

(Translation)

Minutes of the 16<sup>th</sup> Meeting of Tsuen Wan District Council (1/18-19)

Date: 29 May 2018

Time: 2:30 p.m.

Venue: Main Conference Room, Tsuen Wan District Office

Present:

Mr CHUNG Wai-ping, SBS, MH (Chairman)

Mr WONG Wai-kit (Vice Chairman)

Mr MAN Yu-ming, MH

The Hon TIEN Puk-sun, Michael, BBS, JP

Mr KOO Yeung-pong, MH

Mr NG Hin-lung, Norris

Mr LI Hung-por

Ms LAM Yuen-pun, Phyllis

Ms LAM, Lam Nixie

Mr LAM Faat-kang, MH

The Hon CHAN Han-pan, Ben, JP

Mr CHAN Chun-chung, Jones

Mr CHAN Sung-ip, MH

Mr CHAN Yuen-sum, Sumly

Mr WONG Ka-wa

Mr KOT Siu-yuen

Mr CHOW Ping-tim

Mr CHENG Chit-pun

Mr LO Siu-kit, MH

Mr TAM Hoi-pong

In Attendance:

Miss YIP Kam-ching, Jenny, JP	District Officer (Tsuen Wan), Tsuen Wan District Office
Mr CHOW Chun-hun, Gary	Assistant District Officer (Tsuen Wan), Tsuen Wan District Office
Mr HUEN Yeuk-hon, John	Senior Liaison Officer (1), Tsuen Wan District Office
Ms LEE Lai-kiu, Winnie	Senior Liaison Officer (2), Tsuen Wan District Office
Mr YAU Kwok-keung	District Commander (Tsuen Wan) (Acting), Hong Kong Police Force
Ms TANG Wai-han, Olivia	Police Community Relations Officer (Tsuen Wan), Hong Kong Police Force
Ms MA Sau-ching, Annisa	District Social Welfare Officer (Tsuen Wan/Kwai Tsing), Social Welfare Department

Miss LO Pui-yiu, Sapphire	District Lands Officer (District Lands Office, Tsuen Wan and Kwai Tsing), Lands Department
Mr TSE Hing-chit	Administrative Assistant/Lands (District Lands Office, Tsuen Wan and Kwai Tsing), Lands Department
Ms TSE Che-ching, Maria	Chief Transport Officer/NT South West (Acting), Transport Department
Mrs TANG FUNG Shuk-yin	Chief Manager/Management (Wong Tai Sin, Tsing Yi and Tsuen Wan), Housing Department
Ms KHATTAK Nasreen	District Environmental Hygiene Superintendent (Tsuen Wan), Food and Environmental Hygiene Department
Mr KUAN Man-hou	Chief Health Inspector 2 (Tsuen Wan), Food and Environmental Hygiene Department
Mr WONG Chi-hung	Chief Engineer/West 2, Civil Engineering and Development Department
Ms HO Sau-fan, Fanny	Chief Leisure Manager (New Territories West), Leisure and Cultural Services Department
Mr CHENG Kwok-kuen, Chris	District Leisure Manager (Tsuen Wan), Leisure and Cultural Services Department
Miss LAM Siu-yung, Daisy (Secretary)	Senior Executive Officer (District Council), Tsuen Wan District Office
Mr LAU Shun-tak, Donald	Executive Officer I (District Council), Tsuen Wan District Office

For discussion of item 3:

Ms CHAN Mable, JP	Commissioner for Transport, Transport Department
Ms HO Wai-yin, Irene	Assistant Commissioner/New Territories, Transport Department
Mr KAN Pui-leung	Senior Engineer/Tsuen Wan, Transport Department

For discussion of item 4:

Mr Franklin CHIU	Regional Officer/New Territories West (Acting), Independent Commission Against Corruption
Ms Rita IP	Senior Community Relations Officer, Independent Commission Against Corruption

For discussion of item 6:

Mr TSAN Siu-yan, Sidney	Principal Regulatory Affairs Manager, Office of the Communications Authority
Mr SIN Kwok-kei	Senior Telecommunications Engineer, Office of the Communications Authority



rule of filming that any Member who wished to film should make application to the Chairman in advance and the Member himself or herself was to be filmed only, exclusive of any other persons at the scene notwithstanding the Chairman's approval was granted for such an application. Also, the media workers who entered the Main Conference Room should wear the admission pass showing their identity and register with the staff of the TWDC Secretariat; otherwise filming at the Main Conference Room was not allowed.

II Item 1: Confirmation of Minutes of the 15<sup>th</sup> Meeting held on 27.3.2018

4. The Chairman said that the Secretariat had not received any proposed amendments to the minutes before this meeting. The minutes were confirmed without amendment.

III Item 2: Matters Arising from the Minutes of the Previous Meetings

(A) Paragraphs 26-41 of the Minutes of the Meeting held on 27 March 2018: Extendable Allocation Arrangement for Public Niches

5. The Chairman stated that Members had discussed the above issue at the TWDC meeting held on 27 March 2018. The supplementary information submitted by the Food and Health Bureau (FHB) on 18 April 2018 had been distributed to Members for perusal.

(B) Paragraphs 97-112 of the Minutes of the Meeting held on 27 March 2018: Request to Re-distribute the Catchment Area of Hospital-associated Ambulance Services for Tsing Lung Tau

6. The Chairman stated that Members had discussed the above issue at the TWDC meeting held on 27 March 2018. The supplementary information submitted by the Fire Services Department (FSD) on 23 April 2018 had been distributed to Members for perusal.

IV Item 3: Visit of Commissioner for Transport to Tsuen Wan District Council

7. The Chairman welcomed Ms CHAN Mable, the Commissioner for Transport of the TD to the TWDC to brief Members on the duties of the TD. Other representatives of the TD included:

- (1) Ms HO Wai-yin, Irene, Assistant Commissioner/New Territories;
- (2) Ms TSE Che-ching, Maria, Chief Transport Officer/NT South West (Acting); and
- (3) Mr KAN Pui-leung, Senior Engineer/Tsuen Wan.

(Note: Mr CHAN Yuen-sum, Sumly and Ms LAM Yuen-pun, Phyllis joined the meeting at 2:39 p.m. and 2:45 p.m. respectively.)

8. The Commissioner for Transport and the Assistant Commissioner of the TD briefed Members on the duties of the TD.

9. The Hon TIEN Puk-sun, Michael said that the TWDC was concerned about the automated parking system and hoped that the system would be adopted in Tsuen Wan district. He praised the TD staff of Tsuen Wan district for proactively solving the transport problems of Tsuen Wan. He especially commended Senior Engineer/Tsuen Wan and his colleagues for facilitating the prompt implementation of

the improvement works of Tsuen Wan Multi-storey Carpark Building cum public transport interchange (PTI). He said that the item was proposed to the TWDC in September 2017 and the TD came up with the layout plan two months later. At present, the progress of the works was satisfactory and it was believed that the works would be completed shortly. He and other Members had repeatedly urged the TD to install the additional speed enforcement cameras at Tsing Lung Tau and the TD had indicated at the committee meeting earlier that it would follow up the issue. Since there were illegal road racing incidents near City Point recently, he hoped that the TD would consider installing the speed enforcement cameras at City Point. Moreover, he said that the Kowloon Motor Bus (1933) Limited Company (KMB) was planning to reduce the frequency of over 40 bus routes during non-peak hours without any consultations, including the important routes in Tsuen Wan such as route nos. 30X, 230X, 243M and 234A. He called on the TD to play the gatekeeping role stringently by holding an extensive consultation when considering the application. In addition, he said that the works of Footbridge E would start only after six years in 2024 and hoped that the works would commence as soon as possible. He said that the pedestrian green time of the traffic lights at Wing Tak Street was so short that the pedestrians did not have enough time to cross the road. He hoped that the TD would draw reference from the smart traffic lights being tried out in Kwun Tong district and install such traffic lights at Wing Tak Street. He pointed out that minibuses departing from Tsing Lung Tau were often fully loaded when arriving at Phase 4 of Sea Crest Villa and the frequencies of bus route nos. 234A and 234B were too low. The residents had experienced a great difficulty in going to Tsuen Wan MTR Station in the morning. He hoped that the TD would help address this problem. He added that currently, there were four special departures for route no. A31P travelling via Tsing Lung Tau and he hoped that Tsing Lung Tau would be made a regular stop for the route in future.

10. Ms LAM, Lam Nixie said that with a growing population in Tsuen Wan West, an absolute reliance on the bus or other modes of transport might not be able to meet passengers' demand. In light of this, she had proposed an agenda item earlier to request the re-opening of the ferry route from Tsuen Wan Ferry Pier to Central Pier, but the proposal was not given due consideration. She urged the TD to re-consider the proposal when there was a further increase in the population of Tsuen Wan West. She had sought to widen Tsuen Wan Road for years and was glad to hear about the road improvement works at Tsuen Wan Road and the new flyover to connect the unfinished flyover with Texaco Road proposed by the TD. She added that there were many old areas in Tsuen Wan which could hardly be changed at this moment. She thanked the TD staff for bringing about changes in Tsuen Wan district by making continued efforts. City Point was within her constituency area and she was concerned about the new automated parking system. She hoped that the TD would provide more details of the system. In addition, she strongly disapproved of the KMB's action of deliberately bypassing the TWDC and submitting the paper about frequency reduction directly to the TD. She strongly requested the KMB to submit the proposal to the TWDC for discussion, or she would object to every proposal for frequency reduction put forward by the KMB. Furthermore, she said that the products procured by the Government would usually become updated by the time they were actually put into use. She urged the TD to consider installing the speed enforcement cameras according to the concept of a smart city as mentioned in the

Policy Address and to cooperate with the Innovation and Technology Bureau to avoid wasting public funds on obsolete products. She pointed out that the residents of City Point keenly looked forward to the construction of Footbridge E. She also keenly looked forward to the early implementation of the works on the covered walkway from Belvedere Garden to Tsuen Wan West MTR Station and hoped that the departments concerned would provide the relevant information to Members.

11. Mr LI Hung-por said that some development items introduced by the TD were related to his constituency area. He thanked the TD for its supportive measures. He said the MTR Corporation Limited (MTRCL) announced the other day that it would increase fares although it had recorded a surplus of \$15.8 billion. Notwithstanding the small concessions to be offered by the MTRCL, he still had reservations about the fare increase. He added that one of the MTRCL's concessions was minibuss interchange concessions. The fare reduction was \$0.30 for every trip, which was insignificant against a huge surplus. He suggested that the interchange concession should be extended to all bus routes to benefit more members of the public. He hoped that the TD would convey the request to the MTRCL and ask the MTRCL to give a positive response.

12. Mr LAM Faat-kang stated that there was a shortage of parking spaces in Tsuen Wan district and the traffic problem had reached the bursting point. The TWDC had suggested that the TD should study the viability of building a car park at Sha Tsui Road Playground. He had submitted a consultation paper to seek the public's opinions on the suggestion in his capacity as the Chairman of the Community Building, Planning and Development Committee. The results showed that half of the respondents were concerned about the use of Sha Tsui Road Playground. Hence, he urged the TD to pay attention to the use of Sha Tsui Road Playground when it started the relevant study. Furthermore, he thanked the TD for proactively studying the plan of providing a two-storey underground car park at the former Tsuen Wan Magistrates' Courts. He opined that the study should be carried out carefully because the demand for parking spaces would increase after the intake of residents of the buildings near Tsuen Wan West MTR Station. A two-storey car park might not be able to meet the demand. He asked if the car park could be enlarged from two storeys to four storeys. He pointed out that Members had earlier proposed the improvement measures at Route Twisk and he received the TD's consultation paper about the improvement measures at Route Twisk on the same day. He thanked the TD for proactively following up the works projects conducted in Tsuen Wan district.

13. Mr CHAN Yuen-sum, Sumly said that there were many new high-rise buildings on Kwok Shui Road and escalators and lifts would be retrofitted at exit B of Tai Wo Hau MTR Station. At present, the residents mainly reached exit A of Tai Wo Hau MTR Station to take the MTR trains. However, there was no facility for residents' accessibility and it had caused much inconvenience to the elderly and pregnant women. He urged the TD to address the needs of the local community instead of providing the facilities only when the critical mass of pedestrians was reached. Furthermore, although Kwok Shui Road was already connected with Castle Peak Road and Tai Wo Hau by a footbridge and a subway, those crossing facilities were not conveniently located. Many members of the public chose to cross Castle Peak Road directly, which had caused accidents. Hence, he hoped that the TD would

consider providing crossing facilities such as footbridges and subways at Kwok Shui Road to benefit the general public. In addition, he was concerned about the poor accessibility from Lei Muk Shue Estate, Shek Wai Kok Estate, Cheung Shan Estate, and the village houses and private housing estates near Kwok Shui Road to the airport. Although there were concessionary fares at present, passengers had to change to take different means of transport several times with their bulky luggages in order to go to the airport. He hoped that at least one airport bus route with stops at different public housing estates and village houses would be provided as soon as possible, or airport buses departing from other districts such as Shatin should be diverted to Wo Yi Hop Road for the convenience of residents who wanted to go to the airport. He added that there was a serious shortage of parking spaces in the district. Many residents of village houses near Kwok Shui Road and newly built high-rise buildings possessed private cars, which had exacerbated the shortage problem. Some warehouses and factories in that area would be converted into private buildings in future. The shortage of parking spaces would be even more worrisome. He urged the TD to seek solutions to the problem more seriously.

14. Mr CHOW Ping-tim was glad to know that the TD had made progress in the issues which had been followed up by the TWDC for a long period of time, but he considered that it was not appropriate for the TD to carry out the study and design of Footbridges C and E together. He pointed out that Footbridge C had been discussed for a long period of time and there was opposition to it. It was unknown whether alternative proposals would be given. On the other hand, Footbridge E was less controversial and the works should be able to commence shortly. It would take too much time if the works could only start in 2024 and complete in 2027. Moreover, the TD's supervision of green minibus (GMB) was not strict enough. The application mechanism of fare increase was too simple, which could not motivate the GMB operators to improve their services. It was also not one of the licensing requirements that the operators had to replace GMBs within a certain period of time. The GMB operators would not take the initiative to wash their GMBs, which had given rise to complaints against the poor condition and hygiene of GMBs. He hoped that the TD would find solutions to the problem, for example, setting up of an advisory committee on GMB industry to be made up of district councillors or members of the public to monitor the industry. In addition, he echoed other Members' dissatisfaction at the KMB's reduction of frequency of some routes at non-peak hours, such as route no. 238X plying between Riviera Gardens and China Ferry Terminal. He urged the KMB to conduct consultations before implementing the proposal; otherwise there would be a huge impact on the public. He opined that the policy of forbidding entry by vehicles exceeding 11 metres in length into Wing Tak Street was undesirable. He had conveyed his opinion to the TD. The engineers of the TD said that they would study the issue, but the Highways Department (HyD) and Lands Department (LandsD) still had not released the land. He hoped that the Commissioner for Transport would help follow up the issue to allow entry by vehicles exceeding 11 metres in length into Wing Tak Street to alleviate the traffic load in the district.

15. Mr TAM Hoi-pong said he hoped that the Government would include Ma Wan residents' bus in the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities as soon as possible. He added that many offices in the Central core district had been relocated to Taikoo Place or Quarry

Bay. With an increasingly large number of people working in Hong Kong East, he hoped that the KMB or the Citybus Limited would provide more direct bus services from Tsuen Wan to the Hong Kong Island in the morning and evening peak hours. Moreover, he pointed out that the TWDC had discussed the construction of an underground car park at Sha Tsui Road Playground and opined that the cut-and-cover method should not be used. It would be acceptable if the TD could identify methods that would not affect the operation of Sha Tsui Road Playground. He considered that the proposal on construction of a car park underneath the former Tsuen Wan Magistrates' Courts was feasible. The footbridge network in Tsuen Wan district was highly acclaimed on the Internet recently but the footbridge network in Yuen Long district was undesirable. He advised that the cost and alignment should be considered in the continuous development of the Tsuen Wan footbridge network. He did not mean to object to the development of footbridge network, but there were pros and cons of a footbridge network. On one hand, it was close to residential buildings. On the other hand, the temperature of the areas covered by the footbridge would become higher, especially in summer. Furthermore, he pointed out that the Ma Wan ferry services had suffered permanent loss. The prospect of the ferry business was uncertain. Noting that the TD was carrying out a study of subsidising the ferry services, he hoped that the study would be completed as soon as possible, so that the regular and emergency transport service of Ma Wan could sustain. He further pointed out that there was only one access to Ma Wan by land transport, but there were often traffic accidents on Tsing Ma Bridge. In case of emergencies, ferry service was the only possible means of transport. Hence, he urged the TD to monitor the ferry services of Ma Wan more closely.

