

Minutes of the 4th Meeting of
the District Facilities and Works Committee (2024-2027) of
the Tuen Mun District Council

Date : 23 July 2024 (Tuesday)

Time : 2:30 p.m.

Venue : Tuen Mun District Council (TMDC) Conference Room

Present

Mr CHAN Yau-hoi, BBS, MH, JP (Chairman)	TMDC Member
Mr KAM Man-fung (Vice Chairman)	TMDC Member
Mr TSUI Fan, MH	TMDC Member
Ms CHING Chi-hung, MH, JP	TMDC Member
Mr CHAN Manwell, Leo, MH	TMDC Member
Mr WAN Tin-chong, MH	TMDC Member
Mr TSANG Hin-hong, MH	TMDC Member
Mr MO Shing-fung	TMDC Member
Mr YIP Man-pan, MH	TMDC Member
Ms LAI Ka-man	TMDC Member
Mr LI Chiu-hung	TMDC Member
Mr LAM Tik-fai	TMDC Member
Ms CHAN Mang-yi	TMDC Member
Dr CHAN Kwai-wao	TMDC Member
Mr CHAN Tsim-heng	TMDC Member
Mr CHUI King-hang	TMDC Member
Mr FUNG Pui-yin	TMDC Member
Mr TSANG Hing-chung	TMDC Member
Mr YIP Kat-kong, Kenneth	TMDC Member
Mr IP Chun-yuen	TMDC Member
Mr CHENG Yin-kwan, Andy	TMDC Member
Mr TSOI Shing-hin	TMDC Member
Mr TSE Wing-hang	TMDC Member
Ms TSE Yuk-ling	TMDC Member
Mr KWONG Man-tik	TMDC Member
Mr CHUNG Kin-fung	TMDC Member
Ms HO Lok-man, Phoebe (Secretary)	Executive Officer I (District Council)2, Tuen Mun District Office, Home Affairs Department

By Invitation

Mr LAU Tin-sing, Alvin	Project Coordinator/District 4, Civil Engineering and Development Department
Mr LEE Chun-kit	Senior Health Inspector (Cleansing & Pest Control) Tuen Mun, Food and Environmental Hygiene Department
Ms YIP Wing-tung	Health Inspector (Cleansing Special Duty) Tuen Mun 1, Food and Environmental Hygiene Department
Mr NG Yiu-lun	Senior Marine Officer/Planning & Development (3), Marine Department
Mr KEUNG Pui-man, Cory	Senior Marine Officer/Harbour Patrol Section (2), Marine Department
Mr CHOW Tung-hing	Marine Officer/Licensing & Port Formalities (3), Marine Department
Mr MA Chi-ping	Marine Officer/Pollution Control Unit (1)(Acting), Marine Department
Miss CHAN Ka-man, Carmen	Chief Assistant Secretary for Transport & Logistics, Transport and Logistics Bureau
Mr HAU Chin-lung	Senior Manager (Port), Transport and Logistics Bureau
Mr YUNG Kam Shing, Evan	Senior Environmental Protection Officer (Resources Recovery)1, Environmental Protection Department
Mr TSANG Chun Wang, Roy	Senior Environmental Protection Officer (Regional W)1, Environmental Protection Department
Ms NG Chun-wei, Angel	Senior Estate Surveyor/Central (District Lands Office, Tuen Mun), Lands Department
Mr LEE Kin-fai	Senior Marine Officer/Cargo Handling, Marine Department
Mr WONG Ho-kwan, Angus	Marine Officer/Cargo Handling (2), Marine Department
Ms CHEUNG Ling-chi	Senior Town Planner/Tuen Mun 2, Planning Department
Mr NG Sui-lun	Chairman, N.T. Cargo Transport Association Limited
Mr CHOCK Chi-tung	Senior Engineer 6/Universal Accessibility, Highways Department
Ms POON Wai-ming , Jenny	Engineer 13/Universal Accessibility, Highways Department
Ms YEUNG Shiu-yu	Senior Project Manager, WCWP International Limited

In Attendance

Miss CHEN Wai-tik, Wendy	Assistant District Officer (Tuen Mun)1, Home Affairs Department
Mr WONG Tin-yeung	Senior Executive Officer (District Management)(Acting), Tuen Mun District Office, Home Affairs Department
Mr CHAN Shun-king	Senior Inspector of Works, Tuen Mun District Office, Home Affairs Department
Mr LAM Lok-hang, Kelvin	Liaison Officer i/c (District Facilities), Tuen Mun District Office, Home Affairs Department
Ms LUI Tung-ni, Toni	Architect (Works)7, Works Section, Headquarters Division II, Home Affairs Department
Mr SHUM Kai-shing	Engineer/15 (West), Civil Engineering and Development Department
Mr CHAN Pui-shing, Michael	Project Coordinator/Tuen Mun, Drainage Services Department
Mr LEUNG Chun-wah, Eric	District Engineer/Tuen Mun (East), Highways Department
Mr KAM Hok-chun, Jorgen	District Operations Officer, District Operations Office (Tuen Mun District), Hong Kong Police Force
Ms CHANG Yuet-ming, Charlene	Administrative Assistant/Lands (District Lands Office, Tuen Mun), Lands Department
Ms TSENG Chieh, Elsa	District Leisure Manager (Tuen Mun), Leisure and Cultural Services Department
Ms LEUNG Fung-shan, Alice	Deputy District Leisure Manager (District Support) Tuen Mun, Leisure and Cultural Services Department
Ms LAW Lai-chun, Gladys	Senior Executive Officer (Planning)32, Leisure and Cultural Services Department
Ms CHUNG Kan-hei, Jump	Senior Manager (New Territories West) Promotion, Leisure and Cultural Services Department
Ms LEE Wing-yee	Manager (New Territories West) Marketing & District Activities, Leisure and Cultural Services Department
Miss CHEUNG Yuet-ming	Senior Librarian (Tuen Mun), Leisure and Cultural Services Department
Ms LIU Mei-fong, Kennie	Senior Town Planner/Tuen Mun 1, Planning Department
Mr YIU Ka-lap	Engineer/New Territories West (Distribution 2), Water Supplies Department

I. Opening Remarks

The Chairman welcomed all present to the 4th meeting of the District Facilities and Works Committee (2024-2027) (DFWC). In addition, on behalf of the DFWC, he welcomed Miss Wendy CHEN, Assistant District Officer (Tuen Mun) 1, who attended the meeting for the first time, and took the opportunity to thank Miss Koronis LEUNG, the former Assistant District Officer (Tuen Mun) 1, for her contributions to the Tuen Mun District in the past.

