

Sai Kung District Council
Minutes of the Fourth Meeting in 2025

Date: 8 July 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 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 CHENG Suet-ching, Lucus	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 SUM Ching-fun, Wayne	Deputy District Commander (Wong Tai Sin), Hong Kong Police Force
Ms Corey TSO	Police Community Relations Officer (Wong Tai Sin), Hong Kong Police Force
Ms Lilian PATKIN	Police Community Relations Officer (Tseung Kwan O), 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
Mr CHOW Wai-chung	District Environmental Hygiene Superintendent (Sai Kung) (Acting), Food and Environmental Hygiene Department
Ms CHOW Yuk-chu	Chief Health Inspector (Sai Kung)1, 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	}	For agenda item II(B)
Mr WONG Kwun-wa	Engineer/Sai Kung, Drainage Services Department		
Ms KONG Sze-nga, Tammy	Senior Town Planner/Sai Kung, Planning Department		
Ms LAM Lok-yan, Sylvia	Town Planner/Sai Kung 1, Planning Department		
Prof Yike GUO	Provost, The Hong Kong University of Science and Technology	}	For agenda item II(C)
Ir John KWONG	Vice-President for Development, The Hong Kong University of Science and Technology		
Mr Kit LEUNG	Director of Campus Development, Campus Development Office, The Hong Kong University of Science and Technology		
Mr Joe LUI	Project Director, Campus Development Office, The Hong Kong University of Science and Technology		
Mr Sam TSEN	Senior Manager (Development), Campus Development Office, The Hong Kong University of Science and Technology		
Mr CHAN Long-hin, Derek	Engineer/Design 6, Water Supplies Department	}	For agenda item V(A)(1)
Mr WANG Ran	Engineer/New Territories East (Distribution 3), Water Supplies Department		
Mr Fenix CHANG Mr Wilson LEUNG Dr Carmen CHOI	Senior Resident Engineer, AECOM Senior Resident Engineer, AECOM Consultant, Department of Obstetrics & Gynaecology, Tseung Kwan O Hospital, Hospital Authority		
Mr Alick HUNG	Senior Executive Officer (Patient & Community Relations), Tseung Kwan O Hospital, Hospital Authority	}	For agenda item V(A)(2)
Mr Steve HUI	Operations Manager – Tseung Kwan O Line, MTR Corporation Limited		
Mr Luke WONG	Manager – External Affairs, MTR Corporation Limited	}	For agenda item V(A)(3)
<u>Absent</u> Ms YU Natasha	Member of Sai Kung District Council		

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:

- Mr CHOW Wai-chung, Chief Health Inspector (Sai Kung)², who took over from Mr HO Yiu-ming, who had left the position. Mr CHOW Wai-chung was also temporarily serving as District Environmental Hygiene Superintendent (Sai Kung) (Acting), vice Miss LAI Wing-sau, Winsy, on transfer;
- Ms Wayne SUM, Deputy District Commander (Wong Tai Sin), Hong Kong Police Force (HKPF);
- Ms Lilian PATKIN, Police Community Relations Officer (Tseung Kwan O), HKPF; and
- Mr YEUNG Wong-pan, Senior Property Service Manager/Kowloon West & Sai Kung, Housing Department, who attended the meeting in place of Ms MAK Siu-ling, Iris, Chief Manager/Management (Kowloon West & Sai Kung).

3. The Chairman said Ms Natasha YU had informed the Secretariat before the meeting that she would need to attend a court hearing on the day of the meeting. Hence, Ms Natasha YU had submitted a Notification of Absence from Meeting in advance. There being no objection from Members, the Chairman declared that the application for her absence was approved in accordance with Order 64(5) of the Sai Kung District Council Standing Orders.

4. The Chairman told the Sai Kung District Council (SKDC) that Director XIA Baolong had met with District Council (DC) members, the Care Teams, and representatives of “the three district committees” during his inspection in Hong Kong in late June. Director XIA was well aware of and fully recognised their district work, and improvised a poem to commend DCs’ efforts. The poem read “千頭萬緒區議會，胸有大愛善良心，事無巨細皆為大，做好每件只為民”，meaning “Amid the countless duties of the day, the District Councils serve with compassion’s ray. No task too great, no detail too small, every effort is made for the good of all”. Director XIA recognised and commended the district work of the whole district governance team, including DCs, the Care Teams, and “the three district committees”.

5. The Government of the Hong Kong Special Administrative Region was deeply touched by Director XIA’s recognition of its district work. The Chairman hoped SKDC Members could work even harder to put the expectations and spirits described in Director XIA’s poem into action, and continue to put in efforts to serve the public with a view to enhancing the sense of happiness and fulfilment of the people. Members should live up to Director XIA’s words of encouragement and the public’s trust.

I. Confirmation of Minutes of the Third Meeting of Sai Kung District Council held on 6 May 2025

6. The Chairman said 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) Social Welfare Department Wong Tai Sin and Sai Kung District Social Welfare Office 2024-26 Business Plan Mid-term Progress Report

7. The Chairman welcomed:

Wong Tai Sin and Sai Kung District Social Welfare Office, Social Welfare Department (SWD)

- Ms Dora LEE, District Social Welfare Officer (Wong Tai Sin/Sai Kung).

8. Ms Dora LEE, District Social Welfare Officer (Wong Tai Sin/Sai Kung), SWD introduced the 2024-26 Business Plan Mid-term Progress Report based on the content of the presentation slides.

9. Mr CHAN Kuen-kwan agreed with SWD's plan to organise a diverse range of community activities in 2024-25. He expressed concerns about the mental health of the community, and opined that immediate assistance and referral services should be provided for persons with propensity for violence to receive treatment. He enquired about the co-ordination work of SWD and the Hospital Authority (HA), as well as the statistical differences between the number of suicide cases in Hong Kong and its neighbouring areas. He also suggested shortening the waiting time for relevant services for high-risk mental health cases.

10. Mr WONG Wang-to was concerned about the mental pressure faced by carers. He declared that, as the Captain of the Po Yee Care Team, he had previously organised tours for families in need in the community. He had met families with children with special educational needs (SEN). Those parents needed to accompany and take care of their children on a long-term basis, facing great pressure and burdens. He suggested that, in addition to providing counselling services to families in need, SWD should organise more parent-child social activities such as family tours, so as to relieve the pressure on carers.

11. Ms Christine FONG said the efforts made by Members, the Care Teams and the Area Committees to refer cases seeking assistance to SWD had been highly effective. She suggested that SWD should set up a database covering carers of elderly persons and carers of persons with disabilities in Sai Kung as soon as practicable, in order to provide assistance for carers in need in the district.

12. Mr CHAN Chi-ho agreed that the community's mental health should be taken seriously. During household visits, Members and the Care Teams met residents who were emotionally unstable or disturbed. He suggested that SWD should provide relevant training courses for Members and the Care Teams on communication skills and points to note when engaging with such persons. He also proposed that SWD should collaborate with the Care Teams more to carry out community visits. SWD could appoint professionals such as social workers and psychologists to reach out to persons with potential mental health problems in the community with Members and the Care Teams, with a view to offering them appropriate assistance.

13. Mr CHEUNG Man-tim suggested considering implementing a "Friendly and Inclusive Landlord Scheme" by drawing on the existing "Friendly and Inclusive Employer Scheme". He proposed liaising with the owners of shops near community centres or elderly centres to see if they could lease out their vacant units for the purpose of community services rent-free or at low rents. This could increase the visitor flow in the vicinity and enhance the synergy effect.

14. Ms Dora LEE of SWD responded to Members' views as summarised below:

- SWD had all along been providing community support services for persons with suspected mental health problems. Dedicated social workers were assigned to the Integrated Community Centres for Mental Wellness (ICCMWs) in different districts to follow up cases. She suggested that Members to refer suspected cases with service needs through the Integrated Family Service Centres (IFSCs) or ICCMWs. Members have to seek prior consent from the relevant individuals to disclose their personal data before referral. The respective social workers would then assess the needs of the cases, and provide timely intervention and support services as appropriate.
- In case of emergency, for example, when an individual had contravened the law or committed assault, Members should seek the Police's assistance. SWD had established collaboration and referral mechanisms with the Police and HA. If an individual posed immediate danger of self-harm or harming others, the Police could arrange compulsory hospital admission of the individual for psychiatric assessment and treatment, and refer the case to the relevant service units for follow-up. SWD would continue to enhance communication and collaboration with various parties.
- SWD provided the Designated Hotline for Carer Support 182 183, which offered instant support by phone to carers. Depending on the circumstances, the hotline would provide outreaching services to carers facing emergency situations without support, and would refer carers to the relevant service units for follow-up.
- SWD was committed to enhancing the support for carers, including carers of elderly persons, carers of persons with disabilities and parents taking care of children with SEN, etc. IFSCs and other social service units had consistently

- upheld the concept of “family-focused and child-centred” in providing casework services, as well as organising groups and family activities. In the future, SWD would continue to organise more relevant activities, so as to relieve the carers stress and develop community support networks.
- The Care Teams were important partners of SWD in early identification of individuals and families in need in the community. Depending on the needs of individual cases, frontline social workers would conduct joint visits with the Care Teams.
 - Care Team training would be one of SWD’s work priorities in the future. In February and March this year, SWD had held two sharing sessions for the Care Teams to enhance their understanding of community resources. SWD would also organise a seminar on mental health at the Christian Family Service Centre in Kwun Tong on 24 July, in a bid to enhance Care Team members’ understanding of mental health and help them identify persons with mental health problems in the district. SWD welcomed SKDC and professionals in the district to offer or exchange views on the content of the relevant training.

