

**Sai Kung District Council**  
**Minutes of the Third Meeting in 2025**

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Date: 6 May 2025 (Tuesday)  
Time: 10:00 a.m.  
Venue: Conference Room of the Sai Kung District Council

**Present**

Miss MA King-fan, Kathy, JP (Chairman)	District Officer (Sai Kung), Sai Kung District Office
Ms FONG Kwok-shan, Christine	Member of Sai Kung District Council
Mr WANG Wen	Member of Sai Kung District Council
Mr WONG Shui-sang	Member of Sai Kung District Council
Mr LI Tin-chi	Member of Sai Kung District Council
Mr LI Ka-leung, Philip, MH	Member of Sai Kung District Council
Ms LI Ka-yan	Member of Sai Kung District Council
Mr CHAU Ka-lok	Member of Sai Kung District Council
Mr LAM Chun-ka	Member of Sai Kung District Council
Ms KI Lai-mei, MH	Member of Sai Kung District Council
Mr YAU Siu-hung, Kelvin, MH	Member of Sai Kung District Council
Mr YAU Ho-lun	Member of Sai Kung District Council
Ms YU Natasha	Member of Sai Kung District Council
Ms SZE Pan-pan	Member of Sai Kung District Council
Ms WU Suet-lin	Member of Sai Kung District Council
Mr CHEUNG Mei-hung, Chris	Member of Sai Kung District Council
Mr CHEUNG Chin-pang	Member of Sai Kung District Council
Mr CHEUNG Man-tim	Member of Sai Kung District Council
Mr CHONG Yuen-tung, MH	Member of Sai Kung District Council
Ms CHONG Nga-ting, Angel	Member of Sai Kung District Council
Mr CHAN Chi-ho	Member of Sai Kung District Council
Mr CHAN Kin-chun, Ken	Member of Sai Kung District Council
Mr CHAN Kwong-fai	Member of Sai Kung District Council
Mr CHAN Kai-wai, MH	Member of Sai Kung District Council
Mr CHAN Kuen-kwan, MH	Member of Sai Kung District Council
Mr TSANG Kwok-ka	Member of Sai Kung District Council
Mr WAN Kai-ming	Member of Sai Kung District Council
Mr WONG Wang-to, MH	Member of Sai Kung District Council
Mr WONG Yuen-hong	Member of Sai Kung District Council
Ms KAN Tung-tung	Member of Sai Kung District Council
Mr LAU Kai-hong, MH	Member of Sai Kung District Council
Mr CHENG Yu-hei	Member of Sai Kung District Council
Ms TAM Chuk-kwan	Member of Sai Kung District Council
Mr CHUNG Kai-yin (Secretary)	Senior Executive Officer (District Council), Sai Kung District Office

## **In Attendance**

Miss LAM I-ching	Assistant District Officer (Sai Kung)1, Sai Kung District Office
Miss CHENG Suet-ching, Lacus	Assistant District Officer (Sai Kung)2, Sai Kung District Office
Mr CHENG Chi-wing, Ken	Senior Liaison Officer (1), Sai Kung District Office
Miss WONG Wai-fong, Bonnie	Senior Liaison Officer (2), Sai Kung District Office
Mr NG Wai-ming	Senior Liaison Officer (3), Sai Kung District Office
Mr HUI Chun-kwan, Simon	Senior Executive Officer (District Management), Sai Kung District Office
Miss WONG Chui-ying, Erin	Executive Officer I (District Council), Sai Kung District Office
Mr KWONG Wang-ngai, Walter	District Planning Officer/Sai Kung & Islands, Planning Department
Ms LEE Kam-yung, Dora	District Social Welfare Officer (Wong Tai Sin/Sai Kung), Social Welfare Department
Mr YEUNG Chun-po, Carmelo	District Commander (Wong Tai Sin), Hong Kong Police Force
Mr MAK Man-yu	District Commander (Tseung Kwan O), Hong Kong Police Force
Ms WAI Kar-yan, Maria	Divisional Commander (Sai Kung), Hong Kong Police Force
Ms WONG Kin-yan	Police Community Relations Officer (Tseung Kwan O) (Acting), Hong Kong Police Force
Ms TSO Wing-in, Corey	Police Community Relations Officer (Wong Tai Sin), Hong Kong Police Force
Mr NG Chou-keen, Horace	Chief Engineer/East 1, Civil Engineering and Development Department
Mr YEUNG Wong-pan	Senior Property Service Manager/Kowloon West & Sai Kung, Housing Department
Miss LEUNG Pui-yin, Wendy	Chief Transport Officer/Sai Kung & North, Transport Department
Ms LAI Ka-ye, Jenny	Deputy District Leisure Manager (District Support) Sai Kung, Leisure and Cultural Services Department
Ms LEE Lai-sheung, Susan	District Leisure Manager (Sai Kung), Leisure and Cultural Services Department
Miss LAI Wing-sau, Winsy	District Environmental Hygiene Superintendent (Sai Kung), Food and Environmental Hygiene Department
Ms CHOW Yuk-chu	Chief Health Inspector (Sai Kung)1, Food and Environmental Hygiene Department
Mr LI Cheuk-ho, Ronald	Senior Health Inspector (Hawker and Market) Sai Kung, Food and Environmental Hygiene Department
Ms YIP Yin-yi, Christine	District Lands Officer/Sai Kung, District Lands Office, Sai Kung

Mr WONG Kwai-sun, Sunny	Administrative Assistant/Lands, District Lands Office, Sai Kung	
Mr YEUNG Man-leung	Senior District Engineer/South East, Highways Department	
Mr TSE Yat-sing	Engineer/Tseung Kwan O, Drainage Services Department	
Miss LAI Sai-ming, Drew	Assistant Commissioner for Labour (Policy Support), Labour Department	}
Ms TANG Yuen-shan, Queenie	Chief Labour Officer (Employment Benefits Support), Labour Department	
Ms CHAN Pui-ching, Cecilia	Senior Labour Officer (Employment Benefits Support)1, Labour Department	
Mr CHU Tun-hon, Vincent	Chief Engineer/Railway Development 2-1, Highways Department	}
Mr CHEUNG William	Senior Engineer/Railway Scheme(3), Highways Department	
Mr CHIANG Chung-sang, Sunny	Senior Engineer/Railway Scheme(2), Highways Department	
Ms KWONG Chi-yan, Diane	Senior Engineer/Railway Scheme(9), Highways Department	
Ms CHAN Siu-man, Simone	Engineer/Railway Scheme(28), Highways Department	
Ms LAI Man-foon, Vivian	District Planning Officer/Kowloon, Planning Department	
Ms LEE Yuk-sin, Florence	Senior Town Planner/Kowloon 5, Planning Department	
Ms NG Pui-shan, Charlotte	Town Planner/Kowloon 4, Planning Department	
Ms Alice CHAN	Project Team Leader, Highways Department's Consultants	
Mr CHIN Sai-ping	Project Team Leader, Highways Department's Consultants	
Mr Elvis LAU	Project Consultant, Highways Department's Consultants	}
Ms LEUNG Chui-ha, Jodi	Regional Officer/Kowloon and Sai Kung, Independent Commission Against Corruption	
Ms Candy YIU	Community Relations Officer, Independent Commission Against Corruption	} for agenda item II(C)
Mr LO Suk-ching	Convener, Management Committee of the Memorial Monument for Sai Kung Martyrs of the War of Resistance against Japanese Aggression in Tsam Chuk Wan	} for agenda item II(D)

Ms YAU Yee-wa, Eva	Senior Country Parks Officer (Ranger Services) 2, Agriculture, Fisheries and Conservation Department	} for agenda items V(B) & (C)
Ms HUI Yuk-ling, Helen	Country Parks Officer (Sai Kung), Agriculture, Fisheries and Conservation Department	
Mr POON Chung-wah	Senior Engineer/New Territories East Region 3, Water Supplies Department	
Mr LI Chun-hung, Vince	Geotechnical Engineer/Project Management 21, Civil Engineering and Development Department	} for agenda item V(D)
Mr Kuun LIANG	Consulting Director, Corporate Market Division, China Mobile Hong Kong Company Limited	} for agenda item V(E)
Mr Jackie DONG	Technical Expert, DICT Centre, China Mobile Hong Kong Company Limited	
Mr James KWOK	Project Manager, Greater Bay Area Low Altitude Economy Alliance	

The Chairman said a quorum was present and the meeting commenced officially.

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

- Miss Drew LAI, Assistant Commissioner for Labour (Policy Support), Labour Department (LD);
- Ms Queenie TANG, Chief Labour Officer (Employment Benefits Support), LD;
- Ms Cecilia CHAN, Senior Labour Officer (Employment Benefits Support)1, LD;
- Ms Christine YIP, District Lands Officer/Sai Kung, District Lands Office, Sai Kung, who took over from Mr MAK Hon-sum, Ronnie, on transfer;
- Mr YEUNG Wong-pan, Senior Property Service Manager/Kowloon West & Sai Kung, Housing Department, who attended the meeting on behalf of Ms MAK Siu-ling, Iris, Chief Manager/Management (Kowloon West & Sai Kung); and
- Mr TSE Yat-sing, Engineer/Tseung Kwan O, Drainage Services Department (DSD), who attended the meeting on behalf of Mr LEUNG Wing-tak, Senior Engineer/Mainland South 6.

### **I. Confirmation of Minutes of the Second Meeting of Sai Kung District Council (SKDC) held on 4 March 2025**

3. The Chairman said that the Secretariat had not received any proposed amendment before the meeting. There being no proposed amendment at the meeting, the Chairman declared that the above minutes were confirmed.

### **II. New Items**

(A) Introduction of the Abolition of MPF Offsetting Arrangement

4. Miss Drew LAI, Assistant Commissioner for Labour (Policy Support), LD briefly introduced the background information on the abolition of the Mandatory Provident Fund (MPF) offsetting arrangement. With the relentless efforts of the Government, employers and employees over the past two decades, the relevant amendment bill to abolish the MPF offsetting arrangement was eventually passed in 2022 and took effect on 1 May this year. On the same day, LD implemented a 25-year subsidy scheme amounted over \$33.5 billion to help employers gradually adapt to the policy change.

