

Minutes of the 10th Meeting of
the Commerce, Industry and Housing Committee (2018-2019) of
the Tuen Mun District Council

Date: 3 June 2019 (Monday)

Time: 9:31 a.m.

Venue: Tuen Mun District Council (“TMDC”) Conference Room

<u>Present</u>		<u>Time of Arrival</u>	<u>Time of Departure</u>
Ms CHING Chi-hung (Chairman)	TMDC Member	9:30 a.m.	End of meeting
Mr CHAN Manwell, Leo (Vice-chairman)	TMDC Member	9:30 a.m.	End of meeting
Mr LEUNG Kin-man, BBS, MH, JP	TMDC Chairman	9:30 a.m.	11:22 a.m.
Mr LEE Hung-sham, Lothar, BBS, MH	TMDC Vice-chairman	9:30 a.m.	End of meeting
Mr TO Sheck-yuen, MH	TMDC Member	9:30 a.m.	End of meeting
Ms KONG Fung-yi	TMDC Member	9:30 a.m.	11:01 a.m.
Mr NG Koon-hung	TMDC Member	9:30 a.m.	End of meeting
Ms WONG Lai-sheung, Catherine	TMDC Member	9:30 a.m.	10:47 a.m.
Mr AU Chi-yuen	TMDC Member	9:30 a.m.	End of meeting
Ms HO Hang-mui	TMDC Member	9:30 a.m.	End of meeting
Mr TSUI Fan, MH	TMDC Member	9:30 a.m.	10:15 a.m.
Ms LUNG Shui-hing, MH	TMDC Member	9:30 a.m.	End of meeting
Mr CHAN Man-wah, MH	TMDC Member	9:32 a.m.	End of meeting
Mr CHEUNG Hang-fai	TMDC Member	9:30 a.m.	End of meeting
The Hon HO Kwan-yiu, JP	TMDC Member	9:30 a.m.	10:15 a.m.
Ms CHU Shun-nga, Beatrice	TMDC Member	9:30 a.m.	End of meeting
Mr TSANG Hin-hong	TMDC Member	9:30 a.m.	End of meeting
Ms SO Ka-man	TMDC Member	9:30 a.m.	End of meeting
Mr KAM Man-fung	TMDC Member	9:30 a.m.	End of meeting
Mr MO Shing-fung	TMDC Member	9:30 a.m.	End of meeting
Mr YEUNG Chi-hang	TMDC Member	9:30 a.m.	End of meeting
Mr YAN Siu-nam	TMDC Member	9:30 a.m.	End of meeting
Mr TAM Chun-yin	TMDC Member	9:30 a.m.	End of meeting
Mr FUNG Pui-yin	Co-opted Member	9:40 a.m.	11:17 a.m.
Mr CHAN Ho-ting	Co-opted Member	9:30 a.m.	End of meeting
Ms LAI Ka-man	Co-opted Member	9:30 a.m.	End of meeting
Mr LAW Wai-hung	Co-opted Member	9:30 a.m.	End of meeting
Mr LEUNG Hon-kit, Roger (Secretary)	Executive Officer (District Council) 1, Tuen Mun District Office,		

By Invitation

Mr LEONG Ka-ho, Kenneth	Planning Officer 11, Housing Department
Mr CHAN Ka-chi, Kelvin	Town Planner/Tuen Mun 2, Planning Department
Mr CHAN Ka-lai, Keith	Engineer/Strategic Studies 3, Transport Department
Mr NG Kar-wai, Gordon	Electrical and Mechanical Engineer, Electrical and Mechanical Services Department
Mr Eugene YUE	Senior Manager, Community Development, Urban Renewal Authority
Mr Peter DY	Senior Manager, Building Rehabilitation, Urban Renewal Authority

In Attendance

Ms YAN Yuet-han, Fion	Senior Liaison Officer (1), Tuen Mun District Office, Home Affairs Department
Ms CHAK Man-ye, Rene	Liaison Officer i/c Building Management & Town Centre, Tuen Mun District Office, Home Affairs Department
Mr CHOI Chi-man, Michael	Senior Building Surveyor/E5, Buildings Department
Mr YUNG Wai-ming	Station Commander, Castle Peak Bay and Tai Lam Chung Fire Station, Fire Services Department
Ms CHUI Mei-ying	Housing Manager/Tuen Mun 4, Housing Department
Ms WA Lei-chun, Winnie	Senior Community Relations Officer/ICAC Regional Office (NTNW), Independent Commission Against Corruption
Mr HO Chik-tung, Dennis	Labour Officer (Workplace Consultation Promotion), Labour Department
Mr TAM Kwok-leung	Administrative Assistant/Lands (Acting), District Lands Office, Tuen Mun, Lands Department

Absent with Apologies

Mr WONG Yu-kei	Co-opted Member
Mr LEUNG Ka-tai, Gary	Co-opted Member

I. Opening Remarks

The Chairman welcomed all present to the 10th meeting of the Commerce, Industry and Housing Committee (“CIHC”).