15. Mr Kelvin YAU said he had previously attended “Ignite the Hearts of Carers of the Elderly: Seminar on Exploring Positive Care Experiences” at the Caritas Jockey Club Resource and Support Centre for Carers upon invitation, and he had learnt a lot from the event. He suggested that SWD should introduce information about the Resource and Support Centre for Carers in the district and relevant activities to Members and the Care Teams. SWD should also step up the promotion of resources and services available for application by carers.

16. Mr CHAN Kai-wai said suicide cases occurred in the district from time to time. The death of a family member would cause a significant psychological impact on the family. However, SWD and non-governmental organisations (NGOs) would only offer information about relevant counselling services through the assistance of Members to the affected family after an incident occurred. It took time for various departments to handle suicide cases. Therefore, he suggested that SWD should co-ordinate with NGOs in the district to arrange for social workers to proactively reach out to the family of a suicide case shortly after the incident occurred (e.g. within a few hours) to provide counselling services.

17. Mr WONG Yuen-hong raised the following views:

- Currently, SWD’s activities mainly included workshops, talks and school-based publicity campaigns. In addition to providing the Hotline for Carer Support, he suggested utilising new technology products and services to help residents in need. He also recommended drawing on the Mainland’s practices of installing home monitoring systems for elderly singletons, as well as tracking their household water and electricity consumption, etc. Such practices could be implemented in Sai Kung District on a pilot basis to ensure

- and evaluate the safety of elderly persons at home.
- It was mentioned in the 2024 Policy Address that an additional District Support Centre for Persons with Disabilities would be set up in New Territories East. He suggested establishing additional District Support Centres for Persons with Disabilities in different places in Sai Kung District to serve residents in need.
 - The family structures of residents and local characteristics of Wong Tai Sin District and Sai Kung District were different. Wong Tai Sin District was inhabited mainly by the grassroots and elderly persons, whereas Sai Kung District was populated mainly by young families and families with children. He suggested that SWD should treat Wong Tai Sin District and Sai Kung District as two separate districts to facilitate effective resource allocation.

18. Ms TAM Chuk-kwan declared that, as the Captain of the Po Lam Care Team, she had previously attempted to arrange for the Care Team to carry out community visits with SWD during the Tuen Ng Festival. The proposed collaboration was eventually called off due to the availability of resources and operational arrangements. She hoped that SWD would conduct more community visits with the Care Teams based on the needs of cases in the future, with a view to promoting Care Team services and enhancing the synergy effect.

19. Ms WU Suet-lin hoped that SWD would strengthen district collaboration and liaison with Members' ward offices. She also hoped to invite professionals such as SWD social workers or psychologists through SWD to attend health talks or workshops in the community. Her ward office had previously called SWD to enquire about the application progress of welfare and support on behalf of an elderly person in the district. Concerned about personal data privacy, the SWD's staff member requested that the enquiry should be made by the applicant. However, the elderly applicant could not fully understand the matter. Therefore, she suggested that SWD should review the mechanism for handling enquires about applications for welfare and support. SWD should allow authorised third parties to assist in enquiring about relevant applications and progress, so that they could explain the matters to the elderly applicants.

20. Mr Chris CHEUNG said SWD was not providing sufficient services on mental health and elderly support in some middle-class communities in Tseung Kwan O. He suggested setting up additional neighbourhood centres in LOHAS Park and Tseung Kwan O South, in order to provide suitable places for residents in the vicinity to hold gatherings and activities.

21. Mr WAN Kai-ming commended SWD's staff for their professionalism in assisting in handling community or family incidents. As the Captain of the King Lam Care Team, he thanked SWD for providing various kinds of training for the Care Teams. Examples included training in methods for alleviating pressure on carers, and key points to note when communicating with persons with suspected mental health problems. He suggested that SWD should strengthen collaboration with Members' ward offices and

the Care Teams to organise health talks for the community. He also proposed taking the initiative to promote relevant messages in primary and secondary schools.

22. Ms Dora LEE of SWD responded to Members' views as summarised below:

- SWD agreed that collaboration between the Care Teams and district organisations as well as social service units should be strengthened. SWD would explore the enhancement of communication and collaboration between different stakeholders in the district at case level or in daily work.
- Depending on the nature and actual circumstances of the case, SWD would arrange social workers to provide assistance and emotional support on site for critical incident. She then shared some relevant past experiences. After a suicide case occurred, family members would often be busy handling urgent matters such as claiming the body and co-operating with the Police's investigation. If the family members made it clear that they did not need social worker services at the moment, the relevant social workers would evaluate the service needs of the case based on the situation or contact them again later. The relevant social workers would also provide appropriate emotional counselling and other necessary services to the affected family after the incident.
- SWD had set up various social service units in the districts. To cater for the district needs and better utilise the resources, SWD encouraged service units to extend their services to other target groups in need. For example, providing services for children or young people with SEN and strengthening support for parents and carers. Moreover, SWD planned to convert a relatively small-scale Children and Youth Services Centre in Wong Tai Sin District into a Community Parents and Children Centre, with a view to enhancing the support for at-risk children and parents on parent-child relationship and parenting issues. SWD welcomed SKDC to offer views on the transformation of community services. The department would proactively liaise with service operators to provide more flexible services where resources permitted, so as to cope with the changes in service needs.
- SWD had also planned social service facilities at LOHAS Park. Individual service units could flexibly adjust the service scope in response to the district needs. SWD would co-ordinate district social welfare services to facilitate access by residents in need.
- The Government had all along been committed to promoting the use of technology to support elderly persons and persons with disabilities. The relevant efforts included providing subsidies through the Innovation and Technology Fund for Application in Elderly and Rehabilitation Care for eligible elderly and rehabilitation service units to procure, rent and try relevant technology products, so as to enhance the quality of life for the elderly and persons with disabilities.
- The Government was exploring the establishment of an inter-departmental database of carers or vulnerable groups with special needs. The Labour and

Welfare Bureau would soon roll out a pilot scheme in Kwun Tong District and Sha Tin District, under which the bureau would collaborate with the Housing Department to exchange relevant data, so as to promptly identify high-risk cases and provide appropriate support. However, information on high-risk groups in individual districts was not available at the moment.

23. Mr CHAN Chi-ho suggested that SWD and subsidised NGOs should adopt a more proactive approach to engaging with residents in the community through outreaching services. They should not wait for doctors, social workers or other allied health professionals to refer relevant cases.

24. Ms Dora LEE of SWD responded that SWD and NGOs had always been encouraging their frontline staff to proactively reach out to the target service recipients in the district, instead of only working at the centres. SWD would proactively facilitate inter-disciplinary collaboration at the district level to serve residents more effectively and enhance service quality.

25. The Chairman thanked the SWD representative for explaining the Wong Tai Sin and Sai Kung District Social Welfare Office 2024-26 Business Plan Mid-term Progress Report. Members' ward offices, the Care Teams and the Sai Kung District Office (SKDO) collaborated with SWD from time to time. The Chairman encouraged Members to contact the Assistant District Officers (Sai Kung) to offer suggestions for improvement in specific aspects regarding individual collaborative efforts.

(B) Proposed Amendments to the Approved Clear Water Bay Peninsula North Outline Zoning Plan No. S/SK-CWBN/6
(SKDC(M) Paper No. 61/25)

26. The Chairman welcomed:

The Planning Department (PlanD)

- Mr Walter KWONG, District Planning Officer/Sai Kung & Islands;
- Ms Tammy KONG, Senior Town Planner/Sai Kung; and
- Ms Sylvia LAM, Town Planner/Sai Kung 1.

(C) Proposed Campus Extension of The Hong Kong University of Science and Technology at Clear Water Bay
(SKDC(M) Paper No. 62/25)

27. The Chairman welcomed:

The Hong Kong University of Science and Technology (HKUST)

- Prof Yike GUO, Provost;
- Ir John KWONG, Vice-President for Development;
- Mr Kit LEUNG, Director of Campus Development, Campus Development

- Office (CDO);
- Mr Joe LUI, Project Director, CDO; and
 - Mr Sam TSEN, Senior Manager (Development), CDO.