II. Absence from Meeting

2. The Secretary reported that no applications for leave of absence from Members were received.

III. Confirmation of Minutes of the Last Meeting

3. The Chairman said that the draft minutes of the 3rd DFWC (2024-2027) meeting had been sent to all attendees for perusal earlier, and the Secretariat did not receive any proposals for amendments subsequently.

4. As Members had no other proposals for amendments, the Chairman announced that the above minutes were confirmed.

IV. Matters Arising

(A) Concern about Vessel Berthing Problems at Tuen Mun River and Berthing Facility Issues at Tuen Mun Typhoon Shelter

(DFWC Paper No. 12/2024)

(Written Response from the Marine Department)

5. The Chairman welcomed Mr NG Yiu-lun, Senior Marine Officer/Planning and Development (3), Mr Cory KEUNG, Senior Marine Officer/Harbour Patrol Section (2), Mr CHOW Tung-hing, Marine Officer/Licensing & Port Formalities (3), Mr MA Chi-ping, Marine Officer/Pollution Control Unit (1) (Acting), of the Marine Department (MD); Mr Alvin LAU, Project Coordinator/District 4 of the Civil Engineering and Development Department (CEDD); and Mr LEE Chun-kit, Senior Health Inspector (Cleansing and Pest Control) Tuen Mun and Ms YIP Wing-tung, Health Inspector (Cleansing Special Duty) Tuen Mun 1 of the Food and Environmental Hygiene Department (FEHD) to the meeting, and indicated that the standing representatives from the Drainage Services Department and the Hong Kong Police Force (HKPF) would also participate in the discussion of the item.

6. The Chairman said that the DFWC had decided to continue discussing the matter at its last meeting for in-depth discussion. The written response from the MD was circulated by the Secretariat to Members for their information before the meeting.

7. Members expressed different opinions and enquiries regarding the captioned item, summarised as follows:

- (a) Members said that vessels had berthed or illegally moored on Tuen Mun River, causing refuse and pollution problems, and therefore suggested to install floating barriers in the river to intercept refuse; Members sought clarification on which department was responsible for the installation of floating barriers on Tuen Mun River, enquired whether the MD and relevant departments would agree on the need to install floating barriers to intercept refuse, and enquired the FEHD whether the installation of floating barriers would help clear the river course;
- (b) Members said that although the construction works of the Tuen Mun South Extension had commenced at the riverbank, the vessels still berthed near the construction site and were quite close to the barges, and the river course might be affected by factors such as tides and wind direction, which might pose safety hazards, so Members enquired whether the MD would arrange for the vessels to berth at safer and more suitable locations;
- (c) Members pointed out that boatmen had to walk from one vessel to another or use other more dangerous means to disembark due to the lack of landing space and berths in the typhoon shelter, and said that most of the vessels entering Tuen Mun River were small boats, so they had repeatedly proposed to increase the berthing space for small boats, but the Department responded that there was not enough space for additional fishbone berthing facilities;
- (d) Members enquired whether the Department would provide incentives for vessels to berth outside Tuen Mun River;
- (e) Members pointed out that some Members of the Legislative Council (LegCo) had made enquiries on the captioned item at the LegCo meeting on 29 May this year. The relevant bureau had responded that as Tuen Mun River was not a restricted water area, local vessels could enter or berth at safe and suitable locations on the river. In this connection, according to the Merchant Shipping (Local Vessels) (General) Regulation (Cap. 548F), Shing Mun River was one of the restricted water areas. Members sought explanation from the MD on the reasons why Shing Mun River was designated as a restricted water area, and recommended the Department considering

demarcation of a section of Tuen Mun River as a restricted water area, so as to avoid the increasing number of vessels from affecting the lives of citizens; and

- (f) Members hoped that various government departments would respond more proactively to the problems related to the captioned item and work out solutions.

8. Mr Cory KEUNG and Mr NG Yiu-lun of the MD gave a consolidated response as follows:

- (a) The Department had been concerned about the safety of vessels on Tuen Mun River and had been carrying out regular operations. Between June 2023 and mid-July 2024, a total of 37 inspections were conducted against illegal floating structures. In addition, the works area of the Tuen Mun South Extension had been delineated, and the Department had coordinated with the contractor concerned before the commencement of the works to ensure that the works would not pose safety problems to the vessels and the location of the vessels would not affect the works. The Department would continue to monitor the situation and take appropriate action if it was found that the entry and exit of vessels into and out of the relevant water area was affected;
- (b) If the floating barriers were set up to intercept refuse and improve the environmental hygiene of Tuen Mun River and were coordinated by a bureau or department related to environmental hygiene, the Department would cooperate and provide advice on marine traffic and safety of vessel navigation; and
- (c) Tuen Mun River was not a restricted water area. However, if other government departments intended to designate Tuen Mun River as a restricted water area out of concerns, the Department would consider such proposal.

9. The Chairman enquired the FEHD (i) whether it agreed to the installation of floating barriers or other proposals for disposal of refuse in the river course; (ii) whether it was the department responsible for setting up the floating barriers; and (iii) whether the refuse on the river course would cause impact or hazard to the river course.

10. Mr LEE Chun-kit and Ms YIP Wing-tung of the FEHD gave a consolidated response as follows:

- (a) The Department had no particular views on the suggestion to install floating barriers as they did arrange regular removal of refuse from the river course by contractors;

- (b) The Department did not have the expertise to install floating barriers; and
- (c) As the FEHD was primarily responsible for environmental hygiene, it was not in a position to make professional comments on river course safety issues. When there was refuse on the river course and it affected environmental hygiene, the Department would arrange removal. In addition, the Department would also make appropriate arrangements if it received feedback from the public or if there were other circumstances requiring enhanced clearance.