2. The Chairman reminded that Members who were aware of their personal interests in any matters discussed at the meeting should declare the interests before the discussion. The Chairman would, in accordance with Order 39(12) of the Tuen Mun District Council Standing Orders, decide whether the Members who had declared interests might speak or vote on the matters, might remain at the meeting as observers, or should withdraw from the meeting. All cases of declaration of interests would be recorded in the minutes of the meeting.

II. Absence from Meeting

3. The Secretariat reported that no applications for leave of absence had been received from Members.

III. Confirmation of Minutes of Last Meeting

4. As Members proposed no amendments to the minutes, the Chairman announced that the minutes of the 9th meeting of the CIHC (2018-2019) were confirmed.

IV. Matters Arising

(A) Request for Improvement to Housing Authority’s Car Park Rental Mechanism and Increase in Parking Supply

(CIHC Paper No. 29/2018)

(Paragraphs 5-12 of the Minutes of the 7th CIHC Meeting(2018-2019))

(Paragraphs 5-40 of the Minutes of the 8th CIHC Meeting(2018-2019))

(Paragraphs 5-13 of the Minutes of the 9th CIHC Meeting(2018-2019))

5. The Chairman welcomed Mr Kelvin CHAN, Town Planner/Tuen Mun 2 of the Planning Department (“PD”), Mr Keith CHAN, Engineer/Strategic Studies 3 of the Transport Department (“TD”), and Mr Kenneth LEONG, Planning Officer 11 of the Housing Department (“HD”), to the meeting.

6. The Chairman said that in the past three meetings, the CIHC had requested that the HD shelve the increase of car park rentals and that the TD and the PD review the Hong Kong Planning Standards and Guidelines (“HKPSG”).

She asked for a response from the HD's representative in this regard.

7. Mr Kenneth LEONG of the HD said that when planning parking facilities of public rental housing ("PRH"), the Housing Authority ("HA") would take reference from the guidelines in the HKPSG and consult the TD and relevant District Councils ("DC"). Taking into consideration the situation of individual estates and views of the TD and other departments, the HA would provide five visitor parking spaces to each block of a new PRH development. Also, without compromising flat numbers or building schedules, the HA would seek to provide additional parking spaces as far as possible with a view to meeting the parking needs under the development projects.

8. Members' comments and enquiries are summarised as follows:

- (i) A Member pointed out that Tai Hing Estate, On Ting Estate and Yau Oi Estate, which had been completed many years ago, were equipped with multi-storey car parks whereas Yan Tin Estate, which had been completed in recent years, was short of parking spaces. The lack of hourly parking spaces led to a severe problem of illegal parking on the street. The provision of five visitor parking spaces to each block of a PRH estate was just a remedial measure to alleviate the shortage, while the problem remained unsolved in the long run;
- (ii) A Member said that parking spaces in Yan Tin Estate were oversubscribed and opined that the HD had not taken reference from other PRH estates when planning parking spaces. Also, he criticised that while the Government did not limit the number of private car licences, it did not provide sufficient parking spaces to meet citizens' parking needs either;
- (iii) A Member reckoned that the Government should not blindly follow the HKPSG as it was outdated. He also asked whether the HD had implemented new measures in Tuen Mun, e.g. setting up smart car parks;
- (iv) A Member pointed out that rather than increase the standards of parking space supply in the HKPSG, the Government had, unreasonably, lowered the relevant standards for PRH estates near MTR stations in recent years. In light of the current shortage of parking spaces in Yan Tin Estate, she

opined that the HD should adopt standards higher than those of the HKPSG when planning parking space supply in future;

- (v) A Member criticised the Government for selling the car parks of some Home Ownership Scheme estates because it caused an end to hourly parking spaces in those estates. She added that selling car parks to private organisations would lead to a drastic rise in parking prices and residents would suffer. She suggested that the HD introduce a fixed ratio between monthly and hourly parking spaces under its car parks to ensure sufficient parking spaces were available to the residents; and
- (vi) A Member pointed out that the Legislative Council's Panel on Development would discuss the matter within 2019. He also suggested that the Government consider taking reference from neighbouring regions and stop the growth in private cars.

9. Mr Kenneth LEONG of the HD said that the department, by reference to the guidelines of the HKPSG, would strive to plan as many parking spaces as allowed by the relevant standards under new PRH development projects and provide five visitor parking spaces to each block of the PRH estates. He reiterated that the HA would, without compromising flat numbers or building schedules, also seek to provide additional parking spaces as far as possible depending on the situation of individual construction sites and the TD's views.

