

(Translation)

Minutes of the 7th Meeting of the Southern District Council (SDC)
(2024-2027)

Date : 7 January 2025
Time : 2:30 p.m.
Venue : SDC Conference Room

Present:

Mr CHENG Kong-chung, Francis, JP Chairman
District Officer (Southern)

Mr CHU Lap-wai, MH

Ms HO Yuen-wei

Ms LI Ka-ying

Ms LAM Yuk-chun, BBS, MH

Ms LAM Wing-yan

Ms LAM Wing-yee

Mr CHEUNG Chin-chung

Mr CHEUNG Wai-nam

Mr Jonathan LEUNG Chun, MH

Mr CHAN Man-chun, JP

Professor CHAN Yuk-kit, MH, JP

Ms CHAN Wing-yan

Mr PANG Siu-kei

Mr WONG Choi-lap

Ms WONG Yu-ching, Nicole

Mr YEUNG Sheung-chun

Mr CHAO Howard

Mr LAU Ngai, Victor

Mr SIU Wai-chung

Mr LAI Ka-chi

Secretary:

Ms NG Yee-mei, Ivy

Senior Executive Officer (District Council),
Southern District Office

In Attendance:

Miss CHAN Tsz-ling, Samantha

Assistant District Officer (Southern)

Mr LEUNG Ying-kit

Senior Executive Officer (District Management),
Southern District Office

Mr LEE Yuen-po, Paul

Acting Senior Liaison Officer (1),
Southern District Office

Ms CHUNG Chui-yan, Chris

Senior Liaison Officer (2), Southern District Office

Miss LEUNG Wai-kuen

District Environmental Hygiene Superintendent
(Southern), Food and Environmental Hygiene
Department

Mr YU Chi-ying

District Leisure Manager (Southern),
Leisure and Cultural Services Department

Mr TO Chak-foo

Chief Manager / Management (Hong Kong Island &
Islands Region), Housing Department

Mr FU Ting-hong, Derek

Acting Chief Transport Officer / Hong Kong Island,
Transport Department

Mr LEUNG Lincoln

District Commander (Western District),
Hong Kong Police Force

Mr WAN Fu-kwan, Nelson

Police Community Relations Officer (Western
District), Hong Kong Police Force

Mr CHAN Hing-yin, Donald

Senior Engineer / 1 (South),
Civil Engineering and Development Department

Mr NG Wing-chi, Patrick

Assistant Secretary for Transport and Logistics 7C,
Transport and Logistics Bureau

Mr PANG Kwok-wai

Chief Engineer / RD 1-1,
Highways Department

Mr LEE Kwan, Allan

Senior Engineer / XRL (4),
Highways Department

} for agenda
item 2

Agenda Item 1: Confirmation of the Draft Minutes of the 6th SDC Meeting held on 11 November 2024

1. The Chairman said that the captioned minutes had been circulated to members for comments prior to the meeting. The Secretariat had not received any amendment proposals so far.
2. The Chairman asked SDC members whether to confirm the captioned minutes.
3. The Chairman said that SDC confirmed the captioned minutes.

**Agenda Item 2: Suggestions on the Proposal Raised by Transport and Logistics Bureau on the South Island Line (West) Project on 2 December
(Item raised by 20 SDC members)
(SDC Paper No. 1/2025)**

4. The Chairman welcomed representatives of the following Government Bureau / Department to the meeting:
 - (i) Mr NG Wing-chi, Patrick, Assistant Secretary for Transport and Logistics 7C of the Transport and Logistics Bureau (TLB);
 - (ii) Mr PANG Kwok-wai, Chief Engineer / RD 1-1 of the Highways Department (HyD); and
 - (iii) Mr LEE Kwan, Allan, Senior Engineer / XRL (4) of HyD.
5. The Chairman said that prior to the meeting, SDC members had unanimously made a request to discuss the captioned matter at the meeting. The details were given in Annex 1 and the written reply from the Government Bureau and the Government Department in Annex 2.
6. The Chairman invited Mr PANG Siu-kei to briefly introduce the paper.
7. Mr PANG Siu-kei briefly introduced the agenda item.

