commissioned a consultant to undertake a feasibility study entitled "Study of Coastal Hazards under Climate Change and Extreme Weather and Formulation of Improvement Measures – Feasibility Study", the focus of which was a study on the ways forward for low-lying areas and windy locations to cope with storm surge and wave. After gathering environmental data in different districts and data on tropical cyclones, CEDD would conduct the relevant studies and formulate improvement measures, including works-related or management-related measures, etc., with the aid of computer simulation analysis. CEDD expected that the study could be completed in one and a half years, and would request the consultant to refer to SKDC's views during the course of the study.

69. Mr CHAN Chi-kwong, Senior Engineer/Consultants Management 4, DSD, said the works for Tseng Lan Shue and Po Toi O were already included under Project No. 273DS – "Port Shelter Sewerage Stage 3". Funding approval from the LegCo was expected to be sought in mid-2019. If the funding application was approved, the works were expected to

commence in the fourth quarter of 2019. Besides, the works for Wong Chuk Wan were included under Project No. 272DS – “Port Shelter Sewerage Stage 2”. DSD was also making funding application for the project. If the funding application was approved, it was expected that the works could also commence in the fourth quarter of 2019. In addition, the works for Silverstrand were included under “Port Shelter Sewerage Stage 4”, which was not yet initiated. When the Stage 2 and Stage 3 projects were almost completed, DSD would review the relevant schedule with EPD.

70. Mr LAU Chi-ming, Senior Engineer/Project Management 5, WSD, responded to the water quality incident of Park Central as follows: The contractor of WSD had carried out the planned water mains connection works at the night of 8 April, and the water supply was resumed in the morning of 9 April. It was believed that the cause of the Park Central water quality incident was related to the procedures for resumption of fresh water supply, which involved operation of the existing valves that induced changes in water flow in the fresh water main. This subsequently stirred up the sediment inside the fresh water main and were brought into the internal fresh water supply system in Park Central. WSD had provided support immediately in following up the incident after receiving complaints about above matters from the Property Management Office (PMO) of Park Central. After considering the suggestions of the Park Central Owners’ Committee (OCom), the PMO and several Members, WSD had taken different follow-up actions in various aspects, which included:

- Upon receiving complaints on 9 April, WSD had flushed the concerned government fresh water main to drain out the sediments through fire hydrants near Park Central. Water supply had returned to normal in the afternoon of the same day;
- WSD had kept close contact with PMO as well as the OCom and mobilized 90 staff from WSD, Engineering Consultant and Contractor to provide technical support for cleaning 36 water tanks in Park Central on 10 April;
- Support Centre had also been set up in the club house on 10 April to register and handle enquiries from residents and provide necessary technical support, which included flushing and replacement of fresh water meters, and flushing/checking the inside service of the relevant flats;
- Two water wagons had been stationed and a standpipe had been set up to provide temporary fresh water supply to residents;
- Convening meeting with the OCom and the PMO on 11 April to discuss the situation of the incident and the assistance required;
- Reviewing the situation of the incident with the OCom and the PMO again on 29 April. Since the quality of water supply to Park Central had resumed normal and only occasional request were received from residents for technical support, the support center was evacuated on 30 April after discussion between WSD and the

OCom. However, arrangements were made for several staff to remain in Park Central to provide immediate technical support if in needed, and keeping one water wagon near Tower 3 to provide temporary fresh water supply to residents;

- WSD would further discuss with the OCom and the PMO in mid-May to review if it was necessary for WSD to continue providing assistance.

71. Mr LAU Chi-ming of WSD continued that the quality of water supply to Park Central had resumed normal. Regarding the water quality, WSD had taken 76 fresh water samples from the fresh water tanks and the pipes in individual flats of Park Central between 9 April and 30 April. Results of all fresh water samples taken revealed that the fresh water supply to Park Central was satisfactory for drinking purpose and did not contain harmful substances to human body. WSD was reviewing the relevant works procedures and formulating improvement measures to prevent the occurrence of similar incidents in the future. As for the water main diversion works of TKO-LTT, WSD had reminded the concerned staff that when preparing shutdown plans for water main connection works, apart from setting the water suspension time according to the needs of customers as far as practicable, they should also accord the top priority to the influence of the works on water quality to ensure that the quality of fresh water after resumption of water supply would not be affected by the works. Lastly, regarding the compensation, since the incident was still under investigation, WSD would request the contractor to follow up and handle the relevant claims if it concluded that the incident was caused by the negligence of the contractor.

72. Mr Michael LEUNG of CEDD said the projects on retrofitting of noise barriers were mainly under the purviews of the Environment Bureau and EPD. CEDD would ask them to provide supplementary information after the meeting.

73. Mr Calvin YU, Senior Executive Officer (Planning)<sup>3</sup>, LCSD, responded to Members' views as follows:

- At the full council meeting of SKDC held on 8 January this year, Members agreed that LCSD could commence the preparatory work for the Town Park in Tseung Kwan O Area 68 first. LCSD was working on the project proactively. If everything proceeded smoothly, the preliminary design of the Town Park could be completed in 2020, which would then be submitted to the District Facilities Management Committee (DFMC) for consultation. The works of the Town Park were expected to commence in the fourth quarter of 2021;
- For the part of the Town Park in Tseung Kwan O Area 66, as he understood, TD was now studying the views put forward by Members during the consultation period. If it was finally decided that an underground car park would be built, TD would take forward the works. Otherwise if there would be no underground car park, LCSD

would take up the project accordingly;

- Regarding the sports centre and Town Plaza in Sai Kung Area 4, LCSD had kept an open mind on Members' suggestions for providing a heated swimming pool in the sports centre, and was conducting a preliminary study on the feasibility of the suggestion with other relevant departments. LCSD would consult DMFC of the progress of the project in due course.

74. Ms Micy LUI, District Social Welfare Officer (Wong Tai Sin/Sai Kung), Social Welfare Department, said the Social Welfare Department (SWD) would provide five social welfare facilities in Tseung Kwan O Area 65C2. Among them, three would be new facilities and two would be re-provisioned facilities. SWD would closely monitor the progress of re-provisioning of existing services and the selection of service operators, etc., with a view to commencing the services as soon as possible in 2020.

75. Mr CHEUNG Mei-hung noted that CEDD would consult SKDC about extending the operation of the Fill Bank at Tseung Kwan O Area 137 in 2021. He earnestly appealed to CEDD for not further extending the operation of the Fill Bank given that the issue had aroused strong opposition when it was submitted to SKDC for discussion earlier, and the Development Bureau had stated that the Fill Bank would be closed in 2018. As there were still three years preceding 2021, he hoped that CEDD would formulate other replacement arrangement as soon as possible and not to further extending the operation of the Fill Bank. Besides, he worried that Sai Kung would be threatened by storm similar to Typhoon "Mangkhut" again in the next few years, and hoped that CEDD could shorten the time needed for studying the improvement measures for coastal areas. Lastly, he suggested that apart from Tseung Kwan O town centre, breakwater should also be built on waters opposite exit A of LOHAS Park Station of MTR.

76. Mr LAI Ming-chak said, as Hong Kong might be hit by other huge storms this year, he suggested the departments concerned to draw up contingency plan as soon as possible and to properly arrange the precautionary measures against typhoons for the sites along the Waterfront Promenade, which included instructing the contractors to properly handle the materials inside the sites to avoid being damaged by typhoons or causing damages to other facilities on the Waterfront Promenade.

77. Mr LUI Man-kwong said the majority of views he collected after the occurrence of the fresh water incident at Park Central were related to children and pregnant women. The residents were highly concerned if the impurities in the water would be harmful to the human body in the short, medium and long terms. However, WSD only pointed out in its reply that the chemical substances found in the water samples had not exceeded the relevant standards,

which could not remove the doubts of the residents. Besides, since the schedule for constructing the wave protection wall covered the whole typhoon season, he was worried that the facilities not yet completed would be damaged by the storms. Lastly, he suggested CEDD to consider building offshore protective breakwaters and make improvement to flood prevention work.