10. Mr Keith CHAN of the TD said that in 2017, the department had launched a consultancy study to assess the parking demand of commercial vehicles ("CV") in different districts. The study would formulate short-, medium- and long-term measures to address the demand for parking spaces and loading/unloading bays for CVs, including considering the possibility of revising the HKPSG standards for parking spaces and loading/unloading bays for CVs. The study was expected to be completed in 2019. He added that in 2018, the TD had started reviewing the standards for the supply of private car parking spaces and such work was expected to be completed in 2020.

11. Members' raised another round of comments and enquiries, which are summarised as follows:

- (i) A Member criticised the government departments for being inefficient and

found it unacceptable that only in 2020 would the TD finish the review of the standards for the supply of private car parking spaces;

- (ii) A Member was dissatisfied with the responses of the department representatives and demanded that the TD and the PD focus efforts on the transport planning of Area 54, Tuen Mun; and
- (iii) A Member asked, in regard to the provision of five parking spaces to PRH estates, if the number of parking spaces was determined by the number of blocks in an estate, i.e. whether a PRH estate with 10 blocks would be provided with 50 parking spaces.

12. Mr Kenneth LEONG of the HD said that apart from planning as many parking spaces as allowed by the HKPSG standards, the department would provide five visitor parking spaces to each block of a new PRH development. If the TD amended the HKPSG in future, the HD would plan parking facilities of PRH estates based on the new standards.

13. Members' third round of comments and enquiries are summarised as follows:

- (i) A Member opined that even if the HD provided five parking spaces to each block, there would still be fewer parking spaces in the PRH estates near MTR stations than before the amendment of the HKPSG;
- (ii) A Member pointed out that since the HKPSG was not legally binding, the HD should not follow it blindly. Rather, the department should adopt a people-oriented approach and listen to the views of citizens and DCs. In addition, he asked whether the HD had applied the principle of "single site, multiple uses" in Tuen Mun to provide public parking spaces in suitable "Government, Institution or Community" facilities and public open space projects;
- (iii) A Member asked the HD to explain why only five visitor parking spaces would be provided to each block;
- (iv) A Member pointed out that multi-storey car parks were available in PRH estates completed in the 70s and the 80s. While the HD had not been

required to comply with the HKPSG back then, the department followed the caps of the HKPSG nowadays;

- (v) A Member criticised the Government for neglecting livelihood issues and demanded that it stop procrastinating and put forward solutions to the lack of parking spaces in Tuen Mun immediately; and
- (vi) A Member reckoned that since the Government's transport policy was to encourage the use of public transport, it should proactively introduce measures to control the growth in private cars and give priority to professional drivers when allocating parking spaces in public car parks.

14. Mr Kenneth LEONG of the HD thanked Members for their enquiries and comments. As requested by the TD, the HD would provide five visitor parking spaces to each block of a new PRH development to satisfy parking needs. He also reiterated that when planning new PRH estates in Tuen Mun, the HD would take reference from the HKPSG and provide additional parking spaces as far as practicable.

15. The Chairman concluded that the department representatives had tried their best to respond to Members' enquiries. She thanked them for attending the CIHC meeting and asked them to pass Members' views to the Government. Secretariat

V. Reporting Items

(A) Urban Renewal Authority - Introduction to the "Lift Modernisation Subsidy Scheme" (CIHC Paper No. 7/2019)

16. The Chairman welcomed Mr Peter DY, Senior Manager of Building Rehabilitation, and Mr Eugene YUE, Senior Manager of Community Development, of the Urban Renewal Authority ("URA"), and Mr Gordon NG, Electrical and Mechanical Engineer of the Electrical and Mechanical Services Department ("EMSD"), to the meeting.

17. Mr Peter DY of the URA and Mr Gordon NG of the EMSD gave PowerPoint presentations (Annex 1 and Annex 2) to brief Members on the "Lift Modernisation Subsidy Scheme" ("LIMSS").

18. Members' comments and enquiries are summarised as follows:

- (i) A Member found lift safety crucial and pointed out that some buildings in Tuen Mun were quite old and the lifts often broke down. She opined that the subsidy provided by the URA was inadequate. Also, since there were few lift contractors on the market, options were quite limited for citizens. She hoped that the Government would relax the eligibility requirements of the LIMSS to benefit more people;
- (ii) A Member asked whether the URA's consultation services included giving advice on the addition of safety devices for lifts;
- (iii) A Member opined that despite the good intention of the LIMSS, many citizens would not be subsidised as the demand far exceeded the resources available;
- (iv) A Member asked whether there would be an inspection mechanism to monitor the contractors' performance;
- (v) A Member said that in recent years, lift companies had formed several parent companies through acquisition and merger. He requested that the Government disclose information of the contractors to inform members of the public about the connections among the lift contractors and prevent bid rigging; and
- (vi) A Member enquired whether the subsidy given to elderly people would overlap with other assistance schemes for the elderly.