5. Ms Cecilia CHAN, Senior Labour Officer (Employment Benefits Support)1, LD briefly introduced the abolition of MPF offsetting arrangement based on the content of the presentation slides.

6. Mr WONG Yuen-hong suggested simplifying the employment information required, such that employees would only have to input the year and month of employment and termination of employment with the same organisation or company instead of the exact dates. This would facilitate the public's use of the calculation tool under the abolition of MPF offsetting arrangement ("EasyCal"). He suggested including guidelines on the EasyCal website to show the comparison before and after the transition, so as to enable employees to have a clear understanding of the influence of the transition on the amounts of the severance payment (SP)/long service payment (LSP). Under special circumstances, an employee who received a smaller amount after the transition might apply to the Government for a subsidy covering the shortfall. Under the current arrangement, the maximum amounts of SP/LSP were set at \$22,500/\$390,000 respectively. To offer better protection for grassroots employees, he suggested that LD should consider raising the maximum amounts of total SP/LSP, in order to tie in with inflation and salary adjustments since the amounts were set more than two decades ago.

7. Mr CHONG Yuen-tung said that the abolition of MPF offsetting policy was the result of the Government's proactive approach and the dedicated efforts of local groups. LD had made use of various channels to promote the policy to the public, including organising seminars with District Council (DC) members and local groups, setting up a website on the abolition of MPF offsetting and introducing EasyCal as a calculation tool, etc. He suggested that LD could increase the number of enquiry hotlines or provide online responses during the initial transition stage, and allocate resources and manpower for small and medium enterprises (SMEs) to assist them in handling the calculations related to the abolition of MPF offsetting. He also expressed concerns about the MPF "Full Portability" arrangement. As the administration fees of the MPF schemes in Hong Kong were higher than those in other countries, he suggested setting a cap on MPF administration fees by legislation, with a view to enhancing the overall returns of the MPF schemes in the future, as well as strengthening the retirement protection for employees. He recommended that LD could take the initiative to

monitor the MPF management fees and publish the overall returns and performance of various MPF schemes regularly on its website, so as to promote healthy competition and reduce overall administration fees.

8. Mr Chris CHEUNG hoped that LD could share the soft copy of the presentation slides with SKDC for reference. He had previously participated in the production of a “Quick Guide” on the abolition of MPF offsetting arrangement to explain the basic information to residents. He suggested that LD could increase the number of enquiry hotlines and messaging applications to assist SKDC Members in handling and referring more complicated individual cases.

9. Miss Drew LAI of LD responded to Members’ views as summarised below:

- The website for the abolition of MPF offsetting arrangement clearly listed the subsidy for employers and the benefits for employees, as well as the differences in employee benefits before and after the abolition of the offsetting arrangement. As for the employment information required, where employees have filled out the exact dates of commencement and termination of employment on EasyCal would be able to provide an accurate calculation of their SP/LSP entitlements. EasyCal would also show the aggregate benefits for employees before and after the transition.
- LD noted Members’ views concerning the maximum amounts of SP/LSP. LD reviewed labour legislation from time to time with a view to enhancing labour rights and benefits.
- LD anticipated that there would be fewer applications under the subsidy scheme during the initial stage, and thus had adjusted manpower deployment to handle enquiries from employers and employees about the abolition of MPF offsetting arrangement. LD had been holding briefing sessions for companies of all sizes and members of the public, including a thematic seminar for an SMEs’ organisation in April.
- While the operation of MPF was not under the policy purview of LD, LD was aware that the Mandatory Provident Fund Schemes Authority (MPFA) would implement MPF “Full Portability” to provide employees with greater flexibility in managing their MPF benefits. This would help promote market competition and would in turn help lower administration fees. The public consultation exercise on MPF “Full Portability” had just been completed.
- It was learnt that the administration fees charged by MPF approved trustees had always been a concern to MPFA. Employees could consider the Default Investment Strategy (commonly known as “funds for lazy people”) funds which offered relatively stable returns at lower fees. The launch by MPFA of the eMPF Platform, which digitised and facilitated administration of scheme members’ MPF benefits, would also help reduce the administration fees. At present, the performance of various MPF schemes was published on MPFA’s website every six months to one year. LD would relay

Members' suggestion to MPFA of publishing more frequently the performance of MPF schemes.

- LD was pleased to share the presentation slides with SKDC. For enquiries regarding the Subsidy Scheme for Abolition of MPF Offsetting Arrangement, members of the public could call the scheme hotline at 2989 1001, reach out via email or visit the service centre in Kwun Tong.

[Post-meeting note: The presentation slides of LD had been uploaded to SKDC's website under the discussion papers for the third meeting of SKDC in 2025 after the meeting.]

10. Mr CHAN Kai-wai once received a request for assistance from an employee who claimed to have taken a one-year unpaid leave during 13 years of service with the company. However, the employer was uncertain whether the leave period should be counted towards the employee's length of service. He had assisted the employee in seeking clarification from LD but could not obtain a clear response. Therefore, he wished to enquire about the criteria for calculating the years of service in cases involving unpaid leave. He also reflected that outsourcing contracts in the cleaning industry would generally last for one to two years only, including those for some government outsourced service contractors. Their employees would not be offered a renewal upon the completion of contract and would be rehired after one to two months. He opined that this outsourcing contract system would in fact deprive employees of their LSP and related benefits. He hoped that LD could look into the issue of discontinuous employment and explore suitable solutions.

11. Miss Drew LAI of LD responded as follows:

- As she had not obtained the specifics of the case mentioned by Mr CHAN Kai-wai, it would not be appropriate for her to comment on the individual case in detail. If employers and employees were unable to reach a consensus on unpaid leave arrangements or other employment rights and benefits, they were encouraged to contact the Labour Relations Division under LD.
- She understood that different industries encountered different operational challenges. As for cleaning staff under government outsourcing contracts, the Government required employers to provide them with contract gratuities which were calculated at a rate comparable to that of LSP, offering a certain level of protection to those employees.

12. There being no other comments from Members, the Chairman declared that the Secretariat would relay the views of SKDC to LD in writing. The Chairman thanked the representatives of LD for visiting SKDC and asked LD to take note of Members' views.

(B) Proposed Smart and Green Mass Transit System in East Kowloon Project and Proposed Amendments to the Approved Kwun Tong (North) Outline Zoning

13. The Chairman welcomed the representatives of the Highways Department (HyD), the Planning Department (PlanD) and HyD's Consultants to the meeting. As there were relatively more representatives attending to discuss this agenda item, she asked the representatives to introduce themselves when they wished to speak later.

14. As a discussion item proposed by Members was related to this agenda item and there being no objection from Members, the Chairman declared that it would be brought forward and merged for discussion.

(1) Concern over the Smart and Green Mass Transit System in East Kowloon  
(SKDC(M) Paper No. 42/25)

15. The Chairman said the discussion item was raised by the following Members: Mr YAU Ho-lun, Mr LAU Kai-hong, Ms WU Suet-lin, Mr CHEUNG Man-tim, Ms SZE Pan-pan, Mr CHAU Ka-lok, Mr Chris CHEUNG, Mr LI Tin-chi, Mr Philip LI, Mr CHEUNG Chin-pang, Mr CHONG Yuen-tung, Ms Christine FONG, Ms TAM Chuk-kwan, Mr CHENG Yu-hei, Mr WAN Kai-ming, Mr CHAN Kuen-kwan, Mr WONG Wang-to, Mr CHAN Chi-ho, Mr WONG Yuen-hong, Mr TSANG Kwok-ka, Mr CHAN Kwong-fai, Ms Angel CHONG and Ms LI Ka-yan.

16. Members noted the written replies from the Transport Department (TD) and the Railway Development Office of HyD (SKDC(M) Paper Nos. 58/25 and 59/25).

17. Mr Vincent CHU, Chief Engineer/Railway Development 2-1, HyD briefly introduced the latest design and the planning progress of the Smart and Green Mass Transit System in East Kowloon (SGMTS-EK) based on the content of the presentation slides.

18. Ms Vivian LAI, District Planning Officer/Kowloon, PlanD briefly introduced the planning and development of the proposed stations and depot site based on the content of the presentation slides.

19. Mr LAU Kai-hong said Ma Yau Tong Station was a main station of SGMTS-EK. It would involve land resumption processes for Ma Yau Tong Village, which was at a strategic location. The current conceptual plan indicated that the station would have adverse visual impact on the living environment in the village. Additionally, it would take more than 10 minutes to walk from the entrance of Ma Yau Tong Village to the area above the proposed station. Hence, villagers should be compensated as much as practicable. He stressed the need to provide pedestrian connection facilities such as footbridges, escalators or pedestrian subways to connect the main roads of Ma Yau Tong Village to Ma Yau Tong Station, so as to facilitate access by villagers and to enable other members of the public to use the hiking trails near Ma Yau Tong Village, e.g. Wilson

Trail. In order to avoid affecting the construction schedule set for 2027, he would provide government departments with the locations and pictures of non-private land within the village. He suggested that pedestrian links should be constructed thereon to provide convenience for residents. Also, he expected that the departments would enhance communication with villagers of Ma Yau Tong Village and report the work progress to ensure smooth implementation of the project.

20. Mr Ken CHAN thanked the departments for valuing the views from Sai Kung District. He hoped that consideration could be given to extending SGMETS-EK to cover Sai Kung District to benefit residents living in hilly areas in the district, including Tsui Lam Estate, Hong Sing Garden, Mau Wu Tsai and the housing estates ready to be occupied near On Yu Road at the Anderson Road Quarry (ARQ) development site. He understood that Shun Lee Estate and Sau Mau Ping Estate were more populated. Therefore, he had no objection to the planning and development direction of SGMETS-EK focusing on those areas. However, he agreed with Mr LAU Kai-hong that the proposed Ma Yau Tong Station was relatively far from Ma Yau Tong Village. He suggested providing pedestrian facilities to connect Ma Yau Tong Village, so as to truly cater for local connectivity of the station. The cost and technical complexity of SGMETS-EK were lower than those of previous heavy rail projects. Therefore, he expected that after the smooth implementation of the main lines of SGMETS-EK, with information on its cost available, the department would seriously consider constructing more spur lines to connect to Sai Kung District, and would promptly report and explain the relevant planning to SKDC.