78. Mr TSE Ching-fung pointed out that the response already given by the department concerned still had not answered the enquiries about the height of the Ancillary Facilities Block at Tseung Kwan O Area 65C2 and the number of car parking spaces in the car park inside it. Besides, he hoped that TD and LCSD could continue to co-operate with each other to facilitate the early commencement of the works of the Town Park in Tseung Kwan O Areas 66 and 68. Moreover, irrespective of whether TD decided to build the underground car park or not, the decision should be announced as soon as possible. Furthermore, he urged CEDD to follow up the suggestion for constructing breakwaters for the waters opposite the Waterfront Promenade quickly.

79. Mr Michael LEUNG said he noted Members' views on the Fill Bank and would ask the relevant section to follow up the views.

80. Mr Alan TANG said CEDD would pass the suggestion for building offshore protective breakwaters to the consultant as a reference for the study. Besides, on reducing the duration of the study, he said the whole study would take about one and a half years to complete, but CEDD would conduct the study in phases and would maintain communication with Members. In addition, CEDD had communicated with the contractors before the typhoon season requesting them to implement contingency measures to safeguard the safety of sites and avoid affecting the safety of the residents living in nearby areas.

81. Mr LIN Wai-tung, Senior Project Manager 321, ArchSD, said the Ancillary Facilities Block at Tseung Kwan O Area 65C2 was a four-storey building. The main roof floor of the Block was 16.3 metres above the ground. Besides, a total of three car parking spaces, i.e. one loading/unloading area for parking of ambulance, one designated car parking space for a seven-seater of the Youth Outreaching Team, and one designated car parking space for a 48-seater bus of the special child care centre, would be provided in the Block.

82. Mr Calvin YU of LCSD said he had taken note of Members views on the Town Park in Tseung Kwan O Areas 66 and 68, and would reflect them to TD. As for the Town Park in Area 68, if everything went smoothly, LCSD would consult DFMC about the detailed design of the park in 2020 and commence the works in the fourth quarter of 2021.

83. Ms Christine FONG said the Professional Power had suggested CEDD to build wave protection walls in as early as 2015. The Government had constructed the first wave protection wall, which was 200 metres long and 1.1 metres high, opposite the LOHAS Park in 2016. However, when she suggested extending the wave wall, the departments concerned replied that it was not necessary. Given that Typhoon “Mangkhut” had really caused serious flooding in the housing estates in the vicinity of the waterfront of Tseung Kwan O and the nearby drainage channels, she considered that the construction of wave protection walls and breakwaters must be expedited. She also suggested CEDD to deploy staff to focus on handling the problem of storm surges affecting coastal areas.

84. Mr CHAN Kai-wai said that many Buddha statues were found in certain sites, and hoped that the relevant departments would pay attention to and handle the problem. Besides, he pointed out that many parts of the wire meshes along the boundaries of Tseung Kwan O Areas 66 and 68 were damaged, and many residents would enter the areas to play mountain bikes after 10:30 p.m. daily. LCSD had taken actions only after receiving his notification.

85. Mr LAU Chi-ming of WSD said, among the water samples collected from Park Central, a few fresh water samples were found with trace amount of black particles, which were collected, tested and confirmed to be tiny bituminous particles. In this connection, Chemist from WSD had tested the Benzo(a)pyrene content that could be released by bitumen in water. Results showed that the Benzo(a)pyrene level was below detection limit and far below the standard value in the Hong Kong Drinking Water Standard. Since the bitumen used as lining for fresh water main was a chemically inert substance and had to comply with relevant standards, it would not be absorbed by human and affect the health of human bodies.

86. Mr Stanley TAM said, regarding Project No. 364WF – “Design and Construction for First Stage of Desalination Plant at Tseung Kwan O - Mainlaying”, WSD had previously discussed with Members the alignments of water mains. At that time, he had reflected to WSD that if road closure measures were implemented at Po Lam Road North and Tsui Lam Road, serious traffic congestion would be caused, and WSD said it would consider another alignment that would not pass through busy roads. However, on 25 April this year, he noticed that temporary road closures were implemented on the section of Po Lam Road North near Tsui Lam Road. He was not informed of the arrangement in advance, and the road closure measures had led to serious traffic congestion. He was informed, after asking for explanation repeatedly, that WSD had implemented the road closure to carry out surveying at the above location. He immediately notified the Police in the evening of the same day of the road closure and requested it to divert the traffic at the location. He also requested WSD to cancel the road closure as soon as possible. He considered that WSD had handled the road closure in a perfunctory manner and found it unacceptable that WSD had not informed the

Member of the respective constituency about the temporary road closure arrangement in advance.

87. Mr CHAN Man-kin, Engineer/Construction 5, WSD, said he had made a telephone call to Mr Stanley TAM after the road closure on 25 April and apologised about it again. He said WSD had been trying to identify an alignment that could solve traffic problems as far as practicable. WSD would also avoid laying water mains on the busier sections of Po Lam Road North to reduce the influence of the works on residents.

88. The Chairman said the Member concerned was not opposed to the temporary road closure implemented by WSD, but pointed out that WSD should have informed the respective Member in advance. The Chairman said Members could follow up the progress and details of the projects at the meetings of other Committees under SKDC. Regarding some Members' views that the information provided in the Progress Report was insufficient, he asked CEDD and the departments concerned to update the Progress Report with the information not yet included and submit it to SKDC for reference.

(C) Proposed Amendments to the Approved Hebe Haven Outline Zoning Plan No. S/SK-HH/6

**(Extempore motion endorsed: "SKDC opposes to the amendments of the Approved Hebe Haven Outline Zoning Plan No. S/SK-HH/6")**

(SKDC(M) Paper No. 100/19)

89. The Chairman reminded Members to make declaration of interests on the spot if necessary.

90. Mr HIEW Moo-siew said he was a resident of Nam Wai Village, but he did not own any land there.

91. Ms Donna TAM, District Planning Officer/Sai Kung & Islands, Planning Department (PlanD), introduced the proposed amendments to the Approved Hebe Haven Outline Zoning Plan No. S/SK-HH/6 based on the presentation slides shown.

92. Mr HIEW Moo-siew said he opposed the proposed amendments, the main reasons were as follows:

- The traffic of Hiram's Highway was already very congested. Take the situation in the morning as an example, it took as long as 35 minutes to drive from Nam Wai to Hang Hau;

- For many years, the rivers near Ta Ku Ling Village would flood during every typhoon and rain season, which had led to serious flooding and make it impossible for the villagers to leave the village by driving;
- Some stream channels in Nam Wai Village were frequently blocked by dumping. Currently, the streams were also continuously contaminated by effluent from unidentified sources. As a result, there were substantial amount of bubbles or odour occasionally. Coupled with the proposed large scale housing development near the above-mentioned stream channel, he was worried that the stream would be further polluted, thus seriously damaging the ecological environment and affecting the residents of nearby areas. Moreover, a large amount of rain water would run down the roads under severe weather conditions and caused serious flooding on Nam Wai Road. He considered that the proposed amendments would only cause more rain water flowing to the road in question and worsen the flooding there, which would seriously affect the daily lives and living environment of residents in the surrounding areas.

93. Mr HIEW Moo-siew continued that after Typhoon “Mangkhut” hit Hong Kong last year, the residents living in the vicinity of Nam Wai were unable to go out for at least two to three days, and ten or more vehicles were damaged and scrapped because of the flooding. He earnestly requested PlanD to arrange meetings with the village representatives of Nam Wai Village, Wo Mei Village and Heung Chung Village, and the relevant groups, etc., as soon as possible to discuss and consult them about the proposed amendments before considering whether or not to further develop the relevant sites. He said he was strongly opposed to the proposed amendments, and would like to move a motion in opposition to the proposed amendments to the Approved Hebe Haven Outline Zoning Plan No. S/SK-HH/6.

