

Sha Tin District Council
Minutes of the 6th Meeting of
the Food, Environment and Hygiene Committee in 2024

Date : 31 October 2024 (Thursday)
Time : 2:30 pm
Venue : Sha Tin District Office Conference Room 441
 4/F, Sha Tin Government Offices

<u>Present</u>	<u>Time of joining the meeting</u>	<u>Time of leaving the meeting</u>
Dr LAM Kong-kwan (Chairman)	2:30 pm	3:39 pm
Mr DENG Kairong, BBS, MH, JP (Vice Chairman)	2:30 pm	3:39 pm
Mr WONG Wai-shing	2:30 pm	3:39 pm
Mr KU Wai-ping	2:30 pm	3:39 pm
Mr CHU Wun-chiu	2:30 pm	3:39 pm
Miss LEE Ching-yee, Janet	2:30 pm	3:39 pm
Mr NG Kai-tai	2:30 pm	3:39 pm
Ms LAM Siu-man	2:30 pm	3:39 pm
Ms LAM Yuk-wa	2:30 pm	3:39 pm
Mr YIU Ka-chun, MH	2:30 pm	3:39 pm
Mr HA Kim-kwan	2:30 pm	3:39 pm
Mr AU Chi-on, Paul	2:30 pm	3:39 pm
Mr LEUNG Chun-pong, Maverick	2:30 pm	3:39 pm
Mr LEUNG Ka-fai, MH	2:30 pm	3:39 pm
Ms CHAN Sin-ming	2:30 pm	3:39 pm
Mr CHAN Tan-tan	2:30 pm	3:39 pm
Miss MOK Hei-man	2:30 pm	3:39 pm
Mr WONG Yue-hon	2:30 pm	3:39 pm
Ms WONG Po-yee	2:30 pm	3:39 pm
Mr YEUNG Ying-hon, Ronald	2:30 pm	3:39 pm
Miss TUNG Kin-lei	2:30 pm	3:39 pm
Mr TSOI Ming-yang	2:30 pm	3:39 pm
Mr PUN Kwok-shan, BBS, MH, JP	2:30 pm	3:39 pm
Mr CHOI Wai-shing	2:30 pm	3:39 pm
Mr LAU Tak-wing	2:30 pm	3:39 pm
Miss LAW Yuen-pui	2:30 pm	3:39 pm
Ms LO Tai-suen, Ada	2:30 pm	3:39 pm
Ms KUNG Mei-chi	2:30 pm	3:39 pm
Ms WONG Lok-yi	2:30 pm	3:39 pm
Mr WONG Chiu-kwan, Andy (Secretary)	Executive Officer (District Council)3, Sha Tin District Office	

In Attendance

Ms TSANG Ka-yi, Carmen
 Ms CHENG Yee-ting, Shirley

Mr LEE Man-fai, Dave

Mr HUI Tsz-ming, Jaco

Mr CHAN Ka-kui

Ms NGAN Wai-yee

Mr LAU Kwok-yee

Title

Assistant District Officer (Sha Tin)²
 Senior Executive Officer (District Management),
 Sha Tin District Office
 Senior Executive Officer (District Council),
 Sha Tin District Office
 Executive Officer I (District Council)¹,
 Sha Tin District Office
 District Environmental Hygiene Superintendent (Sha Tin),
 Food and Environmental Hygiene Department
 Chief Health Inspector (Sha Tin)³,
 Food and Environmental Hygiene Department
 Senior Environmental Protection Officer (Regional North)⁴,
 Environmental Protection Department

In Attendance by Invitation

Mr CHEUNG Chun-ki

Mr CHAN Wai-kit, Kevin

Mr SHEN Yue

Title

Maintenance Engineer/Structure
 (High Speed Roads East and Islands),
 Highways Department
 Senior Environmental Protection Officer
 (Waste Transfer & Development)¹,
 Environmental Protection Department
 Engineer/Bicycle Parking,
 Transport Department

Absent

Ms LAW Yi-lam
 Ms SUN Wan
 Mr TANG Hoi-chung

Title

District Council Member (Application for leave of absence received)
 Co-opted Member (")
 " (")

The Chairman welcomed members and representatives of government departments to the sixth meeting of the Food, Environment and Hygiene Committee (FEHC) this year.