16. Mr CHENG Chit-pun said he and other Members had submitted an agenda item about the improvement works at Tsuen Wan Multi-storey Carpark Building cum PTI in September 2017. He praised the TD for carrying out the works promptly and hoped that the TD would expedite the progress to try to complete the works before the rainy season for the convenience of residents. Moreover, he and other Members had submitted an agenda item about the automated parking system in November 2017. He was glad that the TD had responded positively by planning a trial scheme in Tsuen Wan district. He pointed out that the TWDC had discussed the shortage of parking spaces in Tsuen Wan district for a long time and therefore welcomed the TD's plan to provide more parking spaces in the district. He had submitted an agenda item about the installation of speed enforcement cameras at Castle Peak Road in March 2018. The HKPF did not indicate objection and it all depended on whether the TD would accept the proposal. He hoped that the TD would take forward the project as soon as possible. Furthermore, he noted that the TD would only increase the frequency of bus routes in the district, such as nos. 234B, 261B and 962E in the following year. However, passengers were unable to get on the bus either because there were no seats available or because the buses were fully loaded during peak hours every day. He considered that it was necessary to increase the frequency at once. He further pointed out that many Members were dissatisfied about the KMB's plan to reduce the frequency of buses in the district without consultation. He also objected to the KMB's decision, especially the frequency reduction of bus route no. 234A in his constituency area. He opined that even if the KMB decided to reduce the frequency by going through the relevant mechanism, it should seek views from the TWDC or Members of the constituency areas concerned in advance.

17. Mr CHAN Chun-chung, Jones thanked the TD for its concern about Tsuen Wan district. He pointed out that the TD had progressively provided seats and bus arrival enquiry systems at many bus stops. He enquired about the TD's criteria of selecting bus stops for provision of the facilities, and whether it was possible to accord priority to bus stops at remote areas or bus stops where waiting time for buses was longer to benefit the elderly. He said that the transport arrangements at Lo Wai Road during the Ching Ming Festival and Chung Yeung Festival were satisfactory and hoped that the TD would continue to implement the said arrangements. The KMB provided more special departures of route nos. 32S and 32P during the Ching Ming Festival and Chung Yeung Festival, but there was no bus stop in Shek Wai Kok Estate. Since it was quite difficult to go to the Yuen Yuen Institute during the Ching Ming Festival and Chung Yeung Festival, some residents wished to get on and off the bus in Shek Wai Kok Estate. Hence, he hoped that the TD would consider providing bus stops in Shek Wai Kok Estate. Moreover, he fully supported all proposals on provision of more parking spaces in Tsuen Wan district, including the underground car park at Sha Tsui Road Playground and the parking spaces at the future community complex of the Social Welfare Department (SWD). He enquired the TD about the ways to increase parking spaces and suggested adopting intelligent technologies such as automated systems to increase parking spaces. He was a district councillor of the Cheung Shek constituency area. Cheung Shan Estate was quite far away from Tsuen Wan town centre. Although there were not many residents in the estate, there were quite a large number of elderly persons. He hoped that the bus service would cater for their needs.

18. Mr WONG Ka-wa thanked the TD staff for maintaining close communication with TWDC Members. He said that while the railway was the backbone of the public transport network, there were no railway stations in Lei Muk Shue Estate which was mainly accessible by bus. In light of this, he hoped that the lost trip problem of route no. 36 would be alleviated. Although he was a district councillor of Tsuen Wan district, the traffic issues of his constituency area in Lei Muk Shue West and Lei Muk Shue East were within the purview of staff of TD's Kwai Tsing Office. Hence, he hoped that the liaison with them would be further enhanced. Besides, as traffic accidents often happened at Wo Yi Hop Road, he hoped that an additional signal-controlled crossing would be provided at that road. The issue had been discussed for over two years. Although the TD did not indicate objection during discussion, no progress had been made to date. He hoped that the TD would provide the facilities earlier. Moreover, he requested to make bus route no. 40P a whole-day service. He pointed out that the residents of Lei Muk Shue usually took the bus to go to Tsuen Wan town centre and there were four bus routes going to Tsuen Wan town centre via Wo Yi Hop Road. He hoped that the sectional fares of those routes would be put on a par with that of route no. 36, so that the residents would not choose to take certain routes only. He further pointed out that although the journey of hospital route no. 32H was already quite long, he wished to extend the route to Lei Muk Shue if the route was not operating at full capacity. Furthermore, he noted that the TD intended to build a temporary car park at the land in Yau Ma Hom which had already been surrendered by the MTRCL. He gave his support but urged the TD to consider providing automated parking system for private cars to increase the number of parking spaces, in addition to providing parking spaces for coaches and dump trucks.

19. Mr NG Hin-lung, Norris said that there was quite a number of population in his constituency area, with a total of around 40 000 people in Tsing Lung Tau and Sham Tseng. The new population from Tuen Mun East was not included yet. These areas were not served by the railway and residents primarily relied on the bus. However, the development of bus services could not catch up with the population growth. He hoped that the TD would consider his proposals about bus services. First of all, with the continued shift of commercial districts to Kowloon East, he suggested enhancing the bus service to the region, for example, an express route no. 261C travelling from Tuen Mun to Kowloon East via Sham Tseng. Moreover, he suggested extending the service hours of route no. 261B to Mong Kok and Tsim Sha Tsui to meet passengers' demand. He requested to extend route no. 234B via Tsing Lung Tau to Tuen Mun Road Bus Interchange and provide an interchange concession for the opposite direction in order to make Tuen Mun Road Bus Interchange an effective interchange stop. He also suggested that all buses of route no. A31P should be diverted to Tsing Lung Tau as soon as possible. He pointed out that the bus company also intended to do so but was restricted by the TD's policies. He said that Tsing Lung Tau was the gateway to the urban areas from the New Territories West. If the population of Hung Shui Kiu or Tuen Mun continued to grow, the best permanent solution to the traffic problem in the district was to build railways. Hence, he looked forward to the early development of a Tuen Mun – Tsuen Wan – Shatin line to link up the New Territories East and West. He added that a number of housing estates in the district such as Sea Crest Villa and Anglers' Bay were located on the hillside. A lift system with about eight storeys was needed to connect those housing estates with Castle Peak Road. He noted that the TD was conducting a study to implement the Hillside Escalator Links, but he found that it would take too long because the study just commenced in late 2017 but would last over 30 months. On top of that, the scheme concerned had been implemented for 10 years but the proposal on construction of a lift still failed to materialise. He hoped that the TD would expedite the implementation of the scheme to help address residents' needs. Moreover, the footbridge at Hong Kong Garden was included in the Universal Accessibility Programme and ranked fourth. Unfortunately, the funds from the Government could only cover the cost of the works of three footbridges in the district. He hoped that the Government would allocate more resources, so that the remaining projects could be implemented earlier to provide barrier-free access for the general public.

20. Ms LAM Yuen-pun, Phyllis was glad to know that the TD had come up with certain proposals to tackle the parking problem in Tsuen Wan district. She pointed out that there were no visitors' parking spaces in Allway Gardens and the public housing estates near Hong Kong Adventist Hospital. There were only two lanes but were often blocked by illegally parked vehicles. Sometimes buses were even unable to pass through. At present, the illegal parking problem could only be tackled through issuing penalty tickets by the Police. To avoid wasting resources, she hoped that the TD would study the provision of metered parking spaces near Hong Kong Adventist Hospital, the Church of the Annunciation and Allway Gardens. She said that there were at least three illegal road racings at Route Twisk every week. Not only did it cause the noise nuisance, but also gave rise to traffic accidents. Members had discussed the problem for years and had suggested that the TD should install the

speed enforcement cameras, but these cameras were not installed because of technical problems. With advancements in technological development, she hoped that the TD would install the speed enforcement cameras as soon as possible in order to solve the illegal road racing problem. Besides, she was extremely dissatisfied with the KMB's plan to reduce the frequencies of 40 bus routes. She pointed out that the KMB did not only reduce the frequencies during non-peak hours, but also the three trips of route no. 230X between peak hours 7:40 a.m. and 8:10 a.m. for carrying people to work. She found it very unreasonable and the TWDC had not been consulted either. She had conducted a survey on the passenger volume recently. She opined that if the carrying capacity of the bus had reached 65% to 90%, the frequency of the route should not be reduced. In addition, there were no express routes travelling from Allway Gardens to the stations of the West Rail Line (WRL). The frequencies of the current bus routes were very low. The routes were so circuitous that the bus travelled around the whole Tsuen Wan district. The whole journey, including the waiting time, took around an hour. Hence, she urged the early provision of an express route from Allway Gardens to the stations of the WRL.

(Note: The Hon CHAN Han-pan, Ben joined the meeting at 3:26 p.m.)

21. Mr LO Siu-kit said he was the Chairman of the Traffic and Transport Committee (TTC) and often had to liaise with the TD staff. He noted that they had studied many effective methods and proposals, for example, arranging for buses to travel to Lo Wai Road during the Ching Ming Festival and Chung Yeung Festival to benefit the general public. He thanked the TD for providing assistance. He added that there were many problems with the improvement works of Tsuen Wan Multi-storey Carpark Building cum PTI when he discussed with the works section. All the problems were solved after further discussions and he looked forward to the re-opening of the PTI in June 2018. He noted that the TD wished to take forward the "Walk in HK", but he opined that the TD should flexibly handle the 500-metre walkable distance. For example, the representative of the TD had just mentioned the covered walkway from Tsuen Wan West MTR Station to Hoi Hing Road, which was a project initiated by the Government of the last term. The project was only half completed to date. Back then, it was hoped that the covered walkway would connect with Belvedere Garden or even extend to Riviera Gardens. However, the TD stated that covers would not be provided for walkways within 500 metres. As a matter of fact, everyone preferred walkways with covers. Hence, he hoped that the TD would cancel the restriction. Besides, the HyD currently took up the widening of Tsuen Wan Road. The TTC had also set up a working group to discuss the matter, but the works were mainly the patchy fix and could hardly be carried out for the two roundabouts. Between late 2018 and 2019, there were intakes of residents of four large-scale housing estates. He hoped that the TD would provide more information for the HyD for formulation of feasible plans within a short period of time. He noted that the TD would create an additional exit for the unfinished bridge at Texaco Road. He and other Members had been discussing the location of the exit with Kwai Tsing district. As in fact many vehicles had to leave the roundabout at that location to head for the airport, he hoped that the issue would be dealt with shortly. In addition, he opined that there were not enough parking spaces in the district and that the use of metered parking spaces for business purpose was inappropriate. He hoped that the TD would come up with solutions.

22. Mr MAN Yu-ming supported the proposal on construction of a car park at the site of the former Tsuen Wan Magistrates' Courts to deal with the parking problem in Tsuen Wan district. He hoped that the TD would draw reference from the designs of car parks in neighbouring regions to build modern car parks and fully utilise the space. It had been discussed earlier at the one of the committees of the TWDC that the new routing of bus route no. 936 from Shek Wai Kok to Causeway Bay would be given a trial run. There were two departures of the route in the morning. The first departure was scheduled at 7:20 a.m. and the second departure at 8:00 a.m. The interval between the two departures was too long. He thought that if passengers taking the departure at 8:00 a.m. were unfortunately caught in congestion, they would be late for work. Hence, he suggested shortening the interval for the convenience of passengers who took the cross-harbour bus routes to go to school or go to work and hoped that the TD would consider adjusting the time. Moreover, route no. 49X travelling from Tsing Yi to Shatin did not stop at Shek Wai Kok Estate. However, many residents of Shek Wai Kok Estate hoped that the bus would make a detour to Shek Wai Kok Estate and skip Cheung Pei Shan Road for the return trip. Although this would slightly extend the journey as there would be two additional bus stops and an additional traffic light, the time required for bus interchange would be shortened and crowdedness would be eased. He urged the TD to consider the proposal.

23. Mr CHAN Sung-ip was concerned about the problem of transport facilities arising from the future developments of Ma Wan and Siu Ho Wan in North Lantau. He opined that in the long-term planning, increasing the number of buses to meet the demand from the growing population would lead to traffic congestion. Hence, he hoped that the TD and MTRCL would consider the creation of an additional station of the Tung Chung Line at Ma Wan to relieve road congestion.

24. The Hon CHAN Han-pan, Ben stated that Tsuen Wan was the converging point for public transport in the New Territories West. In the development of the Northwest New Territories, there was no significant population growth in Tsuen Wan. However, Tsuen Wan was overloaded by the pressure from the local traffic to urban areas and that from the traffic of other districts in the New Territories and urban areas. The impact was not to be taken lightly. He noted that the Government was continuously planning for the population in the Northwest New Territories, but the current design of road networks virtually could neither support the growth nor catch up with the changes. Hence, he had time and again requested the Government to conduct the fourth Comprehensive Transport Study to provide more scientific data about population growth and transport development with the aim of reducing the citizens' pressure of life. He had also time and again requested the Transport and Housing Bureau (THB) to increase the supply of parking spaces and to review the Hong Kong Planning Standards and Guidelines (HKPSG). Although the relevant motion was passed by the Legislative Council (LegCo) in 2016, the Government still had not given a positive response to the unduly stringent parking standards or amended the requirements under the HKPSG in 2018. He pointed out that the Government or the departments concerned simply replied that they would identify sites to increase the supply of parking spaces, but the crux of the problem was the too tight restrictions on the supply of parking spaces as stipulated in the HKPSG. For example, there were three MTR stations in Tsuen Wan district and the parking spaces

should not be fully provided in all the newly built premises. He opined that such a requirement for Tsuen Wan was very unreasonable. Hence, he would propose the construction of multi-storey car parks with automated parking system in Tsuen Wan under agenda item 11 in order to make up for the inadequacy of parking spaces. He further pointed out that the main reason for the severe shortage of parking spaces in Tsuen Wan district was the lack of replacement parking spaces at other locations in Tsuen Wan subsequent to the demolition of the multi-storey car park at the then Tsuen Wan Pier and disposal of the land by the Government. When the residential projects along the Tsuen Wan Line were completed, the problem of severe shortage of parking spaces at the locations in question emerged because only 100-odd parking spaces would be provided in the residential property development with several thousand flats. He urged the TD to study the future development of Tsuen Wan in depth and the issue of widening Tsuen Wan Road.

25. Mr KOO Yeung-pong said that he was the Convenor of the Working Group on Tsuen Wan Footbridge Network and was glad to know that the TD had a works schedule for the footbridge network in place. Footbridge D was under construction in the district. Although there were minor disputes over Footbridges C and E, it still took too long to complete the works in 2027. He hoped that the works would be completed earlier. He pointed out that the properties along the coast would be completed one after the other next year and there would be over 10 000 residents. He opined that the TD's principle on mass transportation as the backbone was very good. However, many trains were already fully loaded in Tuen Mun and Yuen Long, not to mention the status after the intake of residents of these properties. The residents could hardly get on the MTR trains at Tsuen Wan West Station. He opined that even if the number of train compartments was increased, the problem still could not be solved. He further pointed out that the residents mainly worked on Hong Kong Island and in Tsim Sha Tsui and they hoped that more bus routes would pass via the bus terminus of the WRL. He hoped that the TD would consider the proposal. In addition, the GMB route no. 301 in his constituency area did not have many passengers. Some people working at Hoi Shing Road said that there were many large-scale industrial and commercial buildings near Cable TV Tower. Members of the public needed to take public transport to make commute to work and home. Apart from some company coaches for carriage of their employees, no GMB travelled along Hoi Shing Road. He requested the TD to consider extending the GMB route no. 301 to Hoi Shing Road and its vicinity. It did not only increase the passenger volume of the route, but also helped solve the commuting problem of people working there.

26. The Vice Chairman stated that the staff of TD's Tsuen Wan Office had maintained liaison with Members effectively, which was vital to the TWDC. He hoped that the practice would persist. He added that since the widening works of Tsuen Wan Road or Tsuen Wan Bypass were shelved in 2013, no progress had been made to date and it seemed there was no chance that the project would commence. The HyD was merely carrying out the consultancy studies to repair the two roundabouts, but the condition was unsatisfactory. He noted that with the continuous increase in the population of Tsuen Wan district, the pressure on transport services had increased considerably. According to the HyD, the widening works would not commence until 2027. He opined that the widening works, which was the most

urgent road infrastructure works in Tsuen Wan, should be re-activated. If the widening works was not conducted, the problem about retrofitting noise barriers for newly built housing estates in Tsuen Wan could not be solved. In addition, he thanked the TD for its efforts in implementing the automated parking system and increasing parking spaces for Tsuen Wan district. He enquired when the plan of development of automated parking system would commence and when the system was available for users. There were quite a number of new buildings in Tsuen Wan district. Many of the bus routes from Tsuen Wan to Tsuen Wan West were quite circuitous that some of them would head to Tsuen Wan MTR Station first and then Tsuen Wan West MTR Station, which did not fulfil the policy objective of using the railway as the backbone of public transport network. He opined that adjusting the routeings of buses and GMBs could further enhance the role of Tsuen Wan West MTR Station as a centre of mass transportation. He added that Members were under much pressure from residents due to the KMB's decision to reduce bus frequencies. Even if Members understood that the KMB made the adjustments through the mechanism, they were not given any information and therefore were unable to respond to residents' enquiries. He hoped that the TD would provide more relevant information for Members. Moreover, the TWDC had discussed the problem of bike-sharing service for many times. He opined that regulations should be imposed on the service. The operators placed the bikes at the sites identified by the Government and ran business, which would easily lead to various problems such as street obstruction, maintenance of bikes, safety concerns and nuisance to the public. He urged the TD to consider Members' views.