94. Mr WONG Shui-sang said a lot of villagers had come forward to express their demands before the SKDC meeting. He considered that the major problem of the proposed amendments was the impact on the local traffic. He understood that there were very keen demands on land, and pointed out that PlanD had zoned many derelict land as “Green Belt” (“GB”) sites; while sites that were remote and would affect the existing residents were rezoned to make way for luxury residential developments. PlanD had also ignored the housing needs of indigenous inhabitants. Besides, he considered that the implementation of housing development near such a narrow road would have enormous impact on the residents. In addition, he pointed out that many members of the public were opposed to the small house policy, they also accused the indigenous inhabitants of occupying government land, which he considered unfair to the indigenous inhabitants. He also thought that the Government should consider providing the relevant ancillary facilities when contemplating development on residential sites. As for the proposed amendments in question, he considered that under the

existing traffic conditions, rezoning was not suitable because a lot of private cars would be entering and leaving the residential buildings after they were completed. The issue should be discussed again after the Government had provided sufficient ancillary facilities. He hoped that PlanD would listen to the views of residents before planning for rezoning. He also suggested SKDC to oppose the proposed amendments.

95. Mr CHUNG Kam-lun asked whether PlanD had completed the relevant traffic and environmental impact assessments when it submitted the proposed amendments to SKDC for consideration. He said, when PlanD submitted the proposal on rezoning five sites in Tseung Kwan O for housing use earlier, it told SKDC that no relevant information was available, but it had submitted a detailed report on the same proposal to the Town Planning Board (TPB) later. He requested PlanD to submit the full study report of the proposed amendments to SKDC first. Besides, for Amendment Item A, some parts of the site were private land. He enquired whether the Government would resume and then grant the land in question, or would assist the owner of the private land to convert the use of land free of charge. For Amendment Item C, some temporary structures were found inside the site currently. He asked whether PlanD had communicated with the households and requested them to move out, and made arrangements for compensation. Furthermore, he also requested PlanD to provide the estimated figures on the increases in population of rural areas and vehicles that would be brought about by the proposed amendments, and to provide the development timetable of the whole project for consideration by SKDC.

96. Hon Gary FAN asked for more estimated figures on the proposed amendments, including the demands of the additional population on social welfare facilities and transport infrastructure. Given the population growth brought by the proposed amendments and the aging population structure of rural areas, he was worried that the land for social welfare uses in the area would be in shortage in the coming ten years. As for Amendment Item D, he pointed out that the subject site, i.e. the current location of the residential development called “Colour By The River”, had been rezoned from GB site to residential site, and asked PlanD the reason for submitting the rezoning proposal again given that TPB had already approved the development of the residential development in question earlier.

97. Mr LAI Ming-chak said the Government had proposed earlier the rezoning of five sites in Tseung Kwan O, and one of them had been removed from the proposal because of its ecological value. He was concerned whether the ecological assessment of the “GB” site in Amendment Item C was completed. As the site was close to a stream and Hebe Haven, he believed that it would be of some ecological value, and was concerned if the rezoning would affect the animal and plants there. If PlanD had completed the ecological assessment for Amendment Item C, he hoped that the department could provide the relevant information; if

not, the department should complete the assessment as soon as possible. Otherwise, Members would oppose the relevant amendment item.

98. Mr Peter LAU said that some 6-storey luxury-class residential buildings with about 230 units were to be built on the subject sites under the proposed amendments, it was expected that the traffic flow of private cars and demands for car parking spaces in the district would be increased significantly. With the existing serious traffic congestion and shortage of car parking spaces in Sai Kung district, he considered it necessary for any community development to cater for the local traffic in the first place. Besides, four housing development projects were already underway in Sai Kung District, but neither did PlanD submit any traffic impact analysis of the proposed amendment item nor provide any information on the additional population to this meeting. He therefore requested PlanD and the departments concerned to provide sufficient transport ancillary facilities and car parking spaces for the rezoning proposals.

99. Mr Philip LI said PlanD must update the planned projects on the approved Outline Zoning Plan (OZP) of Sai Kung Town and Islands more effectively. For example, the works for the Hiram's Highway Improvement Stage 1 project were underway, but the old alignments of the project were still shown on the OZP, which had affected the applications for building small house by residents in the area. He considered that the applications for updating existing planning and the planning applications for new facilities should be handled separately to avoid affecting the progress. For the current amendment items proposed by PlanD, he considered that the site next to the ex-Sai Kung Central Primary School should remain as a "Government, Institution or Community" ("G/IC") site and not to be rezoned for residential use because many residents had reflected to him the serious shortage of community facilities in the area. Besides, given the existing traffic congestion of Hiram's Highway, it would be very inconvenient if the residents had to travel to Sai Kung Town or Tseung Kwan O to use community facilities. He believed that if the above site was rezoned for residential use, it would surely affect the traffic of the roundabout at Hiram's Highway and the traffic from Sai Kung to Kowloon, so he was opposed to this proposed amendment item. Moreover, he pointed out that the Government had decided in 2006 to develop Hebe Haven into a dedicated area for water sports. As the site proposed to be rezoned was very close to the stream channel, he considered this amendment item not suitable.

100. Mr CHONG Yuen-tung said the paper was relatively sloppy in general. It only provided information on the assessments on roads and the plot ratios of units, but no information on environmental and traffic assessments was provided. He pointed out that the existing roundabouts at Nam Pin Wai and Clear Water Bay were already very congested; while the overall traffic problem in Sai Kung was not significantly improved as the Hiram's

Highway Improvement Stage 1 project was still underway and the result yet to be seen, while the Stage 2 project was not yet implemented. Moreover, in addition to the amendment items proposed by the Government, many private residential developments had been completed one after another in Sai Kung and Hang Hau, the additional vehicular flow would further increase the traffic loading in Sai Kung. As it was expected that the rezoning proposals of the Government would cause dissatisfaction among the residents in Sai Kung and Hang Hau, he was opposed to the amendment items.

101. Mr Francis CHAU said, as the proposed amendment items B and D were to reflect the existing use of the sites concerned, one of which had been used for car parking for a long period of time, while the other had been occupied by a residential development for some ten years, he did not oppose these two amendment items. However, he was opposed to amendment items A and C. For item A, he pointed out that two community service facilities were currently making preparation to move into the ex-Sai Kung Central Primary School next to the subject site, which was also an ideal location for setting up the a satellite unit of the District Health Centre. Therefore, he did not support the Government's proposal of rezoning the valuable "G/IC" site for residential use. As for item C, the land involved was currently a "GB" site, which also served as a buffer space for the "Conservation Area" zone beside it. He also believed that the road next to the site under item D would be subject to access right restriction, making it unable to match with the overall ancillary facilities planned under the amendment item. Lastly, he seconded the extempore motion moved by Mr HIEW Moo-siew.

102. Ms Christine FONG said the residents of Sai Kung district who attended the meeting this morning were also affected by the traffic congestion in Nam Wai. She pointed out that both the Hiram's Highway Improvement Stage 1 and Stage 2 projects could not solve the existing traffic problem in Sai Kung completely. Given that the traffic congestion in Sai Kung was not improved, she had reservation about the proposed amendments to the approved Hebe Haven OZP. She also considered the "G/IC" site next to the ex-Sai Kung Central Primary School very precious, and could be used for building community facilities, small-scale sports centre or community hall. Taking into account that the ex-Sai Kung Central Primary School would be converted into a day care centre in the future, she suggested providing support facilities as well as recreational and sport facilities for the day care centre at the site. She also said as the Treasury had recorded large surplus lately, it was not necessary for the Government to sell precious sites. Instead, it should accord priority to providing land for building community facilities for the some 60 000 residents in Sai Kung who were suffering the disturbance of traffic problems. The Government should also fully consult the residents about rezoning of "GB" site for residential use in the future. Moreover, she considered that the existing road network alone could not solve the traffic problem in Sai Kung. In addition

to developing the Central Kowloon Route, she also suggested providing a railway station at HKUST to solve the traffic congestion problem from Sai Kung to Choi Hung. She pointed out that the paper was very sloppy, and said PlanD should widely consult residents in the area, and use the site for community facilities.

103. The Vice-Chairman said the land next to the ex-Sai Kung Central Primary School was currently a “G/IC” site. He was opposed to the rezoning of the site for residential use because of the worry that it would worsen the traffic congestion of the road section from Sai Kung to Hang Hau. Besides, he pointed out that flooding would occur at the location of amendment item C during heavy rain. He was also worried that rezoning this “GB” site for building luxury residence would damage the ecology. He was therefore opposed to the amendment items proposed by PlanD.