11. The Chairman summarised the major concerns and views expressed by Members, including (i) the suggestion to install floating barriers to intercept refuse; (ii) the concern about the safety of vessels berthing on Tuen Mun River; and (iii) the suggestion to designate Tuen Mun River as a restricted water area. He said that although the Government had not yet considered the installation of floating barriers, he hoped that the FEHD would step up efforts to clear refuse on the course of Tuen Mun River. In addition, he hoped that the MD would study the feasibility of designating Tuen Mun River as a restricted water area and provide the relevant information to the DFWC in future.

V. Discussion Items

(A) Proposal to Re-plan the Land Use in Tuen Mun for Relocation of Public Cargo Working Area in Area 16 to a More Suitable Location (DFWC Paper No. 17/2024)

12. The Chairman welcomed Miss Carmen CHAN, Chief Assistant Secretary for Transport and Logistics, Mr HAU Chin-lung, Senior Manager (Port), of the Transport and Logistics Bureau (TLB); Mr LEE Kin-fai, Senior Marine Officer/Cargo Handling, Mr Angus WONG, Marine Officer/Cargo Handling (2), of the MD; Mr Evan YUNG, Senior Environmental Protection Officer (Resources Recovery) 1, Mr Roy TSANG, Senior Environmental Protection Officer (Regional West) 1, of the Environmental Protection Department (EPD); Ms Angel NG, Senior Estate Surveyor/Central (District Lands Office, Tuen Mun) (DLO) of the Lands Department; Ms CHEUNG Ling-chi, Senior Town Planner/Tuen Mun 2 of the Planning Department (PlanD); and Mr NG Sui-lun, Chairman of New Territories Cargo Transport Association Limited (Association) to the meeting.

13. The Chairman said that the item had been discussed by the TMDC at its 3rd meeting held on 13 May this year. After discussion, the TMDC Chairman suggested that the item should be referred to the DFWC for follow-up, and the DFWC could consider inviting relevant industry members to attend the meeting.

14. The Chairman then invited the Association's representative to express his views first.

15. Mr NG Sui-lun, Chairman of the Association, said that he represented the Tuen Mun Public Cargo Working Area (PCWA) in attending the meeting. The PCWA had been in operation for more than 40 years since 1970, during which it had moved several times and was relocated to its present location in 1996. With the development of the district, the construction of commercial and residential buildings in the vicinity of the PCWA led to problems such as noise complaints. The main functions of the PCWA were to handle bulk goods, construction materials, recyclable resources and major infrastructure components, etc. It also provided support for projects carried out at the airport and outlying islands. When the cross-border roads were closed during the pandemic, supplies were processed through ports and the PCWA also played an important role. Regarding the complaints of the residents of Regency Bay, the Association had repeatedly consulted the relevant government departments and accepted the relevant improvement proposals. He said that operators had shortened their daily operating hours and adopted various measures as recommended by the departments, including installation of large noise barriers and enhanced training for crew and operators, to minimise noise. The EPD had conducted several noise tests, all of which showed that the noise level did not exceed the limit. He added that the Association was willing to listen to the views of government departments and residents and did not object to the proposal to relocate the PCWA, but hoped that it could be reprovisioned in the local district with the size expanded. At present, the industry was facing a lot of difficulties. Apart from the economic situation and loss of manpower, complaints from residents and inspections by government departments had also caused them great difficulties. According to the Government's study report released in 2014, the Tuen Mun PCWA, as one of the six public cargo working areas in Hong Kong, had preservation value.

16. Members expressed different opinions and enquiries regarding the captioned item, summarised as follows:

- (a) Members expressed gratitude to the Chairman of the Association for his opinion and was of the view that the industry had been positive and proactive in adopting different measures to reduce the impact of noise on the residents; Members recognised the function and contribution of the PCWA, and thanked the Chairman of the Association for his efforts on balancing the operation of the industry and the views of the residents and willingness to accept the reprovisioning proposal;
- (b) Members pointed out that the PCWA had been in operation for nearly 30 years and the Government could consider reviewing its capacity, hardware facilities and the need to keep up with modern logistics facilities from the perspective of long-term

development; Members also pointed out that apart from site selection, the relocation proposal of the PCWA had to go through the internal procedures, consultation and other processes of the Government. Members hoped that the Government, in drawing up the reprovisioning plan, could start from the supporting facilities and consider the long-term development planning of the site, so as to avoid the recurrence of the problems currently faced by the PCWA, which would affect the healthy development of the industry;

- (c) Members hoped that the Government would achieve seamless relocation of the PCWA so as to avoid the loss of manpower and expertise due to the window period of the industry;
- (d) Members pointed out the benefits of reprovisioning the PCWA in the same district, including promoting local employment and improving the traffic conditions at the existing site, and while the Government was studying the planning of Tuen Mun West, Members proposed consideration of the relocation proposal together;
- (e) Members expressed the view that the relocation should not be put off due to the failure to identify a suitable site at present, and suggested early planning and deployment to make more efficient use of coastal land in the long run; and
- (f) Members proposed that the MD should take the lead in identifying suitable relocation sites and devising specific relocation plans, and invite industry representatives to participate in inspections and seek advice from experts so as to identify suitable sites more effectively; Members also proposed to set up a task force to work with the relevant government departments and industry representatives to follow up on the captioned item.

17. Miss Carmen CHAN of the TLB thanked Members for their recognition of the contribution of the PCWA to the local district and the logistics industry, and noted that Members and the Association were in favour of the proposal of reprovisioning the PCWA in the original district; however, there were currently no suitable waterfront sites available for reprovisioning. She went on to say that the coastal sites in northwest Tuen Mun were preferred for local reprovisioning, and factors such as land size, water depth, ocean current, sea level and vessel traffic conditions and the surrounding environment should be taken into account. She also stressed the importance of balancing the interests of the industry and residents, and thanked the Chairman of the Association for adopting different noise mitigation measures for the district. In the long run, the Bureau would continue to keep the situation under review, and if consultation was conducted on the projects of

reclamation at Lung Kwu Tan and area planning of Tuen Mun West, the Bureau would refer the captioned item to the relevant project study teams for consideration. If suitable coastal sites became available in future, it was believed that the Bureau would also support the relocation of the PCWA.

18. Ms CHEUNG Ling-chi of the PlanD said that the search for sites for reprovisioning was subject to a request by the relevant bureaux or departments to the PlanD. Under such premise, the PlanD would coordinate and search for suitable sites for reprovisioning.

