

(Translation)

Minutes of the 17<sup>th</sup> Meeting of Tsuen Wan District Council (2/18-19)

Date: 31 July 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, MH (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, BBS, 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
Ms LEE Lai-kiu, Winnie	Senior Liaison Officer (2), Tsuen Wan District Office
Mr CHAN Lok-wing	District Commander (Tsuen Wan), 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

Ms LEE Sau-ping, Ritz	District Lands Officer (Acting) (District Lands Office, Tsuen Wan and Kwai Tsing), Lands Department
Mr YIM Wai-hung	Administrative Assistant/Lands (District Lands Office, Tsuen Wan and Kwai Tsing), Lands Department
Mr MOK Ying-kit, Kenneth	Chief Transport Officer/NT South West, 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 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
Mr WONG Chai-kwan	Chief School Development Officer (Tsuen Wan & Kwai Tsing), Education Bureau
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:

Mr WONG Chung-leung, JP	Director of Water Supplies, Water Supplies Department
Mr PANG Kwok-fan, Gabriel	Chief Engineer/New Territories West (Acting), Water Supplies Department
Mr CHAN Chi-wai, Eric	Senior Engineer/New Territories West 2 (Acting), Water Supplies Department

For discussion of item 4:

Mr YEUNG King-hang, Kingsley	Head, Market & Competition 2, Office of the Communications Authority
Mr SIN Kwok-kei	Senior Telecommunications Engineer (Regulatory 12), Office of the Communications Authority
Miss NG Wing-yee, Winnie	Senior Regulatory Affairs Manager (Market & Competition 21), Office of the Communications Authority
Mr WONG Yik-kwan, John	Regulatory Affairs Manager (Market & Competition 21)1, Office of the Communications Authority

For discussion of item 5:

Mr CHEN Kin-tung, Tommy Senior Estate Surveyor/Central (District Lands Office, Tsuen Wan and Kwai Tsing), Lands Department  
Mr CHAN Kam-shing, Eddie Senior Executive Officer (Planning)7, Leisure and Cultural Services Department

For discussion of item 7:

Ms YEUNG Min-jing, Anna Chief Transport Officer/Ferry Planning, Transport Department  
Ms TSE Che-ching, Maria Senior Transport Officer/Tsuen Wan, Transport Department  
Mr Jacky CHEUNG General Manager, Park Island Transport Company Limited  
Mr Henry YEUNG Assistant Bus Operations Manager, Park Island Transport Company Limited

For discussion of item 8:

Mr LEUNG Wing-kee Senior Telecommunications Engineer (Broadcasting Support), Office of the Communications Authority  
Mr CHOW Wing-sang, Charles Telecommunications Engineer (Broadcasting Support)3, Office of the Communications Authority

For discussion of item 9:

Mr LING Wai-kit, Ricky Senior Property Service Manager (Wong Tai Sin, Tsing Yi & Tsuen Wan), Housing Department

For discussion of item 11:

Mr CHEUNG Kim-hung, Michael Engineer/Tsuen Wan 2, Transport Department

For discussion of item 12:

Ms Estella CHOW Director (Business Development), Hongkong Post  
Ms Tammy CHEUNG Senior Manager (Local Business), Hongkong Post

For discussion of item 13:

Mr CHAU Wai Senior Environmental Protection Officer (Assessment & Noise)3, Environmental Protection Department  
Mr CHAN Chi-ming, Lawrence Senior Engineer 2/Noise Mitigation, Highways Department

## I Opening Remarks and Introduction

The Chairman welcomed Mr WONG Chung-leung, the Director of Water Supplies (DWS) of the Water Supplies Department (WSD), Members and representatives from government departments to the 17th meeting of Tsuen Wan District Council (TWDC). He congratulated the Hon CHAN Han-pan, Ben for being awarded the Bronze Bauhinia Star and the Vice Chairman for being awarded the Medal of Honour and introduced:

- (1) Mr WONG Chai-kwan, who attended the meeting for the first time and replaced Mrs TSANG CHAN Mi-fong to assume the post of Chief School Development Officer (Tsuen Wan & Kwai Tsing) (CSDO(TW&KwT)), Education Bureau (EDB);
- (2) Mr YIM Wai-hung, who attended the meeting for the first time and replaced Mr TSE Hing-chit to assume the post of Administrative Assistant/Lands (District Lands Office, Tsuen Wan and Kwai Tsing) (AA/Lands (DLO, TW&KwT)), Lands Department (LandsD); and
- (3) Ms LEE Sau-ping, Ritz, District Lands Officer (Acting) (District Lands Office, Tsuen Wan and Kwai Tsing) (DLO (Atg.) (DLO, TW&KwT)), LandsD, who attended this meeting on behalf of Miss LO Pui-yiu, Sapphire.

2. The Chairman reminded Members of sections 17(1) and 27 of the Tsuen Wan District Council Standing Orders (the “Standing Orders”) that any Member who wished to move a motion or ask any question at a meeting of the Council was required to give the Secretary a notice in writing ten clear working days before the meeting. Thus, he reminded Members that the date of the next meeting was 19 September 2018 and the deadline for submission of paper was 4 September 2018. The Chairman asked Members to speak as concise as possible because there were many items on the agenda. In addition, according to section 28 of the Standing Orders, unless otherwise agreed by the Chairman, Members could speak and make supplementary remarks once for each agenda item at the meeting and each Member could speak up to 3 minutes.