104. Mr YAU Yuk-lun was opposed to the amendment items put forward by PlanD. Currently, the traffic congestion on New Clear Water Bay Road and Clear Water Bay Road was serious, and the roads towards Tai Po Tsai were narrow. Coupled with the completion of residential developments in the vicinity of the Shaw Studios and Mount Pavilia one after another, congestion occurred frequently at the traffic bottlenecks in Tseng Lan Shue and Pak Shek Wo, etc. He suggested PlanD to proactively develop land in the rural areas and deserted villages in Sai Kung and road improvement in the rural areas, to strike a balance between the needs for conservation and development, and to face up to the views and housing needs of indigenous inhabitants.

105. Mr LAU Kai-hong was also opposed to the amendment items put forward by PlanD. He pointed out that given the shortage of district facilities in Sai Kung, the rezoning of land for residential use was not advisable. Taking Hang Hau Village as an example, there was no provision of recreational and sport facilities like soccer pitch and basketball court. Besides, he stated that currently the development of private land within the “GB” zone by villagers was restricted. Some villagers of Hang Hau Village had grown vegetables and parked their cars on such land and were prosecuted and got fined by the Government as a result. He hoped that PlanD could communicate more with the Hang Hau Rural Committee and the Sai Kung Rural Committee with a view to meeting the demands of villagers. He also urged PlanD to consider the needs of the villagers for building houses. In addition, he hoped that the Government could discuss more with the villagers and consider their views when carrying out land use planning to optimise land resources.

106. Mr Stanley TAM considered that “G/IC” sites should be used to meet the needs of the community. Currently, the rural areas of Sai Kung lacked day care centres for elderly. Many elderly with impaired mobility could not go to the urban areas, but the social welfare

agencies could not make arrangements for escorting these elderly to receive care service in other regions owing to the frequent traffic congestion in Sai Kung district. He considered that PlanD had the responsibility to identify suitable sites in rural areas for providing social welfare facilities and services, and should not identify lands for “infill” developments. He also said given the sufficient number of luxury residences in Hong Kong at present, the department should handle the supply of public housing first to meet the demands of the general public. He suggested that PlanD should focus on the planning of Tseung Kwan O Area 137 to release land for housing development.

107. Mr CHAN Kai-wai said SKDC had reached a consensus on the rezoning of the five sites in Tseung Kwan O whereby all Members unanimously opposed the initiative of “infill” development by the Government. He considered the proposal of rezoning the sites for developing low-density residential buildings not cost-effective. He pointed out that priority should be given to using the “disposed sites” of some one hundred hectares on the Fill Bank at Tseung Kwan O Area 137 for housing development. With the aging population in Hong Kong, Sai Kung was lacking of elderly facilities and family service centres run by non-profit making organisations. Currently, residents in the rural areas of Sai Kung had to travel to Tseung Kwan O to use social welfare services, but in fact the elderly facilities in Tseung Kwan O were also overloaded and could not meet the demands of the elderly from the rural areas in Sai Kung. Therefore, he did not support the rezoning proposals put forward by PlanD.

108. Ms Donna TAM, District Planning Officer/Sai Kung & Islands, PlanD, noted the concerns of villagers and residents as reflected by Members, and gave a consolidated response as follows:

- PlanD had met and exchanged views with the Sai Kung Rural Committee, Members of the respective constituencies, and the relevant villagers and village representatives earlier. The views collected had been discussed with the relevant departments;
- The Government had all along been identifying suitable land for developing public and private housing, which included developments with different densities in the short, medium and long terms. Besides, as the sites under the rezoning proposals were situated in the rural areas of Sai Kung, PlanD considered that they were suitable for low-density private residential development;
- PlanD was aware of the great concern over traffic problem expressed by villagers of the respective areas. PlanD had consulted the relevant government departments about the proposed housing developments. Given the relatively small areas of the two sites, all departments concerned considered that it was not necessary to conduct comprehensive technical assessment on traffic or other supporting infrastructure for

the sites. Yet, the departments concerned had provided PlanD with the findings of internal assessments and professional advices;

- PlanD was also aware of Members' concern on whether the trees and ecology, etc, on the subject site under amendment item C would be affected. PlanD had sought advices from AFCD and EPD. The Lands Department (LandsD) had also checked the conditions of trees on the site, and confirmed that there were no trees of high ecological value or in need of special protection within the boundary of the site. In addition, in response to the problem raised by AFCD that the development might affect the streams near the site, PlanD had reserved a buffer zone of ten metres between the western margin of the proposed site and the stream, and the buffer zone was not incorporated in the amendment item;
- The Hiram's Highway Improvement Stage 1 project was underway. TD pointed out that the traffic of Hiram's Highway was congested at present, additional population would increase the traffic loading of the existing roads. However, TD also considered that, with the relatively small size of the two sites under the rezoning proposals, the existing roads should be able to cope with the increase in traffic volume and transport needs brought by the additional population of the two residential developments when the Hiram's Highway Improvement Stage 1 project was completed. Therefore, TD requested that the two developments should not be occupied until after the completion of the Hiram's Highway Improvement Stage 1 project. According to the existing rezoning proposals and the future land sale arrangement, it was believed that the request of TD could be met;
- As for the number of car parking spaces, it would depend on the type of units that the developers decided to build in the end, and provision would be made according to the standard specified in the "Hong Kong Planning Standards and Guidelines". It was expected that the two development projects could provide a total of about 89 car parking spaces. If the developers had constructed larger units, about 157 car parking areas could be provided;
- Many Members suggested retaining the subject site under amendment item A for providing community facilities. When planning for this item, PlanD had consulted the relevant departments. Given that the school premises of the ex-Sai Kung Central Primary School near the site had been allocated to SWD for conversion into social welfare facilities providing elderly services, the departments concerned had not requested for retaining the site under item A to provide social welfare or other community facilities;
- The Government had no plan to resume the private land within the site of amendment item A for development. The land in question was originally used for storing paints, and had already affected the environment to a certain degree. PlanD hoped that the rezoning of the site would facilitate the moving out of the industry in

question to match with the environment and planning of new development of the area;

- The rezoning proposal relating to Colour By The River was made according to established practice, the purpose was to reflect on the OZP the land uses that had been approved for implementation or that had existed for a long period of time. Currently, the car park at Heung Chung Road and the Hiram's Highway Improvement projects were not reflected on the OZP, they would be reflected on the OZP under this rezoning proposal for public information;
- Government land was involved in amendment item C, and the existing temporary structures on the land were squatters. The Government would resume the land or relocate the affected residents according to existing mechanism in the future.

109. Mr HIEW Moo-siew was worried that the stream channel near amendment item C might pose danger to the residents under natural disaster. He moved an extempore motion to oppose the proposed amendments to the Approved Hebe Haven Outline Zoning Plan No. S/SK-HH/6.

110. The Chairman said, as the Chairman of SKDC, he should speak for the interests of the residents in Sai Kung. He pointed out that even though the residents had a keen demand on residential buildings, the Government had only planned low-density developments in Sai Kung, and did not approve the rezoning applications made by residents with Small House Grant. However, the Government itself could rezone the "G/IC" site or "GB" site for development purpose whenever it wanted. He considered it unfair to the residents who would like to build small houses. He continued that PlanD had also approved the requests of developers for rezoning sites for luxury residences in locations all over Sai Kung, for examples the area opposite Marina Cove, Nam Pin Wai, the area opposite the Sai Kung Fire Station, the China Paint MFG CO. Ltd., the Four Seas Group Building, the Pricerite Group Building, and the areas in the vicinity of Chui Tong Road, but PlanD had not provided any information on these developments. Besides, he pointed out that Members were obliged to commend the merits and point out the mistakes, but not playing the role of a rubber stamp. The representatives of frontline departments should also understand and reflect the actual district situations to their seniors rather than only focusing on implementing the policies. He said PlanD had put forward the rezoning proposals merely for the sake of implementing the policy, and had not studied or explored the problems just now mentioned by Members. As for the government land, although the school premises of the ex-Sai Kung Central Primary School had been allocated to SWD for providing social welfare services, the works had been delayed and not yet implemented up to now. On the contrary, PlanD managed to make arrangements to submit the amendments of the OZP in question to TPB within two to three months. He believed that all Members had strong reservation over the proposed

amendments to the OZP. He urged PlanD to seriously consider Members' views and make arrangements to convene resident forums with residents of Nam Wai Village to respond to villagers' views one by one. If PlanD failed to seek the consent of residents, SKDC would oppose the rezoning proposal in question.