Applications for Leave of Absence

2. The Chairman said that the Sha Tin District Council Secretariat (Secretariat) had received applications for leave of absence in writing from the following members prior to the meeting:

Ms LAW Yi-lam	Postpartum recovery
Ms SUN Wan	Personal reason (out of town)
Mr TANG Hoi-chung	Personal reason (other work commitment)

3. The FEHC unanimously consented to the application for leave of absence submitted by Ms LAW Yi-lam, but unanimously did not consent to the applications for leave of absence submitted by Ms SUN Wan and Mr TANG Hoi-chung.

Minutes of the Previous Meeting

Minutes of the Meeting Held on 29 August 2024
(FEHC Minutes 5/2024)

4. Members unanimously endorsed the above minutes.

Questions

Question Raised by Mr YEUNG Ying-hon, Ronald on the Hygiene Issues of Lifts and Footbridges in Sha Tin District
(Paper No. FEHC 22/2024)

5. The Chairman asked members if they had any further enquiries.
6. Members' further enquiries and views were as follows:
 - (a) members opined that the hygiene conditions of some lifts, footbridges and subways in Sha Tin District were substandard, including the subway at Tai Shui Hang Station, and the footbridge lifts at Tai Wai Station Exits D and E and Tsing Sha Highway Bus-bus Interchange;
 - (b) members indicated that stains were still present after cleaning. They urged the Highways Department (HyD) to require contractors to raise cleaning standards and increase the frequency of cleaning;
 - (c) members pointed out that affected by construction works nearby, the entrances and interiors of the footbridge lifts at Tsing Sha Highway Bus-bus Interchange were subject to persistent accumulation of sand and stone particles, resulting in unsatisfactory hygiene conditions. Members reported this to the HyD and learnt that the location was under the purview of the Tsing Sha Control Area operator, but not direct management of the HyD;
 - (d) members pointed out that many residents in Sha Tin District were using Tsing Sha Highway Bus-bus Interchange. Therefore, they hoped that the HyD could address the hygiene issues of the lifts properly with the Tsing Sha Control Area operator; and
 - (e) members suggested that the Food and Environmental Hygiene Department (FEHD) should enhance coordination on the cleaning work with the HyD to improve environmental hygiene.
7. A representative of the FEHD gave a consolidated response as follows:
 - (a) regarding public footbridges and lifts, the FEHD was responsible for the general cleaning of the ground, such as the clearance of litter and paper debris. In case of immediate environmental hygiene issues (e.g. vomitus), the Department would conduct targeted cleaning upon notification;
 - (b) upon receiving complaints about environmental hygiene, the FEHD would take follow-up actions and instruct contractors to conduct cleaning as soon as possible; and

- (c) the cleansing of stains on lift structures fell outside the scope of the FEHD's cleaning duties.

8. A representative of the HyD gave a consolidated response as follows:

- (a) the HyD typically conducted cleaning of public footbridge and subway structures under its purview once every three months. For highly utilised footbridges and subways, such as the footbridge near Tai Wai Station and the subway adjacent to Tai Shui Hang Station, the HyD had increased the cleaning frequency to once a month. Upon receipt of complaints, additional cleaning operations would be arranged immediately and the hygiene conditions would be closely monitored;
- (b) regular cleaning of lifts, including interior glass walls of lift towers and exterior glass walls of lift cars, was performed once every three months, while the interior components of lifts, such as handrails and button panels, were cleaned daily;
- (c) since the lifts at the exits of Tai Wai Station were highly utilised, the HyD would review whether the cleaning frequency could be raised ; and

(Post-meeting note: The HyD had arranged for contractors to perform a one-off deep cleaning operation for the footbridge lifts at the exits of Tai Wai Station (HyD Structure No.: NF448), which was scheduled to be completed within December 2024. The Department would maintain regular cleaning of the lifts and closely monitor their hygiene conditions.)