28. As the above new items (B) and (C) were relevant and there being no objection from Members, the Chairman declared that the two items would be discussed together.

29. Ms Tammy KONG, Senior Town Planner/Sai Kung, PlanD introduced the proposed amendments to the Approved Clear Water Bay Peninsula North Outline Zoning Plan (OZP) No. S/SK-CWBN/6 according to the content of the presentation slides.

30. Mr Joe LUI, Project Director, CDO, HKUST introduced the proposed campus extension of HKUST at Clear Water Bay according to the content of the presentation slides.

31. Mr LAU Kai-hong said that the relevant site was originally planned for establishing a STEAM school offering curriculum for articulation to university programmes. Compared to the design and consultation exercise of the previous proposal, not much information was provided to SKDC on this occasion. The original proposal suggested widening the carriageway to alleviate traffic congestion on Clear Water Bay Road, whereas the current proposed campus extension of HKUST was to construct four academic buildings at that location. He was concerned that the proposed road diversion at the campus extension site might increase the traffic load on Clear Water Bay Road, potentially leading to heavier traffic congestion. He suggested considering retaining the road widening proposal. He enquired about the school bus arrangements and suggested using a dedicated bus route to HKUST to serve its students, thereby avoiding putting additional pressure on other regular bus routes. Additionally, he enquired about issues concerning the shared use of land near the extension site, such as whether it would involve ancestral grave relocation.

32. Mr YAU Ho-lun relayed the views of residents near HKUST, who wished to learn about the latest developments regarding the previously planned STEAM school at that location. He enquired whether the new Clear Water Bay Road junction would be opened to allow access by vehicles of HKUST's staff, campus vehicles, and green minibuses operating via HKUST, thereby alleviating traffic congestion towards Mount Pavilia and reducing the risk of traffic accidents. Furthermore, he expressed concerns that the design of the external walls of the new buildings and their height might affect the nearby residential areas such as Mount Pavilia or Tai Po Tsai Village. He suggested that HKUST should avoid using highly reflective materials as far as practicable, such as solar panels or glass curtain walls.

33. Mr CHAN Kuen-kwan said that Clear Water Bay Road frequently experienced traffic congestion during the morning peak hours. He stressed the need to carefully consider future traffic arrangements. He suggested demolishing or relocating a small

number of bungalows near Shaw House to free up space for traffic improvements.

34. Mr Chris CHEUNG supported the development of HKUST, while also expressing concerns about its impact on nearby traffic. He suggested providing a traffic assessment report about the proposed campus extension, which should include details such as vehicular flow, the number of parking spaces, the impact of modifications at various junctions, and the corresponding possible solutions, etc. He enquired about information on the proposal to establish an HKUST Innovation Park at LOHAS Park. He also asked whether the two campuses were related, and how the resource allocation between the two projects would be balanced.

35. Mr Philip LI supported the education development and proposed campus extension of HKUST. Clearwater Bay School, adjacent to HKUST, frequently experienced traffic congestion before and after school hours. He hoped that the campus extension of HKUST would also resolve the nearby traffic issues. Additionally, he suggested that HKUST should plan a shared car park within the extension area, allowing the school buses of Clearwater Bay School to pass through the access roads inside the HKUST campus before and after school hours. Alternatively, certain areas of the campus could be opened at specific times for parents to drop off and pick up their children at Clearwater Bay School. This could prevent traffic congestion caused by vehicles waiting near the petrol station.

36. Mr Kelvin YAU suggested that HKUST, a representative university in Sai Kung District, should leverage its influence. He hoped to invite HKUST's students to participate more actively in youth affairs and the promotion of community activities in Sai Kung District.

37. Mr CHAN Chi-ho supported the overall proposed campus extension of HKUST. He enquired about the capacity of the four buildings to be constructed at the campus extension site, and whether their primary users would be newly admitted students or students and teaching staff relocating from the original campus.

38. Mr Walter KWONG, District Planning Officer/Sai Kung & Islands, PlanD responded to Members' views as summarised below:

- A STEAM school development project at the site had previously been approved by the Town Planning Board (TPB). However, the current land owner had agreed to donate the site to HKUST in support of its proposed campus extension. The relevant applicant had indicated that the STEAM school development project would not be proceeded.
- Various departments and HKUST had maintained ongoing communication regarding the proposed campus extension. HKUST's consultant team had conducted various technical assessments. Among them, the traffic impact assessment covered the entire Clear Water Bay Road, including the traffic flows at the Hang Hau Road roundabout and junctions at the northern entrance

- and southern entrance of HKUST. Taking into account the junction improvement works proposed by other project proponents at the junction of Ngan Ying Road and Clear Water Bay Road, the traffic impact on the nearby areas caused by the proposed campus extension of HKUST and other planned development projects was acceptable. The Transport Department (TD) had no objection to the relevant technical assessments and rezoning proposal.
- HKUST currently had two main entrances, namely the northern entrance and the southern entrance. Vehicles travelling to and from Kowloon might primarily use the northern entrance, while those travelling to and from Tseung Kwan O might access the southern entrance via Clear Water Bay Road and Ngan Ying Road. The proposed campus extension also included widening a section of southbound of Clear Water Bay Road off the project site, and adding one vehicle ingress/egress. HKUST currently suggested that vehicles using the new ingress/egress would follow a 'left-in and left-out' arrangement to prevent cross-lane traffic from entering Clear Water Bay Road in the opposite direction, so as to avoid disrupting traffic flow.
 - This consultation primarily focused on the proposed campus extension of HKUST at Clear Water Bay, while the other development proposal of HKUST at LOHAS Park had been submitted to the relevant government policy bureaux for consideration.

39. Mr Joe LUI of HKUST responded to Members' views as summarised below:

- The proposed campus extension of HKUST at Clear Water Bay adopted the same approach to preserving ancestral graves as previous projects. The layout of the proposed extension buildings would retain three identified ancestral graves. The relevant stakeholders might enter the area of HKUST at any time.
- The proposed extension buildings near Clear Water Bay Road would adopt a setback design. The extension works would also include minor road widening works to increase the carriageway width as much as practicable.
- HKUST would make effective use of appropriate technology to minimise any impact of solar panel or glass to nearby residential areas.
- HKUST would implement a management system for vehicles entering the campus. Staff members must register the vehicle registration marks of their vehicles parked on campus. Both staff vehicles and other transport vehicles must pass through the gates at the southern entrance and northern entrance to enter the campus. In the future, vehicles entering the extension area would primarily register at the southern entrance gate to minimise congestion on Clear Water Bay Road.
- HKUST's traffic assessment indicated that its students' classes would not start and end in the same periods, which was very different from primary and secondary schools. The shuttle bus service provided by HKUST for its staff would enter the campus for passenger pick-up and drop-off. Certain bus routes might also stop inside the campus at specific times. Such

arrangements would have a relatively minor impact on the overall traffic situation.

- HKUST preliminarily estimated that the proposed extension area would primarily accommodate approximately 2 000 new students. Students would mainly commute to the HKUST campus at various times throughout the day by public transport.

40. The Chairman asked TD to explain the preliminary traffic arrangements for the proposed campus extension of HKUST, including bus routes and other public transport services.

41. Miss Wendy LEUNG, Chief Transport Officer/Sai Kung & North, TD responded that TD would arrange a meeting with HKUST and The Kowloon Motor Bus Company (1933) Limited on 16 July to discuss bus route arrangements prior to the commencement of the new school term. Specific bus routes would be arranged to enter the campus based on the needs and boarding/alighting patterns of passengers. Additionally, certain bus routes would be arranged to connect with nearby MTR stations to minimise boarding/alighting at en-route stops and the impact on other passengers as much as possible.

42. Mr LAU Kai-hong raised the following views:

- As the Chairman of the Traffic and Transport Committee (TTC), he frequently received opinions from villagers saying that during the non-peak hours between 9:00 a.m. and 10:00 a.m., buses travelling to and from Tseung Kwan O often carried mostly HKUST's students. As a result, villagers could not board at en-route bus stops. He suggested improving this situation.
- He enquired about the proposed road widening works. He suggested adding a traffic lane towards Tseung Kwan O near the traffic lights at the petrol station, in order to alleviate congestion at Mount Pavilia and Tai Po Tsai Village.
- He suggested that HKUST should explain in detail the car park capacity in the extension area, the departure route for coaches entering the campus, and the arrangements for external vehicles to drop off and pick up passengers.
- He had previously communicated with the President of HKUST. He suggested that, with the increased visitor flow brought by the completion of the new residential halls and the proposed campus extension, HKUST should take the lead in reintroducing the proposal to construct a dedicated railway station for HKUST.
- He had previously communicated with some village stakeholders regarding the ancestral graves and the shared use of land. They had reached a consensus that those stakeholders would be willing to co-operate. He enquired whether prior communication had been established with the stakeholders of the ancestral graves affected by the current proposed campus extension, and whether their views had been consulted. He expressed his

support for the proposed campus extension of HKUST for its continuous efforts to nurture outstanding talents.