111. Mr CHUNG Kam-lun said, according to PlanD, many departments had offered views and conducted assessments on the rezoning proposals in question. He asked if PlanD could disclose the details of the relevant assessments. Besides, he was also dissatisfied that PlanD would only submit the assessment report to TPB but did not provide the relevant information to SKDC. As PlanD had not provided the full text of the assessment reports to SKDC, he considered it impossible for Members to raise any doubt and follow up the information that the departments claimed to be the conclusion of their assessments. He also pointed out that in the past, the responsible departments would only tell TPB that they had explained the relevant proposal to DC and handled the oppositions expressed. But in fact, the departments concerned had not explained to SKDC again the way they would handle the opposition expressed by SKDC. He hoped that the Chairman would request PlanD to respond to the questions about the rezoning proposal put forward by Members, and to attend the meeting of SKDC again to inform Members of the details of follow-up actions.

112. Mr Francis CHAU said he was opposed to the amendments of OZP, and seconded the extempore motion moved by Mr HIEW Moo-siew. He hoped that the Chairman would handle the motion.

113. Mr WONG Shui-sang said the Government had rezoned conservation sites for developing high-class residential buildings, but private land in villages in rural areas was rezoned for conservation or "GB" sites. He pointed out that a villager intended to build a small house of 300 feet near the village environs, but the application was rejected by the Government on the ground that the site had been zoned for conservation use. He urged PlanD to adopt a consistent approach with fairness and impartiality to all when handling the land issues. He hoped that the Government would address the housing needs of indigenous inhabitants, bearing in mind that they just wanted to use their private land without wasting any public resources.

114. Mr HIEW Moo-siew moved an extempore motion, the wording of which was "SKDC opposes to the amendments to the Approved Hebe Haven Outline Zoning Plan No. S/SK-HH/6"

115. The Chairman asked if Members agreed to include the extempore motion in the agenda. Members present at the meeting did not oppose to it.

116. The Chairman asked if any Member was opposed to the extempore motion. There being no objection from Members, the Chairman declared that the extempore motion was endorsed unanimously. The Chairman asked the District Planning Officer to consider the views expressed by Members.

117. The Chairman announced that the meeting was adjourned for lunch break.

(The meeting was resumed on 3:15 p.m.)

(D) Updated Membership Lists of the Committees and Working Groups established under SKDC

(SKDC(M) Paper No. 101/19)

118. Members endorsed the above Membership Lists.

**IV. Matters Arising**

(A) Follow-up on motions of the 2<sup>nd</sup> SKDC Meeting held on 5 March 2019

119. The Chairman said a total of 17 motions were endorsed at the last meeting, which were subsequently referred in writing to the relevant organisations or government departments. Details were set out in paragraphs 70 to 152 of the minutes of the last meeting. The Secretariat had already forwarded the relevant replies to Members by emails and uploaded the contents to SKDC website. SKDC would continue to monitor the relevant issues and delete the corresponding items at the next meeting.

**V. Report Items**

(A) Financial Position of the District Council Fund as at 15 April 2019

(SKDC(M) Paper No. 102/19)

120. Members noted the above paper.

(B) Progress Report of the District Council Committees

(1) District Facilities Management Committee

(SKDC(M) Paper No. 103/19)

(2) Finance & Administration Committee

- (SKDC(M) Paper No. 104/19)
- (3) Housing & Environmental Hygiene Committee  
(SKDC(M) Paper No. 105/19)
- (4) Social Services & Healthy and Safe City Committee  
(SKDC(M) Paper No. 106/19)
- (5) Traffic & Transport Committee  
(SKDC(M) Paper No. 107/19)
- (6) Signature Project Scheme Committee  
(SKDC(M) Paper No. 108/19)

121. Members endorsed the above Progress Reports.

122. The Chairman said EPD provided funding for DCs to promote the “Community Participation Programme in Environmental Protection in Collaboration with District Councils”, the funding amount was \$200,000. There being no objection from Members, SKDC decided that the funding should be accepted according to established practice. The Housing & Environmental Hygiene Committee (HEHC) would be assigned to follow up the use of the funding and to approve the activity proposals directly.

(C) Progress Report of the Working Groups established under SKDC

- (1) Working Group on Appreciation of Local Personalities  
(SKDC(M) Paper No. 109/19)
- (2) Working Group on Tourism & Economic Development  
(SKDC(M) Paper No. 110/19)

123. The Chairman said, regarding paragraphs 2 and 3 of the Progress Report of the Working Group on Tourism & Economic Development, the Working Group supported the improvement works projects of Leung Shuen Wan Pier and Kau Sai Village Pier proposed by CEDD.

124. Members endorsed the above Progress Reports.

**VI. Motions Raised by Members:**

(A) The 16 motions raised by Members:

- (1) Request for the early implementation of the next phase of the “Universal Accessibility” Programme in the district to facilitate the residents to access the public walkways**

(SKDC(M) Paper No. 111/19)

125. The Chairman said the motion was moved by Mr YAU Yuk-lun and seconded by Messrs CHONG Yuen-tung, Jonathan CHAN, LAU Kai-hong and WAN Kai-ming.

126. Members noted the written response from HyD (SKDC(M) Paper No. 141/19).

127. There being no objection from Members, the Chairman declared that the motion was endorsed. SKDC would convey the request to HyD in writing.

**(2) Concern over the unevenness of slabs on footpaths and request for improvement to the design and enhancement of supervision**

(SKDC(M) Paper No. 112/19)

128. The Chairman said the motion was moved by Mr Philip LI and seconded by Messrs KAN Siu-kei, LAU Kai-hong, CHONG Yuen-tung, Jonathan CHAN, WAN Yuet-cheung, WAN Kai-ming, YAU Yuk-lun, HIEW Moo-siew and the Vice-Chairman.

129. Members noted the written response from HyD (SKDC(M) Paper No. 142/19).

130. There being no objection from Members, the Chairman declared that the motion was endorsed. SKDC would convey the request to HyD in writing.

**(3) Request for paving road surfaces with better quality, more durable and low noise materials**

(SKDC(M) Paper No. 113/19)

131. The Chairman said the motion was moved by Mr LAI Ming-chak and seconded by Hon Gary FAN, Messrs LEUNG Li, CHUNG Kam-lun, LUI Man-kwong and Frankie LAM.

132. Members noted the written response from HyD (SKDC(M) Paper No. 143/19).

133. There being no objection from Members, the Chairman declared that the motion was endorsed. SKDC would convey the request to HyD in writing.

**(4) Request the Highways Department to enhance the efficiency of all district-based works projects in Tseung Kwan O, review all facilities in the district, strengthen communication with the relevant departments and optimise the use of resources and public money**

(SKDC(M) Paper No. 114/19)

134. The Chairman said the motion was moved by Mr CHAN Kai-wai and seconded by Ms Christine FONG and Messrs CHEUNG Mei-hung and Edwin CHEUNG.

135. Members noted the written responses from TD and HyD (SKDC(M) Paper Nos. 132/19 and 144/19).

136. There being no objection from Members, the Chairman declared that the motion was endorsed. SKDC would convey the request to TD and HyD in writing.

**(5) Concern about the progress of implementing the East Kowloon Line under the Railway Development Strategy 2014 by the Government, and request the Government to take forward the project as soon as possible and adopt the suggestions proposed by SKDC regarding the routes and stations**

(The motion was amended as “Concern about the progress of implementing the East Kowloon Line under the Railway Development Strategy 2014 by the Government; request the Government to take forward the project as soon as possible and adopt the suggestions on the routes and stations proposed by SKDC; request for providing the Ma Yau Tong Station and Hong Tsui Station, and extend the line to Hong Kong University of Science and Technology from Po Lam Station”)

(SKDC(M) Paper No. 115/19)

137. The Chairman said the motion was moved by Mr CHUNG Kam-lun and seconded by Hon Gary FAN, Messrs LEUNG Li, LAI Ming-chak, LUI Man-kwong and Frankie LAM.