- (d) the hygiene issues of the lifts at Tsing Sha Highway Bus-bus Interchange would be conveyed to and followed up by the relevant divisions of the HyD.

(Post-meeting note: The previous modification works near the lifts at Tsing Sha Highway Bus-bus Interchange had been completed. The HyD had already removed sand and stone particles from lift entrances and interiors, and would continue to supervise the operator to conduct regular cleaning of the lifts so that environmental hygiene could be maintained.)

9. The Chairman announced the end of discussion of the agenda item.

Question Raised by Mr LEUNG Ka-fai on the Recycling Facilities in Sha Tin District
(Paper No. FEHC 23/2024)

10. The Chairman asked members if they had any further enquiries.

11. Members' further enquiries and views were as follows:

- (a) the collection quantity and the visitor count of GREEN@COMMUNITY had been showing consistent growth from 2020 to 2023, reflecting the public support for waste recycling initiatives;
- (b) members wished to know the collection quantities of various recyclables at individual Recycling Stations, Recycling Stores and Recycling Spots;

- (c) application was necessary for private residential estates to install food waste smart recycling bins (FWSRBs) but not for public housing estates. Members wished to know the comparison of FWSRB installation in private residential estates and public housing estates, as well as whether the Environmental Protection Department (EPD) was planning to allocate more manpower and resources to attract more private residential estates to apply for FWSRB installation and promote food waste recycling;
- (d) the opening hours of Recycling Spots were inadequate and residents might need to queue for a long time, which could impact the effectiveness of recycling;
- (e) members enquired about how the EPD would enhance recycling support for private residential estates. They wished to know in addition to increasing the collection frequency at Recycling Spots, whether the EPD would consider collaborating with private residential estates to handle FWSRBs together with 4-coloured recycling bins, making it convenient for residents to recycle waste at any time;
- (f) operators of Recycling Spots reported that there had been shortage of gifts due to overwhelming participation. As the budget was limited, they were unable to replenish gift stocks. Members asked whether the EPD would consider increasing the budget allocated to operators to ensure adequate supplies of gifts for redemption by residents;
- (g) given that recycling statistics of GREEN@COMMUNITY in many districts were released online quarterly, members wished to know when the preliminary statistics of GREEN@COMMUNITY in Sha Tin District in 2023-2024 would be confirmed and released;
- (h) members enquired about the distinction between Recycling Spots operating weekly at fixed time and locations and Add-on Recycling Spots;
- (i) the EPD mentioned in Paper No. FEHC 23/2024 that when establishing a Recycling Store, it would consider the accessibility for residents of “three-nil buildings” and single-block residential buildings. Members wished to know the numbers of “three-nil buildings” and single-block residential buildings in Sha Tin District; and
- (j) members enquired about the recycling situations at GREEN@SHEK WU HUI, GREEN@TAI PO MARKET, and GREEN@SAI KUNG TOWN, which were also located in the proximity to “three-nil buildings” and single-block residential buildings in the New Territories East.

12. A representative of the EPD gave a consolidated response as follows:

- (a) members could refer to Paper No. FEHC 27/2024 for the collection quantities of different types of recyclables at GREEN@SHA TIN, GREEN@TAI WAI, GREEN@CHUN YEUNG, GREEN@YAN ON, GREEN@SHA KOK, and GREEN@SHUI CHUEN O;
- (b) data on the installation ratio of FWSRBs in private residential estates and public housing estates were unavailable for the time being. The EPD would report to relevant divisions and provide the information afterwards;

- (c) information on extending the opening hours of Recycling Spots and increasing the budget for operators was unavailable for the time being. The EPD would report to relevant divisions after the meeting and provide the information afterwards; and
- (d) the recycling statistics in 2023 and 2024 were compiled by the Waste Reduction and Community Recycling Division of the EPD, and the current information was only updated as at June 2024. The EPD would notify members of the subsequent updates, if any.