19. Mr Gordon NG of the EMSD responded to comments and enquiries concerning lift safety:

- (i) The EMSD would regularly evaluate the performance of lift contractors and arrange surprise checks on a risk-based principle to ensure lift safety in PRH estates;
- (ii) The LIMSS aimed to promote lift modernisation by providing financial incentives and appropriate professional support to building owners in need, thereby enhancing the safety of aged lifts;

- (iii) At the moment, there were 41 contractors providing lift repair and maintenance services in Hong Kong. Regardless of whether the contractors belonged to the same parent company, the EMSD would treat them as independent contractors and evaluate their services from various aspects; and
 - (iv) To ensure there were sufficient technical workers to meet the demand, the EMSD would maintain contact with the Development Bureau and the Construction Industry Council to encourage more people to join the lift maintenance industry.
20. Mr Peter DY of the URA responded to comments and enquiries concerning the arrangement of the LIMSS:
- (i) The URA would provide owners participating in the LIMSS with free consultation services, including giving advice on the arrangement of lift maintenance works;
 - (ii) The URA understood that the 41 lift contractors were registered independently but had no information about the funds or managerial staff of the contractors;
 - (iii) While the subsidy might cover less than 60% of the cost of complete lift replacement works, the LIMSS offered a maximum subsidy of \$500,000 per lift as an incentive for building owners to consider maintaining lifts;
 - (iv) Under the LIMSS, eligible elderly people might receive grants from the Building Maintenance Grant Scheme for Elderly Owners (“BMGS”) concurrently, subject to a cap of \$50,000 per person. The amount of subsidy would not exceed their share of the lift maintenance cost; and
 - (v) The first round of application for the LIMSS was open between 29 March and 31 July 2019. The URA estimated that the screening of applications would take two months and the second round of application was expected to begin in the fourth quarter of 2019.
21. A Member opined that since the URA was aware of the possibility of price fixing among the contractors, it should proactively investigate whether they

had contravened the Competition Ordinance.

22. A Member asked whether elderly people could apply for the LIMSS if their PRH estate had started lift maintenance work in 2018 and they had applied for the BMGS; if so, how.

23. Mr Peter DY of the URA responded to Members' comments:

- (i) The Government and the URA had no information or knowledge about the management structure and the mode of operation of the 41 lift contractors;
- (ii) The Government was concerned whether the contractors followed relevant rules in the tendering process. Not a law enforcement agency itself, the URA would take reference from experience and maintain communication with law enforcement departments (including the Independent Commission Against Corruption ("ICAC"), the Hong Kong Police Force and the Competition Commission); and
- (iii) The scope of the LIMSS and the BMGS varied. Elderly people should apply for the two schemes separately.

24. A Member opined that rather than inform the law enforcement departments after a problem was identified, the URA should take precautionary measures proactively, e.g. look into the 41 contractors through the Search Centre of the Company Registry.

25. A Member asked whether a parent company was legally responsible for non-compliance of its subsidiary companies.

26. Mr Peter DY of the URA clarified that the Government was not shifting the responsibility to owners. The Government shared concerns whether the subsidy was properly utilised and whether owners participating in the LIMSS were affected by illegal behaviours. Therefore, all participating owners were required to register for the RenoSafe Scheme, which was led by the Police and joined by other law enforcement agencies, including the ICAC and the Competition Commission. The departments would perform respective duties to ensure public funds were properly used to support owners in need.

27. Mr Gordon NG of the EMSD responded that each contractor would be treated as a separate entity with individual legal responsibilities. Under the existing mechanism, the Government would not take account of the connection between a contractor and other companies.

28. The Chairman thanked the representatives of the EMSD and the URA for attending the meeting and asked them to pass Members' views to the Government.

(B) Work Reports by the Working Groups under the Commerce, Industry and Housing Committee

(CIHC Paper No. 8/2019)

(i) Working Group on Occupational Safety and Health

29. Members noted the report of the above working group.

(ii) Working Group on Economic Development in Tuen Mun

30. Members noted the report of the above working group.

(iii) Working Group on Building Management

31. Members noted the report of the above working group.

32. The Chairman announced that the working group reports in the paper were endorsed.

(C) Work Report on Private Building Management in the Tuen Mun District

(CIHC Paper No. 9/2019)

33. Members noted the above work report.

(D) Report by the Buildings Department

(CIHC Paper No. 10/2019)

34. Members noted the above work report.

VI. Any Other Business and Date of Next Meeting

35. There being no other business, the Chairman closed the meeting at 11:25 a.m. The next meeting would be held on 19 August 2019.

Action

Tuen Mun District Council Secretariat

Date: 28 June 2019

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