19. Ms Angel NG of the DLO said that the DLO was generally responsible for short-term sites while the PlanD was responsible for long-term sites. She pointed out that, as the representative of TLB had said, there was currently no coastal land in the Tuen Mun District suitable for the reprovisioning of the PCWA.

20. Mr LEE Kin-fai of the MD said that in the event of a future development study involving the reprovisioning of the PCWA, the Department would provide views from the perspective of working areas and marine traffic, and reflect Members' views to the relevant study team.

21. Mr Roy TSANG of the EPD said that the Department had been in constant communication with operators and residents to follow up on the noise problem generated by the PCWA. The findings revealed that there was no breach of the Noise Control Ordinance at the PCWA. Nevertheless, the Department had made recommendations on the operation of the PCWA and the operators had taken improvement measures to the extent practicable to ease the noise problem. The Department would continue to monitor the situation and take appropriate follow-up action.

22. The Chairman said that appropriate coordination was required to balance the impact on the residents and the overall operation of the industry. He pointed out that the Government was conducting a study on the reclamation at Lung Kwu Tan and it was a good opportunity to consider inclusion of the reprovisioning of the PCWA in planning. With the development of the district, a large number of buildings had been completed in the vicinity of the existing PCWA, and relocation should be considered in the long run. In addition, Members also proposed to promote the development of tourism and leisure activities in the vicinity of the fish market at Sam Shing Estate, and the location of the existing PCWA was not satisfactory in terms of the overall planning of the district. Besides, the industry also agreed to reprovision the PCWA in the same district. In view of the above situation, he suggested that Members' suggestions should be conveyed to the

TLB in a letter, hoping that the Bureau would consider inclusion of the reprovisioning plan of the PCWA in the scope of the study of the reclamation at Lung Kwu Tan.

23. Miss Carmen CHAN of the TLB pointed out that the Development Bureau (DEVB) was responsible for the reclamation at Lung Kwu Tan.

24. The Vice-Chairman said that LegCo had only approved the feasibility study for the reclamation at Lung Kwu Tan at the end of last year, and he understood that procedures would take time. He suggested that when the DFWC sent a letter to the TLB, it should also send a letter to the DEVB to convey the suggestions of Members. In addition, he hoped that the representative of the TLB would take note of the suggestions of the DFWC and convey them to the DEVB for its consideration.

25. A Member suggested attaching the relevant TMDC documents and minutes to the relevant bureaux so that they could have a more comprehensive understanding of the views of the TMDC. In addition, he considered that the demand for the PCWA should be addressed first, and enquired the MD whether the PCWA had reached full handling capacity. He added that as the number of loading areas in Hong Kong was decreasing, the Government should look for new suitable sites for the use of loading areas when there was demand.

26. A Member agreed to send a letter to the relevant bureaux, but considered that the site selection of the reprovisioning of the PCWA should not be limited to the reclaimed area of Lung Kwu Tan as the reprovisioning of the PCWA in Lung Kwu Tan would aggravate the traffic problems of that area. Any suitable sites in Tuen Mun could be considered.

27. Miss Carmen CHAN of the TLB said that the views of the Members were noted and said that if the study team on the reclamation at Lung Kwu Tan conducted a feasibility study in the future and consulted the TLB or the MD, they would make a proposal to reprovision the PCWA.

28. The Chairman concluded by saying that there was a consensus in the TMDC to support the Government's search for suitable sites for the relocation of the PCWA, and no objection was raised by any government department at the meeting. The DFWC would send a letter to the TLB and the DEVB to convey the suggestions of the Members, hoping that the bureaux would identify suitable sites in northwest Tuen Mun for the local reprovisioning of the PCWA. Secretariat

[Post-meeting note: The above letters to the TLB and the DEVB were sent on 22 August 2024.]

(B) Suggestions for Enhancing Tourist Facilities at Sam Shing and Ancillary Facilities Relating to Marine Economy in Tuen Mun Typhoon Shelter

(DFWC Paper No. 18/2024)

(Written responses from the Transport Department, Leisure and Cultural Services Department and Architectural Services Department)

(Written response from the Water Supplies Department)

29. The Chairman said that the Secretariat had received written responses from the Transport Department (TD), the Leisure and Cultural Services Department (LCSD), the Architectural Services Department (ArchSD) and the Water Supplies Department (WSD) on the captioned paper, and distributed the relevant documents to Members via email for perusal before the meeting.

30. The first proposer of the paper expressed disappointment that no department had responded to the proposals for the development of the typhoon shelter and marine economy. He pointed out that marine tourism and hydrophilic activities around the world had always been popular, and related projects had been launched in the Southern District of Hong Kong, and he believed that the Government and many people in the district noticed the potential value. In this regard, there was a seafood street and fish market at the Tuen Mun Typhoon Shelter. Together with the adjacent fine beaches as well as the ecologically valuable Sha Chau and Lung Kwu Chau Marine Park, there would be great potential for the development of tourism and leisure activities such as fishing if the existing ancillary facilities in the district were connected. He hoped that the Government could make good use of the marine industry in Tuen Mun to promote employment and marine economy in the same district, and implement the concept of “Tourism Is Everywhere in Hong Kong”. He also said that the Government’s installation of self-service fresh water vending machines for vessels at Marina Garden Pier last year was helpful to the maritime industry. However, there were more than 100 outboard open sampans (sampans) in Tuen Mun, which were not benefited due to the lack of access to the typhoon shelter under the relevant maritime legislation. He hoped that the departments would address the problem and install additional facilities.