(Post-meeting note: The EPD reported to members by providing supplementary information on 27 December 2024.)

13. Members' further enquiries and views were as follows:

- (a) members requested the specific collection quantities of each recycling bin provided to City One Shatin under the Programme on Source Separation of Domestic Waste;
- (b) members wished to know the EPD's promotional strategies for the Pilot Programme on Smart Recycling Systems;
- (c) members asked when the results of the mid-term review on the Pilot Programme on Smart Recycling Systems would be released;
- (d) members enquired about the statistics of the GREEN@COMMUNITY facilities set up at private premises and shopping malls like GREEN@FANLING, GREEN@PO LAM, GREEN@LUEN WO HUI and GREEN@TAI WO for comparison;
- (e) members pointed out that the current GREEN@COMMUNITY facilities in Sha Tin District were primarily located in public housing estates, such as Chun Yeung Estate, Sha Kok Estate, Shui Chuen O Estate and Yan On Estate; and
- (f) members hoped that the EPD could consider providing additional GREEN@COMMUNITY facilities in private residential estates such as City One Shatin for residents' convenience in recycling.

14. A representative of the EPD gave a consolidated response as follows:

- (a) regarding members' enquiries about GREEN@FANLING, GREEN@PO LAM, GREEN@LUEN WO HUI and GREEN@TAI WO, the EPD would report to relevant divisions after the meeting and provide relevant information subsequently;
- (b) regarding the Pilot Programme on Smart Recycling Systems and the related promotional strategies, the EPD would conduct promotion at areas with high pedestrian flow of each district to encourage public participation in recycling; and
- (c) the EPD had been providing subsidies for private residential estates to install facilities such as FWSRBs through the Recycling Fund and the Environment and Conservation Fund.

(Post-meeting note: The EPD reported to members by providing supplementary information on 27 December 2024.)

15. The Chairman announced the end of discussion of the agenda item.

Question Raised by Mr LEUNG Chun-pong, Maverick on Recycling in Sha Tin District
(Paper No. FEHC 24/2024)

16. The Chairman asked members if they had any further enquiries.

17. Members' further enquiries and views were as follows:

- (a) the current GREEN@COMMUNITY facilities were predominantly located in the city centre while Ma On Shan had few recycling facilities. Members hoped that the EPD could provide more recycling facilities in Ma On Shan in future planning;
- (b) members suggested that the EPD enhance education on recycling in shopping malls and private residential estates in Ma On Shan in the future;
- (c) members suggested that the EPD could provide more recycling facilities and enhance education in the rural areas of Sha Tin District;
- (d) members wished to know the specific recycling statistics of the Nighttime Recycling Spots introduced in Sha Tin District since August 2024;
- (e) recycling stores piled up recyclables on streets for prolonged periods, obstructing pedestrian passageways and posing environmental hygiene concerns. Members asked whether the EPD and the FEHD would consider addressing the issue via legislative amendments; and
- (f) mobile collection vehicles frequently occupied public parking spaces, such as those near Sha Tin Market. Members wished to know whether the EPD and the FEHD would consider prohibiting prolonged occupation of public parking spaces by mobile collection vehicles for recycling activities via regulatory amendments.