8. The Chairman asked whether the representatives of the Government Bureau and the Government Department had anything to add apart from the written reply in Annex 2.

9. Mr NG Wing-chi, Patrick added the following:

- (i) Railway had always been the backbone of the public transport system in Hong Kong. A highly efficient railway network with comprehensive coverage did not only facilitate the daily commuting of the public and meet their livelihood needs, but also enhanced community development, facilitated the flow of people and goods, created economic value and strengthened the ties among communities; and
- (ii) TLB understood that SDC members and the public were concerned about the progress of the South Island Line (West) (SIL(W)) project, for which they held high hopes. At a briefing to the Legislative Council Subcommittee on Matters Relating to Railways in December 2024, the Secretary for Transport and Logistics had indicated that when taking forward the project, TLB would explain to the public and various stakeholders specifically the reason for constructing SIL(W) in the form of viaducts instead of underground tunnels. In conjunction with HyD, TLB would like to take the opportunity of meeting with SDC to explain why constructing SIL(W) in the form of viaducts would bring more economic and transport benefits.

10. Mr LEE Kwan, Allan, with the aid of a PowerPoint presentation, briefly introduced the latest development of the project and the preliminary plan, and added the following:

- (i) Given the undulating terrain along the SIL(W) alignment and the constrained climbing capability of heavy rail, some sections of SIL(W) would have to be built deep underground, which would be unsatisfactory in terms of both transport benefits and cost effectiveness;
- (ii) After examining the technical aspects of various non-heavy rail transport systems in the market, such as their carrying capacities, climbing capabilities, route flexibilities and requirements for infrastructure and operational equipment, the Government considered that as an alternative to the original heavy rail scheme, it was technically feasible for the SIL(W) project to adopt the smart and green mass transit system (SGMTS). SGMTS was also considered more cost-effective owing primarily to its climbing capability and route flexibility, which made construction of viaducts over undulating terrain feasible and could save the highly expensive underground construction. That also represented a major

- consideration in HyD's cost-effectiveness analysis of rail schemes;
- (iii) The proposed SIL(W) would run mainly on designated viaducts, totally separate from and thus unaffected by the existing road traffic. The preliminary alignment was about 7.5 kilometres long. After the commissioning of SIL(W), a ride from Wong Chuk Hang to the University of Hong Kong was estimated to take about 20 minutes. The proposed SIL(W) would pass through Aberdeen, Wah Fu, Cyberport and Pok Fu Lam and would serve about 130 000 residents and 50 000 employed members of the public. SIL(W), the South Island Line (East) (SIL(E)) and the Island Line would then form a transit loop, enabling passengers to interchange with SIL(E) and the Island Line at Wong Chuk Hang and the University of Hong Kong (HKU) for onward travel to other areas in Hong Kong; and
 - (iv) The Government would continue to assess the financial arrangements of the project, including further refining the alignment and enhancing cost-effectiveness, with a view to commencing the detailed planning and design of the project within 2025 and striving to commence the advance construction works in 2027. That was aimed to tie in with the timetable for the new population intake of the Wah Fu Estate Redevelopment.
11. The Chairman invited SDC members to raise comments or enquiries.
12. Mr CHU Lap-wai, MH made the following comments:
- (i) He thanked the representatives of TLB and HyD for attending the meeting and listening to SDC members' views. He remarked that SIL(W) was a mass transit system which SDC, political parties, community groups and the Southern District residents had been jointly demanding for years. In retrospect, since the Government's preliminary planning for a rail system in the Southern District in 2004 and until the commissioning of SIL(E) later in 2016, the public call for the Government's commencement of the SIL(W) project had been unwavering. In recent years, Pok Fu Lam was undergoing huge development, including the Wah Fu Estate Redevelopment and the Cyberport Expansion Project, making all local residents and people employed in the Southern District eagerly anticipating the early commissioning of SIL(W);
 - (ii) SIL(W) was earlier rumoured to be a mere extension from Wong Chuk Hang to Cyberport without further connection to HKU MTR Station. According to the alignment put forward by the Government, SIL(W) would connect with SIL(E) and the Island Line to