43. Mr CHEUNG Man-tim said that HKUST planned to expand approximately 2.1 hectares of land for government and institution use, and construct four eight-storey buildings at the southwestern entrance. The proposed campus extension had received the support of the Education Bureau (EDB). The environmental impact assessment report had also been completed at this stage. The proposed campus extension of HKUST, a top university, would help expand local scientific research and cultivate students' innovative thinking. In the long term, the campus extension would contribute to increasing housing demand in Sai Kung District and boosting the local economy. He expressed concerns over the traffic arrangements for heavy vehicles entering the works site. He suggested planning designated queuing routes for large/heavy vehicles (such as dump trucks) entering the works site, as well as reserving space for vehicles to turn around, thereby accelerating vehicular flow. He understood that the development project and the associated buildings would inevitably affect the local areas, but believed that development was essential for better future planning. He therefore supported the proposed campus extension of HKUST.

44. Ms Christine FONG raised the following views:

- She expressed her gratitude to The Shaw Foundation for donating the land to HKUST for campus extension, and she supported the proposed campus extension of HKUST.
- As the Vice-Chairman of TTC, she was highly concerned about the relevant traffic situations. She suggested that TD should provide detailed supplementary information later regarding the arrangements for adding bus stops or offering point-to-point bus services during the commencement of the new school term.
- The “Study in Hong Kong” brand represented Hong Kong’s foremost opportunity for industry growth, and HKUST bore significant responsibility in this regard. HKUST must also focus on the proposed HKUST Innovation Park in LOHAS Park. She would try her best to support and promote the relevant projects.
- Currently, MTR stations were accessible in the vicinity of all 12 universities in Hong Kong. She suggested building an HKUST station connecting Po Lam Station to HKUST via Duckling Hill. She enquired whether space had been reserved near Mount Pavilia for constructing a future railway station.
- Additionally, regarding the ongoing drainage improvement works at Mount Pavilia, residents were also deeply concerned about the planning of land near Tai Po Tsai Village. She suggested that PlanD should strengthen the communication with the owners’ committee and residents of Mount Pavilia, and listen to their views.

45. Mr YAU Ho-lun hoped that residents could be provided with a clear response. He

once again asked HKUST whether there would be no further development of STEAM schools within the district in the future. He suggested opening the new Clear Water Bay Road junction to allow green minibuses operating via HKUST to enter, thereby alleviating traffic congestion during peak hours. HKUST (Guangzhou) also had a new campus. He understood that competition among universities in Hong Kong was currently fierce, and that there was a significant demand for academic buildings. Given the challenge of utilising land resources for HKUST, which was built against a hill, he supported the overall campus extension. He hoped that the department would continue to maintain communication with SKDC regarding the issues and suggestions raised by Members.

46. Mr Philip LI said that in the past, SKDC had liaised with the Hong Kong Design Institute (HKDI) to open campus pathways and its swimming pool for local residents. He suggested that HKUST could draw on HKDI's approach in a bid to help resolve local issues, such as considering opening certain campus areas at specific times for parents to drop off and pick up their children, with a view to enhancing community harmony.

47. Mr WANG Wen supported HKUST in continuing its campus extension to establish a talent hub. He hoped that the proposed campus extension of HKUST would have a positive impact on rural development, particularly future upgrades of village facilities and improvements in transport connectivity. HKUST had recently seen a significant increase in the numbers of students and staff, which was expected to attract visitors in the surrounding areas. The increased visitor flow would in turn boost rental development in Tai Po Tsai Village and create employment opportunities. He also hoped that community stakeholders could set foot in the campus to build new service brands.

48. Mr CHAN Kai-wai said that the Government promoted the concept of "tourism is everywhere in Hong Kong". For instance, visitors to The University of Hong Kong were required to register and were subject to relevant restrictions. The proposed campus extension of HKUST might attract more visitors to its campus. Therefore, he enquired about information regarding the security requirements for members of the public and tourists visiting HKUST. He suggested that HKUST should provide further information on the traffic assessment report, including an analysis of the traffic flow near the petrol station during peak hours, and the number of parking spaces on campus, etc. Such information would be useful to SKDC Members in explaining relevant matters to local residents.

49. Mr Chris CHEUNG said that the elements of the proposed HKUST Innovation Park in LOHAS Park were similar to the proposed campus extension. He enquired about the relationship between the two projects and the relevant resource allocation.

50. The Chairman reminded Members that this meeting should focus on the proposed amendments to the approved Clear Water Bay Peninsula North OZP, which were also under the preliminary plan of the proposed campus extension of HKUST at Clear Water

Bay. The consultation with SKDC was part of the initial stage of the project. The Chairman asked PlanD and HKUST to explain the relevant procedures for the project.

51. Mr Walter KWONG of PlanD responded to Members' views as summarised below:

- This meeting primarily served to brief SKDC on the proposed campus extension and to consult SKDC's views. PlanD would arrange a briefing on the proposal for the Hang Hau Rural Committee (RC) later. The proposed amendments to the OZP, including the views of SKDC Members and RC members, would be submitted to TPB for consideration. The draft OZP with the proposed amendments incorporated would subsequently be gazetted in accordance with the statutory procedures for public consultation.
- According to the traffic impact assessment submitted by HKUST, the existing road capacity could accommodate the new development. The proposed campus extension was currently at the initial planning stage. HKUST and relevant government departments would assess the needs for bus routes, public transport arrangements or other traffic control measures at different stages in accordance with the development schedule.
- The proposed campus extension of HKUST involved widening the traffic lane on a section of Clear Water Bay Road towards Tseung Kwan O adjacent to the works site, and connecting the widen lane to a new left-turn junction, in order to alleviate local traffic congestion. The construction of this new junction on Clear Water Bay Road would also provide flexibility, allowing some vehicles to utilise the new junction for access to and from HKUST during peak hours. This could facilitate traffic diversion at the junction of Ngan Ying Road and Clear Water Bay Road.
- The amendments proposed by PlanD within the "Comprehensive Development Area (1)" zone were technical amendments, which primarily involved rezoning Mount Pavilia to "Residential (Group C) (11)" zone, in accordance with the boundary of the private lot, so as to reflect the completed residential development. The existing building development parameters remained unchanged.

52. Ir John KWONG, Vice-President for Development, HKUST responded as follows:

- HKUST was founded in 1991 and was approaching its 35th anniversary. Located in Clear Water Bay, Sai Kung, HKUST was within the Tseung Kwan O area. Many HKUST's staff members and students resided in Sai Kung District, and the university had all along been maintaining close ties with the entire community.
- The development of HKUST had been keeping up with the times. Additional space was therefore required to expand its teaching venues, laboratories and student halls to meet the needs of the further development of post-secondary education. HKUST placed great emphasis on its teaching

and work environments, particularly laboratories. The fact that HKUST currently had to lease laboratory space in the Tseung Kwan O Industrial Estate underscored the urgency of campus extension.

- In preparation for the campus extension, HKUST was ready to liaise with the Government and the local community. HKUST would explore possible solutions to improve traffic flow, and endeavour to accommodate recommendations for road improvements.
- According to HKUST's understanding, constructing a railway connection from Po Lam Station to HKUST might present technical challenges. HKUST believed that government departments would continue to explore the feasibility of the construction of the East Kowloon Line.
- HKUST would continue to carry out feasibility study of developing an innovation and technology project in LOHAS Park. HKUST would also assist its students in finding accommodation in Sai Kung District, thereby encouraging more young people to live in the area.

53. The Chairman added that the four planned buildings in the proposed campus extension would primarily accommodate laboratories and teaching facilities, and would not include student halls. The Chairman concluded that the majority of SKDC Members supported the proposed campus extension of HKUST at Clear Water Bay. The project briefing by PlanD and HKUST for SKDC marked the commencement of the consultation exercise for the entire proposed campus extension. Sufficient time should be given for the departments and HKUST to finalise the details of the proposed extension. In the future, HKUST would be invited again to provide SKDC with information on more specific plans, such as the road widening works and traffic arrangements.

54. The Chairman thanked the representatives of PlanD and HKUST for visiting SKDC and exchanging views with Members regarding the proposed campus extension.