18. A representative of the EPD gave a consolidated response as follows:

- (a) the suggestion of providing more recycling facilities in Sha Tin District was noted and would be conveyed to the Waste Reduction and Community Recycling Division of the EPD. The progress would be reported later;
- (b) regarding the promotion of food waste recycling in rural areas, the EPD was currently installing conventional pedal-operated recycling bins there via a pilot scheme. Other recycling measures in rural areas would be reported to relevant divisions after the meeting and the information would be provided later;
- (c) the Waste Reduction and Community Recycling Division of the EPD was currently compiling the statistics in relation to Nighttime Recycling Spots. Concrete statistics would be provided to members once available; and

- (d) if recycling stores or mobile collection vehicles caused environmental pollution or were involved in illegal waste disposal, the EPD would take enforcement action in accordance with the Waste Disposal Ordinance. However, obstruction of streets and environmental hygiene issues might fall outside the EPD's purview.

(Post-meeting note: The EPD reported to members by providing supplementary information on 27 December 2024.)

19. A representative of the FEHD gave a consolidated response as follows:

- (a) regarding members' concerns about the recycling vehicles parked outside Sha Tin Market, if the recycling activities impacted environmental hygiene, the FEHD would take follow-up actions such as giving verbal warnings;
- (b) if verbal warning was ineffective, the FEHD would consider taking enforcement action; and
- (c) the FEHD was also preparing to propose legislative amendments, including shortening the four-hour notification period for prevention of obstructions to scavenging operations, with a view to enhancing enforcement efficiency. It was expected that the bill for the second phase of legislative amendments would be submitted to the Legislative Council within this year.

20. The Chairman announced the end of discussion of the agenda item.

Question Raised by Mr YIU Ka-chun on the Operational Details of Shatin Transfer Station and the Management of Environmental Hygiene in Nearby Areas
(Paper No. FEHC 25/2024)

21. The Chairman asked members if they had any further enquiries.

22. Members' further enquiries and views were as follows:

- (a) members wished to know whether the Shatin Transfer Station (STTS) had a reception capacity, for example the amount of waste or the number of vehicles that could be accepted daily or hourly;
- (b) members enquired about the actual operating hours of the STTS, and the restriction on the number of refuse collection vehicles (RCVs) entering the STTS during the morning peak hours;
- (c) members wished to know the cleaning arrangements in the vicinity of the STTS, following public concerns about the leakage of waste water from RCVs travelling along On Yiu Street and On Sum Street;
- (d) members asked whether the EPD had any plan to build additional transfer stations to alleviate the load on the STTS, which currently had to receive refuse from Kwun Tong, Sai Kung and Tai Po Districts following the closure of the Kowloon Bay Transfer Station; and

- (e) members hoped that the EPD could arrange a site visit to the STTS for them to better understand its operation.

23. A representative of the EPD gave a consolidated response as follows:

- (a) the majority of transfer stations across Hong Kong had been in operation for approximately 30 years. The STTS was commissioned in 1994, similar to other transfer stations;
- (b) since the South East New Territories Landfill ceased to accept municipal solid waste, the waste intake of the STTS had increased;
- (c) vehicles currently using the STTS primarily comprised the FEHD's and privately owned RCVs, which typically selected the nearest transfer stations based on their collection routes. The transfer station did not impose any upper limit on daily waste intake or vehicular flow, nor did it restrict the access time by RCVs;
- (d) the West Kowloon Transfer Station was the busiest transfer station across Hong Kong with the highest waste intake and vehicular flow, and the STTS was ranked second in terms of operational intensity;
- (e) the STTS operated daily from 7:30 am to 11:30 pm for 16 hours, with the first peak hours between 8 am and 10 am and the second after lunchtime;
- (f) regarding the spillage of waste water from RCVs with rear compactors travelling to the transfer station, there could be damage on tailgate covers or waste water storage tanks, resulting in leakage of waste water. During routine inspections at transfer stations, the EPD would issue warnings to RCVs with waste water leakage, mandating repairs prior to access. In connection with the spillage of waste water on streets, the FEHD was responsible for enforcement;
- (g) RCVs were only allowed to leave transfer stations for landfills after thorough cleansing. The transfer station had been in operation for almost 30 years, and due to aging vehicle washing equipment, RCVs might not be thoroughly dried after they left the vehicle wash bay, resulting in dripping water droplets, which was not leakage of waste water;
- (h) the EPD contractor conducted four daily cleaning operations on streets including On Yiu Street, On Sum Street and On Ming Street. When necessary, the EPD would communicate and coordinate with the FEHD to increase the frequency of street cleaning;
- (i) in response to the development of the Northern Metropolis and other areas in the New Territories, the EPD planned to establish additional transfer stations to alleviate the waste intake pressure on the STTS; and
- (j) the EPD welcomed members to visit the STTS, arrangements of which would be coordinated with the Secretariat later.