31. Members expressed different opinions and enquiries regarding the captioned item, summarised as follows:

- (a) Members indicated that he had participated in marine sightseeing activities in the Southern District where many people in the district were willing to make active introduction to visitors, hoping that the Government could further conduct study and

do promotion on the marine economy; Members recommended to make good use of the harbourfront to promote in-depth tours, the “fish drying barge”, sightseeing boats and activities showcasing the characteristics of fishermen’s life, so as to increase the diversity of Hong Kong’s tourist attractions; Members also suggested promoting a maritime tourism culture and enhancing the public’s understanding of the development of the fisheries industry as well as integrating the history and marine economy to enable the public to learn more about the development and economic history of the interaction between land and water industries;

- (b) Members pointed out that a number of items relating to the areas around Sam Shing and Castle Peak Bay had been discussed at previous meetings, including the management of Tuen Mun River, the issue of vessels at the typhoon shelter and economic and ancillary facilities; Members expressed that they had unanimous views on the overall planning direction of the areas around Sam Shing and Castle Peak Bay, and hoped that the TMDO could assist in reflecting their views to the relevant bureaux/departments with a view to implementing the concept of “Tourism Is Everywhere in Hong Kong”;
- (c) Members indicated that residents reflected that the Castle Peak Bay Waterfront Promenade provided beautiful scenery but it was not sufficiently attractive, so Members expressed support for the proposal to add more distinctive shops, and was of the view that they could follow Aberdeen to introduce the traditional culture of Sam Shing and fishermen to tourists; Members also said that the number of parking spaces in Sam Shing could not meet the demand, and it was required to add more parking space; and
- (d) Members indicated that the captioned item involved many parts of the development of the tourism economy, and enquired whether it fell within the responsibility of the Culture, Sports and Tourism Bureau (CSTB) to assist in developing the areas around Sam Shing and Castle Peak Bay into local tourist attractions, and recommended forwarding the paper to the Bureau for consideration and response; Members also said that the development of fisheries, water economy, tourism economy and leisure economy would help promote local employment and boost the economy of the Tuen Mun District, and hoped that various government departments would attach importance to the relevant suggestions.

32. The Chairman asked the relevant departments to respond to the comments made by the Members.

33. In terms of landing facilities, Mr CHOW Tung-hing of the MD said that in 2019, the Department had commissioned the CEDD to conduct an in-depth study of the relevant matters, and in June 2020, after consultation with the then Traffic and Transport Committee and fishermen's associations, it was finally decided to install additional landing facilities near Castle Peak Bay, which were opened to the public (including sampans) in November 2021. In addition, as at 30 June this year, there were 2 881 registered sampans. He said that the sampans were intended to be used only as auxiliary vessels between fish rafts in fish culture zones. Taking into account various factors, including marine traffic safety and risk management in the vicinity of Tuen Mun and the Rambler Channel, the MD did not change the licensing conditions for the operation of sampans.

34. Ms Gladys LAW of the LCSD said that the Government had earmarked funding in the 2017 Policy Address for the development of three sites in Area 27, Tuen Mun as open space, among which the project of proposed facilities for the open space and public car park in Area 27, Tuen Mun (Site A and Site B1) in charge by the TD was supported by the then District Facilities Management Committee in June 2020, including a public car park, a children's playground, a fitness corner and Tai Chi Plaza, a waterfront promenade and landscaped areas. The TD and the LCSD were promoting the projects in accordance with the established procedures for public works projects. She said that if there were any major changes to the land use plan, replanning and consultation of the project might be required.

35. Mr YIU Ka-lap of the WSD said that in 2022, the Department had reviewed the relevant fresh water demand and supply of vessels in the whole territory and in all districts, and it would continue to review the water demand of vessels in Tuen Mun on a regular basis and optimise the water supply services for vessels in a timely manner, including the installation of fresh water vending machines. He added that there was now a 24-hour self-service vending machine in Tuen Mun District. In response to Members' concern about the failure of some vessels to reach the vending machine to purchase fresh water, the Department took note of Members' view and would consider the proposal in the regular review.

36. Ms CHEUNG Ling-chi of the PlanD said that the two sites mentioned in the above discussion were zoned as "Open Space" in the Tuen Mun Outline Zoning Plan. The planning intention for that zone was mainly to provide outdoor open-air public space for active and/or passive recreational uses, while public car parks and shops and services fell under Column 2 uses, which were subject to application to and approval from the Town Planning Board. She added that the PlanD had not yet received the relevant design or

further information, and would provide advice to the relevant departments when the application information was received.

37. The Chairman requested the LCSD to reflect Members' views to the departments concerned and proposed to introduce commercial elements to the project of "Open Space and Public Car Park in Area 27, Tuen Mun (Site A and Site B1)", with a view to promoting the marine economy in the district.

38. Ms Gladys LAW of the LCSD said that she would pass the comments to the TD for information and consideration.

[Post-meeting note: The LCSD indicated that it had reflected the views to the TD on 15 August 2024.]

39. Members expressed a second round of opinions and enquiries regarding the captioned item, summarised as follows:

- (a) Members said that they had made enquiries to the relevant departments, and the LCSD and the CEDD would not be able to commence the passive facilities and cycle track projects if the TD had not completed the car park project; Members pointed out that they had made comments on the planning of the land project on Sam Shing Street, but they were not adopted by the TD; Members said that members of the public had reflected that Tuen Mun had not undergone many changes over the years, suggested that the existing resources should be reviewed and re-allocated, and hoped that the relevant policy bureaux/departments would coordinate to promote the development of Sam Shing so that the public opinions could be conveyed to the decision makers;
- (b) Members said that they did not intend to overturn the planning of the two land slots, pointed out that it was necessary to expedite the construction of car parks, and hoped to add tourism-related elements to the original plan;
- (c) Members considered that although the Promenade had been optimised in recent years, it failed to promote tourism-related functions; Members hoped that more landing spaces would be added along the Promenade to facilitate the development of leisure industries such as fishing and typhoon shelter tourism; Members also said that despite understanding the historical background of sampans, they hoped that the relevant departments would work out solutions to the problem of water supply to sampans;

- (d) Members suggested the Chairman sending a letter to the CSTB, hoping that the Bureau could help promote the tourism development in the vicinity of Sam Shing Estate; and
- (e) Members enquired about the progress and completion time of Sam Shing Estate Podium.

40. Mr WONG Tin-yeung of the TMDO said that Castle Peak Bay Waterfront Promenade was currently managed by the TMDO. Regarding the proposal to set up small specialty shops, the TMDO had conducted on-site inspection and considered that it was necessary to consider the limitations of the use of the Promenade as a breakwater, the suitability of its width, and the nearby supporting facilities, etc., such as building a car park first to alleviate the traffic congestion in the area, and then explore the installation of stalls or other facilities on the Promenade that could promote tourism and the economy. He added that he took note of the Members' views and would continue to study the proposals.

41. In response to the progress of works at Sam Shing Estate Podium, Ms Gladys Law of the LCSD said that the project of "Open Space in Area 27, Tuen Mun (Site B2)" was expected to be completed this year and would be opened to the public after the completion of defect rectification, and the Department would liaise closely with the ArchSD for follow-up action.