III. Matters Arising

(A) Follow-up on items discussed at the third meeting of SKDC held on 6 May 2025

55. The Chairman said at the third meeting in 2025, SKDC received five discussion items suggested by Members, and the views of SKDC on the discussion 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. 63/25 to 66/25)

56. Members endorsed the above progress reports.

V. Discussion Items Suggested by Members

(A) The three discussion items suggested by Members

- (1) Expediting the repair or replacement of underground fresh and salt water mains in Sai Kung and Tseung Kwan O, and carrying out improvement works for these two types of water mains at suitable locations where relevant conditions are met
(SKDC(M) Paper No. 67/25)

57. The Chairman said the discussion item was raised by the following Members: Ms Christine FONG, Mr CHAN Chi-ho, Mr TSANG Kwok-ka, Ms KAN Tung-tung, Ms Natasha YU, Ms Angel CHONG, Mr WONG Yuen-hong, Mr CHAU Ka-lok, Ms WU Suet-lin, Ms SZE Pan-pan, Mr LI Tin-chi, Mr CHONG Yuen-tung, Mr WAN Kai-ming, Mr Philip LI, Ms TAM Chuk-kwan, Mr Ken CHAN, Mr CHEUNG Chin-pang and Mr WANG Wen.

58. Members noted the written reply from the Water Supplies Department (WSD) (SKDC(M) Paper No. 70/25).

59. The Chairman welcomed:

WSD

- Mr Derek CHAN, Engineer/Design 6; and
- Mr WANG Ran, Engineer/New Territories East (Distribution 3).

AECOM

- Mr Fenix CHANG, Senior Resident Engineer; and
- Mr Wilson LEUNG, Senior Resident Engineer.

60. Ms Angel CHONG enquired about data on underground water mains leaks in Sai Kung and Tseung Kwan O over the past five years, including the average time to detect and repair each incident. She suggested introducing advanced technologies to Sai Kung District targeted at monitoring high-risk water mains in the area, such as by utilising the Internet of Things for real-time surveillance and deploying the Water Intelligent Network (WIN) and sensors to enhance the monitoring of water pressure, so as to strengthen risk prediction and incident response capabilities.

61. Ms Christine FONG expressed concerns about the locations where underground

water mains leaks had occurred in the past. She was reassured by WSD's reply about its plan to carry out improvement works for water mains of 31.5 kilometres (km) long in the district during the second half of 2025. She suggested that WSD could rehabilitate both the fresh and salt water mains simultaneously during the water mains improvement works. For instance, the water mains at the roundabout of Silverstrand Beach Road would be improved concurrently when carrying out Hiram's Highway Improvement Stage 2. She also enquired about locations within the district with water mains exceeding 30 years of age. In addition to the works listed out in Paper No. 70/25, she also asked the department to identify other black spots of underground water mains leakage and locations to be included in the water mains improvement works in the district.

62. Mr LAU Kai-hong stated that the underground water mains in rural areas were easily crushed by heavy vehicles or manhole covers. WSD would utilise advanced equipment to identify the source of leakage from large water mains to small/medium water mains in rural villages. He commended the department for its prompt and effective efforts in addressing fresh water mains leakage.

63. Mr Chris CHEUNG did not wish to see any more underground water mains leaks. He noted repeated leaks in underground water mains at The Capitol on Wan Po Road and the location opposite Oscar by the Sea on the same road, due to the relatively high traffic volume and frequent passage of heavy vehicles thereat. To avoid affecting the areas of the Tseung Kwan O Industrial Estate and LOHAS Park, he suggested that the department should first replace water mains at high-risk locations. He also enquired about the latest updates on the water mains replacement works along Wan Po Road.

64. Ms TAM Chuk-kwan reported that there had been multiple leaks in the underground water mains at the section of Po Lam Road North near Lok Sin Tong Lau Tak Primary School within a short period. She enquired about the progress and scope of the repair works for the fresh and salt water mains at that section. She also conveyed that a primary school in Po Lam Estate had previously notified WSD to turn off the water valve for plumbing repairs, due to salt water mains leakage. At that time, it was found that the valve had been damaged, leading to a delay in the repair works. She suggested that WSD should also inspect the water mains and carry out repairs and maintenance on the relevant parts and equipment.

65. Mr WANG Ran, Engineer/New Territories East (Distribution 3), WSD responded to Members' views as summarised below:

- At present, the use of WIN and pressure sensors in Sai Kung District aligned with the planning of WSD.
- Under the risk-based improvement of large diameter water mains, WSD would comprehensively replace all primary fresh water mains along Wan Po Road from the roundabout of Chiu Shun Road to the vicinity of the Tseung Kwan O Industrial Estate. During the fresh water mains improvement works, WSD

- would also explore the feasibility of implementing other improvement works for certain salt water mains with a history of leakage, subject to the actual circumstances. Throughout the fresh water mains improvement works, WSD would strive to minimise the impact on local traffic and water supply.
- The Highways Department (HyD) would undertake part of the replacement works for water mains in Hiram's Highway Improvement Stage 2, to replace or improve the water mains as necessary in parallel with the widening works of Hiram's Highway.
 - At present, most of the fresh and salt water mains in Sai Kung District were less than 30 years of age and were generally in sound condition.
 - WSD would use messaging groups to maintain communication with some DC Members and the representatives of rural villages during incidents such as water mains leakage, thereby facilitating prompt follow-up actions on the water mains issues in rural areas.
 - Regarding the two consecutive water suspension incidents at Po Lam Road North, WSD explained that the two incidents were caused by coincidental leaks in separate water mains during the same period. Po Lam Estate was affected in both water suspension incidents. Based on WSD's data, cases of emergency suspension of water supply at Po Lam Estate were not frequent, similar to other housing estates in Tseung Kwan O. As regards the progress of water mains replacement under the risk-based asset management programme for water mains, WSD's Design Division would provide additional information after the meeting.
 - In general, private properties such as private housing estates, schools or facilities were equipped with two sets of valve systems, one for controlling the water supply to private water mains, while the other being government-controlled valves located outside the buildings. As to the water leak at Lok Sin Tong Lau Tak Primary School, WSD explained that the main valve for controlling the school's water supply was defective, and WSD was unable to co-ordinate with Po Lam Estate to turn off the valve to disconnect the water supply thereat so as to facilitate repairs. Meanwhile, the government-controlled valve located outside the estate, which was also malfunctioning, had to be replaced before the repair works could proceed at the school. WSD reminded private properties that they were responsible for regular repairs and maintenance of their valves for water supply. They would need to request WSD to turn off the government-controlled valves outside the buildings only when their own valves for water supply were not functioning.

66. Mr CHAN Kuen-kwan asked whether thermal expansion and contraction could be a cause of water mains leakage. He also enquired about the proportion of the primary underground water mains which had been replaced in Sai Kung District as well as the signs of ageing water mains. He noted that some members of the public opposed the comprehensive replacement of underground water mains in older streets in Sai Kung, as the increased water pressure from the new water mains upon replacement would easily lead to leakage in the older water mains. This showed that the leakage incidents were

not solely attributable to WSD. He commended WSD for its prompt assistance in addressing emergency repairs reported by SKDC Members concerning water mains leakage.

67. Mr YAU Ho-lun opined that WSD's mechanism for monitoring water mains was highly reliable. Water mains leakage could result from various factors, and even comprehensive inspections would not be effective in identifying the precise location with a higher leakage risk. He appreciated WSD, SKDO, TD and other government departments' prompt handling of water leakage incidents. He also expressed his gratitude to the frontline staff for their efforts in promptly replacing the water mains. He suggested utilising resources more effectively to enhance water quality monitoring rather than conducting full inspections against water mains bursts.

68. Ms KI Lai-mei said that residents of village houses would often blame WSD for the suspension of water supply. She suggested that WSD should strengthen co-operation with SKDC and enhance community education, explain to the public (especially residents of village houses) the distribution of private valves and WSD's valves, as well as the procedures and responsibilities for addressing such incidents. She commended WSD's staff for their prompt follow-ups on repair works for water mains in the rural areas.

69. Mr Derek CHAN, Engineer/Design 6, WSD responded to Members' views as summarised below:

- At present, most water mains in Tseung Kwan O were within 30 years of service life and were in sound condition. Under the risk-based asset management programme for water mains, WSD had been regularly assessing relevant risks for the water mains and reviewing those requiring improvement works. The principles for monitoring included the service life and materials of water mains, past records of bursts and leaks, and the surrounding environmental circumstances, etc.
- WSD would determine the priority of water mains improvement works based on the risk assessment of water mains. Under the territory-wide water mains rehabilitation programme in 2005 and 2015, WSD had rehabilitated about 3 000 km of water mains. Following the risk-based principle in 2015, WSD adopted the asset management programme for water mains, in which the number of cases of water mains bursts and leaks reduced from 2 500 cases in 2000 to around 27 cases in 2024. This demonstrated the effectiveness of the water mains improvement works under the risk-based approach. During the improvement works, WSD would strive to minimise the impact on traffic and water supply, taking into account the nearby environment. WSD would also enhance collaboration with the local community with a view to enhancing citizens' well-being.