27. The Commissioner for Transport responded as follows:

- (1) the TD shared Members' views on the role of Tsuen Wan district in the transport network and agreed that in Tsuen Wan district, not only did the local transport needs and demand for transport links to urban areas should be met, but many trunk roads heading to the New Territories and the Airport also passed through the district. Moreover, apart from the road-based transport, the main MTR lines including Tsuen Wan Line and West Rail Line passed through Tsuen Wan district. There were also PTIs in the district. In light of the said characteristics of Tsuen Wan district, the Transport Officers and Engineers of the TD would consider fine-tuning the transport network in Tsuen Wan district by adopting the principle of public transport of railway as the backbone and other modes of public transport as complement;
- (2) when formulating the annual Route Planning Programmes, the TD would carefully analyse and consolidate the views of the bus companies and aspirations of the residents in the district. The TD had already recorded Members' views on increasing the frequency of some bus routes, more en route locations and provision of additional routes plying between Kowloon East and Hong Kong Island East. The TD would continue to follow up on these views;
- (3) recently, there were a lot of discussions and concerns on the bus services in our society, including the bus safety and manpower arrangement. Currently, the bus companies encountered great difficulties in recruiting sufficient bus drivers. On seeking to balance the working environment and rest times of bus drivers, the direction of further enhancement of the

service by the bus companies would be affected in the long run. Hence, when considering Members' views on enhancing the frequency of bus services, the TD hoped that it would gain understanding and support from DC Members, colleagues in various districts and members of the public in future, with a view to enhancing the bus service on one hand and scrutinised and adjusted some services as well as alleviating the respective demand on the other;

- (4) the TD understood that communication was crucial to the modification or adjustment of the frequency of the public transport. The TD would explore other services for making adjustment upon the provision of additional services at Tsuen Wan MTR Station and Tsuen Wan West MTR Station in future, in order to address the practical long-term problems which might emerge in future;
- (5) the TD was duty-bound to review the adjustment proposal of bus companies and duly undertook the gate-keeping role as a regulator. Moreover, the TD understood that Members needed to face members of the public in the constituency areas every day. Hence, the TD wished to maintain the cooperation partnership with Members. The TD also reminded its staff of the importance of communication and would firstly conduct a consultation through the TWDC on adjusting services permitted under the mechanism as mentioned by Members, with a view to implementing the services upon adjustments smoothly;
- (6) regarding Members' aspiration for strengthened monitoring on minibuses and enhanced ferry services, the TD would propose the creation of a post of Chief Transport Officer at the meeting of the Establishment Subcommittee of the LegCo on this day, which was dedicated for coordination and planning of the study, way forward and regulatory control on minibus and ferry services for improvement of the services;
- (7) the LegCo Members strived for the implementation of the Public Transport Fare Subsidy Scheme (the Subsidy Scheme) and the Finance Committee endorsed the incorporation of red minibuses and residents' buses into the Subsidy Scheme. The TD needed to carry out many tasks after the policy concerned was implemented, including contacting the relevant operators, providing them with assistance and encouraging them to join the Subsidy Scheme;
- (8) the overall age of minibuses was lowered to about ten years upon the introduction of 19-seat public minibuses. The TD would also enhance the regulatory control on the operation of minibus services and handle the problem of hygiene and quality of minibuses;
- (9) the TD noted that the TWDC was concerned about the installation of arrival information display panels and seats at bus stops, which was self-financed by the bus companies in the past. As the Government was well aware that these were very important facilities, it enhanced the incentive by providing 1:1 subsidy for the bus companies. It was hoped that the facilities would be installed as soon as possible. The TD believed that the bus companies would accord priority to catering for the needs of elder people. However, the bus companies also needed to objectively consider whether the physical environment of the bus stop was fit for installation of the seats or display panels without causing

obstruction to the passengers waiting for buses and the pedestrians crossing the road. The TD would make every effort to overcome the practical and technical problems;

- (10) the Chief Executive put forth the blueprint of “smart mobility” and “smart city” in 2017. The “smart mobility” relating to transport was the top priority. In this connection, the TD was of the view that the parking problem could be resolved by using technology through a multi-pronged approach. Currently, the TD had selected and incorporated a parking area at the junction of Wing Shun Street and Texaco Road, Tsuen Wan into the study of automated parking system which was launched in 2018. The TD would endeavour to compress the cost of the study within three months as far as practicable. The TD had also confirmed six sites and attempted to provide different automated parking system for each site. The junction of Wing Shun Street and Texaco Road, Tsuen Wan was one of the six selected sites across the territory. The TD would adopt the horizontal movement system at the site which was sizable with a footbridge nearby. The vehicles would be piled up on rack and then moved into the parking spaces by a device which operated in a way similar to a lift under the intelligent system. The TD had already held several meetings with the Electrical and Mechanical Services Department (EMSD) to discuss the relevant details;
- (11) as it took time to prepare the scheme of automated parking system through engagement of a private contractor under a short-term contract, the TD determined to take up the management of the scheme and carry out the tender exercise. The TD would learn more about the practical operation, financial arrangement and relevant conditions of the automated parking system through the study concerned. It was hoped that the internal manpower resources would be secured later this year, in order to establish the automated parking system in the following two or three years;
- (12) the TD understood that Members did not wish to lose the precious facilities and land due to construction of a car park. However, as there was a serious parking problem in Tsuen Wan district, the TD wished to seize the opportunity to construct a car park at Sha Tsui Road Playground. The TD would study with the Leisure and Cultural Services Department (LCSD) on how the site could accommodate a car park and fulfill the “single site, multiple uses” model. Although some public facilities might be affected by the project in the short term, the TD hoped that the TWDC would provide support and assistance for the TD to take forward the project;
- (13) the TD was also concerned about the problem of technology such as vehicle detection which became obsolete when it was put into service. She pointed out that the TD was granted approval by the Public Works Subcommittee of the LegCo earlier to install vehicle detectors at 80% of the trunk roads over the territory. The TD would select the latest technology and believed that the vehicle detector could facilitate the TD to detect traffic accidents effectively. The TD agreed that the traffic in Tsuen Wan district would be affected once there was traffic congestion or accident on the North Lantau Highway as mentioned by Members.

Hence, the TD would allocate about 45 vehicle detectors for expeditious installation on the North Lantau Highway, with a view to applying the latest technology on vehicle detection;

- (14) the TD and HyD had been working closely in the works projects, including the Tsuen Wan Road Improvement Works and Tsuen Wan Footbridge Network Project, and would enhance the cooperation in “Walk in HK”. The TD thanked Members for their appreciation to Senior Engineer/Tsuen Wan of the TD;
- (15) the TD had already submitted the project definition statement to the THB in this month despite the Tsuen Wan Road Improvement Works was pending. It was hoped that the relevant procedures would be activated, so that the project would be submitted to the HyD for the conduct of technical study. Senior Engineer/Tsuen Wan of the TD and the HyD would incorporate the preliminary alignment of the project, including the proposed footbridge as well as the works of the ground improvement and unfinished bridge into the draft of the project definition statement after considering the views of the TWDC. The TD was of the view that it was only the first step of taking forward the project. Besides making concerted effort with other departments in future, the TD respected the views of the TWDC and continued to follow up on the project with the HyD;
- (16) the TD noted that Members were concerned about Footbridge E in Tsuen Wan Footbridge Network Project and would study as to whether the project could be expedited as far as possible;
- (17) the TD would follow up on the issues at Wo Yi Hop Road, Wing Tak Street and Kwok Shui Road with Members in due course;
- (18) the TD was very concerned about the safety system of pedestrian crossing facilities and wished to follow up on the operation of the safety system effectively;
- (19) regarding the ferry and residents’ bus services in Ma Wan, the TD was of the view that the ferry service should be maintained because it mainly served the residents in Ma Wan. The company should study maintaining the ferry service in Ma Wan at a certain frequency without increasing the fare where financial viability persisted. The TD pinpointed that it was not easy to do so but it would enhance communication and strike a balance as far as possible; and
- (20) the TD was preparing to brief several targeted districts after the summer vacation on the self-monitoring work conducted between the TD and seven bike-sharing operators through a technological system. The TD had already drawn up a plan for the New Territories and would arrange a time slot as appropriate to explain the preliminary concept of the TD to Tsuen Wan district.

28. The Chairman requested the TD to enhance communication with Members. He also hoped that the TD would further explain its work progress and solicit Members’ views at the meetings of the T&TC after this meeting, with a view to carrying out the work beneficial to the people’s livelihood with mutual understanding. He thanked the Commissioner for Transport for attending the meeting and hoped that the TD and TWDC would maintain a harmonious relationship.

V Item 4: 2018/19 Work Plan of the Independent Commission Against Corruption (ICAC) Regional Office (New Territories South West)  
(TWDC Paper No. 5/18-19)

29. The Chairman stated that the ICAC Regional Office (New Territories South West) introduced its work plan to Members every year. The representatives from the ICAC attending the meeting were:

- (1) Mr Franklin CHIU, Regional Officer/New Territories West (Acting); and
- (2) Ms Rita IP, Senior Community Relations Officer.

30. Regional Officer/New Territories West (Acting) of the ICAC introduced the key features of the work plan of the ICAC Regional Office (New Territories South West) for the current year, including the continued promotion of public participation through “All for Integrity” programme, extension of the work on “Youth Integrity Fest”, increased use of the new media for publicity and education, provision of anti-corruption education services for the grassroots, consolidation of the culture on clean election, anti-corruption work on building management and persistent implementation of anti-corruption education for the public and private sectors. He invited the TWDC to co-organise the probity activity for Tsuen Wan district through “All for Integrity 45” programme in 2018/19 with the ICAC Regional Office (New Territories South West).

31. The Chairman stated that the TWDC was pleased to co-organise the probity activities with the ICAC. He enquired about the months in which the “All for Integrity 45” programme would be held.

32. Regional Officer/New Territories West (Acting) of the ICAC responded as follows:

- (1) the various parts of “All for Integrity 45” programme would be held one after the other in 2018. For example, the ICAC Regional Office (New Territories South West) would start distributing the relevant worksheets to the schools in Tsuen Wan after the summer vacation; and
- (2) the ICAC Regional Office (New Territories South West) was currently making preparations and reservation of venues suitable for organising the probity activities of “All for Integrity 45” programme for the district. It was anticipated that these activities would be held in the fourth quarter of 2018.

33. Mr LI Hung-por hoped that the ICAC would make continued efforts in the education work. For example, the teaching toolkits with more interesting contents in line with the social atmosphere nowadays should be prepared for teachers to give guidance to their students on the importance of honesty and law-abiding conduct. Moreover, he expressed his appreciation for the television programme “ICAC Investigators” produced by the ICAC and his views that the local culture of probity and ICAC were among the core values of Hong Kong of which the general public should take pride. However, as the ranking of integrity of Hong Kong was on the decline in recent years, he hoped that the ICAC would face up to the problem. He did not wish to see that the level of integrity would continue to decline. In addition, he learnt that some members of the public were of the view that the ICAC was not

determined enough to investigate the major cases after Hong Kong's return to the motherland in 1997. For example, the suspected corruption case involving the former Chief Executive was not thoroughly investigated. He hoped that the public image of the ICAC would be elevated.

34. Mr CHAN Yuen-sum, Sumly hoped that the ICAC would enhance the education work for the kindergartens and primary and secondary schools. He pointed out that the students of kindergartens and primary schools liked listening to stories and noted that the ICAC had created cartoon characters and animations for schools. However, he opined that the quantity of these materials was inadequate and the variety was limited. Hence, he hoped that the ICAC would provide more animations, books, pamphlets and worksheets for schools and parents, so that they could give guidance to their students and children on the importance of diligence, probity and compliance with rules.

35. Regional Officer/New Territories West (Acting) of the ICAC responded as follows:

- (1) the dedicated unit of the ICAC Headquarters was responsible for preparing the toolkits for moral education for the targets, including the kindergartens and primary and secondary schools. More new attempts would persistently be made in preparation of toolkits in future and the toolkits would be sufficiently printed to meet the demand, with a view to instilling the positive values in children since their early age;
- (2) besides the conventional worksheets, the ICAC would launch a new online/offline interactive colouring game which was lively and interesting in 2018 to attract more participating students;
- (3) he thanked Members for giving views on the design of teaching toolkits. More toolkits of various types would be prepared in future, so that the education work on probity could be carried out efficiently;
- (4) on the level of integrity in Hong Kong, according to the Corruption Perceptions Index of Transparency International in 2017, Hong Kong was top-ranked at the thirteenth among 180 countries and places around the world and ranked second in Asia. Besides, it was shown in other indexes that Hong Kong was evaluated to be one of the least corrupt places globally; and
- (5) the ICAC was committed to fighting corruption through carrying out duties without fear or favour, prejudice or ill will before and after Hong Kong's return to the motherland. The staff of the ICAC would make an all-out effort to investigate the complaints in relation to corruption lodged by members of the public to the ICAC regardless of the identity and background of the persons under complaints. The case would be referred to the Department of Justice for instituting prosecution after sufficient evidence was collected.

36. Ms LAM Yuen-pun, Phyllis said that Hong Kong citizens could discern the ICAC's work or whether Hong Kong was a corruption-free place from the management of housing estates. She opined that members of the public considered that the owners' corporations (OCs) and management companies were probably not reliable enough to undertake the management work of housing estates. She noted

that the ICAC mentioned in the paper that special attention would be given to the newly established OCs. However, the ICAC took the initiative to provide anti-corruption education services for the housing estates only after these housing estates were served with the repair orders of the Buildings Department or directions of the FSD. In a housing estate in her constituency area, a new OC which was established due to the abolishment of the original building repair proposal did not proceed with any repair work even though it was well aware that there were many problems in the housing estate. The management office also failed to carry out the follow-up work after receiving the relevant complaints and the flat owners felt helpless. They also had doubts about and lost confidence in the level of integrity in Hong Kong. Moreover, some housing estates which failed to disclose the financial statements of the OCs to the flat owners within three months might be in breach of the Buildings Management Ordinance (Chapter 344). Thus, she enquired whether the ICAC had stipulated measures on addressing the problem.

37. Regional Officer/New Territories West (Acting) of the ICAC responded as follows:

- (1) the ICAC noted that members of the public were concerned about the problems in building maintenance and hoped that the workflow would be fair, impartial and corruption-free;
- (2) apart from taking the initiative to contact the newly established OCs which had already received the repair orders, the ICAC provided anti-corruption services for other building management organisations proactively. Members could give suggestion to the housing estates where the repair works would be carried out soon to contact the Regional Offices of the ICAC for arranging anti-corruption talks accordingly; and
- (3) as a number of scopes were involved in building management, assistance from the relevant government departments could be sought if the problem was not related to corruption. For example, the assistance from the Home Affairs Department (HAD) could be sought for the building management problems involving the Buildings Management Ordinance (Chapter 344).

38. The Chairman asked if Members agreed that the TWDC would co-organise a series of probity activities of “All for Integrity 45” programme in 2018/19 for the district with the ICAC.

39. Members unanimously agreed that the TWDC would co-organise a series of probity activities of “All for Integrity 45” programme in 2018/19 for the district with the ICAC.

VI Item 5: Closure Arrangement of Luen Yan Street Cooked Food Hawker Bazaar  
(TWDC Paper No. 6/18-19)

40. The Chairman stated that the Food and Environmental Hygiene Department (FEHD) submitted the paper to brief Members on the closure arrangement of Luen Yan Street Cooked Food Hawker Bazaar (the “bazaar”). The representative from the FEHD attending the meeting was Ms KHATTAK Nasreen, District Environmental Hygiene Superintendent (Tsuen Wan).

41. District Environmental Hygiene Superintendent (Tsuen Wan) of the FEHD introduced the closure arrangement of the bazaar.

42. Mr LO Siu-kit opined that the FEHD should determine the way forward of the bazaar after the resumption. He pointed out that with the rapid development of the areas surrounding the bazaar, the bazaar which was completed long ago should undergo a makeover. Besides, he learnt from newspapers that the FEHD had already provided a reasonable amount of compensation for the stallholders of the bazaar. Hence, he suggested that the amount of compensation should be increased in order to facilitate the resumption of the bazaar and relevant work in future.

43. Mr CHAN Yuen-sum, Sumly said as the bazaar had been vacant for long and failed to function normally, he opined that the closure arrangement was appropriate. Moreover, he enquired about the future use of the site of the bazaar. He also pointed out that as land was precious in Hong Kong nowadays, he hoped that the site would be used by the Government Property Agency (GPA) or relevant departments as soon as possible if it was no longer in use by the FEHD in order to avoid the site from being idled for a long period of time.

44. Mr LAM Faat-kang stated that as the utilisation rate of the bazaar was low, he considered that the closure arrangement was appropriate. Besides, he enquired whether the LandsD or FEHD would gain the land ownership of the site after the closure of the bazaar. Also, he pointed out that the discussion of the use of the site could be referred to the CBPDC for follow-ups.

45. District Environmental Hygiene Superintendent (Tsuen Wan) of the FEHD responded as follows:

- (1) she thanked Members for supporting the closure arrangement of the bazaar;
- (2) Members could give views on the future use of the site of the bazaar to the relevant departments; and
- (3) the FEHD would return the site of the bazaar to the LandsD for use.

46. The Chairman stated that the FEHD would firstly proceed with the closure of the bazaar and arrangement would be made for the relevant committee under the TWDC to give views on the use of the site in future. He asked if Members agreed to the closure arrangement of the bazaar.