- form a transit loop. That came as a welcome relief for the public. It was hoped that the Government would not alter the SIL(W) alignment in the future;
- (iii) He suggested that the Government strive for the early completion of SIL(W) to meet the demand of residents in the area stretching from Aberdeen to Pok Fu Lam;
 - (iv) It was hoped that the Government could consult the public and release the works details such as station locations, the alignment, entrances and exits and works arrangements as soon as possible and update SDC on the project progress so that SDC members could inform the public accordingly;
 - (v) As Wong Chuk Hang MTR Station would be an interchange station, it was crucial that the station design and the carrying capacity of the trains be given due consideration during the design process of SIL(W). SIL(E) was operating with three-car trains and was already very crowded during peak hours. Therefore, the interchange station design and arrangements such as diversion of passenger flow were crucial; and
 - (vi) While the Southern District could enjoy rail services, the Government should still ensure diverse public transport services in the District to meet different travel needs of residents. He suggested that the relevant Government Departments conduct a comprehensive review of the public transport services in the District, such as bus and green minibus, to avoid an over-emphasis on railway development and a neglect of other modes of transport.

13. Mr CHAO Howard raised the following comments and enquiries:

- (i) Ka Lung Court residents would like to know how MTR Corporation Limited and the relevant Government Departments could prevent the works from causing cracks in the nearby buildings and should that happen, how the parties would handle the situation;
- (ii) Chi Fu Fa Yuen residents were concerned about whether pedestrian links to Wah Fu Estate would be provided. SDC had been actively calling for the provision of escalators for connecting Chi Fu Fa Yuen / Pokfulam Gardens with Wah Fu Estate and the construction of a tunnel for connecting to Wah Fu North. Furthermore, residents of Residence Bel-Air and Baguio Villa hoped that the Government could provide escalators for connecting Baguio Villa and Victoria Road. He hoped that TLB and HyD could consider the residents' views when designing SIL(W); and
- (iii) It was expected that Wah Fu Estate MTR Station would be a mega train station serving residents of Wah Kwai Estate, Wah Fu Estate and Chi Fu Fa Yuen. Upon the completion of the Wah Fu Estate Redevelopment, it was estimated that the station would serve a

population of as many as 90 000. He suggested that the Government Departments conduct a detailed study on the passenger traffic and transport arrangements.

14. Mr Jonathan LEUNG Chun, MH said that SDC had discussed the Invigorating Island South (IIS) project on a number of occasions. Many of the IIS project locations, such as Staunton Creek Nullah in Wong Chuk Hang, Aberdeen Typhoon Shelters, Aberdeen Promenade and Round-the-Island Trail, were situated where the proposed SIL(W) would pass through. It was feared that SIL(W), if constructed in the form of viaducts, would affect the landscaped views of the IIS project. He suggested that in designing the alignment of SIL(W), TLB and HyD should allow for other large-scale projects in the area and strengthen communication with each other to make sure that the alignment design would not compromise the views of the IIS project and that the resources were put to good use.

15. The Chairman invited the representatives of TLB and HyD to respond.

16. Mr PANG Kwok-wai gave a consolidated response as follows:

- (i) HyD understood that SDC members and local residents alike were looking forward to the early completion and commissioning of SIL(W). However, railway planning was highly complicated, especially that the construction of a new railway in an already developed community required even more thorough and careful consideration. The Government was endeavouring to take forward the project proactively with a view to commencing the detailed planning and design within 2025;
- (ii) The proposed alignment of SIL(W) was still preliminary and the project details such as station and entrance locations had yet to be studied and could only be finalised at the detailed planning and design stage. SDC would be consulted timely once the relevant information became available;
- (iii) HyD would review the design of Wong Chuk Hang MTR Station and explore how to effectively connect the two railway lines, SIL(E) and SIL(W);
- (iv) HyD would maintain close liaison with the Transport Department over the existing transport supporting facilities;
- (v) As regards whether the construction works would affect the structure of the nearby buildings, appropriate measures would be adopted during the works to keep the existing buildings safe from the impact of the works;