70. Mr WANG Ran of WSD provided supplementary information as follows:

- The ageing of water mains would depend on their material composition. At present, the water mains in urban areas were mostly made of cast iron or high-density polyethylene with a typical service life of more than 30 years. In rural villages, most of the water mains were made of galvanised iron or private copper pipes, which would normally experience leakage problems after 10 to 20 years of use.
- Following the completion of water suspension and repairs, WSD would step up water quality monitoring. WSD would also carry out flushing procedures for the water mains in the areas near the water mains improvement works site, to ensure that the water quality of the Government's water supply network had been restored to normal, i.e. clear, transparent, and free of impurities, before reopening the valves for public use.
- Some users' water mains remained idle during the entire period of water suspension. Even though the public water mains were adequately flushed and cleaned, a small amount of sediment inside the internal water mains might have been stirred up. It was normal for the water to appear yellowish, milky or contain impurities. Typically, the milky white colour observed in fresh water was due to air bubbles mixed in water. These bubbles would usually disappear after letting the water sit for a period of time, allowing the water quality to restore to normal.
- WSD suggested that users should turn on the tap and let the water run for the first 10 to 15 minutes after the water supply was resumed, and use water only when it was restored to normal quality. Running the water for a short period of time could resolve most of the issues.
- WSD would step up efforts to inform the public about the responsibilities for repairs and maintenance of water mains in rural areas. While addressing water leaks in rural water mains regularly, the staff from the Customer Contact Section would also explain the responsibility of registered users in repairing the water mains.

71. Mr CHAN Kai-wai said that the public was not familiar with the recommended steps to take when the water supply was resumed after suspension in housing estates. He suggested that WSD could provide publicity leaflets to housing estates and SKDC Members' ward offices, so as to inform the public about the recommended steps to take when the water supply was resumed after the completion of the water mains rehabilitation works. Housing estates spent considerable time addressing each water mains leak and its aftermath, which would in turn significantly increase the related costs for the housing estates. Furthermore, bitumen sediment had recently been found in the water mains of various districts. Relying solely on installing filters in housing estates was not sufficient. He thus suggested replacing the water mains where resources permitted, with a view to preventing water quality incidents.

72. Ms Christine FONG asked whether the screen filters used to separate bitumen sediment at Po Yap Road would need to be regularly replaced. She also enquired about

the subsequent plan of the improvement works from Chiu Shun Road to Tseung Kwan O Industrial Estate no. 1A. Since part of Pung Loi Avenue fell within the private area of Oscar by the Sea, she enquired whether the design of the water supply facilities would allow fresh water to be supplied from another area in the event of a water mains leak.

73. Mr WANG Ran of WSD responded to Members' views as follows:

- WSD would provide publicity leaflets to Members after the meeting to educate the public on the points to note during water suspension and after resumption of water supply.
- As to the source of the water supply for Pung Loi Avenue, WSD was preliminarily planning to provide a backup water supply for Oscar by the Sea under the risk-based improvement of large diameter water mains.

74. Mr Wilson LEUNG, Senior Resident Engineer, AECOM responded as follows:

- The scope of work of the risk-based improvement of large diameter water mains covered Wan Po Road, from Oscar by the Sea to the Tseung Kwan O Industrial Estate. WSD would also address the problem of bitumen sediment in the water mains.
- The scope of the water mains replacement works involved water mains of over 4 km long. In the original plan, the first two years would be the design stage for the contractor, followed by the works construction in the subsequent three years. To shorten the construction period, WSD had divided the works into three phases. In the first phase, the works would cover a section of Wan Po Road opposite Oscar by the Sea, from the roundabout of Po Yap Road to Pak Shing Kok Road. The replacement of the section of water mains concerned and the installation of additional water supply facilities were expected to commence at the end of this year at the earliest, with the aim of resolving the water supply issue of Oscar by the Sea.
- The replacement of water mains involved challenges related to the traffic arrangement, since it might temporarily affect the existing route of bus route no. 790 via Pung Loi Road. To expedite the completion of the improvement works, WSD hoped to gain the support of SKDC Members by that time.

75. There being no other comments from Members, the Chairman declared that the Secretariat would relay the views of SKDC to WSD in writing.

- (2) Proposal to enhance the ancillary medical facilities in Sai Kung, study the identification of a suitable site in Sai Kung for constructing a private hospital, and set up delivery rooms in Tseung Kwan O Hospital (SKDC(M) Paper No. 68/25)

76. The Chairman said the discussion item was raised by the following Members: Mr CHAN Chi-ho, Mr CHONG Yuen-tung, Mr LAM Chun-ka, Mr Kelvin YAU,

Ms Natasha YU, Mr Philip LI, Ms Christine FONG, Ms KI Lai-mei, Ms SZE Pan-pan, Mr WONG Yuen-hong, Ms Angel CHONG, Mr WAN Kai-ming, Mr TSANG Kwok-ka, Mr CHAN Kwong-fai, Mr LI Tin-chi, Ms LI Ka-yan, Mr CHENG Yu-hei, Ms WU Suet-lin, Mr Ken CHAN, Ms TAM Chuk-kwan, Mr CHEUNG Chin-pang and Mr WANG Wen.

77. Members noted the written reply from the Health Bureau (HHB) and HA (SKDC(M) Paper No. 71/25).

78. The Chairman welcomed:

HA

- Dr Carmen CHOI, Consultant, Department of Obstetrics & Gynaecology, Tseung Kwan O Hospital (TKOH); and
- Mr Alick HUNG, Senior Executive Officer (Patient & Community Relations), TKOH.

79. Mr WONG Yuen-hong said that in Paper No. 71/25, HA had indicated a declining trend in the number of deliveries in Sai Kung District in recent years. According to EDB's student enrolment statistics for the 2023/24 school year, there were approximately 7 400 students attending the kindergartens in Sai Kung District, representing an average annual population growth of around 2 700 to 2 800. However, less than 600 pregnant women opted for delivery services in public hospitals. The drop in relevant numbers stemmed from more affluent pregnant women opting to seek private obstetric services in other districts, which highlighted the lack of private obstetric services within the district. He also enquired about the progress of the TKOH expansion project and the allocation of the additional 700 hospital beds. He hoped that the expansion would provide local residents with a wider range of specialist services such as obstetrics, psychiatry, and dentistry.

80. Ms Angel CHONG expressed her support for the proposal. Requiring pregnant women to deliver in other districts might pose potential inconvenience and safety risks. A ride from Tseung Kwan O to United Christian Hospital (UCH) would normally take more than 10 minutes. However, in case of unforeseen incidents, traffic congestion might lead to late arrival at the hospital, incurring a certain extent of risks to the health and safety of pregnant women. She pointed out that Sai Kung District had a population of nearly 500 000. HA stated in Paper No. 71/25 that the number of deliveries through public obstetric services in Sai Kung District (including Tseung Kwan O) dropped to about 590 in 2024. This figure might not reflect actual demand. Therefore, she suggested that HA should review the current data collection and calculation method. In the light of the growing population trend and increasing demand in Tseung Kwan O, she proposed expediting the provision of delivery rooms in TKOH.

81. Ms TAM Chuk-kwan indicated that SKDC had previously discussed the proposal to set up a private hospital in Sai Kung District. She conveyed that there had always

been demand for a private hospital in Sai Kung District, both in the past and at present. She suggested that the relevant bureau should actively explore the feasibility of building a private hospital in Sai Kung District.

82. Mr CHAN Chi-ho remarked that only 590 pregnant women who delivered within the Kowloon East Cluster last year resided in Tseung Kwan O. This reflected that a significant number of pregnant women opted for private obstetric services or travelling to other districts to obtain delivery services in other public hospitals outside the Kowloon East Cluster. He proposed redeploying some obstetric resources from the Kowloon East Cluster to TKOH, including medical staff responsible for delivery services and the related equipment, to ease the overall pressure on UCH and minimise the inconvenience caused to local pregnant women who had to travel to other districts. Private hospitals in Hong Kong were mainly located on Hong Kong Island and in Kowloon Tong, with fewer in other districts. Sai Kung District was ranked high for median monthly income in Hong Kong and had a substantial middle-class population locally. He therefore proposed actively considering the construction of a private hospital in Sai Kung District.

83. Mr CHAN Kai-wai said that delivery rooms would require multiple auxiliary support. If some of the obstetric resources were moved to TKOH, UCH alone would not be sufficient to provide obstetric services independently. In view of the younger median age and growing population of Tseung Kwan O, the demand for obstetric services would rise accordingly. The fact that local pregnant women would need to seek obstetric services in other districts demonstrated the demand for private obstetric services within the district.