21. Mr CHAN Chi-ho supported SGMETS-EK and found this new system different from the conventional heavy rail projects. He expected that new transport operators and technologies could be introduced in the tender process. He enquired about the potential for extending SGMETS-EK, e.g. the feasibility of extending it to locations such as Hong Sing Garden and Tsui Lam Estate.

22. Mr WONG Yuen-hong opined that while the station locations of SGMETS-EK appeared to be close to the Tseung Kwan O area, it would actually benefit around 30 000 residents of the ARQ development site only, and would be of little help to the residents of Tseung Kwan O North and those living on hilly areas of Tseung Kwan O. As described in the Railway Development Strategy 2014, it was then proposed that the East Kowloon Line would cover a railway network running along the northern part of Kwun Tong and extend to Po Lam Station of the Tseung Kwan O Line. Nevertheless, the current proposal fell short of the expectations of the residents in the vicinity of Po Lam Road North. He hoped that for the future development, the system could connect to various private and public housing estates on the hills, benefiting more residents living in the Tseung Kwan O area. Given that the planned route would pass through aging public housing estates such as Choi Wan Estate and Shun Lee Estate, he raised concerns about whether its expected patronage could support sustainable operations. He suggested studying the feasibility of connecting the westbound section to other key development areas (e.g. Kai Tak). Also, he was concerned that the proposed Yau Tong

East Station to be connected to Yau Tong MTR Station might increase the burden on the latter one. He recommended that the department should co-ordinate closely with the MTR Corporation Limited to minimise the impact on the Tseung Kwan O Line. Additionally, he expressed concerns that the proposed route might pass through multi-storey residential areas, such as public housing estates. He suggested adopting Singapore's approach by using opaque glass for the train sections passing through residential areas to protect the privacy of nearby residents.

23. Mr Chris CHEUNG said that SGMETS-EK covered Kwun Tong District and Sai Kung District. However, apart from the proposed Ma Yau Tong Station, it did not include Po Lam Station, which had been announced in the Railway Development Strategy 2014. Therefore, residents in Sai Kung District would benefit less from SGMETS-EK. He suggested comparing the walking distances from Ma Yau Tong Station to Lam Tin Park, Yau Tong Station, Tsui Lam Estate and Po Lam Station, which were 2 kilometres (km), over 3 km, 1 km and 2.7 km respectively. Connecting SGMETS-EK to the Tseung Kwan O area would significantly shorten the distance and the connection works would be easier. He proposed that space should be reserved for developing the spur lines connecting the hilly areas of Po Lam Estate, Tsui Lam Estate, Hong Sing Garden, etc. to meet the needs of residents in Sai Kung District. Following the use of four green belts as public housing sites as well as the development of LOHAS Park and Area 137, the future population in Tseung Kwan O was expected to exceed 600 000. Connecting the East Kowloon Line to Po Lam Station could alleviate congestion at Yau Tong Station of the Kwun Tong Line and help divert the future busy traffic in Tseung Kwan O. Lastly, he also proposed that the department could consider connecting Ma Yau Tong Village to Tsui Lam Estate, Hong Sing Garden and Po Lam Station by an elevator or escalator pedestrian link system. He believed that the above technical issues could be overcome.

24. Ms Christine FONG supported the current routing of SGMETS-EK. The only shortcoming was that it would not connect to the vicinity of Hong Sing Garden and Po Lam Road North. She hoped that HyD could explore constructing the spur route to connect to Mau Wu Tsai, Hong Sing Garden and Tsui Lam Estate. Also, she suggested discussing additional conditions with the operators during the tender exercise, such as the installation of escalators connecting Hong Sing Garden to Metro City. The space reserved for the depot in the vicinity of LOHAS Park was insufficient. She suggested reserving a larger planning site for the depot in Ma Yau Tong and space for development above the depot. Also, she hoped that the department would promptly explain to villagers of Ma Yau Tong Village the land resumption proposal and the compensation mechanism. The development of the transit system with light and medium carrying capacity was an innovative project. She suggested that the department should consider developing a spur line to connect to Po Lam or The Hong Kong University of Science and Technology in the future. Moreover, relying solely on the property sales above the depot might not cover the operating costs. She enquired about the feasibility of expanding the operation mode in the future and the construction cost of the entire transit system. She suggested that the department should explain more about the ancillary

safety facilities for the transit system such as the arrangements for escape routes in the future. She was also concerned about whether an enclosed design would be used for the maintenance depot, the maintenance arrangements for open elevated tracks as well as the noise nuisance to the surrounding environment.

25. Mr YAU Ho-lun said the routing of SGMTS-EK did not include the Tseung Kwan O area originally. After consultation with SKDC, the proposed construction of the Ma Yau Tong Station was finalised, indicating that the current term of the Government valued the community's views. Ma Yau Tong Station was crucial to the residents of Ma Yau Tong Village. Even though the completion of the station would have an impact on the environment, the villagers supported the entire project as a whole, and hoped that a barrier-free pedestrian link could be provided to connect directly to the village to facilitate their access. As Ma Yau Tong Village was an indigenous Hakka village with a long history, he suggested that Ma Yau Tong Station should incorporate design elements of the history and traditional culture of Ma Yau Tong Village. He also suggested that the department should adopt a transit system which could be more compatible with future development, so as to retain the feasibility of developing spur routes to connect to other areas of Sai Kung District, such as Tsui Lam Estate and Hong Sing Garden, in the future. In view of the relatively high threshold indicators for mass transit development and property management, he enquired about how government departments could play a supervisory role under the joint venture mode, and how the overall operation of the depot could be followed up.

26. Mr CHAN Kuen-kwan said that the construction of the entire SGMTS-EK would rely on the development of properties above the Ma Yau Tong Station depot as a subsidy. The routing planned by the Government should have been intended for the convenience of the residents in the vicinity of Ma Yau Tong Village. However, the location of the currently proposed Ma Yau Tong Station did not benefit nearby residential areas. Noting that the properties built above the station would impact the landscape of the residential areas in the village, he suggested that the Government should offer better compensation packages for the villagers. Given the frequent complaints from residents about the noise issue of the LOHAS Park depot, he suggested implementing more noise mitigation measures during the construction of the Ma Yau Tong Station depot, in order to minimise the noise impact on the nearby residential areas.

27. Mr Philip LI supported the main line planning of SGMTS-EK. Yet he was disappointed that the previously planned extension to Po Lam Station could not be realised. He suggested that the department should require operators to reserve space for future spur lines in the tender exercise. Also, he proposed making reference to the Light Rail routing and constructing the main lines first, before planning a subsequent extension to Tseung Kwan O or a connection to The Hong Kong University of Science and Technology, so as to provide convenience for local residents to interchange to urban areas via this transit system.

28. Mr Vincent CHU of HyD responded to Members' views as summarised below:

- According to the current reference design and planning, villagers of Ma Yau Tong Village could enter the podium area of the depot site via Po Lam Road, taking an internal passage to Ma Yau Tong Station. On the other hand, to further provide convenience for villagers, HyD was exploring the connection of a section of the existing village road to the podium area of the depot site to facilitate villagers' access to Ma Yau Tong Station. Taking note of Members' views and public requests, HyD would continue to actively consider and explore other options to enhance the connectivity to Ma Yau Tong Station.
- In preparing for the SGMETS-EK project, HyD had consulted DCs and noted relevant views. HyD had been conducting detailed studies on the feasibility of extending the main lines of SGMETS-EK, e.g. to Sai Kung District in the east and to Tsz Wan Shan in the northwest. HyD would progressively finalise the main line proposal and proceed with three statutory procedures concurrently, with a view to inviting tenders next year.
- HyD noted Members' views on extending the main line and explained relevant considerations including hardware compatibility of the mass transit system, expected patronage, financial and technical concerns. SGMETS-EK was a self-financing project, to attract operators to participate in the project, sufficient patronage and fare revenue were necessary to ensure financial stability and coverage of routine operation and maintenance costs. Ma Yau Tong Village was located on the hilltop, with a level difference of about 70 to 80 metres (m) when compared with Hong Sing Garden and Tsui Lam Estate in the east. Even though the climbing capability of the transit system was better than that of the conventional heavy rail system, there were technical issues needed to be addressed.
- HyD's consultants had conducted a patronage forecast for the East Kowloon transit system. It was initially estimated that a number of systems available in the market could meet the passenger demand of the project.
- HyD noted Members' concerns regarding the privacy of residents in the vicinity of the system. HyD explained that most systems available in the market could allow automatic adjustment in transparency of windows when passing through residential areas.
- HyD's consultants were co-ordinating with various parties on issues, including the design of Ma Yau Tong depot, reservation of space for the development atop of the depot, and formulation of noise mitigation measures, etc. HyD was currently conducting the environmental impact assessment for the project. Noise barriers or various noise mitigation measures would be implemented in accordance with the environmental protection requirements stipulated under the Environmental Impact Assessment Ordinance. A mass transit system that operated on rubber tyres generally generated less noise than a heavy rail system that used iron tyres. HyD would continue to pay attention to rail sections close to residential areas and assess the need to provide noise barriers or noise mitigation measures.

- HyD was currently formulating the tender documents and would consider incorporating the historical elements of Ma Yau Tong Village into the design concept for Ma Yau Tong Station.
- The financial arrangements for the mass transit system primarily relied on granting property development rights of the Ma Yau Tong depot site to provide financial support for the project. However, the funding derived from a single site was not sufficient to sustain the entire project. HyD had been exploring other financial arrangements, aiming to ensure that resources were utilised effectively. HyD would first press ahead with the full implementation of the main line and then progressively study the development of extension proposals and other pedestrian connectivity facilities, such as escalators, to connect Hong Sing Garden and Tsui Lam Estate.
- HyD noted Members' views on extending the main line and would explore the feasibility of reserving space at Po Tat Station or Ma Yau Tong Station for possible further extension in the future.

29. The Chairman asked the representatives of HyD or PlanD to provide supplementary information on whether the current planning of the project involved resumption of private land.