- (vi) HyD was aware of the demands and views of residents of Chi Fu Fa Yuen and Baguio Villa regarding the availability of pedestrian links. However, the railway alignment was to a certain extent subject to geographical and technical constraints. HyD would, with the aim of benefiting the greatest number of people, optimise the alignment and explore the connection options during the detailed planning and design stage for the benefit of the general public;
- (vii) HyD had been liaising with the Housing Department over the Wah Fu Estate Redevelopment to look into such matters as SIL(W)'s alignment, station locations, connection arrangements and would consult SDC in a timely manner; and
- (viii) HyD had been liaising with the IIS Office over the SIL(W) and IIS projects to explore for ways to facilitate and coordinate both projects. While recognising that the proposed viaducts could possibly be close to the locations of the IIS enhancement project and might affect the harbourfront view, HyD highlighted the advantage of SGMTS whose trains generally operated on a portable power system without the need for overhead cables and were hence comparatively lightweight. During the design process of SIL(W), HyD would conduct an environmental impact assessment, in particular of the noise level and landscape impact, and draw up mitigation and enhancement measures accordingly.

17. Mr NG Wing-chi, Patrick gave a supplementary response as follows:

- (i) In developing the railway network, the Government would consider the needs of different districts and provide pedestrian links to existing communities. For example, connectivity from Lei Tung Estate and Ap Lei Chau Main Street on the northern shore of Ap Lei Chau to Lei Tung MTR Station was established in conjunction with the construction of SIL(E); and
- (ii) It was anticipated that the interchanging passenger flow at Wong Chuk Hang MTR Station for SIL(W) would add to the patronage of SIL(E). To cope with that, the train frequency of SIL(E) could be raised as necessary.

18. The Chairman asked SDC members whether they had further enquiries.

19. Ms LAM Wing-yan raised the following comments and enquiries:

- (i) While thanking the representatives of TLB and HyD for their briefings on SIL(W), she remarked that there was public concern about whether SGMTS was inferior to heavy rail in terms of carrying capacity and would thus entail a longer waiting time. She hoped that the Government would make public the specific data relating to SGMTS, such as its capacity and frequency arrangements, in order to address the public concern;
- (ii) It was enquired whether the Government would take measures to minimise the noise and environmental impacts both during the construction and after the commissioning of SIL(W);
- (iii) Residents of Wah Fu Estate were concerned about whether SIL(W) would be commissioned ahead of the intake of the Wah Fu Estate Redevelopment so as to prevent the public transport from being overloaded by a surge in population. She hoped that the Government would disclose the technical details and the report on cost effectiveness so that residents could get better informed about the project; and
- (iv) There was public concern about the bus frequency arrangements after the commissioning of SIL(W). As the population in the Southern District consisted mainly of the elderly with their needs for suitable means of travel, she hoped that the Departments would allow a sufficient buffer period for the public to adapt to the new means of travel before considering adjustments to the bus routes in the Southern District.

20. The Chairman asked SDC members whether they had further enquiries.

21. The Chairman invited the representatives of TLB and HyD to respond.

22. Mr. NG Wing-chi, Patrick responded as follows:

- (i) According to the specifications of SGMTS, although its carrying capacity per train was less than that of a heavy rail system, it could run at a higher train frequency. With the employment and residential population in the area taken into account, the capacity of SGMTS at about 10 000 passengers per hour was sufficient to cope with the passenger traffic between Wong Chuk Hang and HKU MTR Stations; and
- (ii) As the SIL(W) project was still at a preliminary stage, data relating to its cost effectiveness was unavailable for the time being. However, as mentioned by the Secretary for Transport and Logistics in her briefing to the Legislative Council, the project would be built

using SGMTS in the form of viaducts, which could presumably achieve a cost saving of about 40% over the underground heavy rail system.