47. Members unanimously agreed to the closure arrangement of the bazaar.

48. The Chairman requested the FEHD to timely report the progress of the closure arrangement of the bazaar to the TWDC.

VII Item 6: Request the Government Departments to Provide Assistance for the Telecommunications Service Providers to Identify the Sites in the Vicinity of Yau Kom Tau, Tsuen Wan Suitable for Installation of Telecommunications Base Stations in order to Solve the Current Situation of Failure to Receive Mobile Phone Signals in Yau Kom Tau Village and the Vicinity of Belvedere Garden

(TWDC Paper No. 7/18-19)

49. The Chairman stated that the Vice Chairman and Ms LAM, Lam Nixie submitted the paper. The representatives from the departments responsible for giving response were:

- (1) Miss LO Pui-yiu, Sapphire, District Lands Officer (District Lands Office, Tsuen Wan and Kwai Tsing), LandsD;
- (2) Mr TSE Hing-chit, Administrative Assistant/Lands (District Lands Office, Tsuen Wan and Kwai Tsing), LandsD;
- (3) Mr TSAN Siu-yan, Sidney, Principal Regulatory Affairs Manager, Office of the Communications Authority (OFCA); and
- (4) Mr SIN Kwok-kei, Senior Telecommunications Engineer, OFCA.

Besides, the written replies of the GPA, OFCA and Water Supplies Department (WSD) were tabled at the meeting.

50. The Vice Chairman introduced the paper.

(Note: Mr LI Hung-por left the meeting at 4:50 p.m.)

51. Ms LAM, Lam Nixie raised an objection to the GPA's decision on the sudden change of the use of the location concerned and its proposal on the installation of telecommunications base stations atop the sports ground. She opined that the existing site was not ideal at all because it was too close to the residence. It was believed that the departments concerned were also not willing to provide such facilities atop the sports ground. In addition, she thought that the telecommunications base stations should be situated at a high location for sending out signals. However, the location of the stadium was a sunken site. Hence, she was of the view that it was not the most ideal site and the GPA should not have handled the matter in this manner. She further pointed out that much effort was paid on solving the problem of failure to receive mobile phone signals for the residents, including the conduct of a feasibility study on the installation of the telecommunications base stations on the WSD's land. She believed that nowadays, the majority of people had not installed the fixed-line telephones and only made use of the mobile phones. Basically, the residents had been urging for a solution and relaying the current situation of poor reception of mobile phone signals through various channels. Hence, she enquired the Government whether any short-term measures would be put in place in order to solve the problem of failure to receive mobile phone signals before a solution was established. She also hoped that the departments concerned would actively follow up the issue in order to minimise the impact to the residents.

52. District Lands Officer (District Lands Office, Tsuen Wan and Kwai Tsing) of the LandsD responded as follows:

- (1) the LandsD learnt from the written replies of the GPA and WSD that three suggested sites were selected by the mobile network operator

- (MNO) for following up as to whether these sites were suitable for the installation of telecommunications base stations, including Yau Kom Tau Water Treatment Works Staff Quarters (the staff quarters), Hon Man Upper Village Public Toilet and Hon Man Lower Village Public Toilet;
- (2) the three suggested sites above were the government land and the LandsD held no views on these proposed sites. In addition, the LandsD believed that the technical judgement on the feasibility of the sites concerned could only be made subject to the result of negotiation and follow-up action between the MNO and OFCA; and
  - (3) if the MNO selected the site on the government land in rural area, the OFCA would generally follow up on the arrangement of short term tenancy (STT) for the MNO and LandsD after confirming the location of the selected site. The rent for the STT was generally HK\$1.00. In addition, the MNO had to pay the administrative fees as required.

(Note: Mr KOT Siu-yuen joined the meeting at 4:55 p.m.)

53. Senior Telecommunications Engineer of the OFCA responded as follows:
- (1) the MNO had earlier made application of the installation of the telecommunications base stations at the staff quarters and submitted a proposal to the WSD several months ago. As at mid-April 2018, the WSD responded that too much space would be occupied under the proposal concerned and it was worrisome that the radiation generated from the telecommunications base stations which was to be installed at the rooftop of the staff quarters would affect the staff residing in the staff quarters. Thus, the WSD suggested that the MNO should amend and resubmit the proposal to the WSD for consideration;
  - (2) after meeting with the MNO and carrying out the on-site inspection on 23 May 2018, the WSD recommended the MNO to install the telecommunications base stations at the open space next to the staff quarters;
  - (3) the MNO was currently studying the feasibility of the proposal and the construction fee involved. The MNO would submit a technical proposal to the WSD for consideration if the proposal was deemed to be feasible. Currently, the MNO did not give any reply;
  - (4) there would be a certain difference in the cost between installing the telecommunications base stations in open space and on rooftop. If the telecommunications base station was installed in open space, an additional antenna tower should be provided. Hence, the cost of the above proposal was definitely higher than the cost of installing the telecommunications base stations on the rooftop of the staff quarters;
  - (5) compared to the staff quarters, Hon Man Lower Village Public Toilet, which was managed by the FEHD, was closer to Belvedere Garden. The FEHD preliminarily did not raise objection to the installation of telecommunications base stations by the MNO at the public toilet. Although the Architectural Services Department (ArchSD) had given views on the proposal, there was not a big problem and the MNO would probably install the telecommunications base stations at the public toilet;

- (6) the installation of telecommunications base stations at government properties should be approved by six departments, viz. the departments responsible for the management of the government properties, ArchSD, EMSD, Planning Department (PD), LandsD and OFCA; and
- (7) the MNO should make applications to the above six departments concurrently. The six departments would give reply to the MNO as to whether an objection was raised to the application after the vetting process. If the six departments did not raise objection, the MNO could submit the documents containing the replies from the six departments to the GPA for consideration and approval. Upon making approval, the GPA would enter a tenancy with the MNO and the MNO could commence the installation works at the site concerned.

54. Principal Regulatory Affairs Manager of the OFCA responded as follows:

- (1) the MNO was advised to make application of the installation of telecommunications base stations through the OFCA's one-stop application arrangement. The OFCA would assist the MNO as far as practicable in order to expedite the approval process; and
- (2) the OFCA suggested that the MNO should adopt the OFCA's one-stop application arrangement to make application of the installation of telecommunications base stations at the site concerned because the temporary telecommunications base stations also occupied the land, which involved the subject matters such as the land use, land users and land owners.

55. District Environmental Hygiene Superintendent (Tsuen Wan) of the FEHD responded as follows:

- (1) the FEHD had already referred the application concerned to the relevant departments upon receipt and all the replies were received last week;
- (2) in its reply to the MNO concerned, the FEHD did not raise objection to the application. The MNO should subsequently submit the application to the GPA according to the established procedures; and
- (3) the installation procedures involved should be in compliance with the requirements of the relevant departments and should not affect the operation of the public toilet and violate the relevant laws and other subsidiary legislations.

56. The Vice Chairman thanked the FEHD for its assistance in selection of the site and enquired the FEHD whether the application concerned had been approved by the PD, LandsD, ArchSD, EMSD and OFCA. In addition, he learnt that only one MNO had made an application of installation of the telecommunications base station at the said public toilet and it could only help solve the problems faced by the residents of Belvedere Garden but did little for the residents in Yau Kom Tau. Hence, he opined that it was necessary to expedite the follow-up work on the installation of telecommunications base stations at the staff quarters. He pointed out that the submission of the technical proposal on installation of telecommunications base stations at the staff quarters by the MNO to the departments concerned was still pending. He suggested that an on-site inspection with the departments concerned should be arranged upon submission of proposal by the MNO, so that the relevant

problems could be discussed on the spot, with a view to expediting the progress of installation of telecommunications base stations. He was worried that the installation works concerned could not commence shortly and he hoped that the OFCA would take up a more active role on this matter.

57. District Environmental Hygiene Superintendent (Tsuen Wan) of the FEHD stated that the departments concerned did not raise objection to the installation of telecommunications base stations at Hon Man Lower Village Public Toilet.

58. Ms LAM Yuen-pun, Phyllis was concerned about the captioned topic and said it was relayed by the residents of Allway Gardens that there was a poor reception of a MNO's signals which was probably due to the impact brought by the lack of telecommunications base station at Yau Kom Tau. She suggested that in the long term, the OFCA should encourage the MNOs to install the telecommunications base stations on higher locations in order to extend the signal coverage.

59. The Chairman stated that a discussion of the situation of reception of mobile phone signals in Yau Kom Tau, excluding the Allway Gardens was held under the captioned topic. He suggested that the Member should make enquiries to the OFCA separately. Besides, he enquired whether the representatives of the departments concerned agreed to the Members' suggestion, i.e. to conduct an on-site inspection at the staff quarters.

60. District Lands Officer (District Lands Office, Tsuen Wan and Kwai Tsing) of the LandsD said that the LandsD held no view on the MNO's proposal on installation of the telecommunications base stations in the area under the WSD's purview. The LandsD would not send the representative to join the on-site inspection as the LandsD did not have relevant technical knowledge regarding the technical know-how of telecommunications installation involved in the MNO's technical proposal.

61. Senior Telecommunications Engineer of the OFCA stated that the OFCA would provide full support to the Members' suggestions of conducting an on-site inspection if the WSD could make relevant arrangements.

62. The Chairman requested the departments concerned to arrange an on-site inspection at the staff quarters for Members.

VIII Item 7: Strongly Request the Electrical and Mechanical Services Department to Submit the Detailed Reports on the Two Serious Lift Zoom-up Accidents in Waterside Plaza, Tsuen Wan in Recent Years for the TWDC's Perusal and Study the Increase of Penalties against the Companies and Engineering Staff Responsible for Repair and Maintenance Upon Prosecution Following the Serious Lift Accidents, with a view to Further Ensuring the Safety of the General Public Using the Lifts  
(TWDC Paper No. 8/18-19)

63. The Chairman stated that Mr CHOW Ping-tim submitted the paper. The representatives from the EMSD responsible for giving response were:

- (1) Mr FOO Hang-hing, Senior Engineer/General Legislation 2; and
- (2) Mr TONG Hon-ming, Engineer/General Legislation 2.

Besides, the written reply of the EMSD was tabled at the meeting.

64. Mr CHOW Ping-tim introduced the paper.
65. Senior Engineer/General Legislation 2 of the EMSD responded as follows:
- (1) the nature of the incident happened in Block 1 of Waterside Plaza on 26 January 2014 was different from that of the recent incident. There were no injuries in the incident and the EMSD did not prepare a technical investigation report for it. The major cause of the incident was that a lift worker made mistakes in calibration when carrying out the lift works. It was a human error but not mechanical failure. As the registered engineering staff in question failed to take adequate safety measures when carrying out the lift works, the EMSD had instituted prosecution against the contractor concerned and engineering staff respectively after the incident. The contractor and engineering staff were fined HK\$3,000 respectively;
  - (2) the EMSD had adopted a strict regulatory control system on lifts under which different stakeholders should take up the respective roles and responsibilities. Firstly, the responsible person of the lift should ensure that a registered contractor was engaged to undertake the lift maintenance work according to the laws and regulations and arrange for the lift maintenance works at least once a month. Also, the contractor should engage the registered lift workers to carry out the regular maintenance work. In addition, the responsible person of the lift should arrange the registered lift engineers to conduct an annual examination of the lift at an interval of not more than 12 months and make application to the EMSD for renewal of the use permit of the lift after the lift passed the annual examination;
  - (3) the EMSD had already formulated the code of practice for lift works, which specified the inspection and work items required to be done in the maintenance work, as well as the items to be thoroughly examined, to verify if the lift was in safe working order;
  - (4) the EMSD was responsible for monitoring whether the contractors, engineering staff and engineers had carried out the relevant work according to the laws and regulations as well as the code of practice. The EMSD would also conduct the spot checks;
  - (5) in 2017, the EMSD conducted over 11 000 spot checks, which amounted to about 15% of the lifts over the territory. It was hoped that the frequency of inspection work would be increased to 14 000 with the enhanced manpower during the year;
  - (6) the EMSD believed that the vast majority of the workers in the industry had dutifully performed their tasks. When conducting inspections or accident investigations, the EMSD reviewed whether someone failed to duly perform his tasks and contravened the laws and regulations. In the past three years, the EMSD lodged 12 prosecutions and issued a total of over 30 summonses;
  - (7) under the existing ordinances, the general penalties were a fine of HK\$100,000 and imprisonment for 12 months. For more serious offence, the offenders were liable to a fine of HK\$200,000 and imprisonment for 12 months. Previously, heavy penalties were imposed on the relevant cases by the court. For instance, the contractor involved

in a recent case was sentenced to a fine of HK\$320,000. The EMSD had also suspended the licences of some contractors in the past. Besides, some registered engineers were sentenced to imprisonment due to non-compliance of the laws and regulations. It could be seen that the relevant laws and regulations had achieved a considerable deterrent effect;

- (8) the year of manufacture and installation varied among the lifts. The lifts should meet the legislative requirements appropriate at the time of installation. Also, with the advancement of technology, the latest models of lifts were equipped with a number of new safety fixtures and fittings. In this connection, the EMSD had all along been encouraging the modernisation of aged lifts or introduction of additional advanced safety measures or equipment. Starting from 2011, the EMSD had been committed to promoting the lift modernisation. In the past four years, the EMSD had organised over 90 talks to brief the members of the public and flat owners on the seven measures on lift modernisation, with a view to preventing accidents and ensuring the safety of the general public;
- (9) the lift accident at Sheungshui Town Centre was caused by unintended car movement, i.e. it was very dangerous to the users who walked into the lift when the lift car moved and both of the car doors together with the landing doors of the lift were open. Such accidents could have been prevented by provision of new devices. Besides, the lift accident which happened in Waterside Plaza in 2017 due to ascending car overspeed could also have been prevented by installing the additional device. The EMSD had included the two devices concerned in the code of practice on the design of lifts in 2007 and 2003 respectively. Hence, the lifts installed thereafter were equipped with the devices concerned;
- (10) the EMSD was committed to enhancing the safety of the existing lifts over the years. To enhance the work effectiveness, the EMSD had been reminding each lift owner to modernise his lift as soon as possible in writing again since September 2017. In particular, the fixtures and fittings, including but not limited to the unintended car movement protection device, should be installed to prevent the accidents caused by unintended car movement. However, the EMSD was aware that the flat owners and lift owners needed to take into account a number of factors, including financial factors because a considerable sum of money would be incurred by the installation of the additional devices or replacement of the entire lift. In the past, only a small number of flat owners and lift owners were willing to carry out the modernisation work of the existing lifts;
- (11) the Government would launch the new initiatives soon, including a study on provision of financial incentives or support in medium term for the flat owners to modernise the lifts. The EMSD hoped that a proposal would be rolled out by late 2018. The Government was not in a position to enforce the flat owners to play a role in the voluntary scheme. In the long run, the EMSD would consider implementing a mandatory scheme and introducing regulation through legislation. However, the problem involved different perspectives, including whether the manpower in the industry could take up the modernisation work of the

- existing lifts. The EMSD would submit the recommendations on the relevant measures to the LegCo in future. If the measures gained support from our society, the EMSD would start the study on mandatory modernisation and replacement of aged lifts. Besides, the EMSD would put in place the short-term measures by enhancing the manpower to conduct inspections during the year and discussing the enhanced requirements for maintenance of the existing lifts with the industry, including requesting the flat owners or lift owners to conduct more maintenance work for the machine brake, control system and motor of the aged lifts before considering the provision of additional special safety equipment in the lifts which lacked such equipment or lift modernisation. The EMSD would also conduct more spot checks correspondingly; and
- (12) the EMSD would study the enhancement of the mode through which the contractors reported their work. Currently, the responsible person of the lift should keep a lift log-book. The EMSD would study revising the format of the log-book, e.g. the details of routine maintenance work should be recorded clearly, so that the responsible person of the lift or the EMSD could monitor the work of the contractors more effectively and closely.

66. The Hon CHAN Han-pan, Ben said that prior to the lift accident happened in Waterside Plaza, alarm bells had already started ringing when the escalator incident happened at Portland Street in Mong Kok, alerting the EMSD that there might be problems in the maintenance of escalators and lifts. He added that the EMSD had introduced a marking scheme earlier. However, the companies with demerit points given by the EMSD still continued to operate and submit tenders, and some of the companies which had been warned time and again were still in operation. Thus, he enquired whether the EMSD was affected by the shortage of manpower in the lift industry, so that suspension of licences could not be proceeded; and whether the EMSD was capable of taking over some contractors or maintenance companies with operational problems. He pointed out that the subsidy of the Operation Building Bright was conducive to enhancing the building safety. He suggested that the Government should provide subsidy for replacement of lifts in buildings. He further pointed out that the lifts of Chen Hsin Mansion in Tsuen Wan district were equipped with folding gates. The users might walk out from the lifts after finding that the lifts did not move. He thought that the users were on the tenterhooks every time they used the lifts. Moreover, he learnt that the Government would launch a subsidy scheme soon. He enquired whether reference would be drawn from the mode of subsidy of the Operation Building Bright or other modes of subsidy would be adopted in the subsidy scheme concerned.