42. The Chairman requested the LCSD to check with the ArchSD on the completion time of the supplementary project.

[Post-meeting note: The LCSD provided supplementary information after the meeting, stating the reply from the ArchSD that the project of "Open Space in Area 27, Tuen Mun (Site B2)" would be completed in the fourth quarter of 2024 if everything went well.]

43. The Chairman concluded by requesting the LCSD and the TD to follow up on the latest progress and design details of the project of "Open Space and Public Car Park in Area 27, Tuen Mun (Site A and Site B1)", and requested the WSD to work out solutions to the problem of vessels not being able to enter the Tuen Mun Typhoon Shelter to purchase fresh water. In addition, the DFWC would continue to discuss this item and request the Secretariat to send a letter to the CSTB, inviting the Bureau to send staff to attend the next DFWC meeting to focus on the discussion of the plan for promotion of the tourism development in Sam Shing.

Secretariat

[Post-meeting note: The LCSD provided supplementary information after the meeting. Regarding the latest progress of the project of “Open Space and Public Car Park in Area 27, Tuen Mun (Site A and Site B1)”, the TD said on 15 August 2024 that the ArchSD was reviewing the technical feasibility study completed earlier and proceeding with the conceptual design. Members would be consulted in due course upon completion of the preliminary design. In addition, the Secretariat had also sent a letter to the CSTB on 22 August 2024.]

(C) Enquiry about the Works Progress of the Footbridge Lift near King Wah House of Shan King Estate and the Expected Completion Dates of Other Lifts
(DFWC Paper No. 19/2024)
(Written response from the Highways Department)

44. The Chairman welcomed Mr CHOCK Chi-tung, Senior Engineer 6/Universal Accessibility, and Ms Jenny POON, Engineer 13/Universal Accessibility, of the Highways Department (HyD) to the meeting.

45. The Chairman said that the Secretariat had received a written response from the HyD on the captioned paper and distributed the relevant documents to Members via email for perusal before the meeting.

46. The first proposer of the paper expressed gratitude to the HyD for its detailed written response in which it explained the progress of the NF94 Project and provided the estimated completion date of the lift works in Tuen Mun under the “Universal Accessibility” Projects for Members’ follow-up. The proposer said that as the NF94 Project was more complicated, he hoped that the Department would update Members on the latest progress of the project in the future.

47. Ms Jenny POON of the HyD said that the NF94 Project was originally planned to provide additional lifts and a walkway across Ming Kam Road near Shan King Estate. However, as underground sewers were installed at the proposed construction location which was close to the boundary of the Light Rail, considering the concerns of the relevant stakeholders about the inconvenience and health hazards caused during the construction period, it was considered inappropriate to construct a lift at the original location. In this connection, the Department had optimised the design proposal by proposing to install lifts at the location of the existing footbridge staircase structure, remove part of the staircase and install lifts on the existing slopes so as to increase the distance between the lifts and the boundary of the Light Rail to approximately six metres, and avoid the need to relocate underground facilities (including the aforesaid large underground sewers). In addition to the entrance at the ground level, the lift would have two floor levels connecting Shan King

Estate and the existing footbridge. She added that the Department was conducting a study and evaluations on slope renovation and tree preservation involved in the new proposal, and would introduce to Members in due course after the new proposal was finalised.

48. Members expressed opinions and enquiries regarding the NF94 Project, summarised as follows:

- (a) Members were concerned about the delay in most of the lift works in the district; Members hoped that the Department would communicate with the relevant departments and stakeholders on the new proposal for the NF94 Project as soon as possible, and put forward three proposals, including (i) not affecting the respective existing accesses between Yeung Siu Hang Village and Tsing Shan Tsuen and the Light Rail track during the construction period; (ii) provision of an additional passage connecting the platform and lift outside King Wah House, Shan King Estate, and extending across Ming Kum Road; and (iii) retaining the original ramps and staircase of the footbridge; in addition, Members hoped that the Department would provide regular updates on the progress of the NF94 Project to Members;
- (b) Members indicated that there was a hidden slope at the location of the staircase connecting the footbridge at Shan King Estate at the crossing of the Light Rail Station, which would cause inconvenience to wheelchair users, and Members enquired about the gradient of the slope; in addition, Members enquired whether the corner location of the ground floor level of the lift met the width requirement of not less than 2 500 mm by 2 500 mm for barrier-free facilities; and
- (c) Members enquired whether the lift could reach the ground floor level, Shan King Estate and the footbridge deck.

49. Mr CHOCK Chi-tung and Ms Jenny POON of the HyD gave a consolidated response as follows:

- (a) The NF94 Project had more objective constraints than other lift works. In view of the revised proposal, the Department would engage independent tree specialists to assess the impact of the works on the trees and carry out minor trial pit excavation works to understand the actual alignment of the sewers. The Department would provide Members later with more detailed information on the works for their reference;

- (b) As there was no information on the gradient of the slope of the NF94 Project, the Department would provide supplementary information to the relevant Members later;
- (c) The design of the project would take into account the barrier-free requirements and the Department would provide supplementary information to the relevant Members later; and
- (d) The three floor levels of the proposed project were all barrier-free, of which the floor level connecting Shan King Estate had direct access to the podium of Shan King Estate without the need to use a staircase. The Department would provide clear instructions to ensure that citizens were aware of the arrangements.

[Post-meeting note: The HyD provided supplementary information after the meeting, indicating that due to the environmental constraints and boundaries of the site, the barrier-free access arrangements for the three floor levels would be studied again during the revision of the design proposal.]

50. A Member said that if any lift works in the district could be completed ahead of schedule, the Member hoped that the Department could inform Members and relevant stakeholders as soon as possible. In addition, some evening works would require road closures and generate noise. The Member hoped that the Department could send the information of the relevant works to Members in advance so that they could inform nearby residents as soon as possible.

51. Mr CHOCK Chi-tung of the HyD said that he would discuss with the Secretariat after the meeting the appropriate means of disseminating the relevant information to Members regarding the progress and estimated completion date of the lift works in the Tuen Mun District. For evening works, he would discuss with the relevant responsible officers the appropriate way to inform Members of the arrangements for evening road closures and lifting of lifts.