23. Mr. PANG Kwok-wai gave a supplementary response as follows:

- (i) HyD was aware of the public concern about the noise problem during construction. The environmental impact assessment of the SIL(W) project would address the environmental impacts during its construction and operation. While the noise problem during construction might not be completely avoidable, mitigation measures such as the use of noise barriers and quieter machinery would be implemented during construction to lower the noise level. In addition, the battery-powered trains of SIL(W) running on plastic wheels were expected to generate less noise than the heavy rail. Nevertheless, the noise problem would be carefully examined in the environmental impact assessment and mitigation measures would be adopted as necessary;
- (ii) At the detailed planning and design stage, different speed and efficiency enhancement options would be weighed with due regard to the Wah Fu Estate Redevelopment; and
- (iii) HyD would maintain close liaison with the Transport Department over the bus route planning following the commissioning of SIL(W).

24. The Chairman asked SDC members whether they had further enquiries.

25. The Chairman thanked the representatives of TLB and HyD for heeding SDC members' views and pointed out that SDC and local residents were very supportive of the SIL(W) project and were all looking forward to its successful completion. During the project design process, aspects such as station locations, entrances and exits, the alignment, landscape issues and whether it could tie in with the Wah Fu Estate Redevelopment were all very important factors for consideration. The Chairman hoped that the relevant Departments would maintain close liaison with SDC, consult it in a timely manner and report the latest progress of the project, so as to enable SDC members to better explain the project to the communities for its smooth implementation.

Agenda Item 3: The Working Group on Boosting Local Economy of the SDC
(SDC Paper No. 2/2025)

26. The Chairman invited the Secretary to briefly introduce the paper.

27. The Secretary briefly introduced the paper as follows:

- (i) The tenure of the Working Group on Boosting Local Economy under SDC (the Working Group) was due to end on 31 December 2024. However, to tie in with the relevant work of SDC this year, SDC Chairman decided to extend the tenure of the Working Group for one year to 31 December 2025;
- (ii) The terms of reference of the Working Group were set out in Annex 1;
- (iii) The Secretariat had already sent letters to SDC members on 17 December 2024, inviting them to join the Working Group;
- (iv) Order 87(2) of the SDC Standing Orders (SO) stipulated that the appointment (including re-appointment, continued appointment or cessation of appointment) of the chairman of a working group and the tenure of appointment should be determined by the DC Chairman; and
- (v) Order 87(1) of the SO stipulated that the DC Chairman should appoint a member of a working group who was also a member of the DC to be the chairman of the working group. Upon consideration, SDC Chairman decided to appoint Mr CHEUNG Chin-chung to be the chairman of the Working Group. The relevant membership list was set out in Annex 2.

28. The Chairman was pleased to learn that SDC members had been actively supporting the Working Group. It was hoped that the Working Group would continue its effort to boost local economy in the year ahead.

Agenda Item 4: Report on “Meet-the-Public scheme” for 2024
(SDC Paper No. 3/2025)

29. The Chairman said that in accordance with the “Performance Monitoring Guidelines for Members of the District Councils”, SDC members should participate in the Meet-the-Public Scheme (the Scheme), which was held weekly, and be on duty at the SDC office according to the roster. They would also take an active role in meeting the public in their respective ward offices. After a year of implementation, SDC members would now report the outcome of the Scheme.