3. The Chairman reminded that the persons observing the meeting in the public gallery should keep quiet and refrain from speaking. According to section 15(2) of the Standing Orders, if a person attending or observing a meeting of the Council acted in such a way as to disrupt the orderly conduct of the meeting, the Chairman might issue warnings to the person. The Chairman might order the person to leave the place of the meeting if the person persisted in such act despite warnings. Moreover, Members’ attention was drawn to the 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 16th Meeting held on 29.5.2018

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

5. The Chairman said that there were no matters arising from the minutes of the previous meeting.

IV Item 3: Visit of Director of Water Supplies to Tsuen Wan District Council

6. The Chairman welcomed Mr WONG Chung-leung, the DWS of the WSD who visited the TWDC and introduced the work of the WSD to Members. The other representatives of the WSD attending the meeting were:

- (1) Mr PANG Kwok-fan, Gabriel, Chief Engineer/New Territories West (Acting) (CE/NTW (Atg.)); and
- (2) Mr CHAN Chi-wai, Eric, Senior Engineer/New Territories West 2 (Acting).

7. The DWS and CE/NTW (Atg.) introduced the work of the WSD.

(Note: Ms LAM Yuen-pun, Phyllis and Mr CHAN Chun-chung, Jones joined the meeting at 2:42 p.m. and 3:03 p.m. respectively.)

8. Mr KOO Yeung-pong said that besides Texaco Road, there were also water main bursts on Sha Tsui Road, Yeung Uk Road and Lei Muk Road in Tsuen Wan district. Tsuen Wan was the first satellite town in Hong Kong. It had been over 50 years since its development. It was believed that most underground mains had become aged. The population of Tsuen Wan was already over 300 000 and would continue to grow because of the completion of new buildings. Whenever there were water main bursts, the traffic would be severely affected. Hence, he was glad to know that the WSD was planning to replace 400 kilometres of water mains. He noted that approximately 90% of the replacement works of 100 kilometres of water mains were completed and he enquired about the timetable and arrangement of the works of the remaining 300 kilometres of water mains.

9. The Hon TIEN Puk-sun, Michael pointed out that the principle of the “Water Intelligent Network” (the “WIN”) was to install the data transmission equipment at water mains for finding out the location of potential water main bursts and conducting rehabilitation works in advance through the detection and recording of the leak points of water mains. At the meeting of the Environmental and Health Affairs Committee in the previous month, the WSD had mentioned that all monitoring and sensing equipment were installed in rural areas at present. However, all water main burst incidents happened in urban areas early in the year. He enquired whether the WSD would install the sensing equipment in urban areas and about the timetable. He hoped that the “WIN” would be fully established in Tsuen Wan as soon as possible. Given that Hong Kong was a smart city, he enquired whether the WSD would replace the traditional mechanical water metres with the smart water metres, so that the public was able to know their water consumption through mobile applications and the WSD was able to check out the quantity of water supply for different types of buildings.

10. Ms LAM, Lam Nixie said that there were frequent bursts of fresh water mains and flush water mains in Tsuen Wan recently, with new cases every month. The political party she belonged to had already handled four to five cases in July 2018. She had requested the WSD in writing to replace the water mains as early as in May 2012, but the WSD's efficiency of replacing water mains was lagging far behind the pace of aging of water mains. She understood that bursts of water mains laid in the seventies or eighties were due to aging or other special reasons, but some water mains which were less than 10 years of age also burst. She enquired about the reasons for this and expressed concern over the materials of water mains procured by the WSD. She also enquired whether the WSD had kept a record of the relatively old parts of water mains and how the level of risk of water main bursts was determined. She had submitted a list of water mains which had been in use for over 20 years to the WSD. She enquired how many of the water mains in the list had been replaced. She pointed out that as the roads in Tsuen Wan were quite narrow, the water main bursts would not only affect water supply, but also traffic condition. For example, if the water main bursts occurred in Tsuen Wan West, there might be traffic congestion in Kwai Chung. She was glad to know that the improvement works of the water mains at Kwok Shui Road Park would complete shortly. She also said that the water mains on the G/F of Tsuen Wan West MTR Station, the roundabout at Tai Chung Road near Tsuen Wan West MTR Station and the roundabout at Texaco Road were quite old, and she enquired about the replacement schedule of those mains. She hoped that the WSD would report the progress of replacement works to Members of the TWDC more proactively in order to increase Members' confidence in the WSD. Lastly, she enquired how often the sand filters should be cleaned. Given the lead in drinking water incidents, she hoped that the WSD would publicise the relevant messages more widely.

11. Mr LI Hung-por noted that the WSD would exploit the new water resource through seawater desalination. He said that the supply of Dongjiang water from the Mainland was stable and seawater desalination was relatively costly in acquisition of water. He enquired the WSD about the reasons for carrying out seawater desalination. Moreover, he said that certain water sources were polluted due to the industrial development in the Mainland. Some of his friends thought that the quality of Dongjiang water was not good and therefore often recommended all kinds of water filters to him. He enquired how the WSD ensured the safety of Dongjiang water. He pointed out that the housing estates in the district joined the Quality Water Recognition Scheme for Buildings every year to ensure that the water quality conformed to safety standards. However, an examination fee of hundreds of thousands dollars was involved. Given that the WSD had always encouraged housing estates to improve water quality and relevant facilities, he enquired whether the WSD would provide subsidies for the housing estates which had obtained the gold certificate.