(Post-meeting note: The site visit to the STTS was tentatively scheduled for February 2025.)

24. The Chairman added that some members of the public had reported the persistent waste water accumulation on the road surface at the junction of Siu Lek Yuen Road and On Ming Street Bridge. He suggested that the EPD and the FEHD carry out cleansing operations at the location more frequently.

(Post-meeting note from the EPD: The EPD contractor had included the aforementioned road section in its daily cleansing route.)

(Post-meeting note from the FEHD: Currently, the FEHD conducted daily cleansing of the vehicular road along On Hing Lane and arranged regular cleansing using hot water jets for the pedestrian walkways in the area around Shek Mun. The FEHD would increase the frequency of cleansing operations depending on the situation.)

25. The Chairman announced the end of discussion of the agenda item.

Question Raised by Ms LAM Yuk-wa on Illegal Parking of Shared Bicycles
(Paper No. FEHC 26/2024)

26. The Chairman asked members if they had any further enquiries.

27. Members' further enquiries and views were as follows:

- (a) according to the Code of Practice for Automated Dockless Bike Rental Services (Code of Practice), shared bicycle operators were required to take follow-up action by retrieving illegally parked bicycles within 24 hours. However, illegal parking of shared bicycles were very common in the vicinity of Hung Mui Kuk Road and Chui Tin Street Sitting-out Area, with some bicycles having been parked for periods ranging from more than 24 hours to over two weeks;
- (b) members hoped that there could be a more convenient way to report illegal parking. For example, QR codes could be displayed on bicycles so that the public could make instant report of illegal parking by scanning the code. Login was required on the current mobile application for reporting, making the usage cumbersome;
- (c) members thanked the Transport Department (TD) for providing approximately 500 new parking spaces for bicycles on the ground floor of The Wai on Che Kung Miu Road. Given that the area remained cordoned off at present, members proposed that the bicycle parking spaces could be opened first without waiting for the completion of the entire area, and other areas such as recreational amenities and flower beds could be dealt with separately;
- (d) members appreciated the work on clearance conducted by the Working Group on Tackling Illegal Bicycle Parking in Sha Tin District (Working Group) ;
- (e) members thanked the TD for providing additional bicycle parking spaces at the intersection of Tin Sam Street and Hung Mui Kuk Road;
- (f) since no complaint hotlines were prominently displayed on shared bicycles at present, members enquired about the channels through which the operators had received approximately 40 complaints about illegal parking of shared bicycles in the district;

- (g) members hoped that the TD could clarify whether the prolonged parking of shared bicycles in public bicycle parking spaces was considered illegal;
- (h) members hoped that the TD could mitigate illegal parking via legislative amendments or explorations into the issue with operators. For instance, a complaint hotline or designated parking zones could be set up to allow users to park shared bicycles in appropriate places, addressing the issue of illegal parking;
- (i) members indicated that a large number of shared bicycles had been abandoned in the subway in Ma On Shan connecting Hang Kam Street in Heng On Estate to Yiu On Estate, impeding pedestrian access; and
- (j) despite enforcement operations, illegal parking of shared bicycles had not been significantly improved. Members wished to know whether the TD and the Working Group had encountered difficulties regarding the issue, particularly during enforcement action in private premises, and whether there was a need to enhance or coordinate relevant work.