30. Mr CHAN Kai-wai thanked the Administration for constructing Lam Tin North Station to provide convenience to residents in the hilly areas. The main lines of the mass transit system would mainly serve the residents of the East Kowloon area rather than those of the New Territories East. He understood that the system would not be extended to the vicinity of Po Lam for the time being. As Ma Yau Tong Station was one of the main stations, he suggested constructing a footbridge and escalators to facilitate access by nearby residents. He also recommended modifying the system of measuring average noise levels every half an hour and improving the standard for installing noise barriers. He proposed that the department could invite DCs to visit the chosen transit system in the future, which would help DC Members and the community better understand the relevant system.

31. Mr Vincent CHU of HyD responded to Members' views as summarised below:

- In formulating the design of SGMETS-EK, HyD had made every effort to avoid resuming private land. However, since the system would pass through various public and private housing estates, resumption of common areas and slopes in public housing estates and Home Ownership Scheme courts might be required.
- HyD would carefully evaluate the proposal to construct a footbridge connecting Ma Yau Tong Village and Ma Yau Tong Station. It was essential to strike a balance amongst assessing the slope height, addressing technical issues and considering the associated costs. HyD would continue to engage with the villagers to explore other feasible options for improving the access

to Ma Yau Tong Station.

- HyD would arrange for DCs to visit the selected transit system in due course.

32. There being no other comments from Members, the Chairman declared that the Secretariat would relay the views of SKDC to PlanD and HyD in writing. The Chairman thanked the representatives of HyD and PlanD for visiting SKDC.

(C) Anti-corruption Work Strategies 2025/26 of ICAC Regional Office (Kowloon East/Sai Kung)  
(SKDC(M) Paper No. 34/25)

33. The Chairman welcomed:

Independent Commission Against Corruption (ICAC)

- Ms Jodi LEUNG, Regional Officer/Kowloon and Sai Kung; and
- Ms Candy YIU, Community Relations Officer.

34. Ms Jodi LEUNG, Regional Officer/Kowloon and Sai Kung, ICAC briefly introduced work strategies 2025/26 based on the content of the presentation slides.

35. The Chairman said the ICAC Regional Office (Kowloon East/Sai Kung) would be relocated to the Government Joint-user Complex in Tseung Kwan O in around August this year. The Chairman thanked ICAC for inviting SKDC to attend the opening ceremony, and asked the Secretariat to issue the invitation letter and relevant information to Members in due course. The Chairman thanked the ICAC representatives again for visiting SKDC and introducing the work priorities 2025/26.

[Post-meeting note: The ICAC Regional Office (Kowloon East/Sai Kung) was expected to be relocated in October.]

(D) Proposed activities commemorating the 80th Anniversary of the Victory of the Chinese People's War of Resistance Against Japanese Aggression and the World Anti-Fascist War  
(SKDC(M) Paper No. 35/25)

36. Miss Lacus CHENG, Assistant District Officer (Sai Kung)2, Sai Kung District Office (SKDO) briefly introduced the paper.

37. The Chairman said SKDO had introduced several enhancement and beautification works at the meeting of the Management Committee of the Memorial Monument for Sai Kung Martyrs of the War of Resistance against Japanese Aggression in Tsam Chuk Wan (the Management Committee) on 30 April. The works included enhancing the planters at the Memorial Garden for Sai Kung Martyrs of the War of Resistance against Japanese Aggression in Tsam Chuk Wan, updating information boards and inscribing commemorative couplets on the memorial pavilion for the martyrs. The Chairman

invited Mr LO Suk-ching, Convener of the Management Committee, to comment on the two proposed couplets on behalf of the Management Committee.

38. Mr LO Suk-ching, Convener of the Management Committee said the Management Committee was in favour of the enhancement works proposed by SKDO. Couplet 1 (i.e. “英豪抗日千秋歌義勇 社稷迎曦八秩頌昌平”, meaning “Heroes fought against Japan, their loyalty and bravery praised and passed down through the ages; Our nation greets brighter days, flourishing in peace and prosperity for eight decades”) was considered concise and effective in honouring the noble deeds of the martyrs in the War of Resistance against Japanese Aggression. He therefore favoured the proposed Couplet 1.

39. Mr LO Suk-ching, Convener of the Management Committee added that Sai Kung had a rich history of records and heroic deeds during the War of Resistance against Japanese Aggression. To mark the 80th Anniversary of the Victory in the War of Resistance this year, the Management Committee aimed to promote Sai Kung District’s wartime heritage to the public. The Hong Kong and Kowloon Independent Brigade of the East River Column was established in Wong Mo Ying Village of Sai Kung, and frequently operated in areas like Cheung Sheung and Luk Wu. Three Urban Detachment Commands were stationed in Sai Kung, i.e. in Pan Long Wan, Ng Fai Tin, Chek Kang in Sai Kung North, and Leung Shuen Wan (also known as High Island). Their heroic deeds included rescuing numerous cultural figures, evacuating Anglo-American allied forces, protecting villagers from Japanese invaders, saving international allied troops and offering assistance in the establishment of an intelligence network between China and the United States, thereby making significant contributions to the War of Resistance against Japanese Aggression. He hoped that more young people could participate in the activities organised by SKDO this year, through which they could learn about the historical events in the War of Resistance in Sai Kung District. Also, he hoped that relevant sites could be conserved.

40. The Chairman stated that as one of the important memorial facilities of the War of Resistance, the Memorial Garden for Sai Kung Martyrs of the War of Resistance against Japanese Aggression in Tsam Chuk Wan was incorporated into the List of State Facilities and Sites Marking the War of Resistance Against Japanese Aggression in 2020. Therefore, SKDC Members and local groups such as the Care Teams had been arranging more and more related activities to guide residents to visit the memorial site. In the past, some local groups had been applying for funding under SKDO’s Community Involvement Programme to organise guided tours to raise awareness of Sai Kung’s wartime history. This year, SKDO also approved a new docent scheme, under which trained docents would guide local residents and schools to visit war-related relics in the district, while sharing the rich wartime history and contributions of Sai Kung District, etc. The Chairman encouraged SKDC Members to make good use of SKDO’s Community Involvement Fund to organise more district activities related to the 80th Anniversary of the Victory in the War of Resistance, so that members of the public and young people could learn more about the wartime history and commemorate the heroic

deeds and spirit of the martyrs. SKDO would arrange a series of activities to commemorate the Victory in the War of Resistance in August and September this year, and would announce the exact dates after co-ordinating with other government departments. For a commemoration ceremony in memory of the martyrs to be held in mid-August this year and subsequent memorial activities for the 80th Anniversary of the Victory in the War of Resistance, SKDO had specially sought assistance from school heads associations, which had offered active support by inviting primary and secondary schools in the district to participate in the memorial activities.

41. Mr Chris CHEUNG expressed support for establishing the memorial monument. In addition to hardware support, he suggested inviting family members of the martyrs in the War of Resistance against Japanese Aggression to share their oral histories, seizing the opportunity to document these accounts and producing video promotion documentaries.

42. Mr YAU Ho-lun said Mr LO Suk-ching had continuously assisted in the promotion of much historical and cultural work in the past. He suggested that SKDO could invite the Management Committee to participate in discussions on future patriotic work in a timely manner. Schools could play a vital role in promoting patriotic education. He therefore proposed that it should start in kindergartens rather than primary schools, so the new generation could earlier receive patriotic education.

43. Ms Christine FONG thanked SKDO for its efforts in maintaining the Memorial Garden for Sai Kung Martyrs of the War of Resistance against Japanese Aggression in Tsam Chuk Wan. She agreed with the suggestion to use Couplet 1 on the memorial pavilion for the martyrs. She hoped to showcase the deeds of the martyrs in the War of Resistance to the public during the 80th Anniversary of the Victory in the War of Resistance this year. She suggested collating the information on the display boards at the office of The Sai Kung Jockey Club Town Hall and continuously exhibiting relevant information after the memorial activities. She also suggested renovating abandoned traditional Chinese schools or village schools to showcase heroic deeds of resistance against Japanese aggression to the public on a long-term basis, following the example of the Memorial Garden for Sai Kung Martyrs of the War of Resistance against Japanese Aggression in Tsam Chuk Wan, an important tourist attraction. Combined with guided tours, such efforts could enhance the youth's patriotic awareness.

44. Mr LAU Kai-hong said the Management Committee had decided at its meeting to adopt the proposed Couplet 1, as its word count could match the layout design and the content was highly appropriate. He would assist in collecting photos and documents related to the Urban Detachments in Pan Long Wan and Ng Fai Tin for display at the activities planned between August and September to share with the public the history of the War of Resistance against Japanese Aggression in Sai Kung District. He agreed with Mr Chris CHEUNG's suggestion to conduct more interviews and recordings for the veterans of the East River Column. He also called on SKDC Members to take the initiative to understand Sai Kung's history related to the War of Resistance against

Japanese Aggression and, in their capacity as DC Members, to take up the responsibilities of promoting and disseminating patriotic messages among the public. He suggested actively discussing and expediting the planning of relevant memorial activities with school heads associations, and arranging for students to assist in recording and learning the history of the War of Resistance against Japanese Aggression.

45. Mr CHONG Yuen-tung supported SKDO's efforts to carry out beautification works for "red tourist spots" in the district, and agreed with the proposal to adopt Couplet 1. He suggested setting up an exhibition hall for the East River Column to preserve and promote related historical artefacts and archives, enabling residents and schools to understand the history of the War of Resistance against Japanese Aggression. He also suggested promoting the beautification results of the war-related sites in Sai Kung District to the Culture, Sports and Tourism Bureau (CSTB) or the Hong Kong Tourism Board, which would help drive and promote "red tourism" in Sai Kung District so as to boost the local economy. Where resources permitted, further improvements to other "red tourist spots" in the district should continue. In the long run, he proposed collaborating with TD to consider improving parking facilities near the Memorial Garden for Sai Kung Martyrs of the War of Resistance against Japanese Aggression in Tsam Chuk Wan. This would facilitate visits by schools in the district and residents of various districts, as well as reducing the traffic impact caused by vehicles parked along Sai Sha Road.

46. Mr Kelvin YAU enquired about the feasibility of using community exhibition information as teaching materials or setting up the thematic display boards in schools.