30. The Chairman invited Ms LI Ka-ying to present the outcome of the Scheme.
31. Ms LI Ka-ying, with the aid of a PowerPoint presentation, briefly introduced the outcome of the Scheme and cited some cases. The content was as follows:

Residents' Needs, SDC Members' Missions

- (i) The Scheme aimed to enhance communication so that SDC members could understand the residents' perspectives and the community's situation;
- (ii) Under the Scheme, SDC members had met the public at the Southern District Office (SDO) as well as community halls / centres starting from 5 January 2024. They would also meet the public in their respective ward offices;
- (iii) SDC members gathered public opinions through various methods, including social media platforms and street booths, so as to "engage with the community and stay close to the community", with the aim of gaining a deep understanding of residents' needs;
- (iv) Ms LI Ka-ying and Mr LAU Ngai, Victor, assisted residents in resolving water seepage problems in their flats, while Mr SIU Wai-chung and Mr LAU Ngai, Victor, helped residents deal with the demolition of unauthorised building works. To resolve these issues, SDC members had actively liaised with different stakeholders, such as the Housing Department, owners' corporations, and property management companies;
- (v) Earlier, a dispute arose due to a burst pipe on Stanley Main Street. Ms LAM Wing-yee mediated between Government Departments, shop owners and residents to resolve the conflict;

Connecting the People, Co-building a Harmonious Community

- (vi) Ms LAM Wing-yan met with young people and ethnic minorities in the District at her ward office, providing emotional support to the youth and assisting ethnic minorities in integrating into the community;
- (vii) Ms WONG Yu-ching, Nicole, often assisted and guided the elderly through the process of using smartphones at her ward office, enabling them to contact their families or access Government information easily;

Understanding the Residents' Needs, Enhancing the Community Facilities

- (viii) The elderly raised several community issues, such as slippery floors, uneven pavements, and insufficient handrails. In this regard, Mr Jonathan LEUNG Chun, MH, proposed multiple suggestions at the District Facilities and Works Committee meetings under SDC, including the installation of additional handrails and the widening of pavements. He also invited representatives from Government Departments to discuss these matters;
- (ix) Ms LI Ka-ying and Mr LAU Ngai, Victor, also reported the issues of slippery pavements and insufficient handrails in Stanley to the relevant Government Departments. In response, the Departments swiftly arranged for the installation of handrails to facilitate residents' access;
- (x) Mr CHEUNG Chin-chung raised an agenda item on uneven pavements on Aberdeen Main Road for the Traffic and Transport Committee meeting under SDC and communicated this to the relevant Government Departments at the meeting. Mr PANG Siu-kei also received complaints from residents about the uneven pavements on Main Street, Ap Lei Chau and had promptly contacted the relevant Government Departments to address the issue. The affected sections had now been repaved;

Creating Knowledge Bases of Various Aspects to Offer Professional Advice

- (xi) Mr LAU Ngai, Victor, made use of his professional legal knowledge to address the legal enquiries raised by local residents;
- (xii) Mr CHAN Man-chun, JP, organised talks on wills and probate;
- (xiii) With extensive knowledge of the maritime industry, Mr YEUNG Sheung-chun assisted fishermen in handling complex documentation and provided professional advice; and

Way Forward

- (xiv) SDC members would continue their active participation in the Scheme to listen to the residents' needs so as to provide appropriate assistance to them, with a view to ensuring effective communication between the Government and the public.
32. The Chairman thanked Ms LI Ka-ying for her report and invited SDC members to raise comments or enquiries.

33. Mr LAI Ka-chi raised the following comments:

- (i) The Scheme aimed to enhance the role of SDC members in ensuring effective communication between the Government and the public. Typically, SDC members met nearby residents at their ward offices, while the Scheme arranged for SDC members to be on duty at various locations across the District. This allowed them to engage with residents living in different areas near the duty locations, thereby broadening the scope of opinions collected;
- (ii) He further said that his ward office was located in a public housing estate, where the majority of cases received were related to the housing estate and traffic issues. Under the Scheme, the cases received covered other livelihood matters, including building management and day-to-day support;
- (iii) The Scheme arranged for two SDC members to be on duty each week, enabling them to put together their professional knowledge and experience to assist residents. If there was a high number of residents waiting, the duty members would meet with the residents separately to reduce waiting time; and
- (iv) He suggested enhancing the promotion of the Scheme, such as by displaying the Scheme's information in the lobbies of housing estates in the District and announcing the duty roster on the SDC Notice Boards.