67. Ms LAM, Lam Nixie enquired whether the certificate of annual examination of lift was currently issued by the contractor or EMSD and about the details of the examination. She suggested that the EMSD should firstly formulate a territory-wide lift safety enhancement programme and raise the safety level of the lifts which were installed before the release of the Code of Practice for Building Works for Lifts and Escalators 1993. Besides, she suggested that an independent lift safety subsidy scheme should be set up with a sum of not less than HK\$2 billion. As most of the buildings in the territory were skyscrapers, it would be difficult to implement the

proposal with a sum of less than HK\$2 billion. She said that a sum of HK\$2 billion did not mean big money for the Government. She hoped that the Government would set up the subsidy scheme concerned. Moreover, she opined that the EMSD should tighten up the monitoring of the registered contractors and engineers. If some workers made mistakes, the EMSD should impose a fine on and suspend the licence of the offenders according to the relevant ordinances or the court should pass a sentence of imprisonment to the offenders. She pointed out that it was not effective despite the EMSD had imposed penalties on the offenders. The safety of lifts could not be ensured even though the examination work had all along been conducted for some lifts. She further pointed out that nowadays, the buildings were mostly 40 to 50 storeys in height and the lifts carried the residents who went home every day. Not only did the safety problems arise in the aged lifts, but similar problems also emerged in the lifts installed in the new housing estates. She doubted that there were troubles in the examination of the safety of lifts in the entire industry. Hence, in her opinion, the EMSD should review which procedure went awry and the quality of examination instead of the frequency of examination. She was of the view that the EMSD failed to conduct the monitoring work effectively and people's lives were at stake.

68. Mr KOO Yeung-pong estimated that currently, about 30 000 lifts were installed over 20 years ago across the territory. The Government was aware that the latest safety devices should be installed in the aged lifts but money was a matter. He also believed that there were many lifts which were installed more than 20 years ago in Tsuen Wan district. He pointed out that a building in his constituency area was about to undergo the lift replacement. The successful bidder was the contractor involved in the lift accident at Sheungshui Town Centre and fortunately, no contract was awarded. Meanwhile, the alternate contractor was the contractor involved in the lift accident in Waterside Plaza. Hence, the residents of the building asked him about the correct solution. He further pointed out that the lift repair and maintenance was generally the major item of expense for single-block buildings and the occupants worried about it the most. Also, the technicality of the lift was not well known to the OCs and the "lowest-bid-wins" principle was usually adopted in the acceptance of tender. He opined that the Government had sensibly fostered the installation of the relevant safety devices in the lifts of the buildings and the occupants were worried about their own safety; however, the purpose-design subsidy was currently unavailable. The buildings should undergo a comprehensive building repair every ten years and comply with the directions of the FSD by replacement of the lifts which was very costly. In addition, he thought that the conduct of routine examination on a monthly basis was recommended in the guidelines only but it was not a statutory requirement. Thus, he enquired which party was held responsible for monitoring the contractors and inspection staff and how the quality of examination was ensured. Furthermore, he learnt that there was an online grading system of lift contractors but he was not clear about the rating criteria. The OCs of single-block buildings were confused because no penalty was imposed on the contractors with poor ratings. He hoped that the EMSD would provide more relevant information and resources to assist the occupants concerned.

69. Mr LO Siu-kit stated that many lift incidents happened recently. The Government took various improvement measures promptly once an incident happened. For example, after the escalator incident happened at Langham Place, the

Government required that all escalators should be additionally installed with safety devices which cost more than \$100,000. Generally, there were five or six escalators in a shopping mall and the installation of additional safety devices would cost hundreds of thousands dollars. He pointed out that many years ago, the Government had recommended and reminded the lift owners to conduct improvement works in view of the problems associated with the lifts. The improvements works cost more than \$100,000. An ordinary lift would be fit for operation over decades if it was under proper maintenance. He opined that the EMSD should study the effective monitoring of the workers of the lift companies and assist the maintenance companies to purchase the original spare parts through other channels in order to maintain the quality of lift maintenance work. Besides, the engineering staff originally had about 45 minutes to 1 hour to examine each lift but it was shortened to 30 minutes currently due to the manpower constraint in the industry. As a result, some items of the lift were not examined. He considered that it was a must to carry out the lift improvement works. Thus, he enquired how the assessment of the quality of a maintenance company was done; and how Members reviewed and relayed to the OCs the accident figures of the lifts which were examined by the maintenance companies. He thought that it was good to have a rating system set up by the EMSD. However, the outcome was unsatisfactory despite the maintenance companies were rated. He further pointed out that generally, a lift moved up or down tens of storeys in height and there would be dire consequences once accident happened. Hence, he was of the view that the EMSD should not only require the replacement of the lifts in single-block buildings. Instead, the EMSD should study how the quality and number of the workers in the industry could be enhanced in order to lengthen the duration of lift examination correspondingly and enhance the quality of examination.

70. Mr LAM Faat-kang said that recently, the problems of lift repair and maintenance had attracted a grave concern. There were more than 50 lifts in his housing estate and fortunately, the extensive technical support was provided by the MTRCL but still there were many difficulties in the lift repair and maintenance work. He enquired whether the measures as mentioned by the EMSD were taken only after the recent incidents. He thought that the government departments lacked foresight and suggested that the EMSD should give consideration from various perspectives. Firstly, he was of the view that the market monopolisation was a big problem. Once the building was equipped with the lifts of a certain brand of a company, the future lift repair and maintenance work would be taken up by the company. If the lift repair and maintenance was undertaken by other companies, the original spare parts might not be available and the alternate parts in use would likely disrupt the electronic system. In view of this, some of the buildings were passively governed by the lift companies. He pointed out that as the market was monopolised by some lift companies, the level of service charge remained unchanged despite the variable quality of work. Consequently, some repair and maintenance work might not be conducted properly. Besides, the EMSD would issue the use permit after the examination and repair work was conducted by the maintenance company. He enquired whether the inspection was duly conducted by the EMSD in the course of work. He noted that currently, the EMSD would only conduct the spot checks for about 15% of the lifts over the territory but the remaining 85% were not checked. He was worried about it and opined that it would pose dangers.

(Note: Mr KOO Yeung-pong left the meeting at 5:50 p.m.)

71. Mr CHOW Ping-tim was worried about and disappointed at the EMSD's response. He felt amazed by the EMSD's failure to prepare a report of the incident happened on 26 January 2014 and its claim that the incident was caused by the procedural mistakes made by the worker of the lift company. He did not believe the claim and opined that the monitoring work conducted by the EMSD was inadequate. He thought that an independent loss adjuster which was qualified to conduct the annual lift examination should be developed locally. The spot checks should be taken up by the loss adjuster but not the EMSD. Besides, he thought that after the investigation on the incident in Waterside Plaza commenced, the lift company might give an account that alike the incident happened earlier, the incident at Waterside Plaza was caused by a worker who pressed the wrong button. Moreover, the representative of the EMSD stated that the use permit of the lift would be renewed after the maintenance company completed the annual lift examination. It showed that the EMSD basically accepted the lift examination results of the maintenance company out of trust. He said that there were problems in the foundation of trust. He was disappointed that the EMSD which was responsible for maintaining the lift safety failed to duly conduct the monitoring work. He pointed out that currently, the EMSD was responsible for all the duties involving electrical and mechanical concerns and it was also a major issue as to whether the EMSD had sufficient manpower to take up all these duties. In his opinion, the entire government structure should be reorganised. Furthermore, the representative of the EMSD mentioned that some workers were sentenced to imprisonment due to the offences but further information was not provided. The representative of the EMSD also said that the relevant guidelines were issued to the lift owners in 2003 and 2007. However, according to media reports, the EMSD only commenced the work concerned in 2011. He was confused about the actual time of commencement of the work. He suggested that the EMSD should enhance the relevant penalties and require the owners and directors of the companies to be held responsible for incidents. Otherwise, the deterrent effect would not be achieved if the penalties were imposed on the frontline staff only. In addition, he pointed out that there was a shortage of manpower in the entire industry currently. Even if the frontline staff of a lift company had made mistakes, he could always get a job in another lift company. He was of the view that there were problems in the existing structure and composition of the industry. In addition, he learnt that the EMSD only conducted spot checks on 15% of the lifts over the territory and enquired about the number of lifts in Hong Kong.

72. The Chairman stated that if the building management was conducted properly, the chance of occurrence of safety problems would be reduced. However, only a few companies competed with each other in the industry at present and he was worried about it. He added that currently, there were problems in the monitoring work of the EMSD and opined that the EMSD should conduct a review. Recently, a number of lift accidents happened in our society. The EMSD should study the improvement of the existing licensing system and determine the penalties of the related offences. Currently, the EMSD only imposed penalties on the worker who made mistakes and the company of the worker continued its operation as usual. He was of the view that the EMSD should enhance the prosecution and tighten up the relevant regulations; otherwise, members of the public would be on the tenterhooks. He requested the EMSD to re-examine the existing rules and codes in order to make

things clear to the general public. Besides, he requested the EMSD to provide the TWDC with a set of existing rules and codes as well as the investigation reports of the lift incidents concerned.

73. Senior Engineer/General Legislation 2 of the EMSD stated that the EMSD was currently investigating the incident happened in April 2018. The EMSD would release the investigation report after the investigation was completed.

74. Mr CHOW Ping-tim requested that the relevant minutes of the TWDC meeting should be forwarded to the Director of Electrical and Mechanical Services and the bureaux concerned for follow-ups.

75. The Chairman stated that the representatives of the EMSD attended the meeting and undertook to take follow-up actions. If the EMSD failed to submit the investigation report concerned to the TWDC in future, the TWDC could make an enquiry to the Director of Electrical and Mechanical Services.

76. Ms LAM, Lam Nixie noted that the EMSD had organised 90 talks and a talk was held in Central & Western district last Thursday. She said she had emailed the relevant staff of the EMSD and indicated her intention to make reservation and arrangement for a talk. However, she had not received any reply yet. She requested the EMSD to reply her email immediately.

77. Senior Engineer/General Legislation 2 of the EMSD added that the Director of Electrical and Mechanical Services attended the meeting of the Panel on Development of the LegCo to explain the measures which would be taken by the EMSD on this day. He noted that the Member had made an enquiry on arrangement of a talk via email. He said that the relevant staff would make a phone call to the Member and discuss the matter concerned with her on the next day.

78. The Chairman asked the representatives of the EMSD to discuss the matter concerned with the Member directly after the meeting. He thanked the representatives of the EMSD for attending the meeting.

IX Item 8: Request the Government to Ensure Sufficient Provision of Vaccines to Hong Kong Citizens

(TWDC Paper No. 9/18-19)

79. The Chairman stated that Mr CHAN Yuen-sum, Sumly submitted the paper. The representative from the Department of Health (DH) responsible for giving response was Dr LOH Lai-ting, Taron, Senior Medical & Health Officer (Community Liaison)<sup>1</sup>. Besides, the written replies of the FHB, DH and Hospital Authority (HA) were tabled at the meeting.

80. Mr CHAN Yuen-sum, Sumly introduced the paper.

81. The Hon CHAN Han-pan, Ben said the earlier the administration of the cervical cancer vaccination, the better it was and he hoped that the Government would arrange the population-wide vaccination. He noted that as the pharmaceutical manufacturers concerned would no longer supply cervical cancer vaccines to Hong

Kong so that the women could not receive cervical cancer vaccination in Hong Kong in future. He enquired the Government about the counter-measures and whether it would proactively negotiate with the pharmaceutical manufacturers concerned for maintaining the supply of cervical cancer vaccines to Hong Kong.

82. Mr WONG Ka-wa stated that there was a patient in Hong Kong who needed to purchase the drug for treatment on the patient's own expenses because the drug was not included in the Drug Formulary. Later on, the patient petitioned the Chief Executive and the drug in question was eventually included in the Drug Formulary. He pointed out that some residents might receive the preventive influenza vaccination before travelling aboard. However, according to many clinics or private hospitals in the vicinity of Tsuen Wan district, there was no provision of influenza vaccine. Hence, he enquired whether the influenza vaccines were exhausted by the Hong Kong citizens. He added that after the vaccines were exported to Hong Kong, some of them were allocated to the private doctors but ultimately, the vaccine recipients might not be Hong Kong citizens. In this connection, he enquired whether the DH had the relevant data. In addition, he stated that there were influenza-associated deaths every year and there were quite a number of influenza-associated deaths in the recent two to three years. Hence, he enquired whether the Government would arrange the population-wide influenza vaccination or provision of vaccination for school children in schools.

83. The Chairman said that the case related to the Drug Formulary mentioned by the Member, which did not involve the vaccination, was out of the scope of discussion under the captioned item.

84. Ms LAM, Lam Nixie stated that she had put forth a request to the Secretary for Food and Health that the Government should provide free influenza vaccination for all school children when she visited the TWDC earlier. Meanwhile, the Government should also allow the students who were reluctant to receive the vaccinations to opt out. She believed that this arrangement was a means to strike a balance and prevent influenza effectively. She pointed out that the income for private doctors was generated from the money earned from the provision of vaccination services to the general public by the private hospitals. If the Government provided free vaccination to the general public, the private doctors would suffer the loss of interests. Hence, some private doctors stated in a radio station interview that receiving vaccination could be dangerous or fatal, which indirectly misled the general public that vaccination was extremely dangerous and deterred some parents from choosing influenza vaccination for their children. She had made an enquiry to the workers of the related industry and learnt that the fatality ratio of influenza vaccination was extremely low. Hence, she opined that parents could choose to opt out of influenza vaccination for their children; on the other hand, parents should feel safe to let their children receive influenza vaccination, so as to stop the extensive spread of influenza which would eventually overload the healthcare system. In addition, she had been receiving the parents' enquiries in her office and on social media about the medical institutions which provided the vaccination services. It could be seen that there was a severe shortage of vaccines. She was of the view that the Government should proactively provide assistance and should not refrain from taking actions out of the concern of wastage of vaccines. She added

that the vaccines in Hong Kong were of a relatively high quality and were more effective to fight against bacteria and viruses. She hoped that the Government would be active in carrying out the duties of health protection in order to restore the public's confidence in the Government and allay the concern on the matter of vaccination. She hoped that the discussion would focus on the export of vaccines to Hong Kong and provision of vaccination services without discrimination and caring about whether the vaccine recipients were Hong Kong citizens.

85. Mr TAM Hoi-pong was concerned about the problem of vaccination. There was a pre-set shelf-life for influenza vaccines and suitable vaccines would only be available in later periods, which led to an excess demand and a limited supply. He opined that the legal responsibility derived from medical incidents incurred by the vaccination for the school children as arranged by schools should be well defined, so that the schools would be confident about providing vaccination for students. He further pointed out that although he understood that vaccines in general were safe, there was insufficient information to hold anyone responsible for the medical incidents. In addition, the non-permanent Hong Kong identity card holders could receive the influenza and cervical cancer vaccinations in Hong Kong currently. He opined that the local stockpile of vaccines was originally reserved for Hong Kong citizens and the Family Planning Association of Hong Kong (FPAHK) had already stipulated that the cervical cancer vaccination should only be provided for their service users who were the permanent Hong Kong identity card holders. Hence, he suggested that only the permanent Hong Kong identity card holders could receive the respective vaccinations. Moreover, he strongly disagreed with the views from communities that if vaccine administration by private doctors was a commercial operation, payers could receive vaccinations regardless of their status and identity. He noted that the price of cervical cancer vaccine had increased due to the rise in demand. However, those who did not meet the eligibility criteria for the FPAHK's subsidy had to pay more for receiving the vaccination. He thought that theoretically speaking, the vaccines supplied to private doctors were to be received by Hong Kong citizens and commercial operation should not override the interest of Hong Kong citizens. He hoped that the DH would accord priority to providing vaccination to Hong Kong citizens.