84. Dr Carmen CHOI, Consultant, Department of Obstetrics & Gynaecology, TKOH, HA responded to Members' views as summarised below:

- According to data from HA, the number of deliveries in Sai Kung District and Tseung Kwan O had declined over the past five years. This might be due to the younger population with greater financial means, leading some pregnant women to opt for delivery services in private hospitals.
- In Hong Kong, around 60% of pregnant women opted for delivery services in public hospitals, while around 40% of them opted for private hospitals. The ratio was comparable with that in the Tseung Kwan O area, with roughly 50% of pregnant women opting for delivery services in private hospitals. Many factors might influence their decisions to opt for public or private services, including the hospital environment, ward types, and the need for companions during delivery.
- HA would regularly review residents' needs under the entire cluster, including Tseung Kwan O and Sai Kung District. HA would decide whether to expand relevant services, such as obstetrics and delivery room services, under the second ten-year Hospital Development Plan (HDP) for the TKOH expansion, based on demand in the district.
- The smooth operation of delivery rooms would require a substantial number

of professionals, including midwives, anaesthetists, doctors from various disciplines, and allied health staff, etc., so as to support the 24-hour operation of delivery rooms, and be ready to respond to any sudden emergencies at any time.

- HA would conduct a detailed review of the utilisation of delivery rooms and the efficiency of resource allocation in various districts. The safety of pregnant women should be a prime consideration. Should staff be redeployed to TKOH, the manpower in the delivery rooms of UCH would be reduced comparatively. In the light of current resource limitations, maintaining the delivery rooms of UCH would be more appropriate for the time being. HA would continuously review the demand and birth rate, and would keep an open mind towards the proposal to provide delivery room services in TKOH.

85. Ms Christine FONG said that SKDC had strived for years to set up delivery rooms in TKOH. Many residents in the district currently opted to obtain delivery services in private hospitals. She supported identifying suitable land in Sai Kung and Tseung Kwan O to build a private hospital. Pregnant women living in Tseung Kwan O would attend Po Ning Road Maternal and Child Health Centre to learn about the information on childbirth and infant care, and travel to another district for delivery in UCH. She enquired about the current process for providing antenatal services to pregnant women, so as to align with the proposed increase in auxiliary transport facilities to UCH. She welcomed the second ten-year HDP, which would reserve resources for expanding obstetric services in TKOH.

86. Dr Carmen CHOI of HA responded as follows:

- TKOH offered various obstetric services for women in the district. All antenatal screenings were centralised in TKOH, while UCH was responsible for following up the delivery process.
- HA had been maintaining a close relation with Po Ning Road Maternal and Child Health Centre. Currently, their operations were primarily in a collaborative mode. Pregnant women would undergo their first antenatal screening in TKOH, where doctors would triage cases according to the risk level. The Maternal and Child Health Centre would primarily follow up low-risk pregnancies. If any special circumstances were identified, the cases would be promptly referred to TKOH for follow-up within one week.
- The obstetrics department of TKOH would offer a diverse range of midwifery services, including antenatal screening, delivery care, postnatal care, and health education services such as breastfeeding support.

87. There being no other comments from Members, the Chairman declared that the Secretariat would relay the views of SKDC to HHB and HA in writing.

(3) Concern over MTR Tseung Kwan O Line failure on 22 May

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

89. Members noted the written replies from the Transport and Logistics Bureau (TLB) and the MTR Corporation Limited (MTRCL) (SKDC(M) Paper Nos. 72/25 and 73/25).

90. The Chairman welcomed:

MTRCL

- Mr Steve HUI, Operations Manager – Tseung Kwan O Line; and
- Mr Luke WONG, Manager – External Affairs.

91. Mr CHENG Yu-hei reflected the relatively impactful situation at Tiu Keng Leng Station on 22 May. He suggested that TD, HyD and MTRCL should discuss and plan temporary transport arrangements in the event of an MTR service disruption. This should include setting up designated pick-up and drop-off points for temporary shuttle buses, and using large signage to clearly indicate the queuing locations and destinations of various shuttle bus routes (to LOHAS Park, Po Lam, and Tseung Kwan O respectively) to divert passengers. He also suggested that MTRCL should establish a mechanism for regular simulated drills to enhance the abilities and efficiency of frontline staff in diverting passengers.

92. Mr TSANG Kwok-ka said during the incident on 22 May, MTRCL's staff members were unable to promptly answer passengers' questions regarding other transport networks near the station. He suggested that MTRCL should broaden the channels of information dissemination. He concurred with Mr CHENG Yu-hei's suggestion to conduct regular drills for frontline staff so that they could assist passengers in need more effectively in case of service disruption.

93. Mr CHEUNG Chin-pang opined that MTRCL's staff might not be familiar with other local transport networks. He suggested that in case of unforeseen disruption, the headquarters of MTRCL should provide the latest information to be disseminated to passengers, and make good use of broadcast and display systems at the stations for public announcements, rather than solely relying on the staff providing on-site support. The quality of shuttle bus services would need to be improved. He proposed that in case of an unforeseen disruption, MTRCL should immediately offer free interchange concessions to passengers within the station to facilitate their use of other means of transport.

94. Mr CHONG Yuen-tung said there were train service disruption in February, April, and May successively. He suggested that MTRCL should strengthen its repair and maintenance system to enhance the safety coefficients of the railway system. He agreed that it was necessary to strengthen staff training and conduct regular drills to respond to large-scale incidents. He suggested that TD should consider introducing temporary cross-harbour bus routes in case of unforeseen service disruption. He also proposed that MTRCL should make use of large digital displaying panels outside stations to disseminate emergency information during service disruption. Given the occurrence of service disruption on the Tseung Kwan O Line, he recommended expediting the completion of the signalling system upgrading project for the Tseung Kwan O Line in 2029.

95. Mr Chris CHEUNG indicated that past MTR incidents had caused impactful, and there were no organised arrangements for shuttle buses and queuing lines. He suggested that MTRCL should take systematic or organised contingency measures for possible incidents in the future. Currently, the time and stations for passengers to redeem free tickets were too limiting. He recommended that MTRCL should relax the relevant requirements to enable members of the public to redeem free tickets. The transportation in the Tseung Kwan O area relied excessively on MTR. He suggested that HyD's project for the East Kowloon Line should be extended to Po Lam to help divert passenger flow in the event of train service disruption. He further recommended that TD should provide a comprehensive transport plan for Tseung Kwan O, including the planning of bus routes operating throughout the day via the Cross Bay Bridge and the Tseung Kwan O-Lam Tin Tunnel, and a review of bus routes including bus route no. 790. This would enable good use of the area's public infrastructure, the Central Kowloon Route and the Trunk Road T2, thereby reducing reliance on the railway.

96. Ms Christine FONG opined that MTRCL's frontline staff members were not familiar with road traffic information in the district, and were not adequately prepared for responding to incidents. With the occurrence of disruption on the Tseung Kwan O Line, she suggested that MTRCL should prioritise the upgrading of the signalling system on the Tseung Kwan O Line. Also, she recommended carrying out maintenance and repairs at cross-harbour stations and providing additional travelling routes. The Care Teams in the district had provided on-site assistance after the incident on 22 May. She suggested that MTRCL should arrange drills with community members, including the Care Teams. She also proposed that TD should consider using water-borne transport links between Tseung Kwan O and Sai Wan Ho to reduce reliance on the railway.

97. Mr CHAN Chi-ho considered that MTRCL could have been more thoughtful on its redemption arrangement, as passengers had to use its mobile application by 20 June to receive an MTR free domestic ride as rebate to passengers. This might be difficult for some elderly passengers. He suggested that MTRCL should provide more convenient ticket redemption methods, such as offering free single or round trip tickets or implementing Octopus half-fare reimbursement arrangements at the exits of the

stations on the Tseung Kwan O Line.

98. Mr WONG Yuen-hong said that the MTR incident on 22 May had a relatively minor impact on passengers leaving Tseung Kwan O, but a much greater effect on those returning to Tseung Kwan O from other districts. For affected passengers who primarily travelled to and from the urban areas of Tseung Kwan O via the Tseung Kwan O Tunnel, they had to take more than two hours or even longer compared to the usual MTR commute. The Tseung Kwan O Tunnel had long been operating beyond its capacity, and any railway disruption would further aggravate road traffic congestion. He suggested that TD should review the overall traffic planning for Tseung Kwan O. In addition to strengthening transport links between Tseung Kwan O and Kwun Tong or East Kowloon, he also hoped that consideration could be given to exploring the development of a tunnel southwards from Tseung Kwan O to Siu Sai Wan, to ease the traffic burden on the Tseung Kwan O Tunnel.

99. Mr YAU Ho-lun suggested that the Electrical and Mechanical Services Department should provide MTRCL with specific requirements and proposals for improvement regarding the railway incident. SKDC's proposal to provide a cross-harbour section for Area 137 had been repeatedly rejected. MTRCL had all along stressed that the current railway system had sufficient capacity to accommodate the population growth in Area 137. He expressed concerns that once the residential housing estates in Area 137 were occupied, railway incidents might again lead to similar impactful situations. He recommended that TD should review the transport planning for Area 137 and LOHAS Park, and consider introducing a cross-harbour section from Tseung Kwan O to Hong Kong Island to alleviate traffic burdens on Tseung Kwan O Station and Tiu Keng Leng Station.