138. Members noted the written response from HyD (SKDC(M) Paper No. 133/19).

139. Mr YAU Yuk-lun requested the Government to implement the East Kowloon Line under the Railway Development Strategy 2014, and adopt SKDC’s suggestions on the routes and stations of the line, to provide the Hong Tsui Station and Ma Yau Tong Station, and provide a station at HKUST that was extended from Po Lam Station. He also pointed out that given the existing high traffic volume on Clear Water Bay Road, the provision of a railway station at HKUST could reduce the use of private vehicles using the above road, which could alleviate the traffic loading from Choi Hung Estate to Ping Shek Estate. He moved an amended motion, the wording being: “Concern about the progress of implementing the East Kowloon Line under the Railway Development Strategy 2014 by the Government; request the Government to take forward the project as soon as possible and adopt the suggestions on the routes and stations proposed by SKDC; request for providing the Ma Yau Tong Station and

Hong Tsui Station, and extend the line to Hong Kong University of Science and Technology from Po Lam Station”

140. Mr CHUNG Kam-lun said the main points of the motion he moved were to request for “implementing” the East Kowloon Line and “adopting” the suggestions made by SKDC. He said Members could consider endorsing the original motion, which was relatively simpler, but he himself also supported the amended motion moved by Mr YAU Yuk-lun.

141. Mr Philip LI seconded the amended motion moved by Mr YAU Yuk-lun.

142. Ms Christine FONG said the extension of East Kowloon Line was technically feasible. Extension of the East Kowloon Line to HKUST from Po Lam Station could provide convenience to residents and solve the road congestion problem at root. Given that the existing Hiram’s Highway Improvement Stage 1 or Stage 2 projects could not fully meet the traffic needs along Hebe Haven and Hang Hau, she agreed with the provision of the above mentioned stations, and supported the amended motion.

143. Mr CHONG Yuen-tung supported the amended motion. He considered that it was necessary for SKDC to reflect its views to HyD and request the Government to listen to Members’ views through the motion.

144. There being no objection from Members, the Chairman declared that the amended motion moved by Mr YAU Yuk-lun was endorsed. SKDC would convey the request to HyD in writing.

**(6) Request the Government to expedite the hillside accessibility improvement works, build the “Escalator Link System between Hong Sing Garden and Po Hong Road” as soon as possible, and provide the relevant works schedule**

(SKDC(M) Paper No. 116/19)

145. The Chairman said the motion was moved by Ms Christine FONG and seconded by Messrs CHAN Kai-wai and CHEUNG Mei-hung.

146. Members noted the written response from TD (SKDC(M) Paper No. 134/19).

147. There being no objection from Members, the Chairman declared that the motion was endorsed. SKDC would convey the request to TD in writing.

**(7) Concern over the hygienic condition of pedestrian subways and footbridges in the district, and request for increasing the frequency of the relevant cleaning work to ensure environmental hygiene**

(SKDC(M) Paper No. 117/19)

148. The Chairman said the motion was moved by the Vice-Chairman and seconded by Messrs KAN Siu-kei, Jonathan CHAN, Philip LI, CHONG Yuen-tung, YAU Yuk-lun, LAU Kai-hong and Peter LAU.

149. Members noted the written responses from FEHD and HyD (SKDC(M) Paper Nos. 130/19 and 145/19).

150. There being no objection from Members, the Chairman declared that the motion was endorsed. SKDC would convey the request to FEHD and HyD in writing.

**(8) Suggestion for installing multi-functional smart lampposts at suitable locations in the district**

(SKDC(M) Paper No. 118/19)

151. The Chairman said the motion was moved by Mr LAU Kai-hong and seconded by Messrs YAU Yuk-lun, CHONG Yuen-tung, Philip LI, Jonathan CHAN, KAN Siu-kei, HIEW Moo-siew and WAN Kai-ming.

152. Members noted the written response from HyD (SKDC(M) Paper No. 146/19).

153. There being no objection from Members, the Chairman declared that the motion was endorsed. SKDC would convey the request to HyD in writing.

**(9) Request for early construction of intelligent car parks in Sai Kung and Tseung Kwan O**

(SKDC(M) Paper No. 119/19)

154. The Chairman said the motion was moved by Mr WAN Yuet-cheung and seconded by Messrs WAN Kai-ming, Jonathan CHAN and Philip LI.

155. Members noted the written response from TD (SKDC(M) Paper No. 135/19).

156. There being no objection from Members, the Chairman declared that the motion was endorsed. SKDC would convey the request to TD in writing.

**(10) Request for replacing the traffic control and monitoring system of Tseung Kwan O Tunnel and the provision of sufficient manpower support**

(SKDC(M) Paper No. 120/19)

157. The Chairman said the motion was moved by Mr KAN Siu-kei and seconded by Messrs Peter LAU, LAU Kai-hong, YAU Yuk-lun, CHONG Yuen-tung, Jonathan CHAN and WAN Kai-ming.

158. Members noted the written response from TD (SKDC(M) Paper No. 136/19).

159. There being no objection from Members, the Chairman declared that the motion was endorsed. SKDC would convey the request to TD in writing.

**(11) Request for improving the design of cycling tracks in Tseung Kwan O, and considering the provision of cycling tracks in rural areas of Sai Kung to meet the demand of the public**

(SKDC(M) Paper No. 121/19)

160. The Chairman said the motion was moved by Mr Philip LI and seconded by Messrs WAN Yuet-cheung, CHONG Yuen-tung, LAU Kai-hong, Peter LAU, YAU Yuk-lun, Jonathan CHAN, KAN Siu-kei, HIEW Moo-siew, the Vice-Chairman and Mr WAN Kai-ming.

161. Members noted the written response from TD (SKDC(M) Paper No. 137/19).

162. There being no objection from Members, the Chairman declared that the motion was endorsed. SKDC would convey the request to TD in writing.

**(12) Request for reviewing all undeveloped government sites in Tseung Kwan O, studying the feasibility of setting up temporary bazaars in suitable undeveloped government sites in Wan Po area, and constructing a public market in Tseung Kwan O as soon as possible**

(SKDC(M) Paper No. 122/19)

163. The Chairman said the motion was moved by Ms Christine FONG and seconded by Messrs CHAN Kai-wai, CHEUNG Mei-hung and Edwin CHEUNG.

164. Members noted the written responses from DLO/SK and FEHD (SKDC(M) Paper Nos. 138/19 and 147/19).

165. Ms Christine FONG said over the years, she had been requesting the Government to set up public markets in Tseung Kwan O. She once proposed setting up a public market near the sewage treatment works in Wan Po area, but it turned out that a data centre would be built there instead. She considered that public market was more important than the data centre, which could be located to other location. She also pointed out that her motion had been amended by other Members in the past and Sheung Tak Estate had become the identified site for public market. She also said given that there were only expensive restaurants in Wan Po area, which could not satisfy the needs of most of the residents in the area currently, public market and bazaar must be provided there. She also pointed out that DLO/SK had not make suitable planning for the area, the government land opposite Exit A of the LOHAS Park Station of MTR was only used for placing containers. She suggested the Government to consider setting up holiday bazaars in Wan Po area and LOHAS Park area to lower the prices of consumer goods.

166. Mr KAN Siu-kei said different organisations in Tseung Kwan O South were proactively striving for building of public markets. The Hong Kong Federation of Trade Unions (FTU) had all along been conducting surveys on the price of buying food to prepare two dishes and one soup in areas like Wan Chai, Tseung Kwan O, Kwun Tong and Tin Shui Wai over the years. The findings of surveys indicated that the prices of buying meat and vegetables in Tseung Kwan O and Tin Shui Wai were even higher than those in Wan Chai, which was unreasonable. He hoped that the Government could identify sites in Tseung Kwan O for building public markets to prevent the monopoly of Link REIT. He supported building the public market near Sheung Tak area, and the building of more than one public markets in Tseung Kwan O. He also respected other Members' proposals for building public markets in Tseung Kwan O South and LOHAS Park, and considered that all Members could work hard to strive for implementation of the proposals.