86. Senior Medical & Health Officer (Community Liaison)<sup>1</sup> of the DH responded as follows:

- (1) the process of vaccine production was quite long. Due to the variation of influenza strains from time to time, the new vaccines would only be released to the market after the research/development and manufacturing process which generally took four to six months in each occasion;
- (2) the demand for most of the vaccines around the world was quite high. Every year, the vaccine suppliers/pharmaceutical manufacturers produced the vaccines according to the projection and recommendation made by the World Health Organization (WHO) and the vaccine manufacturers generally distributed the stockpile of vaccines according to the projected demand in each region. Thus, the Government should place the purchase orders to the vaccine suppliers as soon as possible;
- (3) the Hong Kong Government currently provided the "Government Vaccination Programme" (GVP) and regular "Hong Kong Childhood

Immunisation Programme” at Maternal and Child Health Centres, which included vaccinations such as seasonal influenza, hepatitis B, mumps and rubella;

- (4) every year, the DH drew reference from the relevant data to project the number of vaccine recipients and made procurement in accordance with the established requirements and procedures. An agreement would be made with the suppliers in advance to ensure a sufficient vaccine supply under the respective programmes;
- (5) the local private healthcare sector provided different kinds of vaccines. Private doctors or hospitals would determine the amount of vaccines under procurement according to the needs. As there was a pre-set shelf-life for vaccines, the private doctors or hospitals generally did not procure excessive amount of vaccines in each occasion in order to avoid wastage;
- (6) every year, the DH made procurement of vaccines according to the WHO’s recommendations and reminded the private doctors who enrolled in the “Vaccination Subsidy Scheme” to place the advance purchase orders on their own. The DH had been maintaining close liaison with the vaccine suppliers and would request them to import additional quantity of vaccines when necessary for the use by local private healthcare sector;
- (7) currently, the cervical cancer vaccine was not included in the GVP. Generally, members of the public could receive the cervical cancer vaccine through the private healthcare sector;
- (8) the DH currently did not have figures on the nationalities of vaccine recipients;
- (9) as the administration of vaccines was a medical procedure, a written consent should be obtained from parents before the children received the vaccinations. This was a more prudent practice, in particular, for the children and such a practice was adopted in the DH’s “Hong Kong Childhood Immunisation Programme”. Schools would distribute the information brief, leaflet and reply slip to the parents before the school children received vaccination. On the day of vaccination, the healthcare personnel of the School Immunisation Teams would provide vaccination services according to the parents’ consent stated on the reply slip;
- (10) the DH would order influenza vaccines from the suppliers according to the WHO’s recommendations given at the beginning of the year. In general, the vaccines would be delivered to Hong Kong between September and October after research/development, production and approval. The Centre for Health Protection (CHP) planned to arrange the vaccination services for school children at school in October 2018 but the exact date would only be determined upon confirmation of vaccines and other ancillary arrangements;
- (11) the recipient group eligible for the DH’s GVP should be the permanent Hong Kong identity card holders. The private healthcare sector had its own modus operandi;
- (12) the CHP was actively preparing for the School Outreach Vaccination Pilot Programme (the Pilot Programme) in the 2018/19 school year. Under the Pilot Programme, the free outreach influenza vaccination services

would be provided for the participating schools by either the Government Outreach Team or the Public-Private-Partnership Outreach Team. The Pilot Programme would be launched in the primary schools. The primary schools, kindergartens and child care centres which opted out could participate in the “Enhanced Vaccination Subsidy Scheme Outreach Vaccination” and arranged the private doctors enrolled in the Scheme to provide outreach services at schools. The Government would reimburse the influenza subsidy directly to the enrolled doctors; and

(13) the matters related to clinical practices and Drug Formulary were under the purview of the HA.

(Note: Mr NG Hin-lung, Norris, Mr CHAN Sung-ip and Ms LAM, Lam Nixie left the meeting at 6:19 p.m., 6:21 p.m. and 6:23 p.m. respectively.)

87. Mr CHAN Yuen-sum, Sumly stated that although there was a risk of receiving vaccination, all the research findings from the WHO and other countries showed that vaccines were of a certain level of efficacy and the related risks were extremely low. Hence, he suggested that the Government should make provision for the people in Hong Kong who were suitable for receiving vaccinations, so as to prevent diseases effectively and alleviate the healthcare burden for our society in future. In addition, he noted that the public or private organisations would purchase vaccines on their own. Given the large market in Hong Kong, when different stakeholders purchased vaccines separately, the vaccine prices would be pushed up and the related projections could not be maintained. He enquired whether the DH could take up the role of coordinator and purchase vaccines for the hospitals and clinics at one go in order to increase the bargaining power and ascertain the availability of vaccines as appropriate. He opined that by doing so, the administration cost would probably be increased but such cost could be covered by the private hospitals or clinics on request. Moreover, he noted that many non-Hong Kong citizens could afford expensive vaccination services provided by the private hospitals or clinics and that the Hong Kong citizens who could not receive vaccination during service hours or were ineligible to receive vaccinations in public organisations might need to pay more for the expensive vaccinations, which was probably unavailable due to out of stock. He understood that racial discrimination was unacceptable but in his opinion, Hong Kong citizens’ health should be prioritised locally. Hence, he hoped that the Government would study the measures for every Hong Kong citizen in need to receive vaccinations.

88. The Chairman requested the DH to consider Members’ views.

X Item 9: Request to Review the Use of the Airport Core Programme Exhibition Centre

(TWDC Paper No. 10/18-19)

89. The Chairman stated that Mr WONG Ka-wa submitted the paper. The representative from the Tsuen Wan District Office (TWDO) responsible for giving response was Assistant District Officer (Tsuen Wan). Besides, the written reply of the Development Bureau (DEVB) and Antiquities and Monuments Office (AMO) was tabled at the meeting.

90. Mr WONG Ka-wa introduced the paper.

91. Mr CHOW Ping-tim said he learnt from the information recently received from a travel agent that there were not many tourist attractions in Hong Kong, particularly in Tsuen Wan. The Airport Core Programme Exhibition Centre (the ACPEC) usually was only one of the stops for the tour groups. He added that as there were not many attractions and no catering facilities in the ACPEC, visitors in general only stayed there for 15 minutes and one visit was perfectly enough. Given its prime location, he suggested that ancillary facilities such as open-air café and photo shooting area should be provided in the ACPEC to make it more appealing to visitors to stay a little longer. He pointed out that the exhibits in the ACPEC and its vicinity were not the preferred visitors' highlights over the years. He opined that the Government should draw reference from the practice of setting up retail shops near the Golden Gate Bridge in San Francisco, which had transformed the Golden Gate Bridge into the iconic architecture of the city. He further suggested that the TWDO should make funding application to the LegCo for carrying out the improvement work.

92. The Hon CHAN Han-pan, Ben said in his opinion, there was no big change in the ACPEC over the years and the TWDC and TWDO should consider making good use of the site. He added that there was a spectacular view of the Tsing Ma Bridge off the ACPEC and a quite large car park was provided in the ACPEC, which was situated at the prime location of the entire Castle Peak Road. Hence, he hoped that the TWDO would study the conversion of the ACPEC into a highlight attraction that benefitted the development of Tsuen Wan.

93. The Vice Chairman stated that he also shared the views of getting a better way to redefine the use of the ACPEC, but in fact the visitor attendance of the ACPEC was fairly good. He added that the members of the public could learn about most of the infrastructure information of the Airport Core Programme in the ACPEC and admire the view of the Tsing Ma Bridge in a close distance from the ACPEC. However, he opined that the exhibits in the ACPEC were not in good condition, which should be refined and updated and incorporating the public education elements in relation to infrastructure, such as the information of the third runway of the Hong Kong International Airport. In addition, he thought that the ACPEC had various potential for development, including the provision of the open-air café as mentioned by a Member and a popular spot for pre-wedding photo-shot. Hence, he wished to study the additional use of the ACPEC to make the most of the site.

94. Mr CHAN Yuen-sum, Sumly hoped that the ACPEC would be put into good use. He stated that there were many tourist attractions as well as clusters of temples and various development projects in Tsuen Wan. He suggested the display of the relevant historical information incorporated into the ACPEC, so that more members of the public could learn about the development and tourist attractions in Tsuen Wan. He noted that many travel agents started to promote the ACPEC as a tourist attraction a few years ago. However, the visitors in general would only use the toilets of the ACPEC when they passed by. He hoped that the ACPEC would also attract foreign tourists in addition to the Hong Kong people.

95. Mr CHOW Ping-tim stated that the ICAC had already applied the virtual reality technology in provision of the probity activities. He opined that limited expenses would be incurred from the application of the latest technology that commensurated with the development of the ACPEC by the TWDO. Hence, he suggested that the Government should make consideration on this matter.

96. Mr WONG Ka-wa hoped that there would be an additional highlight attraction in Tsuen Wan. He objected to the incorporation of elements that were not in Tsuen Wan into the ACPEC. He pointed out that there was already a plaque for the workers who met industrial accidents and gave their lives in line of duty in the ACPEC. Hence, the information related to Tsuen Wan should be of major significance. He stated that Tsuen Wan had a profound history, including the air raid shelter during wartime, history of the resistance against Japanese aggression in Ma Wan and history of the construction of Shing Mun Reservoir. The history of Tsuen Wan was also mentioned in many books, including the situation of Tsuen Wan during the War of Resistance against Japanese aggression. He thought that these information could be displayed in the ACPEC. In addition, he pointed out that the ACPEC was already declared as a Grade 3 Historic Building and hoped that this information could be provided in the ACPEC in order to enhance the public's understanding of the ACPEC.

97. The Vice Chairman said that the plaque was already erected in the ACPEC to commemorate the workers who met industrial accidents and gave their lives in line of duty for the Airport Core Programme. He opined that as a token of respect, the plaque should not be removed due to any changes in the ACPEC in future.

98. The Chairman stated that the issue about the ACPEC had been discussed for years. It was difficult to arrange revitalisation works for the ACPEC due to the low visitor attendance and insufficient parking spaces, which leading to the closure of the open-air café. He added that the TWDO was responsible for the management of the ACPEC and the TWDO could conduct the study if Members agreed to the re-planning of the ACPEC or display of the historical information of Tsuen Wan district incorporated into the ACPEC.

99. Assistant District Officer (Tsuen Wan) of the TWDO responded as follows:

- (1) the ACPEC was a Grade 3 Historic Building and the AMO had provided a written reply on this matter;
- (2) the ACPEC was a private building which was constructed in 1930s and its operation was taken over by the New Airport Projects Co-ordination Office (NAPCO) in 1995. The exhibits in the ACPEC were provided by the NAPCO, HyD, MTRCL and Airport Authority Hong Kong (AAHK), including the introduction of the 10 core projects under the Airport Core Programme. After the disbandment of the NAPCO, the TWDO took over the daily management of the ACPEC in 1998 and the HyD was responsible for the management of the exhibits in the ACPEC;
- (3) the TWDO was aware that the updates of some exhibits under the purview of the HyD were required. Apart from the negotiation with the HyD, the TWDO had taken the initiative in carrying out the updates and follow-up work;

- (4) the TWDO earlier held a meeting with the HyD and departments responsible for the provision of exhibits by then. The relevant departments agreed that the TWDO could handle the outdated exhibits. In addition, the TWDO was currently approaching the MTRCL and the AAHK for the matter. The MTRCL and AAHK preliminarily agreed to provide new exhibits for the ACPEC, given suitable areas were available;
- (5) the TWDO invited the ArchSD to take up the regular repairs and enhancement work as required for the ACPEC according to its condition. For example, in 2014, the TWDO installed the barrier-free facilities in the ACPEC according to the laws and regulations, including the stairlift for wheelchair users and accesses and toilets for the disabled. In 2017, the TWDO conducted five enhancement works on a relatively large scale, including the reinstatement of the old exhibition boards, repair of the electronic panels, reinforcement of the pipes in the underground pump houses in prevention of flooding, renovation of the main entrance of the ACPEC and renovation of the air-conditioning ducts;
- (6) according to the record in 2017, the monthly visitor attendance of the ACPEC was over 4 700 on average; and
- (7) apart from the regular management, repair and renovation, the TWDO had liaised with the Commissioner for Heritage's Office (CHO) of the DEVB for exploration of the direction of revitalisation of the ACPEC. Under the Revitalising Historic Buildings Through Partnership Scheme (the Revitalisation Scheme) of the CHO, the DEVB and the CHO would identify government-owned historic buildings suitable for adaptive re-use and invite non-profit-making organisations to use these buildings in the form of social enterprise. The Revitalisation Scheme could preserve the historic buildings and bring out the historic significance on one hand and benefit the local community on the other. In general, historic buildings eligible to be included in the Revitalisation Scheme had limited commercial viability. These buildings were owned by the Government and unzoned for any purposes. Given that the relevant conditions were met, the CHO would take into account the factors including the historical value and architectural significance of the historic buildings, the location, scale and usable area of the buildings and their surroundings and transportation when deciding whether the historic buildings were suitable for inclusion in the Revitalisation Scheme. The TWDO would continue to liaise with the CHO and follow up on Members' views on making request to the CHO to actively consider the incorporation of the ACPEC into the next batch of the Revitalisation Scheme.

100. Mr WONG Ka-wa stated that he did not mean to be disrespectful to the workers who gave their lives in the Airport Core Programme. He agreed that the plaque should not be removed regardless of any changes in the ACPEC in future, so that the mishap of workers who met industrial accidents and gave their lives in line of duty in the course of the implementation of the Airport Core Programme would be made known to the visitors.

101. Mr CHOW Ping-tim said that currently, there was no dedicated committee for the follow-ups of the matters of the ACPEC. He enquired about the timetable and related progress of the meetings between the TWDO and CHO.

102. Assistant District Officer (Tsuen Wan) of the TWDO added that the TWDO would continue to follow up with the CHO. Hopefully, the CHO would incorporate the ACPEC into the next batch of the Revitalisation Scheme.

103. The Chairman requested the TWDO to forward the further information, if any, to Members and a meeting would be held to follow up on the matter when necessary.

XI Item 10: To Solve the Problem of Insufficient Parking Spaces in Tsuen Wan from Various Aspects

(TWDC Paper No. 11/18-19)

104. The Chairman stated that the Hon CHAN Han-pan, Ben submitted the paper. The representative from the TD responsible for giving response was Mr CHEUNG Kim-hung, Michael, Engineer/Tsuen Wan 2. Besides, the written replies of the THB, DEVB and PD were tabled at the meeting.

105. The Hon CHAN Han-pan, Ben introduced the paper.

106. Engineer/Tsuen Wan 2 of the TD responded as follows:

- (1) as at February 2018, there was a total of 39 441 parking spaces in Tsuen Wan district, including 1 351 on-street public parking spaces, 9 253 off-street public parking spaces, 2 710 parking spaces in the car parks of STT and 26 667 parking spaces in the private car parks;
- (2) the utilisation rate of the government car park in Tsuen Wan was about 90%;
- (3) the TD did not have the information of the estimated number of parking spaces in Tsuen Wan in short, medium and long term at the moment;
- (4) to facilitate public access to the information of the number of vacated parking spaces at different sites, the TD had set up the mobile applications and requested the new car parks and the car parks under the TD's management to disseminate such information. The TD would further request the car parks of STT to disseminate the information of the vacated parking spaces therein in future;
- (5) the TD would maintain a close liaison with the LandsD on the increase of the short-term parking spaces; and
- (6) the TD would request for provision of additional public parking spaces, apart from the provision of a designated number of parking spaces under the respective plot ratio in the redevelopment or developers' projects as and when necessary.

107. Mr LAM Faat-kang supported the Member's paper. He thought that the long-term planning of parking spaces should be conducted in a scientific manner. He pointed out that according to the TD, the information of the estimated number of parking spaces in Tsuen Wan in future could not be provided for the time being. However, he opined that as the approval of the number of parking spaces in the new buildings to be completed in Tsuen Wan district in future was made by the TD, the TD should possess the full information of the number of these parking spaces despite it took time to collect such information. The relevant figures should be prepared to

serve as the justifications for making amendments to the exiting HKPSG, but the TD currently did not have such figures. Besides, he said that the members of the public and district councillors of the Tsuen Wan district had time and again reflected the problem of insufficient parking spaces in the district. Hence, he was of the view that the Government should assist in solving the problem. It was regarded that the TD had intervened and taken the follow-up actions quite proactively. The TD had assisted in studying the proposals on conversion of Sha Tsui Road Playground into a car park and creation of a car park at the site of the building of the former Tsuen Wan Magistrates' Courts. He thought that apart from solving the existing problems, the TD should study the solutions to the long-term problems.

(Note: Mr LAM Faat-kang left the meeting at 7:05 p.m.)

108. Mr CHAN Yuen-sum, Sumly opined that it was a must to increase the number of temporary car parks and metered parking spaces. He stated that there was a growing demand for parking spaces due to the increasing number of village houses and high-rise buildings in the vicinity of Kwok Shui Road and Yau Ma Hom Road. It was pinpointed in the TD's paper that there was a temporary car park at Yau Ma Hom Road. He enquired whether the temporary car park referred to the car park at Cheung Wing Road near the previous construction site of the Guangzhou-Shenzhen-Hong Kong Express Rail Link; if yes, he hoped that the original staircases would be restored as soon as possible. Otherwise, the opening of the car park would be affected. He also requested the TD to assist in following up the said matter.

109. Mr CHOW Ping-tim stated that there was a basic need to increase the supply of parking spaces and he supported that more parking spaces should be provided in Tsuen Wan district. The TD started studying the proposal on construction of a car park at Sha Tsui Road Playground, which was deserved for an exploration despite the fact that only 370 parking spaces would be provided. Besides, he had reservation over the TD's selection of site for the automated parking system. In his opinion, the traffic nearby would probably be affected by the adoption of new technology. He hoped that the TD would conduct a consultation before confirming the site of automated parking system. In addition, he suggested that the TD should legalise the illegal parking which was commonly seen in Tsuen Wan district currently by charging the motorists the overnight parking fees for roadside parking from 11:00 p.m. to 7:00 a.m. of the following day through setting up the on-street electronic parking meters with intelligent management technologies. It did not only generate revenue for the Government, but also substantially increased the number of parking spaces within a short period of time, so that the problem of insufficient parking spaces would be solved. Moreover, the container trucks always blocked the junction of Ma Tau Pa Road and Yeung Uk Road. The problem remained unresolved even though complaints were lodged time and again. Hence, provided that the traffic was not affected, two birds could be killed with one stone as indicated in the proposal on charging the parking fees from the container trucks for parking overnight. Also, the Police would receive fewer complaints.