52. The Chairman suggested the HyD notifying the TMDO of the road closure arrangement and the TMDO would issue notices to TMDC Members. As for the completion date of the lift works, the Department could disseminate the relevant information to TMDC Members through the Secretariat.

(D) Suggestion for Enhancing Gateball Courts in Tuen Mun District

(DFWC Paper No. 20/2024)

(Written Response from the Leisure and Cultural Services Department)

53. The Chairman said that the Secretariat had received a written response from the LCSD on the captioned paper and distributed the relevant documents to Members via email for perusal before the meeting.

54. The first proposer of the paper reflected the views of the responsible person of the Hong Kong, China Gateball Association, that the grass maintenance of the gateball courts in the Tuen Mun District was inadequate and that the practice of the team was affected by the free access of the public to the gateball courts for walks and dog walking. The proposer further said that the quality of grass was very important to the performance of players, enquired about the frequency of grass maintenance works carried out by the LCSD, and hoped that apart from following up on the improvement measures mentioned in the written response, the Department could also maintain the facilities on a regular basis. The proposer said that LegCo had already started to promote gateball many years ago and hoped that the promotion could continue so as to bring happiness to the fans of the sport.

55. Ms Elsa TSENG of the LCSD said that in recognition of the importance of grass maintenance, the Department had arranged for a complete renovation of the grass at Tsing Tin Playground in September this year, and would also carry out chunam formation works to improve the unevenness of the ground. Grassland maintenance was carried out on a regular basis. Usually maintenance such as pruning and irrigation would be done at least once a week. The Department would also arrange major renovations depending on the condition of the grassland, among which the last renovation of the grassland at Tsing Tin Playground was carried out two years ago. In response to Members' suggestion on setting site boundaries, the Department had planned to lay artificial grass around the natural grass on a trial basis with fixed boundaries when the grass maintenance works for the gateball court of Tsing Tin Playground was commenced. If the results were satisfactory, it would be extended to other gateball courts in the district. She said that the Department took note of the requests and views of the gateball court users on the facilities and would continue to maintain communication with the venue users with a view to upgrading and improving the facilities.

56. Another Member reflected the views of the responsible person of the Hong Kong, China Gateball Association that the users of the gateball courts attached great importance to the facilities, pointed out the problems in the maintenance and use of natural grass, and enquired the Department about the feasibility of switching to artificial grass.

57. Ms Elsa TSENG of the LCSD said that the Department took note of the views and would study the suggestion to switch to artificial grass and they would provide further information to the Members concerned when further information became available.

58. The Chairman concluded by saying that he hoped that the LCSD would study and follow up on the content of the paper with a view to improving the facilities as soon as possible; the Department might also consider inviting interested Members to inspect the site to understand the condition of the facilities and grass maintenance.

VI. Item for Information

(A) Report from the Leisure and Cultural Services Department

(i) Report on Utilisation Situation of Tuen Mun Town Hall (DFWC Paper No. 21/2024)

59. Members noted the content of the paper.

60. Members expressed different opinions and enquiries regarding the captioned paper, summarised as follows:

- (a) Members enquired about the number of times the auditorium being hired by schools in June, the groups with priority to hire the auditorium and the cultural activities hall, and the organisations which often used the cultural activities hall; and
- (b) Members said that schools in the district had reported difficulties in successfully applying for hiring of the auditorium and the cultural activities hall, and suggested that priority should be given to the applications of schools in the Tuen Mun District to enhance their success rate in applying for hiring of venues; Members considered that cross-district use of the venues would cause impact to traffic and was not in line with district operation.

61. Ms LEE Wing-yee of the LCSD said that Members would be provided with supplementary information on the hiring of the auditorium by schools in June after the meeting. In addition, according to the existing policy, Tuen Mun Town Hall would give priority to applications from schools for holding the graduation ceremony on designated days and times from mid-June to mid-July, but due to the large number of applications and the corresponding increase in competition among schools, some schools failed to hire a venue. Regarding the application arrangements, the Department had specific criteria for determining the allocation of venues, taking into account the nature of the proposed activities, their artistic value and whether they had the value of promoting arts and culture in the community, the details of which were published on the website of Tuen Mun Town

Hall. For the information of venue user organisations, the Department would notify the organisations concerned in writing of the result of the application after the venue allocation was completed. In addition, the monthly event calendar of Tuen Mun Town Hall would list the public activities held during the month and the information of the relevant organisations, while the information of private hiring activities would not be disclosed.

[Post-meeting note: The LCSD provided supplementary information after the meeting that the auditorium of Tuen Mun Town Hall were hired by schools for more than 70% of the days in June 2024, and among over 230 applications received that month, about 70 applications were submitted by schools.]

**(ii) Report on Utilisation Situation of Public Libraries in Tuen Mun District
(DFWC Paper No. 22/2024)**

62. Members noted the content of the paper.

63. A Member enquired about the utilisation situation and promotion methods of the e-book service.

64. Miss CHEUNG Yuet-ming of the LCSD said that up to December 2023, the 17 e-book collections of public libraries had provided approximately 520 000 e-books and recorded 2.61 million times of utilisation, among which Chinese books and English books accounted for 2.45 million times (94%) and 160 000 times (6%), respectively, and adult books and junior books accounted for approximately 1.98 million times (76%) and 630 000 times (24%) respectively.

[Post-meeting note: The LCSD provided supplementary information after the meeting, saying that apart from regular reader education and publicity, libraries would also step up the promotion of e-book services in library visits and outreach activities, such as the Hong Kong Book Fair and “Library-on-Wheels”.]

**(iii) Report on Management of Recreation, Sports and Passive Facilities in Tuen Mun District
(DFWC Paper No. 23/2024)**

65. Members noted the content of the paper.

66. Members expressed different opinions and enquiries regarding the captioned paper, summarised as follows:

- (a) Members asked if the football and basketball courts located in the factory area were managed by the LCSD and their utilisation situation;
- (b) Members enquired about the utilisation rate and availability of the facilities at the swimming pool;
- (c) Members asked about the reasons for increasing the estimated construction cost of DMW392 from \$29 million to approximately \$44 million, and hoped that the Department would provide the relevant feasibility study report for Members' reference; Members also enquired whether there were other proposed sites for skateboard play area facilities and if there were plans to build other Xtreme game venues in the Tuen Mun District; and
- (d) Members enquired whether the site would be used for the development of other recreational and sports facilities, such as a venue for Xtreme game, after the shelving of DMW392.