34. Mr WONG Choi-lap raised the following comments:

- (i) SDC members frequently communicated with residents and undertook frontline work. Over the past year, many residents learned about Government policies and voiced their opinions through Meet-the-Public sessions and street booths;
- (ii) Residents had high expectations when seeking help from SDC members, prompting the SDC members to continuously enhance their knowledge and stay well-versed in various livelihood policies;
- (iii) The Scheme showed that the Government and SDC attached great importance to public opinion;
- (iv) Residents could seek assistance based on the expertise of respective SDC members. For instance, some residents approached Mr CHAN Man-chun, JP, for assistance regarding traffic issues;

- (v) The Scheme ran at three to four meeting locations in the Southern District, which facilitated participation from residents across different areas; and
 - (vi) He concurred with the suggestion made by Mr LAI Ka-chi that enhancing publicity efforts would enable SDC members to serve more residents in the Southern District.
35. The Chairman asked SDC members whether they had further enquiries.
36. The Chairman said that from the report made by Ms LI Ka-ying and the thoughts shared by the other SDC members, it was evident that all SDC members had actively met with residents over the past year, and the response from the residents was positive. Besides participating in the Scheme, the SDC members also engaged with residents through their ward offices and various channels. Examples cited by the SDC members demonstrated that they utilised their individual expertise, adapted flexibly, and swiftly assisted residents in resolving issues. It was hoped that all SDC members would continue to strive hard and actively assist residents, thereby achieving the aim of “ensuring effective communication between the Government and the public”.

Agenda Item 5: Any Other Business

Progress Report on “Get Ready for the Lunar New Year: Southern District Community Care Campaign”

37. The Chairman invited Mr LEE Yuen-po, Paul, Acting Senior Liaison Officer (1) of SDO, to briefly introduce the progress report on “Get Ready for the Lunar New Year: Southern District Community Care Campaign” (the Campaign).
38. Mr LEE Yuen-po, Paul, briefly introduced the progress report as follows:
- (i) The Kick-off Ceremony for the Campaign was held on 18 December 2024 at Ap Lei Chau piazza (sic). The ceremony was officiated by Mr Huang Pengju, the Deputy Division Chief of Publicity and Education Division of the Hong Kong Island Sub-office of the Liaison Office of the Central People’s Government in the HKSAR, together with Mr CHU Lap-wai, MH, Hong Kong Deputy to the National People’s Congress, Mr CHAU Hau-lap,

- MH, JP, Hong Kong Member of the National Committee of the Chinese People's Political Consultative Conference, and Mr CHENG Kong-chung, Francis, JP, District Officer (Southern) and Chairman of the Southern District Council. Mr LIU Chung-ping, Senior Manager (Media and External Affairs) of the Public Affairs Department of the Hongkong Electric Co., Ltd., was also present as a guest for the ceremony;
- (ii) As at 31 December 2024, participants of the Campaign had visited 830 singleton / doubleton elderly households and families in need (beneficiary families), and provided simple home cleaning or repair services for 46 of these beneficiary families. The Care Teams in the Southern District, in collaboration with SDC members, would continue to implement the Campaign, aiming to visit over 2 000 beneficiary families before the Lunar New Year and provide simple home cleaning or repair services for 200 beneficiary families; and
 - (iii) He thanked all SDC members for their participation and support.

**Progress Report on Photo-taking Landmarks in the Southern District
(SDC Paper No. 4/2025)**

- 39. The Chairman invited Mr LEUNG Ying-kit, Senior Executive Officer (District Management) of SDO, to briefly introduce the progress report on photo-taking landmarks in the Southern District.
- 40. Mr LEUNG Ying-kit, with the aid of a PowerPoint presentation, briefly introduced the progress report on photo-taking landmarks in the Southern District, including “Photo Collection Campaign: Our Good Old Days around Aberdeen Typhoon Shelters”, the Beautification Works to the Trail along Rocky Shore at Sandy Bay, the Improvement Works to the Covers at the Stanley Plaza Minibus Stop, as well as the Beautification Works to the Footbridge across Aberdeen Praya Road and Aberdeen Main Road.
- 41. The Chairman invited SDC members to raise comments or enquiries.
- 42. No SDC members raised any comments or enquiries.
- 43. The Chairman invited SDC members to note the report.