12. Ms LAM Yuen-pun, Phyllis opined that desalination plants would consume much energy, but a lower level of energy would be involved in desalination of Dongjiang water, which was more cost-effective. She enquired the WSD why it planned to develop seawater desalination. Moreover, she enquired whether the water mains with asbestos found in the nineties were fully replaced. She knew that generally speaking, the lifespan of water mains was only 25 years and enquired

whether adopting new materials could prolong the lifespan of water mains. She noted that a planning for the water mains of the newly built housing estates should be conducted and she enquired whether the WSD had drawn reference from the designs of other modern cities in the planning of water mains. She pointed out that excavation for laying water mains had been adopted in Hong Kong for many years and it affected other underground utility pipelines every now and then. She referred to the Mainland cities such as Hengqin where split-level underground space would be created to house utility pipelines for the ease of future repair works. She hoped that Hong Kong would draw reference from the practice of those cities in order to reduce the impact of future repair works on traffic.

13. Mr CHENG Chit-pun noted that in recent years, the WSD had proactively developed the “WIN” under which new water metres would be installed to monitor the water pressure. He would like to know why the “WIN” was developed mainly in rural areas. He said that the frequent water main bursts in Tsuen Wan town centre might be directly attributable to the excessively high water pressure. He enquired the WSD why water metres were not installed in the town centre to monitor the water pressure. While he supported the WSD to exploit the new water resources, he found that the reverse osmosis technology for seawater desalination was energy-consuming. Hence, he enquired about the cost-effectiveness of seawater desalination. He agreed to the proposal on renewable energy of installing photovoltaic (PV) panels at reservoirs. He pointed out that the water surface of Plover Cove Reservoir was huge but the size of PV panels was small. He enquired the WSD whether larger PV panels could be used to make full use of the water surface of the reservoir.

14. Mr CHAN Yuen-sum, Sumly stated that fresh water in housing estates was found to have excessive content of lead or other metals from time to time. He opined that penalties should be imposed under the legislation to urge contractors to pay closer attention to water safety. He pointed out that there were frequent water main bursts at Lei Muk Shue Estate in addition to Kwok Shui Road and he hoped that the problem would be completely solved. He also hoped that the WSD would speed up the deployment of water tankers to the scene of water main bursts to supply fresh water to residents once it was aware of the incidents. He further pointed out that the Housing Department (HD), Hong Kong Housing Society or flat owners of private buildings were supposed to take up the responsibility of handling the water main bursts in public housing estates or private buildings. However, the WSD provided professional technical support and allocated much manpower and resources to handle the problem. He enquired whether the WSD would review the practice and discuss the division of work with the HD. He opined that the staff of the WSD possessed the expertise, so he suggested that the repair works should be carried out by the WSD in future and the fees could be recovered from the parties concerned afterwards. He thought that this was a more appropriate approach to handle it.

15. Mr TAM Hoi-pong noted that the WSD had reviewed the possibility of using seawater for toilet flushing in Ma Wan and the vicinity of Sham Tseng early in the year. The results showed that it was not cost-effective to use seawater for toilet flushing in Ma Wan and the vicinity of Sham Tseng. He did not agree to the results and opined that the WSD should try its best to reduce water consumption and the dependence on Dongjiang water. He pointed out that part of the management fee of

Park Island and housing estates in the area of Tsing Lung Tau had to be used to pay for the extraction of seawater for toilet flushing. He hoped that the WSD would carry out another review of the provision of a seawater flushing system for housing estates on the waterfront. Besides, during the TWDC duty visit to Singapore in June this year, he noted that there were five reclaimed wastewater treatment plants and three seawater desalination plants in Singapore. The leakage rate was only 5%, which reflected that Singapore had a more proactive approach in managing water resources than Hong Kong. At present, Hong Kong was spending much on purchasing Dongjiang water whose quality was not guaranteed. To reduce Hong Kong's dependence on Dongjiang water and to increase its bargaining power, he urged the WSD to make every effort to increase water resources. He opined that the WSD should establish a mid-term goal of completely abolishing the use of fresh water for toilet flushing. He suggested that the WSD should use seawater for toilet flushing or draw reference from other countries' practice of using diluted effluent that had been secondarily treated for toilet flushing. In addition, he found Hong Kong's leakage rate of 15% unacceptable. He urged the WSD to achieve the Singapore's level before 2030 by replacing the water mains more proactively, with a view to reducing the waste of fresh water.

16. Mr WONG Ka-wa stated that there were frequent water main bursts at Lei Muk Shue Estate, Wo Yi Hop Road and Lei Shu Road in recent years. The last water main burst had just occurred on 27 July 2018. The water supply of the whole Lei Muk Shue Estate was suspended and the residents were put to inconvenience. He therefore supported the WSD's replacement of water mains to reduce the risk of water main bursts. He said that apart from the fresh water mains, the flush water mains in Lei Muk Shue Estate also often burst. The residents had to use fresh water for toilet flushing and they often asked whether the WSD would grant compensation to them accordingly. He noted that some water mains laid in the nineties might contain asbestos. He enquired whether the WSD had drawn up a timetable of replacement of those mains. He pointed out that there had been serious leaks from water mains on Kwok Shui Road, but the exact locations of leaks could not be identified at that time. He enquired whether the WSD had devised a leakage detection system to expedite the repair works and reduce the waste of fresh water. Furthermore, he opined that the WSD's recommendation of running water taps for a few minutes before taking water samples for testing was not in line with the habits of household consumption of water. He hoped that the WSD would make improvements.

17. Mr NG Hin-lung, Norris said that water was the source of life. A city's policy on water resources would have an important bearing on the supply and management of water resources. Due to climate change, rainfall had become increasingly unstable. Dry weather would also affect the supply of Dongjiang water. Having noted that the WSD was proactively exploiting new water resources, he enquired the WSD whether the said three new water resources were included in the pilot schemes to test the feasibility of their implementation in Hong Kong, or whether they would be developed into a regular water supply on a massive scale. The TWDC had discussed the shelving of using seawater for toilet flushing. The WSD explained that the plan was shelved because it was not cost-effective. He enquired whether the WSD would consider other factors at the macro level in addition to cost-effectiveness, for example, the reduction of water consumption and the adoption

of a diversified water supply, in order to avoid the dependence on a single water source and to maintain a steady supply of water in the region.