47. Mr CHENG Yu-hei agreed with the proposal to adopt Couplet 1. He said that the Hong Kong Museum of the War of Resistance and Coastal Defence featured permanent exhibitions on the War of Resistance and Marine Detachments, etc. The Leisure and Cultural Services Department (LCSD) would also host a thematic exhibition gallery titled "Brothers in Arms: War of Resistance Activities of the East River Column in Shenzhen and Hong Kong" from 4 September 2024 to 2 July 2025. He suggested that SKDO could co-ordinate with LCSD to make full use of the resources of the Hong Kong Museum of the War of Resistance and Coastal Defence, including video clips, recordings, pictures and artefacts, etc. from the interviews with the East River Column between 1997 and 2011, in order to promote patriotic spirit among schools and residents in the district.

48. Mr CHAN Kai-wai said the parking space at the front of the Memorial Garden for Sai Kung Martyrs of the War of Resistance against Japanese Aggression in Tsam Chuk Wan was sufficient for one large coach only. He suggested that TD should improve traffic arrangements and coach parking locations nearby, so as to reduce the burden on vehicles driving to Pak Tam Chung for parking or U-turns, and to avoid worsening traffic congestion in the vicinity of the East Dam of the High Island Reservoir.

49. Mr CHEUNG Man-tim suggested inviting Mr LO Suk-ching to visit schools to

share historical accounts and past heroic deeds with students, enabling the next generation to understand the important history of the War of Resistance against Japanese Aggression and cultivate proper learning attitudes. Also, he proposed that SKDO could organise activities such as colouring competitions and thematic booths to promote related messages.

50. Mr Philip LI supported the activities organised by SKDO to mark the 80th Anniversary of the Victory in the War of Resistance, in particular the installation of commemorative plaques and historical information boards in Leung Shuen Wan, which would help passing down the wartime history to the next generation. He suggested exploring ways to integrate historical books with war-related heritage sites to deepen the public engagement with the memorial activities. Currently, transportation to the Memorial Garden for Sai Kung Martyrs of the War of Resistance against Japanese Aggression in Tsam Chuk Wan was inconvenient. Visitors had to take a bus first to the Jockey Club Sai Kung Outdoor Training Camp, and then walk to the destination. He proposed providing a bus stop near this tourist spot to facilitate visitors' access.

51. Mr CHAN Kuen-kwan said that he had previously assisted in organising the memorial day for Sai Kung martyrs resisting Japanese aggression in Tsam Chuk Wan. The Hang Hau Rural Committee had published books related to the War of Resistance against Japanese Aggression. He hoped to make good use of these resources to promote education in schools so that students could learn about the history of the War of Resistance.

52. Mr CHAN Chi-ho said that Sai Kung had played a distinctive role in the history of the War of Resistance against Japanese Aggression and so there were more “red tourist spots” and “red resources”, compared to other areas in Hong Kong. He suggested, by taking reference from the Mainland's use of “red tourism” to attract visitors, fully consolidating Sai Kung's “red resources” and creating a map to recommend the routes of “red tourism” in Sai Kung District to tourists.

53. The Chairman said that LCSD would hold a series of exhibitions and memorial activities at the Hong Kong Museum of History to mark the Victory in the War of Resistance. The Secretariat would notify Members of relevant information later. The Chairman shared the content of the website for the “Artificial Intelligence Tells a Story – Walking Through the Wartime Era” programme under the Quality Education Fund. She suggested making effective use of exhibitions and online resources to share with students. Regarding the thematic exhibition to mark the Victory in the War of Resistance against Japanese Aggression to be held in September this year, SKDO would explore with LCSD the copyright issue related to the exhibition materials, and invite school heads associations to disseminate information about the district's exhibitions and activities to local kindergartens, primary and secondary schools. In response to Members' views on parking spaces in Tsam Chuk Wan, Sai Kung, the Chairman asked the Secretariat to follow up with TD in writing later.

### **III. Matters Arising**

(A) Follow-up on motions discussed at the second meeting of SKDC held on 4 March 2025

54. The Chairman said at the second meeting in 2025, SKDC received four discussion items suggested by Members, and the views of SKDC on the passed items were sent to relevant government departments in writing. The Secretariat had already forwarded the replies received to Members via email and uploaded them to SKDC's website.

### **IV. Report Items**

(A) Progress reports of the committees under SKDC

- (1) District Facilities and Works Committee
- (2) Food, Environment and Hygiene Committee
- (3) Community Involvement, Culture and Recreation Committee
- (4) Traffic and Transport Committee  
(SKDC(M) Paper Nos. 36/25 to 39/25)

55. Members endorsed the above progress reports.

(B) Progress report of the working group directly under SKDC

- (1) Working Group on Boosting Local Economy  
(SKDC(M) Paper No. 40/25)

56. Members endorsed the above progress report.

(C) Progress report of the committee under the Sai Kung District Office

- (1) Sai Kung District Management Committee  
(SKDC(M) Paper No. 41/25)

57. Members endorsed the above progress report.

### **V. Discussion Items Suggested by Members**

(A) The five discussion items suggested by Members

- (1) Concern over the Smart and Green Mass Transit System in East Kowloon  
(SKDC(M) Paper No. 42/25)

58. The Chairman said the above discussion item had been jointly discussed with another one earlier.

- (2) Proposal to enhance transportation and ancillary facilities in the area from Pak Tam Chung to the vicinity of East Dam of High Island Reservoir

59. The Chairman said the discussion item was raised by the following Members: Mr CHAN Kai-wai, Mr LAM Chun-ka and Mr Chris CHEUNG.

- (3) Proposal to improve traffic issues at East Dam of High Island Reservoir in Sai Kung  
(SKDC(M) Paper No. 44/25)

60. The Chairman said the discussion item was raised by the following Members: Mr CHEUNG Chin-pang, Mr Philip LI, Mr CHAN Kuen-kwan, Ms Christine FONG, Mr WONG Wang-to, Ms KI Lai-mei, Mr Chris CHEUNG, Mr WONG Yuen-hong, Mr YAU Ho-lun, Mr LI Tin-chi, Mr TSANG Kwok-ka, Mr WAN Kai-ming, Ms SZE Pan-pan, Mr CHEUNG Man-tim, Mr CHAU Ka-lok, Ms WU Suet-lin, Mr CHENG Yu-hei, Ms TAM Chuk-kwan, Mr CHAN Chi-ho, Mr LAM Chun-ka, Mr Ken CHAN, Mr CHONG Yuen-tung, Mr CHAN Kwong-fai and Mr WANG Wen.

61. Members noted the written replies from the Agriculture, Fisheries and Conservation Department (AFCD), the Hong Kong Police Force (HKPF), the Water Supplies Department (WSD) and TD (SKDC(M) Paper Nos. 54/25 to 57/25 and 60/25).

62. As discussion items (2) and (3) were similar, the Chairman suggested discussing the two items together.

63. The Chairman welcomed:

AFCD

- Ms Eva YAU, Senior Country Parks Officer (Ranger Services) 2; and
- Ms Helen HUI, Country Parks Officer (Sai Kung).

WSD

- Mr POON Chung-wah, Senior Engineer/New Territories East 3.

64. Mr Chris CHEUNG said the East Dam of the High Island Reservoir in Sai Kung had become a tourist attraction. While striking a balance between environmental conservation and appropriate traffic arrangements, he suggested that TD and the relevant minibus operator should study the feasibility of operating green minibus (GMB) no. 9A during specific periods on weekdays. This would help alleviate the traffic burden caused by tourists flocking to the East Dam of the High Island Reservoir on weekends and holidays.

65. Mr CHEUNG Chin-pang said the departments had deployed additional manpower and arranged 30 minibuses during the Labour Day Golden Week of the Mainland to cope with the large influx of visitors. Among them, 20 minibuses were temporarily on loan from other routes, including two for GMB no. 117A operating between Sheung Tak and

Tai Sheung Tok. He asked whether the same manpower level and traffic arrangements would be available on weekends and holidays after the Golden Week. The departments should avoid utilising a large amount of resources for road repairs. It would not be appropriate either to deploy too many minibuses to provide services at the East Dam, as such arrangement might affect the service frequency of other minibus routes. He also suggested curbing the overcharging of taxi fares, studying the development of marine transport, and providing kaito ferry landing points near the East Dam.

66. Mr Philip LI recognised the co-ordination efforts by government departments during the Labour Day long weekend of the Mainland, including the additional manpower deployed by the Police to direct traffic on-site, and the enhanced service of GMB no. 9A approved by TD. Thanks to such efforts the overall traffic around the East Dam of the High Island Reservoir was smooth. He noticed that most visitors chose taxis to reach the East Dam, resulting in a surge in vehicles travelling between the West Dam and the East Dam. As the relevant road section was mainly for one-lane two-way traffic, the high traffic volume would definitely have brought inconvenience to pedestrians even though there were police officers implementing alternating traffic control. Moreover, there was a lack of ancillary facilities at the East Dam. After a two-hour walk from the visitor centre in Pak Tam Chung, there were no places at the East Dam for visitors to get refreshments. Furthermore, the low service frequency of GMB no. 7 and bus route nos. 94, 96R or 209R at the visitor centre in Pak Tam Chung led to even more visitors opting to leave the area by taxi. He proposed improving the facilities for visitors at the West Dam. Examples included building a new visitor centre at the West Dam, and providing visitors with refreshments and interchange services for routes to the East Dam at LCSD's Astropark and Chong Hing Water Sports Centre. He also suggested introducing new marine transport routes from the Sai Kung Pier to the West Dam, with a view to diverting passenger flow and boosting the local economy in the Sai Kung town centre.

67. Mr CHAN Kuen-kwan said the East Dam often saw relatively high visitor traffic on weekends and public holidays, and therefore the service frequency of minibuses should be increased to meet the demand. Regarding Mr CHEUNG Chin-pang's suggestion, he opined that no landing points should be set up near the breakwaters at the East Dam. That location was exposed to strong winds and waves, making it unsuitable for boarding or disembarking. He suggested using the Leung Shuen Wan Pier instead, where existing kaito ferry routes would pass through. It would take over one hour or so to walk from the pier to the road near the East Dam (MacLehose Trail Section 1). He also recommended that various departments should collaborate to impose stricter control over the passage of vehicles at the East Dam during holidays. Besides, he expressed concerns about the lack of toilets near the East Dam.