Southern District Year-End Clean-Up Campaign 2025

(Item raised by Food and Environmental Hygiene Department)

(SDC Paper No. 5/2025)

44. The Chairman invited Miss LEUNG Wai-kuen, District Environmental Hygiene Superintendent (Southern), Food and Environmental Hygiene Department (FEHD), to briefly introduce the Southern District Year-End Clean-Up Campaign 2025.
45. Miss LEUNG Wai-kuen briefly introduced the paper, adding that FEHD encouraged the public to conduct thorough cleaning of their homes. She emphasised that FEHD would enhance the cleanliness of public areas such as streets and its public facilities. Simultaneously, it was hoped that the public would also tidy up their homes, working together to improve the overall environmental hygiene of the community. To encourage the public to actively maintain cleanliness in their homes and public areas, FEHD would hold the opening ceremony of the Year-End Clean-Up Campaign 2025 and Anti-rodent Campaign (First Phase). FEHD sent letters to SDC members on 6 January 2025 to invite them to attend the promotional event on 21 January 2025. Several SDC members had confirmed their attendance.
46. The Chairman invited SDC members to raise comments or enquiries.
47. No SDC members raised any comments or enquiries.
48. The Chairman was pleased to learn that all SDC members would support the Clean-Up Campaign, as always and gave consent to FEHD to use the SDC logo in the publicity activities and materials relating to the Clean-Up Campaign.

Invitation to SDC to be an Assisting Organisation of “Ap Lei Chau Hung Shing Culture Festival 2025” and Seeking SDC’s Consent for the Use of the SDC logo in the Publicity Activities and Materials

49. The Chairman said that the Secretariat had received declaration of interests from Mr PANG Siu-kei, in which he declared that he was the Deputy Manager of Apleichau Kai Fong Tung Hing Association (the organiser).

50. The Chairman said that this agenda item had no connection with the personal interests of Mr PANG Siu-kei, hence he could still take part in the discussion and decision-making of this agenda item.
51. The Chairman invited the Secretary to briefly introduce the agenda item.
52. The Secretary briefly introduced the agenda item as follows:
- (i) The Secretariat received an invitation from the organiser inviting SDC to be an assisting organisation of Ap Lei Chau Hung Shing Culture Festival 2025 (the event). SDC's consent to the use of the SDC logo in the publicity activities and materials by the organiser was also sought;
 - (ii) The event would take place from 2 March to 17 March 2025, with a series of activities such as lion dance invitation competition, Cantonese opera performances and a characteristic bazaar to promote the traditional culture and distinctive features of the Southern District; and
 - (iii) SDC should decide whether it would agree to be an assisting organisation of the above event and give consent to the organiser to use the SDC logo in the publicity activities and materials.
53. The Chairman invited SDC members to raise comments or enquiries.
54. No SDC members raised any comments or enquiries.
55. The Chairman was pleased that SDC members agreed that SDC would be the assisting organisation of the above event and gave consent to the organiser to use the SDC logo in the publicity activities and materials. He added that SDC was also the assisting organisation of the above event last year. The event, which showcased the unique characteristics of the Southern District, was well-received by the residents and was successfully held.
56. The Chairman asked SDC members whether they had any other items to raise.

57. No other business was raised at the meeting.

Agenda Item 6: Items for Information

58. The Chairman invited SDC members to note SDC Papers No. 6/2025 to 11/2025.

Agenda Item 7: Date of Next Meeting

59. The Chairman advised that the eighth SDC meeting would be held at 2:30 p.m. on 17 March 2025 (Monday).

60. There being no other business, the meeting ended at 3:30 p.m.

Secretariat, Southern District Council

March 2025