100. Mr Luke WONG, Manager – External Affairs, MTRCL responded to Members' views as summarised below:

- He thanked Members for their valuable suggestions and would relay all their views to MTRCL for consideration.
- MTRCL attached great importance to the Tseung Kwan O Line incident occurred on 22 May and extended its apologies to citizens and passengers who were affected and experienced inconvenience. MTRCL expressed its gratitude to SKDC Members, local community groups including the Care Teams, government departments, in particular SKDO, and other stakeholders for their assistance during the incident. MTRCL also thanked passengers for their co-operation and understanding, and acknowledged its frontline staff for its dedicated efforts in carrying out the maintenance work. MTRCL would continue to strengthen co-operation and communication in the district.
- MTRCL had formulated eight follow-up actions in response to the incident, including conducting targeted inspection of critical assets such as tracks, overhead power lines and trains, reinforcing resource deployment and strengthening liaison in the district.

- MTRCL would reinforce the monitoring and control of asset quality, upgrade equipment and carry out repairs and maintenance, to sustain highly efficient, safe and reliable railway services. MTRCL would also explore the feasibility of introducing free cross-harbour shuttle bus routes, using more channels for disseminating information to passengers, improving the arrangements and directions for free shuttle buses, providing support and care for affected passengers, among other measures, so as to further enhance the incident handling mechanism. MTRCL would co-operate with various stakeholders in the community to provide timely support in case of incidents.

101. Mr Steve HUI, Operations Manager – Tseung Kwan O Line, MTRCL responded to Members' views as summarised below:

- On the day of the incident on 22 May, MTRCL had provided three free shuttle bus routes: from Tseung Kwan O Station to LOHAS Park Station, from LOHAS Park Station to Po Lam Station, and from Tsim Sha Tsui East Station to Tseung Kwan O Station.
- MTRCL deployed over 130 additional staff members to the affected stations to assist passengers, including handling passenger enquiries, and helping with passenger queuing arrangements for free shuttle bus services.
- According to the on-site observations that day, the shuttle buses at the Tiu Keng Leng Station Public Transport Interchange were relatively busy with high patronage. MTRCL would review the arrangements for shuttle bus services, including exploring the feasibility of providing free cross-harbour shuttle bus routes, enhancing signage for providing information on free shuttle buses, and enhancing queuing arrangements, etc.
- MTRCL thanked relevant government departments, including the Police and the local community such as Legislative Council members, SKDC Members and the Care Teams, for their assistance in this incident. Regarding manpower deployment for the incident, due to busy road traffic and disruption to train services at that time, it took time for MTRCL to deploy staff from other districts to the affected stations on the Tseung Kwan O Line to provide support.
- To strengthen support for local passengers and residents during incidents, MTRCL had initiated preliminary co-ordination with SKDO, TD, and HKPF to explore ways to further step up co-operation in the district and provide the affected passengers with assistance when necessary. Later, relevant stakeholders would be invited to participate in emergency drills organised by MTRCL, with a view to enhancing collaboration with all parties and increasing their familiarity with emergency response procedures and arrangements.

102. Mr Luke WONG of MTRCL added as follows:

- MTRCL's position was that any asset upgrades would be premised on safety.

Signalling system replacement was a significant engineering project for MTRCL, requiring repeated testing to ensure safety before it could be officially put into service. MTRCL would gradually roll out the signalling system upgrading works for urban lines, with the Tsuen Wan Line scheduled first for the new signalling system replacement. MTRCL would commence the related works on various lines, subject to the progress and experiences gained, and would report to SKDC in due course.

- Regarding the information dissemination arrangements on the day of the incident, MTRCL had kept passengers informed about train service arrangements in a timely manner through the MTR Mobile Apps, station notices, station display screens, station announcements, and the media. MTRCL would review the channels of information dissemination and explore ways to enhance timely updates for passengers on travel advice, as well as to provide information on the recovery progress, allowing passengers to prepare alternative travel decisions and estimate travel time.
- According to the Service Performance Rebate arrangement under the Fare Adjustment Mechanism, MTRCL offered passengers half-fare concessions on 13 July. He noted other rebate to passenger proposals from Members and would relay their constructive comments to MTRCL.

103. Ms SZE Pan-pan mentioned that on the day of the incident, many SKDC Members arrived at the scene to provide assistance. They found that frontline staff had insufficient capacity to respond to unforeseen incidents. She suggested that MTRCL should develop and regularly update guidelines for alternative travel routes in the surrounding areas and provide relevant staff training. She noted that only a few staff members of MTRCL were present on the day of the incident, which was not adequate to handle public enquiries. She recommended that MTRCL should use large smart displays or electronic media to disseminate the latest updates on the incident and arrangements for shuttle bus transfer at prominent locations, thereby reducing the workload of frontline staff. TD stated that the provision of additional cross-harbour transport infrastructure in Tseung Kwan O South could not effectively shorten the travel time for Tseung Kwan O residents to reach the core business districts on Hong Kong Island. She suggested that TD should study the construction of additional transport infrastructure with the aim of providing an alternative route between Tseung Kwan O and Hong Kong Island, so as to accommodate the significant population growth after the future completion of Area 137.

104. Ms TAM Chuk-kwan said this incident highlighted that there was no alternative to train services in Tseung Kwan O. In addition to upgrading the MTR signalling system and increasing train frequency, she recommended that TD should improve the overall railway planning and explore the feasibility of constructing the East Kowloon Line or Tseung Kwan O South Extension.

105. Mr Luke WONG of MTRCL responded that during the incident on 22 May, MTRCL had promptly deployed its staff to provide support. However, due to various

reasons such as the busy road traffic and train service disruption, some staff members were unable to arrive at the scene at once. He expressed his gratitude to the local community and the Care Teams for their assistance in handling public enquiries there duly. MTRCL would continue to enhance internal training and explore the feasibility of co-operating with various local stakeholders, so as to leverage community forces in providing support.

106. Miss Wendy LEUNG of TD responded as follows:

- Regarding the arrangements for shuttle bus services, the relevant division of TD promptly discussed with MTRCL after the incident on the provision of temporary parking spaces for free shuttle buses outside the affected MTR stations. TD and MTRCL also strived to explore the introduction of free cross-harbour shuttle bus routes.
- To enhance crisis management capabilities, TD would continue to follow up on MTRCL's staff training to ensure that frontline staff should keep abreast of the transport information in the district. TD was finalising the contingency plans and would conduct incident drills with MTRCL.
- The proposal to develop the cross-harbour section of East Kowloon or Tseung Kwan O South Extension fell within the purview of the Railway Development Office of HyD, which would be relayed to HyD for consideration.

107. The Chairman understood that Members were concerned about the possibility of future train disruption. Relevant departments and organisations including SKDO, MTRCL, TD and the Police were discussing and arranging for a district-related drill. Once the details were finalised, SKDO would inform SKDC Members in due course and invite the Care Teams to participate.

108. The Chairman thanked the representatives of MTRCL and TD for their explanations. There being no other comments from Members, the Chairman declared that the Secretariat would relay the views of SKDC to TLB and MTRCL in writing.

VI. Any Other Business

(A) Progress of district consultation on the “Issues of Concern to Sai Kung District – Environmental Hygiene”

109. The Chairman said that the Home Affairs Department had agreed to designate “Environmental Hygiene” as the issue of concern to Sai Kung District in 2025. On 4 June, the Secretariat had already invited Members via email to gauge public views. At this stage, the Secretariat was compiling the environmental hygiene reports submitted by Members. The environmental hygiene issues raised by Members would be discussed and followed up by the Food, Environment and Hygiene Committee.

(B) Award recipients of the 2025 Honours and Awards List in Sai Kung District

110. The Chairman declared that the Chief Executive had presented honours and awards to the following recipients in the district on 1 July 2025, including:

- Ms LEUNG Fung-yu, Co-opted Member of Community Involvement, Culture and Recreation Committee, was awarded the Medal of Honour.
- Mr CHENG Yu-hei, SKDC Member, and Mr CHAN Shui-leung, Member of Sai Kung District Fire Safety Committee, were awarded the Chief Executive's Commendation for Community Service.
- Mr NG Fai-tai, Executive Chairman of District Services and Community Care Development Fund (Sai Kung) Company Limited, was appointed as Justice of Peace.

111. The Chairman congratulated those who received honours and awards on behalf of SKDC.

VII. Date of Next Meeting

112. The next full council meeting was scheduled for 10:00 a.m. on 2 September 2025 (Tuesday).

[Post-meeting note: Due to official duties, the fifth meeting of SKDC in 2025 was rescheduled for 9:15 a.m. on 9 September 2025 (Tuesday).]

113. The meeting ended at 1:20 p.m.

Sai Kung District Council Secretariat
August 2025