68. Mr LAU Kai-hong said WSD had put up publicity boards within the area of the East Dam with QR codes for visitors to obtain relevant information. However, the network signal reception around the East Dam was poor, so he suggested that the relevant department should establish additional signal stations to tackle the

telecommunication network issues near the East Dam. As the road section inside the East Dam was not a major traffic road, he recommended that inter-departmental efforts should be made to co-ordinate the arrangements for the passage of taxis and minibuses in the area. He also suggested studying an alternative travel route for visitors. Visitors could first go to the Sai Wan Pavilion or the West Dam by taxi, then interchange for minibus service to reach the East Dam. He proposed setting up en-route stops or offering one-day passes for visitors to use relevant transport services anytime they wanted. He expressed concerns about the lack of rest areas, automatic vending machines and toilets near the East Dam. He recommended improving the ancillary facilities at this National Geopark of China to offer a better experience for visitors, such as by providing mobile coffee shops and additional temporary toilets.

69. Mr YAU Ho-lun was concerned about the traffic issues at the East Dam. He suggested that the departments should consider the following measures to alleviate traffic congestion:

- Imposing a limit for the number of taxis entering and exiting the area of the East Dam;
- Deploying manpower at the gate to offer assistance, while vehicles permitted for entering and exiting the area must display their access permits in a prominent position; and
- Implementing a real-name vehicle access booking mechanism with limited quotas for temporary access to the East Dam.

70. Mr CHAN Kai-wai said that with so many people visiting the East Dam recently, the nearby traffic and transport systems were under excessive pressure. Additionally, he suggested that the departments should study with telecommunication companies the provision of signal transmission stations within the area of the East Dam. He also proposed using solar photovoltaic (PV) panels to provide electricity supply, and installing automatic vending machines. He expressed concerns about the situation where visitors would walk to Po Pin Chau via the WSD's structure at the end of the path without permission. He recommended widening the trail entrance at the East Dam outside WSD's maintenance station to facilitate hikers' access to Po Pin Chau.

71. Mr CHEUNG Man-tim proposed making reference to the examples in other countries, such as by engaging private contractors to operate portable fee-charging toilets for cost-effectiveness.

72. Ms TAM Chuk-kwan said that in view of the increasing number of visitors at the East Dam, she suggested improving the facilities near the Po Pin Chau Viewing Platform, such as reinforcing the fences to ensure the safety of visitors. She also proposed limiting the access of taxis to the East Dam in a bid to alleviate the traffic issues.

73. Mr WAN Kai-ming was pleased to see that the East Dam had become a popular

attraction of Sai Kung, as the increase in visitors could stimulate the local economy. The previous term of SKDC had proposed using electric shuttles as feeder transport. However, the proposal had eventually been rejected as the issue of battery overheating could not be solved at that time. The current battery technology had advanced significantly, and he therefore suggested reconsidering the proposal to use electric shuttles as feeder transport. The establishment of electricity and water pipe connection at the East Dam entailed technical difficulties. He recommended giving consideration to granting licences to short-term or temporary hawkers, installing solar-powered automatic vending machines, and making effective use of technology related to the low-altitude economy for restocking. In the long run, the departments could consider setting up water dispensers to solve the issue of a lack of refreshments for visitors.

74. The Chairman invited the representatives of AFCD and TD to respond regarding the traffic arrangements first. She then asked the HKPF representatives to explain its work on vehicular flow control in the vicinity of the East Dam during the Labour Day Golden Week, especially the Police's traffic control measures on 2 May and 3 May when the vehicular flow was relatively heavy, as well as the arrangements for taxi flow control.

75. Ms Eva YAU, Senior Country Parks Officer (Ranger Services) 2, AFCD responded that AFCD was aware of the recent increase in visitors around the East Dam on certain weekends. AFCD would continue to collaborate with TD and other relevant departments to study the service frequency enhancement of GMB no. 9A, with a view to coping with visitors' transport demand. With the co-operation between TD and minibus operators, the traffic in the vicinity of the East Dam (including Pak Tam Chung) was generally smooth during the Labour Day Golden Week. Most visitors opted to reach the East Dam by taxi. AFCD noted the views and needs of Members and the community on the ancillary transport facilities at the East Dam. AFCD would endeavour to achieve a balance between the capacity of Man Yee Road, visitors' needs for ancillary transport facilities, and environmental conservation. Also, AFCD would continue to further explore suitable traffic arrangements with relevant departments, such as studying the provision of services by shuttle buses or electric shuttles around the East Dam, and limiting the access of taxis to certain areas.

76. Ms Helen HUI, Country Parks Officer (Sai Kung), AFCD responded to Members' views as summarised below:

- AFCD had set up numbers of portable toilets along Man Yee Road. In the light of the surge in visitor flow during the Labour Day Golden Week, AFCD had provided three additional portable toilets at both ends of the East Dam to cope with visitors' needs.
- As for solar-powered automatic vending machines, AFCD had consulted relevant suppliers and learnt that the solar PV panels generally used in the market could only generate enough electricity for the lighting of the water/beverage vending machine, but not for other parts such as the cooler and water pump. Therefore, the vending machines could not solely rely on

solar PV panels to operate. AFCD was discussing with the power company the provision of power supply facilities near the East Dam.

- The natural rock slopes along the coast near the East Dam were steep, so AFCD would not recommend visitors to take the shortcut near the dolosse to go to the viewing platform. Currently, the official trail to the viewing platform should be reached via the stairs on Man Yee Road. A short section of the existing WSD stairs, built for slope maintenance and repairs, was used as the trail entrances. Other than that, the official trail was constructed using a handmade method and natural materials to preserve the existing natural terrain and landscape as much as possible.

77. Ms Eva YAU of AFCD added that AFCD had been liaising with the Office of the Communications Authority (OFCA) regarding the enhancement of the communication networks in country parks. There were currently 33 radio base stations established in country parks and rural/remote areas across the territory. The overall mobile network coverage rate was around 80% for country parks and 95% for main hiking trails. OFCA had formulated a subsidy scheme for extending 5G networks to rural and remote areas. The network coverage rate in country parks could go up to over 90% after the scheme was implemented.

78. Miss Wendy LEUNG, Chief Transport Officer/Sai Kung & North, TD responded that TD had discussed with minibus operator for the enhancement of service frequency before the Labour Day Golden Week. TD thanked relevant departments for their co-operation, which contributed to the smooth traffic flow during the Labour Day Golden Week. Such efforts included the traffic control measures implemented by the Police, and the deployment of additional manpower for inspections by AFCD. TD would analyse the data collected during the Labour Day Golden Week, and study in detail the future minibus service arrangements on weekdays and weekends. TD hoped to achieve environmental conservation while meeting the transport needs of visitors.

79. Mr Carmelo YEUNG, District Commander (Wong Tai Sin), HKPF responded as follows:

- According to the Police's statistics, during the five-day holiday in the Labour Day Golden Week, the East Dam saw higher visitor numbers on 2 May and 3 May, with over 3 000 and around 2 500 visitors respectively.
- The Police's statistics indicated that over 730 taxis headed towards the East Dam on 2 May. The peak hours were between 10:00 a.m. and 1:00 p.m. The Police conducted traffic control operations for about 2 hours and 45 minutes from 11:00 a.m. to 1:45 p.m. On 3 May, 466 taxis entered and exited the East Dam. The peak hours were between 10:00 a.m. and 12:30 p.m. The Police conducted traffic control operations for 1 hour and 45 minutes from 10:45 a.m. to 12:30 p.m.
- According to the Police's statistics, a traffic bottleneck and congestion would occur when more than 40 vehicles entered Man Yee Road between the West

Dam and the East Dam. In such case, the Police would divert the traffic at the East Dam first, then direct vehicles to enter from the West Dam. During the Police's traffic control operations, vehicles had to wait for about 15 to 25 minutes on average at the West Dam.

- As for traffic control arrangements implemented during the peak hours, thanks to the understanding of minibus drivers, taxi drivers and visitors, the Police did not receive any complaints.

80. Mr CHEUNG Chin-pang opined that the implementation of traffic control required co-operation between various parties. The absence of complaints did not necessarily mean visitors had a satisfactory experience. He emphasised the importance of establishing a vehicle access booking system. Based on the number of bookings, government departments and public transport operators could reasonably manage the flows of visitors, vehicles and vessels, with a view to making effective use of social resources.

81. Ms Christine FONG thanked relevant departments for adopting multiple traffic measures for the Labour Day Golden Week. The traffic conditions were generally satisfactory under the Police's control, showing the importance of lay-bys to smooth traffic. She reflected the views of the taxi trade, which found the waiting time of 10 to 20 minutes reasonable. Thorough consideration should be given to the feasibility of setting up a taxi access booking system. Meanwhile, she expressed concerns about the possible issue of scalping under such system. She hoped that by making reference to the statistics on the Labour Day Golden Week, relevant departments would study the implementation of traffic control and the provision of other ancillary facilities in the future, such as toilets, viewing facilities and signage. Moreover, she was concerned about the safety issues related to the use of electric shuttles on steep roads.

82. The Chairman stated that the Chief Executive had previously said at the Executive Council that the large number of visitors to Hong Kong during the Labour Day Golden Week could boost the local economy. In response to the high visitor flow at the East Dam of the High Island Reservoir in Sai Kung, relevant departments had adopted a series of measures to ensure public order and smooth traffic flow. Under the co-ordination of the Commissioner for Tourism, various departments including TD, WSD, AFCD, HKPF and SKDO had held an inter-departmental meeting before the Labour Day Golden Week to discuss the traffic and supporting arrangements at the East Dam during the long holiday. The Chairman had also inspected the site on 1 May. She expressed her gratitude to AFCD, TD, as well as the Police for mobilising a large amount of manpower, including the involvement of the Wong Tai Sin Police District and the Kowloon East Regional Headquarters in maintaining orderly traffic control. The Chairman asked Members to take note of the oral question raised by Hon LAM So-wai during a Legislative Council meeting on 7 May regarding the transport and ancillary communication facilities at the East Dam, as well as the corresponding replies from CSTB and the Environment and Ecology Bureau.