18. Mr LAM Faat-kang praised the WSD for actively following up on the water main bursts in Tsuen Wan district notwithstanding its high frequency. He noted that the WSD would soon undergo the replacement works for water mains and suggested that the WSD should speed up the works to reduce the risk of water main bursts. He was concerned about the cost of seawater desalination. He opined that if seawater desalination was cost-effective, Singapore should not have exploited other water resources and should not have purchased fresh water from Malaysia. He hoped that the WSD would carry out an in-depth study. He was also concerned about the problem of the lead in drinking water and pointed out that Luk Yeung Sun Chuen was awarded a certificate under the Quality Water Recognition Scheme every year. He hoped that the WSD would test the water quality for housing estates in order to save residents' worry about the safety of fresh water and ensure the residents' health, with a view to avoiding making it a topical reference.

(Note: The Hon CHAN Han-pan, Ben joined the meeting at 3:35 p.m.)

19. The Vice Chairman sincerely thanked the WSD for providing services at district level. He understood that whenever there were water main bursts, it took time for the WSD to repair the local water supply system and water mains. He hoped that the WSD would continue to commit itself to providing services. He thought that the WSD and its contractors were quite efficient in handling the water main bursts, but he hoped that they would provide Members with their direct telephone lines, so that Members could learn about the time needed to handle the incident and the preparation to be taken. He pointed out that the contractors would only focus on handling the water mains in the incidents of water main bursts. Members had to help coordinate the traffic around the areas of the incidents and relevant matters with the departments concerned. Thus, he opined that strengthening the communication between the contractors and other stakeholders could make the repair works more smoothly. Furthermore, he had mentioned at the TWDC meeting held two months ago that hopefully, a telecommunications base station would be installed in the open space beside the WSD Staff Quarters in Yau Kom Tau. He thanked the WSD for supporting the work and hoped that the telecommunication service in that area would resume as soon as possible. At present, the leakage problem in old buildings was mainly handled by the Joint Office under the Buildings Department. He hoped that the WSD would tackle the obvious leakage problems more proactively in order to shorten the processing time of leakage cases and to minimise the impact on residents.

20. The Hon CHAN Han-pan, Ben was concerned about the lead in drinking water incidents. He pointed out that there were suspected cases of lead in drinking water in the newly completed Kwai Tsui Estate. The water was subsequently found to conform to safety standards in the WSD's water tests. This was similar to the situation of Sheung Chui Court when residents moved into the estate. He opined that the residents did not understand the WSD's water test mechanism and were worried that the lead would be found in water. He said that the WSD requested the residents of newly completed units to flush the water mains more frequently during the first

three months after intake by running water taps for 15 minutes, resulting in higher water bills in the first three months. He suggested that the WSD should waive the water charges of these three months partially or fully for the residents in order to encourage them to flush the water mains more frequently as far as possible in order to wash away residual metals or sediments as soon as possible. Although the WSD would test the lead content in water through contractors before the residents' intake of housing estates, he still hoped that the WSD would take water samples from the households for testing from time to time in order to boost residents' confidence in the safety of drinking water. This could avoid disturbing residents if they were asked to take blood tests when there were suspected cases of lead in water.

21. The DWS responded as follows:
- (1) the WSD would follow up on Members' valuable views and would review the water supply network of the whole Tsuen Wan district;
  - (2) there was a certain social cost of replacing water mains, for example, the impact on traffic for replacing water mains on trunk roads. The WSD had to balance the degree of tolerance of different parties and would adopt a "risk-based" strategy to replace the high-risk water mains;
  - (3) if smart water metres were installed in existing buildings, the conduit system should be retrofitted for laying the signal cables to transmit readings of water metres to the Data Concentration Unit of the building. The buildings had to undergo substantial alterations and greater impact would be brought to the buildings. Hence, the WSD planned to install the smart water metres only in new buildings at the present stage. When the technology of wireless transmission of the smart water metres became mature enough to transmit the signals in a more stable way, the WSD would study the installation of smart water metres in existing buildings;
  - (4) the WSD did not set up the District Metering Areas (the "DMAs") only in rural areas. Under the "WIN", the WSD proposed to set up over 100 DMAs in Tsuen Wan district and more than 90 DMAs had already been set up. Besides, there were different scenarios for water main bursts. Some water mains burst after leakage, while some burst without leakage. Water mains with leakage could be detected by the "WIN", so that the WSD could carry out repair works as soon as possible to prevent water main bursts. The water mains which burst without leakage would be handled by the WSD with a "risk-based" strategy;
  - (5) the WSD had done a lot of work and adopted a multi-pronged approach to reduce leakage of fresh water mains, including drawing reference from and introducing the advanced leakage detection methods adopted by overseas countries. The WSD's goal was to reduce the leakage rate of fresh water mains to under 10% by 2030;
  - (6) the WSD's water tankers on standby were always fully loaded with fresh water. The old practice was to call the drivers to return to the district offices of the WSD to drive the water tankers during non-office hours. To quicken the process of temporary water supply to the public, the WSD had arranged for drivers to perform shift duty until