67. Ms Elsa TSENG of the LCSD said that after the meeting, she would consult the Members about the exact locations of the football and basketball courts in the factory area and provide supplementary information. Regarding the utilisation rate of swimming pools, the Department did not collect data on the utilisation rate of individual facilities of the swimming pool due to the mobility of users. The statistics would be based on the venue as a whole and the attendance of individuals and groups would be counted separately.

68. Ms Gladys LAW of the LCSD said that as the site of DMW392 was located close to residential areas, a large noise barrier would be required for the construction of the skateboard play area there. In addition, due to the geological conditions of the site, the construction of a noise barrier and recreational facilities such as a skateboard play area on the site would require additional foundation works such as land reinforcement, excavation and support systems, which would increase the construction cost. Having regard to resource constraints and cost-effectiveness, the Department decided to shelve the project and explore other more suitable sites for the establishment of recreation and sports facilities. She also said that the Department was planning for the "Open Space and Public Car Park in Area 17, Tuen Mun" under the Five-Year Plan for Sports and Recreation Facilities, which would include a skateboard play area.

69. Ms Toni LUI of the Home Affairs Department said that the term consultant's findings on the ground investigation indicated that the open space next to the Fu Tei Fire

Station, Tuen Fu Road had loose soil and the construction of facilities such as the proposed skateboard play area and noise barrier on the site would increase the construction cost.

70. The Chairman concluded by saying that he hoped that the LCSD would study the feasibility of using the open space next to the Fu Tei Fire Station, Tuen Fu Road for other development purposes and provide the relevant information at the next DFWC meeting.

[Post-meeting note: The LCSD provided supplementary information after the meeting, showing that the open space had loose soil according to the findings of the ground investigation of DMW392. As the general recreational and open space required foundation works, fences, lamp poles and other facilities, the construction cost would increase due to the problems in the geological condition of the site. Therefore, the open space next to the Fu Tei Fire Station was not suitable for the development of recreational and open space projects.]

(B) Progress Report on Other Government Departments' Works Projects
(DFWC Paper No. 24/2024)

(i) Progress Report by the Drainage Services Department

71. Members noted the content of Annex 1 to the paper.

(ii) Progress Report of Water Main Rehabilitation and Laying Works in Tuen Mun

72. Members noted the content of Annex 2 to the paper.

73. A Member said that the closure of one of the lanes of Tuen Mun Heung Sze Wui Road opposite Tuen Mun Court for waterworks resulted in traffic congestion during peak hours, hoping the Department could improve the traffic situation.

74. Mr YIU Ka-lap of the WSD said that the road section needed to be closed for water main improvement works. The Department would continue to discuss with the HKPF and the TD on optimisation of road closure arrangements and would provide Members with supplementary information after the meeting.

75. The Chairman concluded by saying that he hoped that the WSD would consider, study and follow up on Members' views.

VII. Any Other Business and Date of Next Meeting

76. The Chairman said that the DLO had earlier received complaints about illegal occupation of government land in the area of "Yeuk Mung Yuen" near Ho Fuk Tong

College and Tuen Mun Trail (rainbow railing), alleging unauthorised reclamation of government land and erection of structures. An inspection by the DLO found that the government land in question had been illegally occupied and the DLO would take land control action in accordance with the established procedures.

77. The Chairman continued that as advised by the DLO, according to records, the Working Group on Facilities and Works (Working Group) of the District Facilities Management Committee of the TMDC had discussed at its meeting on 9 March 2017 about the land control action to be taken by the DLO against the structures in the area of “Yeuk Mung Yuen”. After discussion, the Working Group proposed to arrange a site inspection to understand the situation and hoped that the DLO would defer follow-up action pending further discussion of the issue by the Working Group. However, neither the DLO nor the TMDO had any record of subsequent site inspection or further discussions conducted by the Working Group.

78. The Chairman pointed out that the DLO would restart the relevant enforcement action. In light of the suggestions made by the Working Group that year, the DFWC would be consulted again. The Chairman enquired whether Members had any special views on the Office to deal with the illegal occupation of government land at the abovementioned site in accordance with the relevant legislation.

79. A Member hoped that the DLO would provide photographs of the site concerned and said that the rainbow railing was one of the proposed locations for check-in photo spots in the Tuen Mun District and it was suggested that the location should be considered together.

80. Ms Charlene CHANG of the DLO said that Members would be provided with supplementary information through the Secretariat after the meeting for reference.

[Post-meeting note: The supplementary information provided by the DLO was distributed to Members on 29 July 2024.]

81. A Member said the unauthorised works should be handled in compliance with the relevant legislation such as the Buildings Ordinance.

82. The Chairman said that Members held different views and enquired the DLO about the urgency of the enforcement action.

83. Ms Charlene CHANG of the DLO said that the Office had received several complaints this year about illegal occupation of government land in the area of “Yeuk Mung Yuen”, alleging that illegal temporary structures, canopies, ornamental pools, farms and statues, etc. were established, and had requested the DLO and FEHD to clear them up. She said that according to records, the members of the Working Group had reported receipt of requests from members of the public that the structures in the area of “Yeuk Mung Yuen” had become a feature of Tuen Mun Trail, hoped that the DLO would preserve them and suggested that the TMDC considering to construct a sitting-out area there with the district minor works funding.

84. The Chairman concluded by saying that since the Working Group had proposed site inspection but had not followed up, he suggested that a site inspection be arranged by the Secretariat for further discussion. He said that there were many people going there every morning for morning exercise, and it was recommended to handle the matter carefully as there might be repercussions if all the structures were demolished in one go.

[Post-meeting note: The DFWC was originally scheduled to conduct a site inspection on 6 August this year, but due to the adverse weather conditions on the day of the site inspection, the Chairman decided to cancel the site inspection for safety reasons. As directed by the Chairman, the matter would be followed up for discussion at the next DFWC meeting.]

85. There being no other business, the Chairman announced that the meeting closed at 5:04 p.m. The next meeting would be held on 17 September 2024 (Tuesday) at 2:30 p.m.

Tuen Mun District Council Secretariat

Date: August 2024

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