28. A representative of the TD gave a consolidated response as follows:

- (a) according to the Code of Practice, operators had to remove nuisance-causing bicycles within the predetermined response time or the time frame stipulated by relevant enforcement departments. Bicycles reported to be causing danger or obstruction had to be removed within three hours, whereas other situations arousing nuisance had to be handled within 24 hours. Operators were required to take photos and submit them to relevant departments for record;
- (b) members' suggestions of setting up QR codes and a login-free application to facilitate public report of illegal parking were noted and would be forwarded to relevant divisions for consideration and follow-up;
- (c) in regard to the opening of bicycle parking spaces at The Wai, members' views would be conveyed to the relevant divisions;

(Post-meeting note: Approximately 500 new bicycle parking spaces on Che Kung Miu Road off the Public Transport Interchange at Tai Wai Station had been opened for public use since 8 November 2024.)

- (d) at present, the 1823 hotline was the primary channel for operators to receive public complaints. Operators were required to take follow-up actions and retrieve the shared bicycles concerned within 24 hours;
- (e) prolonged parking of shared bicycles in public bicycle parking spaces were also considered illegal parking. The TD had been concerned over illegal parking of bicycles and prolonged occupation of public bicycle parking spaces, and would continue to conduct joint operations with relevant departments to remove illegally parked bicycles;
- (f) noting members' suggestion on mitigating illegal parking, the TD was willing to explore ways to improve services with shared bicycle operators, and would review and update the Code of Practice in a timely manner; and

- (g) the operators had a real-time online monitoring system to track the utilisation of bicycles. When prolonged inactivity of bicycles was detected, the operators would deploy patrolling staff for inspection, and any bicycle potentially causing danger would be handled promptly. Regarding illegal parking in subways, real-time tracking of the bicycles there by operators might not be possible, probably due to unstable GPS signals in the area. Nevertheless, the TD would relay these issues to relevant divisions for handling and maintain coordination with operators for follow-up.

(Post-meeting note: Regarding the case mentioned in paragraph 27(i), the operator replied that it received a phone call from a member of the public at about 10:00 am on 30 October 2024, reporting that a number of shared bicycles caused obstruction to the entrance of the subway in Ma On Shan connecting Yiu On Estate to Heng On Estate. The operator immediately notified their patrolling personnel in the area to handle the situation, and at around 12:00 pm on the same day, the bicycles were removed with photos taken for record. Following the complaint, the operator had stepped up the monitoring of bicycle usage at the location, where further site inspections were conducted on 4 and 5 November. No more shared bicycles belonging to the operator were found.)

29. Members' further enquiries and views were as follows:

- (a) members observed that the illegal parking of bicycles in the subway connecting Yiu On Estate to Heng On Estate were seemingly not caused by the public. Instead, it appeared to be an operational problem of the operator, who might have accumulated the bicycles to retrieve them altogether. Photos could be provided to the TD after the meeting for understanding the situation; and
- (b) members asked how many of the 7 543 statutory notices by the Working Group were issued against shared bicycles, and how the seized shared bicycles would be handled.

30. A representative of the Sha Tin District Office indicated that the statistics of statutory notices issued by the Working Group did not specifically differentiate between shared bicycles and conventional bicycles. During clearance operations, the Working Group treated shared bicycles as conventional bicycles.

31. A representative of the TD noted members' reports on illegal parking and welcomed them to provide relevant photos for the TD to follow up with shared bicycle operators.

32. The Chairman announced the end of discussion of the agenda item.

Information Papers

Report on Current Situation and Progress of Resource Recovery in Sha Tin District
(Paper No. FEHC 27/2024)

33. Members noted the above paper.

Statistical Overview of Sha Tin District Environmental Hygiene Services (as at 30 September 2024)
(Paper No. FEHC 28/2024)

34. Members noted the above paper.

Date and Time of Next Meeting

35. The date of the next meeting would be announced in due course.
36. The meeting was closed at 3:39 pm.

Sha Tin District Council Secretariat
STDC 13/15/70

January 2025