- 10 p.m. daily since June 2018, so that water tankers could be deployed immediately in case of emergency;
- (7) the installation of floating PV system at the reservoir was implemented on a trial basis, so the size of floating PV panels was smaller to ensure that the waterworks nearby could use up the generated power. If the size of the floating PV panels were enlarged, the power generated had to be grid-connected to ensure full utilisation. The floating PV system had a great potential for power generation. The WSD would carry out relevant studies in future;
  - (8) there were pros and cons for different water resources. Seawater desalination had the advantage of not being prone to climate change, but its disadvantages included high energy consumption and high carbon footprint. Desalinated seawater was not the most ideal water resource in terms of environmental friendliness. Due to the fact that the amount of Dongjiang water purchased by Hong Kong at present only accounted for about 3% of the mean annual flow of the Dongjiang main stream, the supply of Dongjiang water to Hong Kong was adequately met although Dongjiang water flow would be affected by the weather. The WSD hoped that there were diversified water resources in Hong Kong for responding better to all kinds of changes, but the proportion of water resources should be reviewed to meet the changes in all factors;
  - (9) the WSD suggested that the sand filters should be cleaned regularly and the frequency was dependent on the cleanliness of sand filters;
  - (10) the contractors would carry out a systematic flushing for new buildings after completion. During the few months after the flushing and before the residents' intake, the quality of water which remained stagnant in the water mains might deteriorate. Hence, the WSD suggested that the residents should run the water taps for 15 minutes for non-potable use every morning and night during the first few days after their intake in order to wash away the stagnant water. Although the flushed water was non-potable, it could be used for household cleaning purposes. If the residents had altered the original plumbing installations after moving in, the WSD also suggested that they should flush their newly installed plumbing installations for safety;
  - (11) the WSD had stringent commissioning requirements for internal plumbing systems. The WSD would examine if lead was present in the soldering materials of water mains and would require the contractors or licensed plumbers to perform systematic flushing or carry out the six-hour stagnation water sampling test. The contractors must engage the accredited laboratories to carry out the six-hour stagnation water sampling test and the test reports should be submitted directly to the WSD. The WSD would continue to review and enhance the requirements as appropriate. The residents were advised to form a good habit of using water to ensure safety of fresh water;

- (12) water mains were made of different materials with different lifespans. The nearby environment would also have a bearing on the lifespan. The WSD would therefore review the water supply network of Tsuen Wan district and would adopt a “risk-based” strategy to replace the high-risk water mains; and
- (13) the WSD considered that the use of seawater for toilet flushing was partly due to water conservation. However, if the cost-effectiveness of establishing and operating a seawater flushing system in certain areas was too low, the proposal on seawater flushing should be considered carefully having regard to the principle of prudent use of public resources. The WSD would study this proposal again based on the overall cost-effectiveness.

22. The Chairman thanked the DWS for attending the meeting and asked the WSD to liaise with Members after the meeting for further discussion.

V Item 4: Review of the Number of Public Payphones  
(TWDC Paper No. 33/18-19)

23. The Chairman stated that the Office of the Communications Authority (OFCA) submitted a paper to briefly introduce the review of the number of public payphones. The representatives of the OFCA attending the meeting were:

- (1) Mr YEUNG King-hang, Kingsley, Head, Market & Competition 2 (H, M&C 2);
- (2) Mr SIN Kwok-kei, Senior Telecommunications Engineer (Regulatory 12);
- (3) Miss NG Wing-yee, Winnie, Senior Regulatory Affairs Manager (Market & Competition 21); and
- (4) Mr WONG Yik-kwan, John, Regulatory Affairs Manager (Market & Competition 21) 1.

24. H, M&C 2 of the OFCA briefly introduced the review of the number of public payphones. In addition, the OFCA received the views respectively from two district councillors of Tsuen Wan district and Kwai Tsing district of late. It was opined that the kiosk payphone numbered 8002 in constituency K15 had obstructed the pavement and that kiosk payphone numbered 7063 had obstructed the extension works of the existing footbridge and escalator, and requested for the removal of the two payphones. The two kiosk payphones were not in the list of the 30 kiosk payphones to be excluded from the universal service obligation (USO) preliminarily proposed by the OFCA. The OFCA welcomed other Members to give comments on the requests from the two district councillors.

25. The Hon CHAN Han-pan, Ben said that he had followed up on the matter of obstruction of pavement by kiosk payphones five to six years ago. In this connection, he suggested that the OFCA should eradicate the kiosk payphones at the busy and narrow streets in Tsuen Wan district, including the kiosk payphone with WiFi outside Jade Plaza in Ham Tin Street, one of the two adjacent kiosk payphones in the street off Bo Shek Mansion and the kiosk payphone near the bus stop at the junction of Tsuen Fu Street and Tsuen Wah Street. He was disappointed that those

kiosk payphones were not included in the review. He hoped that the OFCA would conduct the review again and remove the kiosk payphones which had obstructed bus stops or pavements. He pointed out that there were many kiosk payphones in the vicinity of Tsuen Kwai Street, Tsuen Fu Street and Tsuen Wing Street, and, in his opinion, the actual demand for kiosk payphones had declined, so he suggested that the OFCA should further reduce the number of kiosk payphones.

26. The Hon TIEN Puk-sun, Michael stated that the OFCA proposed to exclude 30 out of 76 kiosk payphones in Tsuen Wan district with daily average revenue of not more than HK\$1. He enquired about the reasons for setting up the guiding principle of the daily average revenue of HK\$1. It would be difficult for the members of the public to search for the kiosk payphones in the streets after some kiosk payphones were removed. He also thought that it was impracticable to look for the locations of kiosk payphones by mobile applications. He pointed out that the kiosk payphones would be phased out in the long term and thus enquired the OFCA about the reasons for retaining kiosk payphones. As most kiosk payphones were installed with WiFi service, he enquired the OFCA whether WiFi service could be retained in-situ after the kiosk payphones were removed.