167. Mr LAI Ming-chak hoped that both public markets and bazaars could be provided in the district. He considered that the operation of weekday bazaars would be relatively difficult, and suggested setting up holiday bazaar in Sai Kung to provide the residents with more consumer choices.

168. Mr Francis MA, District Lands Officer/Sai Kung, DLO/SK, responded that regarding the use of land, the department adopted the principle of achieving optimal land use. To optimise the use of land resources, land could be put on short-term use that cater for the needs of the community provided that it would not affect the planned long-term use of the land in question. DLO/SK would closely liaise with FEHD and other relevant departments to this end.

169. Mr Wilson NG, District Environmental Hygiene Superintendent (Sai Kung), FEHD, said FEHD was proactively identifying suitable site in Tseung Kwan O for building a public market. In the course of the site search, factors like the geographical location, existing or planned use, usable area and ancillary transport facilities provided nearby, etc., would be taken into consideration. FEHD would consult SKDC when there was further information on this. As for the proposal of setting up a bazaar, he said the Government had all along been adopting a positive and open-minded attitude towards all bottom-up concrete proposals. If an organisation could find a suitable venue for setting up bazaar, and the proposal was supported by the respective community and DC, the Government would collaborate with the relevant policy bureaux and departments to follow up the proposal. FEHD would facilitate the implementation of the proposal as far as practicable.

170. Mr Frankie LAM said Tseung Kwan O North was also in need of a public market.

171. There being no objection from Members, the Chairman declared that the motion was endorsed. SKDC would convey the request to DLO/SK and FEHD in writing.

**(13) Request the Water Supplies Department to conduct detailed review on the water supply resumption procedures subsequent to the contamination of water in Park Central by water works, to improve its risk management, to implement compensatory measures including waiving the water charges for April 2019 to compensate the loss brought about by the incident, and to seriously study ways to prevent the recurrence of similar incident**

(SKDC(M) Paper No. 123/19)

172. The Chairman said the motion was moved by Mr LUI Man-kwong and seconded by Hon Gary FAN, Messrs LEUNG Li, CHUNG Kam-lun, LAI Ming-chak and Frankie LAM.

173. Members noted the written response from WSD (SKDC(M) Paper No. 139/19).

174. Mr LUI Man-kwong said some residents were worried that the pollutants found in their drinking water would be harmful to the human bodies in the short, medium and long terms, and hoped that SKDC could write to WSD requesting it to specify the contents of all pollutants, and to make public more details of the examination report.

175. There being no objection from Members, the Chairman declared that the motion was endorsed. The requests of SKDC and Members would be conveyed to WSD in writing.

**(14) Suggestion for extending the Pilot Scheme on Collection and Recycling Services of Waste Plastics to Sai Kung District to promote the participation of community in waste reduction**

(SKDC(M) Paper No. 124/19)

176. The Chairman said the motion was moved by Mr HIEW Moo-siew and seconded by Messrs Jonathan CHAN, LAU Kai-hong, CHONG Yuen-tung, WAN Kai-ming, Philip LI, KAN Siu-kei, Peter LAU and YAU Yuk-lun.

177. Members noted the written response from EPD (SKDC(M) Paper No. 140/19).

178. There being no objection from Members, the Chairman declared that the motion was endorsed. SKDC would convey the request to EPD in writing.

**(15) Request the Government to improve the overall operation of the General Clinic Public-Private Partnership Programme to benefit more patients and to enhance the efficiency of public-private partnership in healthcare**

(SKDC(M) Paper No. 125/19)

179. The Chairman said the motion was moved by Mr CHONG Yuen-tung and seconded by Messrs WAN Yuet-cheung, Peter LAU, LAU Kai-hong, CHAN Kai-wai, YAU Yuk-lun, KAN Siu-kei, Jonathan CHAN and WAN Kai-ming.

180. There being no objection from Members, the Chairman declared that the motion was endorsed. SKDC would convey the request to the Hospital Authority (HA) in writing.

**(16) Opposition to the Fugitive Offenders and Mutual Legal Assistance in Criminal Matters Legislation (Amendment) Bill 2019, and request for addressing the Taiwan homicide case with surrender of fugitive offender for this case only**

(SKDC(M) Paper No. 126/19)

181. The Chairman said the motion was moved by Hon Gary FAN and seconded by Messrs LUI Man-kwong, LEUNG Li, CHUNG Kam-lun, LAI Ming-chak and Frankie LAM.

182. Members noted the written response from the Security Bureau (SB) (SKDC(M) Paper No. 131/19).

183. Mr CHONG Yuen-tung said the Government moved the Fugitive Offenders and Mutual Legal Assistance in Criminal Matters Legislation (Amendment) Bill 2019 (the Bill) because a

Hong Kong man was suspected to have killed his girlfriend in Taiwan and then fled to Hong Kong last year, but the transfer of suspect was not possible since there was no arrangement on mutual legal assistance in criminal matters between Hong Kong and Taiwan. The amendments proposed by the Government complied with the judicial procedures and standards of Hong Kong, and the basic human rights of the suspects were also sufficiently protected, which included the courts of Hong Kong to play the role of gate keeping, and the right of the suspects to lodge an appeal or judicial review. He pointed out that currently, the Government had entered into agreement on the surrender of fugitive offenders with only about 20 overseas jurisdictions, while over 170 countries and regions had not entered into such agreement with Hong Kong. He was worried that Hong Kong might become a haven for fugitive offenders as a result, and agreed that the Government should make amendments to the relevant legislation to close the legal loopholes. He was opposed to the motion.

184. Mr LAI Ming-chak said the public, the business sector and even people in other countries were worried about the contents of the amendments. After the incident of a Hong Kong lady suspected to be killed by her boyfriend in Taiwan occurred last year, the Taiwan authorities had asked the Hong Kong Government whether it could provide reciprocal judicial assistance, evidences, or even transfer of the suspect. He said the LegCo could approve the one-off transfer of suspect, and more than 10 similar arrangements had been made since the establishment of the Hong Kong Special Administrative Region Government. He queried the reason for setting a time frame requesting the public to accept a substantial change in the judicial system before October. He said after the Bill was passed, the court had to transfer the suspect when prima facie evidence, but not incontrovertible evidence was proven. By then, the court would only handle issues like whether the documents were complete or whether there was any loophole, and the suspect could argue only after he had arrived at the country/region requesting the transfer. He considered that among the some 170 countries and regions that had not entered into agreement on surrender of fugitive offenders currently, countries like the Mainland of China, Afghanistan, Iraq and Lybia, etc, were included of which the human rights and judicial system could not make the people in Hong Kong feeling secure. He considered that all sectors should reach a consensus on the one-off transfer or provision of a “sunset clause” in the Bill when handling the Taiwan incident to avoid the public from suffering the risk arising from the passage of the Bill.

185. Mr Edwin CHEUNG said he did not want Hong Kong to become a haven for fugitive offenders, but different views from all sectors of the community pointed out that there were loopholes and some doubtful points in the Bill. The Government should clarify the way it would close such loopholes. He would like to move an amended motion, the wording of which was: “Protect Hong Kong from becoming an international haven for fugitive offenders, and request the Government to reach a consensus with all sectors of the community as soon as

possible and work out the details of the Fugitive Offenders and Mutual Legal Assistance in Criminal Matters Legislation (Amendment) Bill 2019 again after making reference to international practices on the premise that judicial independence in Hong Kong will not be damaged. To avoid causing unnecessary doubts in the society, the hasty passage of the controversial bill is opposed”

186. Ms Christine FONG seconded the amended motion. She considered that the Bill was highly controversial. She also absolutely agreed that Hong Kong could not become a refuge of fugitive offenders; and the way the Government handled the Bill could be improved. She was concerned that the public views in society on the issue had become extremely polarised. She also quoted Mr Ian Grenville CROSS, the former Director of Public Prosecutions, as saying that the Mainland had transferred about 200 fugitive offenders to Hong Kong on its own initiative. However, given the differences in judicial system and legal consequences between the Mainland and Hong Kong, the business sector had expressed concern over the Bill. Taking the operation of a plant in Mainland by a legal person of Hong Kong as an example, she said if a huge fire broke out at the plant and caused casualty, the legal person might be prosecuted for negligent killing, which far exceeded the legal consequences that the legal person would be charged in Hong Kong. Therefore, she considered that Hong Kong law should be applied to protect the residents of Hong Kong. As there were inadequacies in the original motion regarding the protection for Hong Kong’s residents or business sector, she considered the amended motion more reasonable.