110. Ms LAM Yuen-pun, Phyllis supported the Member's proposal. The TD should project the number and demand of parking spaces in the future and consider

the location and distribution of parking spaces. The TD would provide the parking spaces mainly at the locations in Tsuen Wan town centre. Currently, besides Tsuen Wan town centre, there was a serious problem of illegal parking in different housing estates and areas surrounding Tsuen Wan. Hence, she hoped that more parking spaces would be provided and the initiative of parking spaces under an automated parking system would be extended to include the surrounding areas.

111. Mr LO Siu-kit said that the problem of insufficient parking spaces in Tsuen Wan district had persisted for years. The developers of the properties along the coast claimed that the restriction on the number of parking spaces was stipulated by the Government and the number of parking spaces should not exceed the upper limit. However, he was not clear whether amendments would be made or had already been made to the HKPSG. In earlier years, the Government's vision was that members of the public would not purchase vehicles as long as no parking space was created. He opined that this vision was no longer applicable and hoped that the Government would study the remedies. Moreover, currently, members of the public generally considered that there were insufficient metered parking spaces. Yet, some metered parking spaces were used for commercial purposes, e.g. vehicle repair, recycling as well as placement of advertising vehicles and goods. Given the undersupply of parking spaces in Tsuen Wan, he could not understand why there was the unchecked use of dozens of parking spaces in Tsuen Wan town centre for the said purposes. Also, the conduct of repair work at the parking spaces was forbidden under the existing legislation but no restriction was imposed on other scenarios, which made it difficult for the Police to take law enforcement actions. As the parking spaces concerned were occupied for other purposes, he hoped that the TD would cancel the parking spaces and convert them into loading/unloading bays. The Police could take law enforcement actions if a vehicle was parked at the loading/unloading bay for the purpose other than loading/unloading of goods. Besides, he learnt that the number of metered parking spaces was restricted by the TD in planning. The cancellation of one metered parking space at a location should be offset by the creation of a metered parking space at another location. He enquired whether the TD could designate an area for provision of additional parking spaces in Tsuen Wan district.

112. Engineer/Tsuen Wan 2 of the TD responded as follows:

- (1) the TD had all along been studying the issue of long-term parking spaces. However, the TD was not clear about the creation and time of completion of parking spaces in some private housing estates. Hence, it was relatively difficult to collect the data;
- (2) the TD would communicate with the LandsD. It was hoped that the temporary site on Kwok Shui Road would be vacated as soon as possible for the operator to set up a temporary car park;
- (3) the TD would convert part of the places in Ting Kau Section of Castle Peak Road into the nighttime parking spaces of goods vehicles and tourist coaches; and
- (4) the TD was currently conducting a trial run on permitting the school buses parked in schools during nighttime in order to alleviate the demand pressure from parking spaces.

113. The Chairman stated that there was a territory-wide problem of insufficient parking spaces. The TD could consider the proposals for the short, medium and long term in the Member's paper. He noted that the TD was currently finding solutions to the problem of insufficient parking spaces of large coaches, e.g. the provision of parking spaces of tourist coaches at Ting Kau. Moreover, he pointed out that Yeung Uk Road was often blocked by the goods vehicles in daytime but there was no such problem during nighttime. He opined that the TD could conduct a study on permitting vehicles to be parked on Yeung Uk Road during nighttime without causing obstruction to the traffic, with a view to alleviating the problem of insufficient parking spaces. He further pointed out that many vehicles lined up and waited for the parking spaces in the shopping malls on holidays. However, currently, as the buffer area was not big enough, the vehicles waiting for the parking spaces in the shopping malls would line up along the road, thereby causing traffic congestion in Tsuen Wan district. He hoped that the TD would give consideration to the proposals and enhance communication with Members.

114. Mr CHOW Ping-tim said he enquired the TD about the places which would be designated as the nighttime parking areas in Tsuen Wan district. In his opinion, the TD should provide the clearer information for Members to give views, in order to implement the proposals concerned as soon as possible. He added that he did not agree on providing free-of-charge parking spaces for commercial vehicles such as goods vehicles and tourist coaches. He also opined that the TD could collect the nighttime parking fees by adopting an automated parking system.

115. The Chairman stated that the relaxation of parking of vehicles from 10 p.m. to 7:00 a.m. of the following day without causing obstruction to the traffic could take effect immediately. If the collection of fees was involved, the legislation should be amended. He thanked the representative of the TD for attending the meeting and requested the TD to consider Members' views.

(Note: The Hon CHAN Han-pan, Ben left the meeting at 7:18 p.m.)

XII Item 11: Request to Enhance the "Home-based Child Care" Service in Tsuen Wan District  
(TWDC Paper No. 12/18-19)

116. The Chairman stated that the Hon TIEN Puk-sun, Michael and Mr CHENG Chit-pun submitted the paper. The representative from the SWD responsible for giving response was Ms MA Sau-ching, Annisa, District Social Welfare Officer (Tsuen Wan/Kwai Tsing). Besides, the written reply of the Labour and Welfare Bureau (LWB) and SWD was tabled at the meeting.

117. Mr CHENG Chit-pun introduced the paper.

118. The Hon TIEN Puk-sun, Michael pointed out that the SWD indicated that it was currently studying whether the incentive payment for the child carers of the "Home-based Child Care" service could be adjusted. The market of child care service was very huge at present. Originally, he hoped that the child care service would be provided by the LWB through schools, so that students could stay at school after class and parents could pick up their children from school in the evening. However, the schools, Education Bureau and LWB, which were involved in the

proposal, failed to reach a consensus even though a number of discussions were held. Hence, he suggested that the child care service should be provided through the child carers of the “Home-based Child Care” service. Currently, the families with a monthly household income less than 55% of the median monthly domestic household income (MMDHI) could use the “Home-based Child Care” service for free and those with a monthly household income not exceeding 75% of the MMDHI could also use the service by paying part of the fee. However, the waiting time for the service was very long because there was a shortage of manpower for child carers in recruitment. He said that even if there were sufficient child carers under the “Home-based Child Care” service, some parents were unable to make the transport arrangement for their children. In this connection, he requested the Government to provide the transport service when delivering the “Home-based Child Care” service, but the Government indicated that it was necessary to discuss the matter with the relevant operators and then the operators requested the parents to make arrangements on their own with the child carers of the “Home-based Child Care” service. He was of the view that a very heavy financial burden was incurred therefrom to some families. These families were exempted from making payment for the “Home-based Child Care” service on one hand, but were required to bear the transport expenses which were unaffordable to them on the other. He said originally he intended to request the Government to increase the incentive payment for the child carers of the “Home-based Child Care” service and subsidise the social welfare organisations to arrange the transport service by submission of paper, so that the families with a monthly household income less than 55% of the MMDHI could be exempted from payment. They would no longer need to wait for a long time for the “Home-based Child Care” service. He opined that the SWD failed to respond positively and pointed out that the problem of the transport arrangement for the children under the “Home-based Child Care” service could not be solved even if the incentive payment for the carers of the “Home-based Child Care” service was increased. Hence, he hoped that the SWD would revert to the request of conducting a study on provision of transport arrangement for the children under the “Home-based Child Care” service when the increase on incentive payment for the service based on the monthly household income was under study.

119. District Social Welfare Officer (Tsuen Wan/Kwai Tsing) of the SWD responded as follows:

- (1) the SWD understood the Members’ concern;
- (2) the “Home-based Child Care” service aimed to provide child care service at the neighbourhood level through mutual support and care. Therefore, the sum of payment was delivered to the carers in the form of incentive payment instead of wage or salary;
- (3) the “Home-based Child Care” service had been implemented for some time after its regularisation in 2011. The SWD was aware that our society was very concerned about the young child care services, inter alia, the “Home-based Child Care” service, including the details, targets, demand and positioning of the services. Hence, the SWD had commissioned the University of Hong Kong (HKU) to fully review and study the long-term development of the overall young child care services as well as examining the details, mode of subsidy and aim of the service provided under the “Home-based Child Care” service, namely, the Neighbourhood Support Child Care Project; and

- (4) the SWD wished to obtain the relevant views through the comprehensive review as mentioned above, in order to enhance various young child care services. It was anticipated that the report of study would be completed during the year. The SWD also wished to collect views from different parties and would convey Members' views to the HKU for reference.

120. Mr CHAN Yuen-sum, Sumly opined that the "Home-based Child Care" service would be practicable if it was launched some decades ago because it was more likely that the women could leverage time gaps to assist in taking care of the children in the neighbourhood at that time. However, currently, the labour market was very tight and there was a shortage of manpower in different professions. Some residents would take up part-time jobs in the shops during their leisure time. They could receive a stable income by working for a few hours at an hourly rate of HK\$40 to HK\$50. He hoped that there would be more full-time carers to assist in taking care of children, so that women could join the workforce. Otherwise, recruiting is hard for some professions. He pointed out that some women needed to stay home to take care of their children because they felt unease about their children being attended by someone else or they were unable to get any child care service in the market. In his opinion, it would trigger a chain effect that the demand for young child care services would far exceed the supply in the market. He hoped that the SWD would complete the review as soon as possible and provide the child carers of the "Home-based Child Care" service with reasonable remuneration instead of the incentive payment.

121. Ms LAM Yuen-pun, Phyllis was aware that the demand for child carers of the "Home-based Child Care" service was very huge but it was not easy to find these child carers in the market. Hence, she suggested that suitable candidates should be trained by the Employees Retraining Board which took up the gate-keeping role by drawing reference from the practice of child adoption and determined whether the trainees who enrolled in the child care courses were suitable for serving as child carers through learning about their characters, family conditions and experience. She was of the view that to keep pace with the local job market currently, there was a dire need to foster the development of child carers. Hence, she opined that consideration should be given to the matters concerned from the perspective of the labour market.

122. Mr MAN Yu-ming supported the concept of child carers proposed by the Members. He also opined that there should be district-based child carers who provided service for the district. He pointed out the SWD should consider increasing the incentive payment for the child carers of the "Home-based Child Care" service in its study. The increase on incentive payment was conducive to enhancing the number and quality of the child carers of the "Home-based Child Care" service even if the level of payment was lower than the statutory minimum wage. Apart from the calibre of kind-heartedness, the relevant criteria for child carers should be stipulated. He believed that child carers would efficiently serve as the workforce released from families and woman labour force as a result of a combination of various factors. He hoped that the SWD would conduct more studies on it with the relevant academic departments.

123. Mr LO Siu-kit said that the community was currently studying how the labour force could be released, in particular, the labour force of women. In his opinion, however, the rate of allowance for the “Home-based Child Care” service was too low. He pointed out that in 2011, the rate of allowance for the child carers of the “Home-based Child Care” service in Tsuen Wan district was HK\$20 per hour and the statutory minimum wage rate was HK\$28 per hour. Currently, the statutory minimum wage rate was increased by over 20% to HK\$34.5 per hour, but the rate of allowance for the “Home-based Child Care” service remained at the level in 2011. It could be seen that it was difficult to release the labour force effectively. He further pointed out that most likely, the child carers of the “Home-based Child Care” service had children of their own and were relatively caring for children. He opined that the purpose of the “Home-based Child Care” service was very good and it was flexible. However, the rate of allowance for the service was capped at HK\$20 per hour by the SWD. Hence, he suggested that the SWD should increase the rate of allowance for the “Home-based Child Care” service before formulating the long-term solutions.

124. Mr CHOW Ping-tim said in his opinion, the outcome would be unsatisfactory if the current mode of operation was adopted in the implementation of the “Home-based Child Care” service. He pointed out that currently, the income of the carers who were paid under employment to take care of children was several times higher than the rate of allowance received by the child carers of the “Home-based Child Care” service. The rate of allowance would be of less significance unless the additional rewards or incentives were given by the SWD in recognition of the contributions of the general public, e.g. the child carers of the “Home-based Child Care” service would receive a reward of free excursion or commendation from the Secretary for Home Affairs after they had served for a designated number of hours. He further pointed out that even if the rate of allowance for the “Home-based Child Care” service was increased, it was still incomparable to the wage level of the private market. Besides, given the low rate of allowance, many people were not willing to serve as child carers due to the huge responsibility derived from child care. Hence, the SWD should conduct a review or the Government should make funding allocation to construct a centre for provision of the “Home-based Child Care” service; otherwise, the service could hardly be sustained.

125. The Hon TIEN Puk-sun, Michael thought that Members had given constructive views. He suggested that the SWD should consider awarding the medals of honour to the child carers of the “Home-based Child Care” service after they had served for a certain number of hours, instead of only increasing the rate of allowance after conducting the review. He believed that it would attract many people to get involved in the “Home-based Child Care” service. He opined that even if there were sufficient child carers and the parents managed to pick up their children after knocking off in the evening, there were still problems in requesting the child carers to make transport arrangement for children in the morning. Besides, the cost of the transport arrangement was high. The SWD, however, neglected the demand for such service. He added that the representative of the SWD mentioned earlier that the transport expenses would be examined in the study concerned; however, the SWD stated in the written reply that it would only study whether the incentive payment for the child carers of the “Home-based Child Care” service should be increased and the transport expenses would not be examined. He hoped that the representative of the SWD would clarify because the SWD had made two contradictory statements.

126. District Social Welfare Officer (Tsuen Wan/Kwai Tsing) of the SWD responded as follows:

- (1) the relevant study included the review of the aim, details and mode of subsidy of the captioned service. The “mode of subsidy” referred to the incentive payment for the service and the “details” referred to the items relating to the service. All of the above features would be under review;
- (2) the captioned service originally aimed to encourage mutual support at the neighbourhood level, so that the parents could make corresponding arrangements in general. Under the current practice, the service organisations would handle the cases on an individual basis if the parents were unable to make transport arrangement for their children in exceptional circumstances;
- (3) the transport arrangement was currently not included in the captioned service. However, the SWD would forward Members’ views to the HKU, so that the HKU could consider the views in conjunction with the details of the service; and
- (4) apart from soliciting views from the district councils and members of the public, the SWD would also collect views from the service operators and users for enhancement of the young child care services.

(Note: The Hon TIEN Puk-sun, Michael left the meeting at 7:37 p.m.)

127. The Chairman requested the SWD to convey Members’ views and submit the findings of the survey to the Members concerned upon completion in future.

XIII Item 12: Crime Brief for Tsuen Wan District – Comparison of Crime Statistics between March to April 2018 and March to April 2017  
(TWDC Paper No. 13/18-19)

128. District Commander (Tsuen Wan) (Acting) of the HKPF reported on the situation of the crimes in Tsuen Wan district.

129. The Chairman thanked the HKPF in Tsuen Wan district for their great effort in upholding law and order.

130. The Vice Chairman thanked the police for providing considerable manpower for the investigation of a series of criminal damage cases of vehicle body scratches at the car park of Belvedere Garden, so that these cases were promptly detected. In addition, he commended the Police for the operational plans and deployments during March and May 2018.

XIV Item 13: Crime Brief for Ma Wan – March to April 2018  
(TWDC Paper No. 14/18-19)

131. District Commander (Tsuen Wan) (Acting) of the HKPF reported on the situation of the crimes in Ma Wan.

XV Item 14: Application for District Council Funds by Tsuen Wan Safe and Healthy Community Steering Committee  
(TWDC Paper No. 15/18-19)

132. The Secretary introduced the paper and stated that the Chairman was the Honorary President of the Tsuen Wan Safe and Healthy Community Steering Committee; that Mr CHAN Sung-ip was the Vice Chairman of the Tsuen Wan Safe and Healthy Community Steering Committee; and that the Hon CHAN Han-pan, Ben, Mr WONG Ka-wa and Mr LO Siu-kit were Members of the Tsuen Wan Safe and Healthy Community Steering Committee for declaration of interest of their membership of the Committee.

133. The Chairman stated that he was the Honorary President of the Tsuen Wan Safe and Healthy Community Steering Committee but he did not have the personal pecuniary interest. According to section 48(13) of the Standing Orders, as he had made declaration of interest, the meeting would be temporarily chaired by the Vice Chairman.

134. The Acting Chairman decided that according to section 48(11) of the Standing Orders, the Members who had declared their membership of the Tsuen Wan Safe and Healthy Community Steering Committee might not speak and vote but they might remain in the meeting as observers.

135. The Acting Chairman asked Members to make declaration of other interest. No Member made declaration of other interest

136. Members unanimously endorsed the following funding application:

	<u>Activity</u>	<u>Amount Approved (\$)</u>
(1)	Tsuen Wan Safe and Healthy Community Day	80,960.00

137. The Chairman resumed the chair.

XVI Item 15: Application for District Council Funds by Tsuen Wan District Office  
(TWDC Paper No. 16/18-19)

138. The Secretary introduced the paper and stated that the Hon TIEN Puk-sun, Michael was the Vice President of the Tsuen Wan Culture and Recreation Co-ordinating Association for declaration of interest of his Vice Presidentship of the Association.

139. The Chairman stated that he was the Vice President of the Tsuen Wan Cultural and Recreation Co-ordinating Association but he did not have the personal pecuniary interest. According to section 48(13) of the Standing Orders, as he had made declaration of interest, the meeting would be temporarily chaired by the Vice Chairman.

140. The Acting Chairman decided that according to section 48(11) of the Standing Orders, the Member who had declared their membership of the Tsuen Wan Cultural and Recreation Co-ordinating Association might not speak and vote but they might remain in the meeting as observers.