27. Mr CHENG Chit-pun pointed out that the OFCA proposed to remove the kiosk payphones with the daily average revenue of not more than HK\$1. Such data only indicated the low public usage of the phone service, but it did not indicate the number of members of the public who used WiFi service. He hoped that the OFCA would provide the relevant data in future. Besides, one of the important functions of kiosk payphones was to make emergency calls. As it was free to make emergency calls, the usage of such service was not reflected in the revenue of kiosk payphones. Hence, he hoped that the OFCA would also provide the relevant data. He supported the eradication of kiosk payphones with low usage rate and hoped that the OFCA would provide the TWDC with the more detailed information in future.

28. Mr CHAN Yuen-sum, Sumly thought that it was inappropriate for the OFCA to exclude the kiosk payphones by adopting the guiding principle of the daily average revenue of not more than HK\$1. He enquired about the reasons for setting up the guiding principle of the daily average revenue of not more than HK\$1. Apart from the usage rate, the OFCA should also consider the impact of kiosk payphones on the environment. Having noted that the OFCA had provided a universal service contribution (USC) of HK\$20 million for kiosk payphones, he held that the commercial value of kiosk payphones should have been over HK\$20 million taking into consideration the area and rent of the land occupied by them. He enquired how the OFCA came up with the calculation of the USC. He said that the two kiosk payphones at Tai Wo Hau MTR Station were in close proximity to each other and the payphone closer to the bus stop had often obstructed the passengers who waited for buses. He opined that the OFCA should not make decision as to whether the kiosk payphones were eradicated according to their daily average revenue. He pointed out that he had written to the telecommunications service provider concerned earlier to request for removal of that kiosk payphone, but was informed by the telecommunications service provider that approval from the OFCA was not sought successfully because the kiosk payphone had WiFi function. He opined that WiFi service could be provided through the simple devices without kiosk payphone. With

the popularity of mobile phones, he opined that the OFCA's proposal on retention of kiosk payphones was outdated, and that kiosk payphones only served as an indirect advertisement channel for the telecommunications service providers. He hoped that the OFCA would demolish the kiosk payphone outside Tai Wo Hau MTR Station as soon as possible. Furthermore, the fire hydrant there had also obstructed the passengers who waited for buses. He hoped that the Fire Services Department could remove the fire hydrant.

29. Mr WONG Ka-wa opined that the OFCA's criterion of determining the removal of kiosk payphones based on the daily average revenue had indirectly provided a low-cost platform for the telecommunications service providers to display advertisements. He enquired the OFCA about the reasons for setting up the guiding principle of the daily average revenue of not more than HK\$1. The transport support in Hong Kong had undergone considerable changes in the recent decade, with a drastic increase in the number of bus routes. The size of WiFi equipment had become very small and WiFi equipment in neighbouring regions such as Macao was more advanced than Hong Kong. As kiosk payphones numbered 8002 and 7063 had obstructed the pavement, he thought that it was unreasonable to retain the whole kiosk payphone simply for providing WiFi service continuously. He also held that if two kiosk payphones were situated at the same site and one of them was not provided with WiFi service, the OFCA should remove the one without WiFi service. Moreover, if the two kiosk payphones at the same site were both installed with WiFi service, it was not necessary to retain both payphones. For example, the kiosk payphones numbered 7387 (from the pair 7228 and 7387) and 8401 (from the pair 8401 and 8402) should be removed because they were not installed with WiFi service. He agreed to retain WiFi service and suggested that the OFCA should employ the more advanced WiFi system so as to lower the limits on network speed and number of users.

30. Mr MAN Yu-ming enquired the OFCA about the reasons for setting up the guiding principle of the daily average revenue of not more than HK\$1. He agreed that as making emergency calls was a toll-free service, the usage could not be reflected in the revenue of kiosk payphones. He also agreed that the kiosk payphones that had obstructed the street could be eradicated, but the kiosk payphones for making emergency calls should be retained. For example, the kiosk payphone numbered 7250 beside a refreshment kiosk in Shek Wai Kok had not obstructed the street and therefore should be retained, but he did not support providing the USC for it. In case of emergency where the mobile phones of individuals had run out of battery or were out of order, the kiosk payphone was available for the individuals to seek help timely. Hence, he opined that the daily average revenue should not be the criterion for deciding as to whether the kiosk payphones in rural areas without causing street obstruction should be retained.

31. Mr KOO Yeung-pong stated that it was necessary to retain the kiosk payphones in certain locations despite the advanced technology. Apart from the kiosk payphone off the refreshment kiosk at Shing Mun Country Park as mentioned by the Member, the kiosk payphone at Lido Beach should also be retained. Many people went swimming at Lido Beach every morning. Although most of them had mobile phones, they could still make emergency calls in the kiosk payphone in case of

emergency. Hence, he suggested that the OFCA should consider retaining the kiosk payphone concerned.

32. Mr CHAN Chun-chung, Jones agreed that the OFCA should consider removing the adjacent kiosk payphones to free up more space in the streets to benefit the pedestrians. The kiosk payphones should not be removed simply because of their relatively low usage rate. For example, he agreed that the kiosk payphone numbered 7250 which was situated in a relatively remote area should be retained. On the other hand, although the actual usage rate of kiosk payphone numbered 7227 on the OFCA's proposed list of exclusion from the USO was quite low, many elder people had asked him about the location of that kiosk payphone. Hence, he hoped that the OFCA would retain the said kiosk payphone.