83. There being no other comments from Members, the Chairman declared that the Secretariat would relay the views of SKDC to AFCD, HKPF, WSD and TD in writing.

- (4) Proposal for government departments to step up the drain clearance work at flooding black spots in the district before the onset of the rainy season so as to minimise the chance of severe flooding under adverse weather (SKDC(M) Paper No. 45/25)

84. The Chairman said the discussion item was raised by the following Members: Mr LAU Kai-hong, Mr YAU Ho-lun, Ms Natasha YU, Mr Kelvin YAU, Ms Christine FONG, Ms KI Lai-mei, Ms SZE Pan-pan, Mr CHONG Yuen-tung, Mr Philip LI, Mr WONG Yuen-hong, Mr Ken CHAN, Mr WAN Kai-ming, Mr LAM Chun-ka, Mr CHENG Yu-hei, Ms WU Suet-lin, Mr CHEUNG Man-tim, Mr CHEUNG Chin-pang, Mr CHAU Ka-lok, Mr WONG Wang-to, Mr CHAN Chi-ho, Ms TAM Chuk-kwan, Mr TSANG Kwok-ka, Mr Chris CHEUNG, Mr CHAN Kwong-fai and Mr WANG Wen.

85. Members noted the written replies from the Civil Engineering and Development Department (CEDD), the Environmental Protection Department (EPD), DSD, HyD, the Food and Environmental Hygiene Department (FEHD) and SKDO (SKDC(M) Paper Nos. 47/25 to 52/25).

86. The Chairman welcomed:

CEDD

- Mr Vince LI, Geotechnical Engineer/Project Management 21.

87. Mr LAU Kai-hong said the departments should start clearing the main river channels and water pipes before the rainy season to prevent blockages. He thanked SKDO's Works Section for promptly tackling blocked drains based on the information provided by Members. Their efforts had improved the situation at most flooding black spots in villages. He suggested that the departments should deploy additional manpower to assist in clearing some of the black spots of blocked drains in the rural areas according to the forecast of rainfall distribution released by the Hong Kong Observatory (HKO). Flooding often occurred in rural areas due to sand and gravel blocking the drains, especially when improvement works had yet to take place around the villas in Sai Kung. He recommended that inter-departmental efforts should be made to repair natural river channels and deepen riverbeds around rural villas, with a view to diverting rainwater. He also suggested stepping up inspections before the onset of the rainy season.

88. Mr WONG Yuen-hong said that HKO's current Landslip Warning system was applicable to the whole territory. He suggested that CEDD should upgrade the Landslip Warning system to issue regional warnings based on users' locations accessed by HKO's mobile application. He also proposed providing a more elaborate Landslip Warning map for the public to avoid high-risk hillsides more effectively. The

Government had launched the Pilot Scheme on Wading Line System in various districts, including Tsui Ping Road in Kwun Tong, to paint warning signs with the text “Wading Line” on the road surface on a trial basis. He recommended that DSD and HyD should include the flooding black spots in Sai Kung District in the pilot scheme, so as to ensure the safety of residents and data collection.

89. Mr Chris CHEUNG suggested that CEDD should step up hillside stabilisation works near Pik Sha Road before the rainy season. He also recommended that DSD should step up inspections at the back of the hills between Clear Water Bay Road and Wing Lung Road, so as to prevent sand and gravel carried by rainwater from clogging the drains. He was thankful for the series of improvement works carried out at Wan Po Road towards the industrial estate initiated by the District Officer (Sai Kung) in response to the flooding situation during the rainy season last year. The area outside the temporary car park at Wan Po Road was prone to flooding during rainstorms. He suggested that DSD should step up efforts in coping with flooding in low-lying areas.

90. Mr CHONG Yuen-tung thanked the Chairman and relevant government departments for setting up an inter-departmental emergency response mechanism before the torrential rain in Sai Kung District last year, and for promptly handling issues such as flooding and traffic congestion in the district. Numerous improvement measures had been completed thanks to the collaboration between various departments. Under CEDD’s Landslip Prevention and Mitigation Programme, stabilisation works for 11 man-made slopes and risk mitigation works for 2 natural hillsides in Sai Kung District had been implemented. He enquired about the locations of the relevant slopes and the progress of the improvement works.

91. Mr Ken CHAN said the areas between Po Ning Road and Ying Yip Road were susceptible to flooding during rainstorms. As multiple land excavation works for large housing estates and improvement works for roundabouts were underway in the vicinity, he suggested that DSD should step up inspections and removal of sand, gravel and mud before the rainy season, in order to prevent the nearby Po Leung Kuk Ho Yuk Ching (1984) College from being affected by flooding.

92. Mr YAU Ho-lun thanked SKDO, DSD and FEHD for their collaborative efforts in clearing blocked drains promptly after being notified by Members. The departments should pay more attention to the potential risks posed by the accumulation of sand, gravel and leaves in drains after each rainstorm. He also hoped that the departments would keep in view the flooding black spots in Sai Kung District. Members would be willing to offer their views on the trial locations of the wading line system.

93. Mr Vince LI, Geotechnical Engineer/Project Management 21, CEDD responded to Members’ views as summarised below:

- CEDD’s Geotechnical Engineering Office would continuously review and analyse the statistics related to the prevailing landslip risk alert and warning

system. Landslips were natural disasters that were difficult to predict accurately. Therefore, when the Landslip Warning was in force, regardless of how high or low the risk was, CEDD would advise the public to remain vigilant about potential landslips caused by heavy rainstorms. Citizens should adopt preventive measures and stay away from slopes during heavy rainstorms.

- As regards the progress of the slope works in Sai Kung District, CEDD would provide relevant details at the meeting of the District Facilities and Works Committee (DFWC) to be held on 13 May. The locations of the 11 man-made slopes with ongoing stabilisation works included Che Keng Tuk Village in Sai Kung, Pik Shui Sun Tsuen, Tseng Lan Shue, Tan Cheung in Sai Kung, Wo Mei Village, Clear Water Bay Road, Tan Shan Road, Po Lam Road, Anderson Road in Tseung Kwan O, etc. The 2 natural hillsides with ongoing risk mitigation works were both located along Clear Water Bay Road. At the present stage, the slope works mainly involved site enclosure, excavation and soil nailing, etc. The construction period would span from around half a year to one year.

94. The Chairman said further details about the stabilisation works for the 11 man-made slopes and the risk mitigation works for the 2 natural hillsides would be provided to SKDC Members in the coming DFWC meeting on 13 May. The Chairman suggested that CEDD should indicate the specific locations of the slope stabilisation works on maps to facilitate Members' dissemination of relevant information to the residents nearby. CEDD would carry out stabilisation and risk mitigation works for slopes with the highest level of risk in order of priority.

95. Mr TSE Yat-sing, Engineer/Tseung Kwan O, DSD responded to Members' views as summarised below:

- During the rainy season, DSD would deploy manpower to step up inspections of drains prone to blockages caused by refuse or withered leaves. Currently, there were relatively more ongoing construction projects in the vicinity of Po Ning Road and Ying Yip Road. DSD would regularly inspect its facilities and carry out clearance work.
- DSD had previously inspected the drainage facilities and some locations that would likely be affected by flooding due to blocked drains under its purview in the district. DSD had also finished carrying out clearance work to lower the risk of flooding. For the coming rainy season, DSD would continue to inspect the relevant locations.
- There were no facilities under the management of DSD near the villa-style structures along Pik Sha Road. In view of the records of flooding at that location, DSD had cleared relevant river channels multiple times. DSD had also arranged for manpower to carry out clearance work on 3 March, and would discuss with relevant departments which party(ies) should be responsible for repairing the river channels behind those structures.

96. The Chairman asked Members to note that at the meeting of the Sai Kung District Management Committee held on 25 March, various departments had reviewed the follow-up work for the flooding problem last year, and discussed the preparatory work for the coming typhoon and rainy season. Relevant departments included CEDD, DSD, HyD, FEHD, SKDO, etc. In addition to clearing blocked drains regularly, HyD and FEHD had conducted a series of drainage work in April involving enhanced cleansing efforts on roads and streets. SKDO had also assisted in stepping up drain clearance work in the rural areas. The Chairman appealed to SKDC Members and Care Team members to promptly notify SKDO of the situation of relevant areas, such as flooding, during the typhoon and rainy season this year. SKDO would be in charge of co-ordination and would immediately relay relevant matters to the respective departments when necessary, as well as determining the priority of clearance work at different locations.

97. There being no other comments from Members, the Chairman declared that the Secretariat would relay the views of SKDC to CEDD, EPD, DSD, HyD, FEHD and SKDO in writing.

- (5) Concern over Low-altitude Economy Regulatory Sandbox pilot projects with a view to promoting various drone services  
(SKDC(M) Paper No. 46/25)

98. The Chairman said the discussion item was raised by the following Members: Mr YAU Ho-lun, Mr LAU Kai-hong, Mr CHONG Yuen-tung, Mr TSANG Kwok-ka, Mr WAN Kai-ming, Mr CHENG Yu-hei, Ms Christine FONG, Mr CHAN Kuen-kwan, Mr CHAN Chi-ho, Mr WONG Wang-to, Mr CHEUNG Man-tim, Mr CHAU Ka-lok, Ms SZE Pan-pan, Ms KI Lai-mei, Ms TAM Chuk-kwan, Ms WU Suet-lin, Mr Philip LI, Mr Chris CHEUNG, Mr LI Tin-chi, Mr CHEUNG Chin-pang, Mr Kelvin YAU, Ms Angel CHONG, Mr CHAN Kwong-fai and Mr WANG Wen.

99. Members noted the written reply from the Transport and Logistics Bureau (TLB) (SKDC(M) Paper No. 53/25).

100. The Chairman welcomed:

- Mr Kuun LIANG, Consulting Director, Corporate Market Division, China Mobile Hong Kong Company Limited (CMHK);
- Mr Jackie DONG, Technical Expert, DICT Centre, CMHK; and
- Mr James KWOK, Project Manager, Greater Bay Area Low Altitude Economy Alliance.