187. Mr LUI Man-kwong said when formulating the Fugitive Offenders Ordinance (FOO) in the past, the Government deliberately excluded relatively controversial countries and regions like the Mainland of China, etc. The Government now failed to explain the reasons for including those regions in the agreement on the surrender of fugitive offenders. Concerning the Taiwan incident in question, he said the Government could handle the incident with a one-off transfer of suspect or a “sunset clause”. He also considered it more appropriate to allow the society to reconsider about the amendments to FOO in the future than to pass the Bill now. He suggested the Government to withdraw the Bill.

188. Mr WAN Yuet-cheung said the Bill complied with the relevant international standards and its passage was necessary. He considered that the worries of the public over the Bill were caused by their lack of understanding of the contents of the Bill. For example, some members of the public and merchants were worried that they would be sent to Mainland for a trial without knowing the exact reason after the Bill was passed. In this connection, he hoped that the Government could explain the content of the Bill clearly to remove the doubt of the public. He also suggested the relevant Mainland government authorities to give clear explanation on the issue in question.

189. The Secretary repeated the wording of the amended motion as requested by Hon Gary FAN.

190. Hon Gary FAN asked Mr Edwin CHEUNG whether the wording “work out again” in the amended motion would mean that the Government should follow the existing legislative proceedings and rules in Hong Kong, i.e. withdraw the existing Bill first, and then draft a new Bill. At the same time, he hoped that the Government would conduct extensive consultation before drafting the new Bill to achieve the effect of rectifying the inadequacies of the existing Bill.

191. Mr Edwin CHEUNG confirmed Hon Gary FAN’s interpretation of the wording “work out again” in the amended motion. He considered that there were too many points of contention in the existing Bill. He hoped that the Bill could be “invincible”, but he also understood that the Bill could not be flawless. He suggested the Government to grasp the arguments of all parties before formulating the Bill, to carry out discussion on the points of contention in society to remove the doubt of all parties, and then put forward a proposal that was most suitable for Hong Kong people. He did not want to see any loophole in FOO arising from hasty amendments, which made it necessary to amend FOO again. Given that there were different views on the Bill in society currently, he was opposed to the Government’s attempt to pass the Bill hastily.

192. Hon Gary FAN said the Neo-Democrats was opposed to the Bill put forward by the Government. He said the Government put forward the Bill for two reasons: firstly, to handle the homicide case occurred in Taiwan; secondly, to plug the loopholes in the existing systems. The Government had said in the earliest stage that the Bill would cover some 40 offences, but it had deleted nine offences from the Bill subsequently in response to the worries of the business sector. However, it still could not clear the doubt of outsiders, in particular the Taiwan authorities. Given that the Mainland Affairs Council in Taiwan had stated clearly that even though the Bill was passed in Hong Kong, it would not agree to the transfer of suspect, and that it would not rule out the possibility of issuing a travel alert for Hong Kong, the original intention of the Government in making amendment to the Bill no longer existed. In addition, he did not agree that there were loopholes in the existing systems. He also pointed out that it was improper for SB to conduct a consultation for only 20 days to close the loophole of FOO, which could not be handled after being discussed for the last 21 years. He considered that such loophole was in fact a “fire wall” to prevent the transfer of fugitive offenders to regions where the judicial system did not ensure fair trial, judicial independence, rule of law, or where secret trials, abuse of offenders, usage of torture to extract evidence, etc., were allowed. If the Bill was passed, the amended FOO would be applicable to more than

one hundred countries like the Mainland of China, North Korea, Iran etc., it might even cover other places that had not entered into the International Covenant on Human Rights, which might seriously affected the rule of law and judicial independence of Hong Kong. Besides, some Members of the pro-establishment camp had proposed refined options like “trying Hong Kong residents locally”, etc., while Mr CHEN Hung-ye, Albert, a staunch advocate of Basic Law, also pointed out that it was necessary to conduct further consultation and make further amendments to the Bill to handle the existing difficult situation, with a view to reducing damages to the implementation of “one country, two systems”. Hon Gary FAN urged political parties like the Democratic Alliance for the Betterment and Progress of Hong Kong, FTU, the New People’s Party, and the Civil Force to exercise their rights to speak for the citizens; to realize the damages that the Bill would brought to Hong Kong; to faithfully reflect the worries of the residents to the Government; and to urge the Government to withdraw the Bill and then conduct an in-depth public consultation. He considered that at this stage, the homicide case in question should be handled through the one-off transfer of suspect or including Taiwan in the agreement on surrender of fugitive offenders. He continued that Members of the Neo-Democrats would vote for the amended motion taken into account that the idea of withdrawing the Bill first and then work out the details again were suggested in the amended motion.

193. The Chairman invited Members to vote on the amended motion.

194. The Chairman announced that the voting result was as follows: 9 votes for the amended motion, 12 votes against it, and 1 abstention. The Chairman declared that the amended motion was not endorsed.

195. The Chairman invited Members to vote on the original motion.

196. The Chairman announced that the voting result was as follows: 6 votes for the original motion, 12 votes against it, and 1 abstention. The Chairman declared that the original motion was not endorsed.

(B) The 2 questions raised by Members:

**(1) How to handle the carriageway resurfacing works of Wan Po Road properly**  
(SKDC(M) Paper No. 127/19)

197. The Chairman said the question was raised by Mr CHEUNG Mei-hung, Ms Christine FONG, Mr CHAN Kai-wai and Mr Edwin CHEUNG.

198. Members noted the written response from HyD (SKDC(M) Paper No. 148/19).

**(2) Request for provision of obstetric service in Tseung Kwan O Hospital (TKOH) as soon as possible given that the Food and Health Bureau has failed to honour its promise on providing such service in TKOH**

(SKDC(M) Paper No. 128/19)

199. The Chairman said the question was raised by Ms Christine FONG,

200. Members noted the joint written response from the Food and Health Bureau and HA (SKDC(M) Paper No. 149/19).

201. Ms Christine FONG said HA had discussed with other DCs issues like the East Kowloon Hospital, the Children Hospital and even the arrangements on hospital clusters in the past. According to the reply given by HA at that time, taking in account that a labour ward was already available at United Christian Hospital, HA would consider providing a labour ward at Tseung Kwan O Hospital (TKOH) after the planning of East Kowloon Hospital was completed. However, no progress had been made so far. She said Tseung Kwan O was the community with the largest number of pregnant women and new born babies in the territory, and the floor reserved for setting up a labour ward in TKOH had been left vacant for almost ten years, which was a great waste of resources. She anticipated that with the development of Tseung Kwan O Area 137, the population in Tseung Kwan O would increase by 100 000. She believed that the demand on labour ward would be even higher by then. She suggested writing a letter to HA requesting for the provision of a labour ward in TKOH.

202. The Chairman said HA had already given a reply on this.

**VII. Any Other Business**

**(A) HK Territory-wide Youths Painting Day 2019**

(SKDC(M) Paper No. 129/19)

203. The Chairman referred Members to the paper and asked them to decide whether they agreed that:

- (i) the logo of SKDC could be printed on the flags of the captioned activity to be presented during the flag presentation ceremony of the opening ceremony scheduled for 12:30 p.m. on 6 July 2019; and

- (ii) a representative would be sent to attend the opening ceremony. If agreed, he suggested that, Mr LING Man-hoi, the new Vice-Chairman of SKDC, should attend the ceremony.

204. There being no objection from Members, the Chairman asked the Secretariat to follow up.

### **VIII. Date of Next Meeting**

205. The Chairman said a special meeting of SKDC would be held on 15 May 2019 (Tuesday) at 9:30 a.m. to discuss issues related to the public housing development in Tseung Kwan O.

206. The Chairman said the next full council meeting was scheduled for Tuesday, 2 July 2019 at 9:30 a.m.

207. The meeting adjourned at 4:11 p.m.

Sai Kung District Council Secretariat  
June 2019