33. Mr NG Hin-lung, Norris noted that the OFCA proposed to exclude the kiosk payphone outside Hong Kong Garden Commercial Complex from the USO. He pointed out that it was not a busy street and the kiosk payphone did not cause street obstruction, so he suggested that the OFCA should retain the kiosk payphone. Apart from making emergency calls, members of the public were generally not very demanding in the voice call function of the kiosk payphones. Given that the provision of USC to fund the USO service was for the convenience of the public, he suggested that the kiosk payphones should keep up with the times by provision of battery charging service. Also, a payphone could still perform its functions with lessened space. He hoped that the OFCA would give further consideration to it.

34. Ms LAM, Lam Nixie said that many members from swimming clubs went swimming at Lido Beach at peak hours from 3:00 a.m. to 4:00 a.m. every day when the office of the Leisure and Cultural Services Department (LCSD) had not commenced operation. Most swimmers might not have taken mobile phones with them. In case of emergency, the kiosk payphone in that area could serve its function. Hence, she suggested that the OFCA should retain the kiosk payphone.

35. Ms LAM Yuen-pun, Phyllis stated that there were no kiosk payphones in her constituency area, but she supported the eradication of kiosk payphones which had caused obstruction in busy streets. The existing functions of the kiosk payphones had become outdated. Even if members of the public wanted to use the kiosk payphone, they might not be able to use it because of lack of HK\$1 coins. Hence, she hoped that apart from battery charging service, Octopus payment would also be provided at kiosk payphones. She suggested that computers should be installed at kiosk payphones for the use of the public in case of emergency and hoped that kiosk payphones with computers would be provided in her constituency area. Moreover, there were no kiosk payphones at Chuen Lung and Route Twisk. If emergency should arise, hikers might not know how to look for emergency helpline telephones. Hence, she suggested that fixed kiosk payphones should be installed at Chuen Lung and Route Twisk.

36. Mr CHOW Ping-tim believed that kiosk payphones would be completely eliminated if they were not equipped with value-added service or were not enhanced. He opined that people smoking beside litter bins was quite annoying. He suggested that the OFCA should request the telecommunications service providers to convert

kiosks with payphones into smoking rooms, so that the public could use the phone on one hand and the air could be purified via filter system on the other. This could greatly benefit the public.

37. The Vice Chairman understood and agreed to the principles stated in the paper. Following the advancement of our society, the existing purposes and functions of kiosk payphones should be reviewed. Members had mentioned that the kiosk payphones in country parks or beaches served their functions to a certain degree in case of emergency. Even though the OFCA's data showed that the usage rate of those kiosk payphones was on the low side, he still hoped that the OFCA would consider retaining those kiosk payphones. Considering that kiosk payphones numbered 7242 and 7897 were too closely situated and both were at crowded spots in Tseun Wan town centre, the district councillor of Tak Wah Constituency opined that the payphone numbered 7242 should be removed. Also, the district councillor of Tak Wah Constituency opined that kiosk payphones numbered 7228 and 7387 were closely situated in a busy area and suggested that one of the kiosk payphones should be removed. In Lai To Constituency, the space outside Block 2, Phase II, Belvedere Garden was quite tiny and was close to the waiting area of the public light buses. Hence, he suggested that kiosk payphone numbered 7231 should be removed. Moreover, he enquired the OFCA on how Members' suggestions about removal or retention of certain kiosk payphones would be handled.

38. H, M&C 2 of the OFCA responded as follows:

- (1) the principles adopted in the OFCA's current review of the number of kiosk payphones were preliminarily based on the daily average revenue of kiosk payphones (i.e. daily average revenue of not more than HK\$1). The OFCA noted Members' views expressed at the meeting, including the request to retain kiosk payphones on beaches and in country parks, and the exclusion of kiosk payphones which had caused street obstruction (such as payphones numbered 8401, 8402, 7595, 7244, 7242 and 7897, etc.) from the USO even though their daily average revenues were over HK\$1. The OFCA would consider Members' views carefully;
- (2) the OFCA pointed out that WiFi service was not included in the USO. The provision of WiFi service was solely the commercial decision of the providers of universal service, i.e. PCCW-HKT Telephone Limited and Hong Kong Telecommunications (HKT) Limited (the "HKT");
- (3) the current review aimed to identify the kiosk payphones which were no longer eligible for the USC and exclude them from the USO, instead of excluding all kiosk payphones from the USO. If some kiosk payphones installed with WiFi service were not excluded from the USO, the HKT could continue to provide WiFi service. Even if the OFCA excluded the kiosk payphones from the USO, the HKT could still decide to retain those excluded kiosk payphone out of business considerations. If the HKT decided to retain the kiosk payphones, WiFi service could be provided continuously;
- (4) the OFCA would prudently consider Members' views, including the exclusion of the kiosk payphone without WiFi service out of two payphones which were in close proximity to each other;

- (5) the WiFi equipment was installed at the top of kiosk payphones. If the HKT decided to remove the kiosk payphone, the provision of WiFi service would be ceased. However, the OFCA would pass on the relevant information to the Office of the Government Chief Information Officer which would keep an eye on the situation and would consider providing WiFi access points near the original kiosk payphones;
- (6) between January and September 2017, there were seven kiosk payphones in Tsuen Wan district with more than one 999 emergency call made every week on average. The information was already stated in the discussion paper;
- (7) in respect of introducing new functions to kiosk payphones, the OFCA had assisted the HKT in providing WiFi service at kiosk payphones in 2007. In recent years, the OFCA had also assisted the HKT in trying out the provision of mobile base stations at kiosk payphones. The results were quite satisfactory. With support of the policy, the HKT could install mobile base stations at kiosk payphones to enhance its mobile service coverage;
- (8) the OFCA would convey Members' suggestions about the new functions at kiosk payphones, including battery charging, computer service and smoking room, to HKT for consideration; and
- (9) the OFCA emphasised that the provision of kiosk payphones was governed by the Block Licence issued by the LandsD and the change of the use of kiosk payphones was subject to the approval of the LandsD. The HKT could submit proposals to the OFCA if it was interested in enhancing the functions of kiosk payphones. The OFCA was readily to offer assistance to the HKT by following up on the proposals and acting as a coordinator among all relevant parties and government departments concerned.