101. Mr Kuun LIANG, Consulting Director, Corporate Market Division, CMHK briefly introduced the development projects in Sai Kung District under the Regulatory Sandbox.

- In December last year, CMHK had applied for the first batch of the Regulatory Sandbox pilot projects launched by the Government. Among them, two flight routes were proposed to operate in Sai Kung District for medication delivery, including (i) from Tseung Kwan O Hospital (TKOH) to Haven of Hope Hospital, and (ii) from TKOH to Po Toi O Chuen. Factors such as duplication of flight routes would be considered in the vetting and approval process of the applications for the Regulatory Sandbox projects. As CMHK had also applied for providing medication delivery service in other hospital clusters in urban areas, only route (ii) had been approved at the moment.
- The entire set-up period of the Regulatory Sandbox would be operated on a trial basis for six months under the supervision of the Civil Aviation Department (CAD) and TLB. Firstly, take-off/landing points would be set up near TKOH and the village office of Po Toi O Chuen. In accordance with the requirements and guidelines for medication delivery of TKOH, a low-altitude flight route would be established between TKOH and Po Toi O Chuen, with the entire route at an altitude of about 90 m (about 300 feet).
- In terms of distance by ground transportation, the distance from the pharmacy of TKOH to Po Toi O Chuen was about 9 to 10 km. Medications could be delivered within 9 to 10 minutes with the assistance of drones. Some elderly villagers of Po Toi O Chuen had to regularly collect their prescribed medications for chronic diseases such as hypertension at TKOH, even though they did not need to attend follow-up consultations there. Using drones to deliver medications could save transport time. The Care Teams would also assist in re-checking the medications when they were delivered to the village office.
- CMHK was in the process of preparing the applications for drones and future pilots, as well as adjusting the specific flight plan. CMHK expected to conduct an on-site trial at the end of June. The take-off/landing points at TKOH had been confirmed. CMHK would re-inspect the take-off/landing points at the village office of Po Toi O Chuen with CAD's staff and carry out the first test flight in July.
- Based on past experience in providing medication delivery service using technology related to the low-altitude economy, there would mainly be three testing phases. During the first two weeks of the test, the drones would be unladen, i.e. they would be circling at low altitudes without carrying anything. This was to test the capability of the drones in the actual local environment. In the second phase, which would last for two to three weeks, the drones would conduct round-trip test flights for a short distance. CAD would analyse the impact on the drone flights based on factors such as the climate and surrounding environment of the flight route. The drones would fly directly from TKOH to Po Toi O Chuen in the third phase.
- The drone models to be used in the pilot projects and their safety had been fully approved by the Civil Aviation Administration of China. These models had also been used in more than 39 cities and 100 hospitals in the

Mainland for two to three years. The company would make appropriate adjustments and take out insurance for the drones in accordance with the requirements of CAD.

102. Mr LAU Kai-hong said that he had previously discussed the routes related to the low-altitude economy with Hon QUAT Pui-fan, Elizabeth, Legislative Council member, with a view to providing relevant medication delivery service to benefit villagers who had difficulties in travelling long distances. Some villagers lived on fish rafts or in remote village houses. The drone-based medication delivery service, combined with the Care Teams' assistance in helping villagers seek online medical consultation, could spare elderly villagers from travelling long distances for follow-up appointments. He suggested expediting the implementation of the first phase of the medication delivery service (to Po Toi O), and extending the service to other more remote rural areas in Sai Kung such as Tung Lung Island. In addition to medication delivery, he suggested exploring the use of drones to assist in the delivery of goods and construction materials to remote villages.

103. Mr YAU Ho-lun hoped that the project could be taken forward as soon as possible. Given the current mature state of drone technology, he suggested expanding drone services between the rural and urban areas of Sai Kung. This would enable the Regulatory Sandbox to collect more information and data to help the department formulate more comprehensive regulations in the future. The drone projects in the Mainland utilised drones on a larger scale and in a wider variety of application scenarios. As the provision of medication delivery service was not quite cost-effective at this stage, the information and experience gained from the initial phase of the programme could be leveraged to prepare for expanding the scope of future applications. Government departments could lead trial runs using drones for assisting in high-risk tasks, such as external wall inspections and cleaning during inclement weather. He suggested using drones to collect real-time information and data (e.g. vehicle data) in the countryside to support future development of drone applications in various fields. He hoped that CMHK and the Greater Bay Area Low Altitude Economy Alliance could maintain timely communication with SKDC to facilitate the implementation of relevant projects.

104. Mr Chris CHEUNG supported the development of drone services in the rural areas of Sai Kung. He suggested that the department should make reference to the pilot scheme at the Pak Shek Kok Promenade, and consider establishing new drone routes from Tseung Kwan O Industrial Estate to Tseung Kwan O Waterfront Park in Tseung Kwan O South. The cross-strait routes would face less interference and could significantly reduce transport distance. He suggested repurposing disused telephone booths as drone take-off/landing platforms to optimise existing resources.

105. Ms Christine FONG was glad to know the arrangements of medication delivery from TKOH to Po Toi O Chuen. She hoped that CMHK would assist in installing facilities such as drone take-off/landing platforms on the rooftop of the village office of Po Toi O Chuen. She suggested exploring the expansion of medication delivery service

to locations with steep hills in the vicinity of Clear Water Bay Road and Chuk Yeung Road. She then enquired about the estimated fees of the medication delivery service and whom would be charged for the service. She also asked whether CMHK would hire local employees and provide pre-employment training and education to drone pilots.

106. Mr CHEUNG Man-tim found the Regulatory Sandbox pilot projects in Sai Kung District encouraging. He expressed concerns about the issue of third party insurance for drones. He suggested providing guidelines to tenderers and participants for them to understand and pay attention to the basic requirements and points to note regarding the relevant insurance policies.

107. Mr CHONG Yuen-tung supported the pilot projects. He hoped that sufficient data could be collected during the six-month pilot period. The data could facilitate the official commencement of commercial operation of drone services at the end of this year or early next year to benefit more members of the public. Drones had been in use in the Mainland for three years, during which relevant information and data on different types of environment were collected. He also enquired about the criteria for suspension of drone flights in inclement weather/strong winds.

108. Mr CHAN Kai-wai said according to the Small Unmanned Aircraft Order under the Laws of Hong Kong, remote pilots for small unmanned aircrafts weighing more than 250 grams must be registered. He expressed concerns over the high power consumption and easy loss of control of drones in strong winds. He also enquired about the power specifications of drones.

109. Mr Kuun LIANG of CMHK responded to Members' views as summarised below:

- According to the Mainland's testing standards, drones could operate normally in wind speeds below level 6 and moderate showers. The company would consult HKO about the corresponding indices/levels in Hong Kong. CMHK would also arrange a testing programme with CAD to test the operation of drones in extreme environments.
- The one-way distance from TKOH to Po Toi O Chuen was about 9.5 km. The drones to be used in the project would be capable of flying a distance of 20 km. The batteries of the drones would be replaced on the return trip. Two spare batteries would be provided for each drone, ensuring sufficient power for the planned flying distance.
- CMHK had taken out an insurance policy of \$3 million to \$4 million for each drone according to the Mainland's standards. The company would take out an insurance policy of about \$10 million for each drone according to the requirements of CAD of Hong Kong.
- At present, Hong Kong staff members accounted for more than two-thirds of CMHK's staff. A beyond-visual-line-of-sight (BVLOS) control centre would be developed to monitor the BVLOS flights of a large number of drones. At that time, additional manpower would be recruited in Hong

Kong to take up the 24-hour monitoring positions.

- Regarding training programmes for young people in innovation and technology, CMHK had set up a 5G Innovation Centre in the Science Park. The centre would regularly invite different schools to conduct aerospace or low-altitude training programmes. More than 100 schools had visited the centre so far.
- At this stage, the Regulatory Sandbox was mainly for exploring with the Government the operation of the low-altitude economy in Hong Kong, conducting studies for future legislation and collecting relevant data for reference. According to the operational experience in the Mainland, using drones for BVLOS medication delivery could reduce the cost by about 30% to 40% for hospitals, compared with hiring third-party logistics companies to deliver by vehicle. This was because the development of the drone industry was mature, and each pilot could operate more than 10 to 20 drones at the same time at the control centre, thus saving more labour costs.

110. Mr Chris CHEUNG enquired about the feasibility of the proposed routes and locations, and the future co-ordination work.

111. Mr Kuun LIANG of CMHK responded that CMHK's long-term goal was to develop more flight routes. With rooftop take-off/landing points and power supplies available along the routes, take-off/landing sites for drones could then be set up. Each site would only require an area of 2 m by 2 m and a height of 1.2 m by 1.2 m. At the Regulatory Sandbox stage, the Government attached great importance to the safety considerations for drone flights. If the relevant regulations were to be amended in the future, CMHK would be willing to co-operate by setting up take-off/landing sites for drones along the routes. The company could complete the setting up of all drone sites along a flight route in two to three days.

112. The Chairman thanked the CMHK representatives for sharing the details of the Regulatory Sandbox pilot projects in Sai Kung District at SKDC.

113. There being no other comments from Members, the Chairman declared that the Secretariat would relay the views of SKDC to TLB and CMHK in writing.

## **VI. Any Other Business**

(A) Arrangements for the production of festive items for Chinese New Year (monthly calendars)

114. The Chairman said SKDC would produce "Chinese New Year Festive Items 2026" in collaboration with SKDO. This year's funding ceiling was set at \$360,000, and only large wall calendars would be produced.

115. There being no objection from Members, the Chairman asked the Secretariat to

submit the relevant funding application to SKDO, and to follow up the quotation and procurement procedures for the production of the wall calendars in accordance with government guidelines and standards. The Secretariat was actively collecting photos of different themes about Sai Kung and Tseung Kwan O. The Chairman welcomed Members to provide photos to SKDO or the Secretariat, noting that the themes of the photos should be related to Sai Kung District. The Chairman declared that to tie in with the calendar production schedule, the design would be finalised by mid-July.

## **VII. Date of Next Meeting**

116. The next full council meeting was scheduled for 10:00 a.m. on 8 July 2025 (Tuesday).

117. The meeting ended at 1:45 p.m.

Sai Kung District Council Secretariat  
June 2025