141. The Acting Chairman asked Members to make declaration of other interest. No Member made declaration of other interest

142. Members unanimously endorsed the following funding application:

<u>Activity</u>	<u>Applying Organisation/ Co-organiser</u>	<u>Amount Approved</u> (\$)
(1) Arts Performance Pleasure for Families in Tsuen Wan 2018	Tsuen Wan Culture and Recreation Co-ordinating Association	350,000.00

143. Mr CHOW Ping-tim noted that this activity had been organised for several years to provide cultural and entertainment programme for people in need or particular target groups. He hoped that the applying organisation would submit reports to the TWDC, so that the TWDC could examine as to whether the participants were the same cohorts every year and ensure that the resources were used by the people in need.

144. The Acting Chairman noted the Member's views and would learn from the Tsuen Wan Cultural and Recreation Co-ordinating Association as to whether the relevant information would be submitted to the TWDC for Members' understanding of the details of the relevant activity.

145. The Chairman resumed the chair.

XVII Item 16: Application for District Council Funds by Tsuen Wan District Civic Education Committee  
(TWDC Paper No. 17/18-19)

146. The Secretary introduced the paper and stated that Mr CHAN Chun-chung, Jones, Mr CHAN Yuen-sum, Sumly and Mr CHENG Chit-pun were the Members of the Tsuen Wan District Civic Education Committee for declaration of interest of their membership of the Committee.

147. The Chairman asked Members to make declaration of other interest. No Member made declaration of other interest.

148. The Chairman decided that according to section 48(11) of the Standing Orders, the Member who had declared their membership of the Tsuen Wan District Civic Education Committee might not speak and vote but they might remain in the meeting as observers.

149. Members unanimously endorsed the following funding application:

	<u>Activity</u>	<u>Applying Organisation/ Co-organiser</u>	<u>Amount Approved</u> (\$)
(1)	Live a Green Life Love Our Earth Environmental Protection Competition	Yuen Yuen Institute Social Service Department	21,000.00
(2)	“Love Home, Love HK, Love Our Earth” One-day Eco-trip	Yuen Yuen Institute Social Service Department	21,500.00

XVIII Item 17: Application for District Council Funds by Tsuen Wan Committee for Celebration of Reunification of Hong Kong with China (TWDC Paper No. 18/18-19)

150. The Secretary introduced the paper.

151. The Chairman declared his Presidentship of the Tsuen Wan Committee for Celebration of Reunification of Hong Kong with China but he did not have the personal pecuniary interest. Besides, the Vice Chairman declared his Vice Chairmanship of the Tsuen Wan Committee for Celebration of Reunification of Hong Kong with China.

152. As the Chairman and the Vice Chairman had made declaration of interest, according to section 48(13) of the Standing Orders, Members unanimously agreed that the meeting would be temporarily chaired by Mr MAN Yu-ming.

153. The Acting Chairman decided that according to section 48(11) of the Standing Orders, the Members who had declared their membership of the Tsuen Wan Committee for Celebration of Reunification of Hong Kong with China might not speak and vote but they might remain in the meeting as observers.

154. The Acting Chairman asked Members to make declaration of other interest. No Member made declaration of other interest.

155. Mr CHOW Ping-tim pointed out that the Tsuen Wan Committee for Celebration of Reunification of Hong Kong with China was registered under the Societies Ordinance. However, its registered address was also used for registration by other organisations. In this connection, he enquired whether the organisation concerned should be requested to set out the information of all organisations registered under the same address, so as to avoid the conflict of interest. He further pointed out that his organisation had become a target of criticism recently. Hence, he wished to discuss the issue attracting concerns. He wondered about the fundraising proceeded by the Tsuen Wan Committee for Celebration of Reunification of Hong Kong with China and enquired whether it was owing to the fact that the captioned activity was co-organised by the TWDO. He expressed his interest in co-organising activities with the TWDO.

156. Mr TAM Hoi-pong stated that he had all along held the view that the reunification of Hong Kong with China was not a cause of celebration and he wished to raise an objection to the captioned activity in voting. He added that he also noted that the registered address concerned was used by a number of organisations. He enquired about the role and positioning of the Tsuen Wan Committee for Celebration of Reunification of Hong Kong with China, and whether it was affiliated to the TWDO or the Secretariat, so that Members could learn more about it.

157. The Secretary stated that it was not specified in the Form A of the captioned activity that the applying organisation would proceed with fundraising or acknowledge of any donation or sponsorship. The Secretariat would verify the registered address of the applying organisation in Form A and confirm that the address as set out in Form A matched with the registered address of the society/organisation when processing the funding application. As to whether the same address could be used by a number of organisations for society/organisation registration, it was not under the purview of the Secretariat. In addition, definitely there was no affiliation between the applying organisation and the TWDO and the Secretariat.

158. Mr CHOW Ping-tim said he understood that one address could be used by a number of organisations for registration; so to speak, the same address could be used for registration by a number of companies. This was not a non-compliance of any regulations or ordinances. It was deemed to be rational, reasonable and legal. He added that different parties might be involved when a number of organisations were registered under the same address. He thought that declaration of interest should be made or the information of the societies/organisations involved in the address in question should be clearly specified, so as to make the conflict of interest known to the Members when they voted on the funding application. He opined that if the TWDC did not have power to make determination of the issue on the compliance of the Guidelines on the Tsuen Wan District Council Funds (the "Guidelines"), enquiries should be made to the Home Affairs Department.

159. Mr LAM Faat-kang said he believed that it was very reasonable for Members to make enquiries on the funding applications of the TWDC. As set out in the Guidelines, the funding applications should be in compliance with the Guidelines and were beneficial to the public. He supported the captioned funding application and hoped that the Secretariat would find out whether there was a conflict of interest in the captioned funding application.

160. Mr TAM Hoi-pong said in his opinion, the same address could be used by a number of organisations for registration. He was more concerned about whether open invitation for the captioned funding application was made in accordance with the relevant procedures. He also enquired whether he would be offered the chance of acquisition of the DC Funds if he established an organisation to organise a similar activity.

161. Mr CHOW Ping-tim clarified that he supported the reunification of Hong Kong with China. He pointed out that the Secretariat and other Members had stressed that all the funding applications were processed in a strict and impartial manner under the vetting mechanism and in compliance with the Guidelines.

However, he learnt from newspaper that an extension of submission of information for funding application was approved for an organisation. He wondered about it and hoped that the Secretariat would process all funding applications in a strict and impartial manner, if the funding application in question was in compliance with the Guidelines. If the Secretariat failed to give explanation on this matter, he could only resort to abstention when voting on the funding application concerned.

162. Mr LO Siu-kit stated that many accounting firms and organisations used the same address for registration. It was a lawful practice as long as approval was given by the Government and the Police. He opined that the details of funds allocation should be discussed at the meeting of the Finance and In-house Working Group and it should not be discussed during the approval process of funding application. He agreed to organise the celebration activities for the reunification of Hong Kong with China and the existing funds allocation mechanism had been adopted for years, thereby further discussion arising from disagreement of some Members on the mechanism should come to an end.

163. Mr KOT Siu-yuen was in support of organising the celebration activities for the reunification of Hong Kong with China. He pointed out that the Police generally took a year to assess the application of society registration. Hence, he believed that the vetting procedures of the Police were very stringent and he opined that there was no problem with the registered address in question. He further pointed out that the registered address of the organisation concerned was real, unlike some Members' organisations which did not have a real registered address. He hoped that the voting on approval of the captioned funding application could be processed smoothly.

164. Ms LAM Yuen-pun, Phyllis was in support of continuously organising the celebration activities for the reunification of Hong Kong with China. She pointed out that she chaired the meeting in which an extension of submission of documents reported by the press as mentioned by a Member. The reporter had completely distorted the truth about the situation. She further pointed out that only an earmarked funding for specific use was adopted in the meeting but no funding application was approved. Hence, the applying organisation submitted the documents thereafter for the TWDC's consideration.

165. Mr CHOW Ping-tim stated that Members could make enquiries on the funding application approved by the TWDC. He hereby clarified that the registered address of his society/organisation was used for many years and it was real. The rates for the property concerned had been fully paid and the major owner agreed to the use of the address by him. Also, the HKPF had already received the relevant documents. He hoped that no one would mistakenly believe that the address of his society/organisation was false.

166. The Secretariat stated that the conflict of interest in the situation concerned was not illustrated in the Manual. In addition, the organisations which were interested in applying for DC funding to organise the celebration activities for reunification of Hong Kong with China or for other festive occasions were welcomed to submit application to the Secretariat for consideration, if any.

167. Mr TAM Hoi-pong proposed to vote by open ballot. Members agreed to the proposal.

168. The Acting Chairman asked Members to vote on the funding application. The voting result was listed as follows:

For (7 votes in total)

Ms LAM Yuen-pun, Phyllis, Mr LAM Faat-kang, Mr CHAN Chun-chung, Jones, Mr KOT Siu-yuen, Mr CHOW Ping-tim, Mr CHENG Chit-pun and Mr LO Siu-kit

Against (1 vote in total)

Mr TAM Hoi-pong

Abstention (1 vote in total)

Mr CHAN Yuen-sum, Sumly

169. The Acting Chairman announced the endorsement of the following funding application:

	<u>Activity</u>	<u>Amount Approved (\$)</u>
(1)	Celebration of the 21 <sup>st</sup> Anniversary of the Reunification of Hong Kong with China in Tsuen Wan	250,000.00

170. The Chairman resumed the chair.

**XIX** Item 18: Information Papers

171. Members noted the contents of the following information papers:

- (1) Report of District Facilities Management Committee (TWDC Paper No. 19/18-19);
- (2) Report of Culture, Recreation and Sports Committee (TWDC Paper No. 20/18-19);
- (3) Report of Traffic and Transport Committee (TWDC Paper No. 21/18-19);
- (4) Report of Community Building, Planning and Development Committee (TWDC Paper No. 22/18-19);
- (5) Report of Social Services and Community Information Committee (TWDC Paper No. 23/18-19);
- (6) Report of Coastal Affairs Committee (TWDC Paper No. 24/18-19);
- (7) Report of Environmental and Health Affairs Committee (TWDC Paper No. 25/18-19);
- (8) Report of District Management Committee (TWDC Paper No. 26/18-19);

- (9) Items Endorsed by Circulation by the Tsuen Wan District Council during the Period from 20 March 2018 to 18 May 2018 (TWDC Paper No. 27/18-19); and
- (10) Financial Statement of Tsuen Wan District Council Funds as at 17 May 2018 (TWDC Paper No. 28/18-19).

**XX Item 19: Any Other Business**

172. The Chairman stated that a letter from Young Artists Development Foundation was received earlier to apply for display of the TWDC logo on the flag to be used at the flag delegation session of the opening ceremony of the “HK Youth Drawing Day 2018” which would be held on 7 July 2018 (Saturday) at Central and Western District Promenade - Central Section near Tamar Park. The flag delegation session of the “HK Youth Drawing Day 2018” aimed to demonstrate the concerted efforts to promote community art across the 18 districts in Hong Kong, which cultivated the observation, imagination and creativity of Hong Kong teenagers through the painting activity. The TWDC had endorsed the application for the use of the TWDC logo from Young Artists Development Foundation in 2016 and 2017.

173. Members unanimously endorsed the application for the use of the TWDC logo from Young Artists Development Foundation.

174. The Chairman stated that the Women’s Commission would continue to launch the “Funding Scheme For Women’s Development” in 2018/19. A sum of \$53,000 would be distributed through each of the 18 DCs to women’s groups in districts and relevant non-governmental organisations in organising more activities for promotion of women’s development at the district level and building harmonious communities. The theme for the funding scheme in 2018/19 was “Women’s Employment”. It was hoped that the projects would be held at the district level to facilitate women in unleashing their potential, enhance women’s employability and create an environment that enabled women to work. He suggested that this matter should be referred to the Social Services and Community Information Committee (SSCIC) for follow-ups.

175. Members unanimously agreed that the TWDC supported the funding scheme and referred this matter to the SSCIC for follow-ups.

176. The Chairman stated that the 7<sup>th</sup> Hong Kong Games Organising Committee invited the TWDC to nominate a Member to take up the post of the 7<sup>th</sup> Hong Kong Games Organising Committee member. And, Mr KOT Siu-yuen, the Chairman of the Culture, Recreation and Sports Committee, had served as a member of the 6<sup>th</sup> Hong Kong Games Organising Committee on behalf of the TWDC. He asked members to nominate a TWDC Member to take up the post of the 7<sup>th</sup> Hong Kong Games Organising Committee member.

177. Mr LAM Faat-kang proposed that Mr KOT Siu-yuen should serve as the member of the 7<sup>th</sup> Hong Kong Games Organising Committee. Members unanimously approved the proposal.

178. The Chairman said that the 7<sup>th</sup> Hong Kong Games Organising Committee made application for displaying the TWDC logo at the activities and items for publicity of the 7<sup>th</sup> Hong Kong Games.

179. Members unanimously endorsed the application for the use of the TWDC logo from the 7<sup>th</sup> Hong Kong Games Organising Committee.

180. The Chairman stated that a letter from the HK.WeCARE was received earlier to invite the TWDC to serve as a supporting organisation in the Happy Stories in 18 Districts of Hong Kong. The Happy Stories in 18 Districts of Hong Kong aimed to arouse awareness of Hong Kong people who were too busy to catch up with the wonderful people and things around them through exploring the “Happy Stories” in the local communities by the participants. Besides, the HK.WeCARE applied for the display of the TWDC logo on the printing and publicity materials of the Happy Stories in 18 Districts of Hong Kong.

181. Mr CHOW Ping-tim and Mr TAM Hoi-pong enquired about the background of the HK.WeCARE.

182. The Chairman stated that the HK.WeCARE was jointly chaired by Ms CHAN May-kuen, Dr CHUNG Chi-ping, Roy, Dr LEE Chung-tak, Joseph, Dr TIK Chi-yuen and Mr YAU How-bao, Stephen. There were also other members of the community who served as the advisors for the HK.WeCARE.

183. Members unanimously agreed that the TWDC served as a supporting organisation for the Happy Stories in 18 Districts of Hong Kong and endorsed the application for the use of the TWDC logo from the HK.WeCARE.

184. The Chairman said that the Environmental Protection Department (EPD) had served a notice earlier that the EPD would provide a funding of \$200,000 to each DC to continue to implement the Community Participation Programme in Environmental Protection under the theme of “Dump Less, Save More, Recycle Right” in the current year through organising various activities and expanding the scope of community mobilisation in order to cultivate the value of “Use Less, Waste Less, Clean Recycle” amongst the public at the community level for practice of green lives. This matter was referred to the Environmental and Health Affairs Committee (EHAC) for follow-ups in the last term. He suggested that this matter should be referred to the EHAC again for follow-ups.

185. Members unanimously agreed that this matter should be referred to the EHAC for follow-ups.

186. The Chairman stated that the LCS D would continue to organise the “Sport for All Day” on 5 August 2018 (Sunday) under the theme of “Stay Active, Healthy and Happy!”. For Members’ information, as a token of appreciation from the LCS D for the TWDC’s funding provision for encouraging local organisations to organise the recreational and sports activities in support of the “Sport for All Day” on 5 August 2018, the TWDC was included in the list of supporting organisations of the “Sport for All Day 2018” which was uploaded to the LCS D’s website for the public.

187. The Chairman stated that the second duty visit of the TWDC would be held from 17 June 2018 (Sunday) to 20 June 2018 (Wednesday) and the destination of the duty visit was Singapore. The aim of the duty visit was to tap into the experience in the development in Singapore which were conducive in taking forward and fostering the development of facilities in Tsuen Wan district. The provisional itinerary of the duty visit included the visit to Anchorvale Community Club, NEWater Visitor Centre, Housing and Development Board and Urban Redevelopment Authority, etc. Details of the second duty visit would be announced in the pre-trip tea reception at 3:00 p.m. on 5 June 2018 and the representative(s) from the Consulate-General of the Republic of Singapore would attend by invitation.

188. The Chairman stated that in order to tie in with the “bottom-up” approach on handling the district affairs as mentioned in the 2017 Policy Address, the TWDO and relevant departments had drafted a work plan for the enhancement of public cleanliness and cityscape in Tsuen Wan district and relevant educational and publicity campaigns. The relevant information paper “Enhancing Public Cleanliness and Cityscape in Tsuen Wan” (TWDC Paper No. 29/18-19) was tabled at the meeting for Members’ perusal.

189. The Chairman stated that the students and teachers of the Hong Kong Design Institute had painted the different stories of different people in each neighbourhood of the 18 districts with three-dimensional visual effect to design a painting “Enlarge Hong Kong”, which reflected the young generation’s affection for Hong Kong and echoed the theme of “Together · Progress · Opportunity”. The paintings of 6 out of the 18 districts, including Tsuen Wan district, had already been published in pop-up books that illustrated the interesting course of converting a two-dimensional plane into a three-dimensional work. The pop-up book of Tsuen Wan district depicting the landscape and ecology of the industrial zone was temporarily stored at the Main Conference Room of the TWDO and would be put into the Common Room of the TWDO for Members’ appreciation after the meeting.

190. The Chairman reminded Members that the date of the next meeting was 31 July 2018 and the deadline for submission of paper was 16 July 2018.

XXI Adjournment of Meeting

191. There being no other business, the meeting was adjourned at 8:24 p.m.

Tsuen Wan District Council Secretariat  
July 2018