39. Mr CHAN Yuen-sum, Sumly requested the OFCA to exclude the kiosk payphone numbered 8002 and pointed out that the location of the kiosk payphone was near the bus stops of many bus routes with many passengers who waited for the buses. If the OFCA did not consider the removal of that kiosk payphone, he would like to invite the OFCA to conduct an on-site visit to understand the actual situation, instead of simply adopting the guiding principle of daily average revenue of not more than HK\$1. He looked forward to the early reply from the OFCA.

40. The Chairman enquired whether the OFCA would provide the battery charging service at kiosk payphones for the convenience of the public.

41. H, M&C 2 of the OFCA responded as follows:

- (1) the OFCA reiterated that the adoption of the guiding principle of daily average revenue of not more than HK\$1 for the exclusion of kiosk payphones from the USO was a preliminary proposal. The OFCA was readily to pay heed to and consider Members' views expressed at the meeting;

- (2) the OFCA would liaise with the Members concerned after the meeting to learn about their preference as to which kiosk payphones they would like to retain or remove in individual constituency area; and
- (3) it was reiterated that kiosk payphones were owned by the HKT. The OFCA would convey Members' views about additional functions of the kiosk payphones to the HKT for consideration.

42. The Chairman requested the OFCA to consider Members' views and liaise with the Members concerned after the meeting.

VI Item 5: Strongly Request Various Government Departments and the Property Development Company of Park Island, Ma Wan to Fully Explain the Progress of the Development of Ma Wan Old Village for Indigenous Inhabitants into a Leisure cum Historical Park and the Progress of the Improvement Programme for Ma Wan Tung Wan Beach for TWDC's Understanding and Putting Beyond Doubt of the Members of the Public in Tsuen Wan District, With a View to Effectively Addressing the Urgent Needs for Tourists' Facilities in Tsuen Wan District.

(TWDC Paper No. 34/18-19)

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

- (1) Mr CHEN Kin-tung, Tommy, Senior Estate Surveyor/Central (District Lands Office, Tsuen Wan and Kwai Tsing) (SES/C(DLO, T&KwT)), LandsD; and
- (2) Mr CHAN Kam-shing, Eddie, Senior Executive Officer (Planning)<sup>7</sup> (SEO(P)<sup>7</sup>), LCSD.

Besides, the written replies of the Development Bureau and LandsD and Planning Department (PD) were tabled at the meeting.

44. Mr CHOW Ping-tim introduced the paper.

45. SES/C(DLO, T&KwT) of the LandsD responded as follows:

- (1) Ma Wan Park (MWP) was a development project in the district as stipulated under the Heads of Agreement between the Government and the developer of the MWP in 1997 and the Master Layout Plan (MLP) of the MWP under the approval of the Town Planning Board (TPB). The proposed development of the MWP was implemented in two phases;
- (2) Phase 1 of the MWP mainly comprised the facilities such as the Ma Wan Natural Garden, Noah's Ark, Solar Tower and exhibition centre, etc., which were completed in phases starting from 2007 and were mostly completed and commissioned in 2012; and
- (3) the theme of Phase 2 of the MWP was "conservation and revitalisation of Ma Wan Old Village" which was chiefly established under the revised MLP of Phase 2 of the MWP approved by the TPB in January 2014. As Phase 2 of the MWP involved the complicated cases of relocation and reprovisioning of Ma Wan Old Village, the site had not been vacated and cleared at the moment and therefore, the original plan

of the MWP was inevitably affected. The Government was currently examining the situation concerned and had been discussing it with the developer. Where appropriate, the views of the residents in Ma Wan and other stakeholders on the development of Phase 2 of the MWP would be sought.

46. The Chairman enquired the LandsD about the clearance procedures pending for completion, the way of making clearance and compensation and the timetable of handing these procedures. Besides, he enquired the LCSD about the details of the works of Phase 2 of Ma Wan Tung Wan.

47. SES/C(DLO, T&KwT) of the LandsD responded as follows:

- (1) the site for Phase 2 development project of the MWP was situated at the west of Ma Wan Island, i.e. the location of Ma Wan Old Village. The Government had to consider the relocation and reprovisioning work. The major problems encountered in the course were the legal issues of land leases and complaint cases arising from land licences and squatter huts; and
- (2) given the complex issue of land titles and the legal issues arising from land titles, it was difficult to anticipate the time required for handling these issues, even though the LandsD had actively carried out the follow-up work.

48. SEO(P)7 of the LCSD responded as follows:

- (1) Ma Wan Tung Wan Improvement Works was carried out in two phases. Phase 1 had already been completed in 2004;
- (2) the date of commencement of Phase 2 of the Improvement Works involving the sand filling works in Ma Wan Tung Wan would be confirmed after the gazettal as required under the Town Planning Ordinance and Foreshore and Sea-bed (Reclamations) Ordinance was completed;
- (3) Sun Hung Kai Properties Limited (the "SHKP") currently taking into account the financial commitment arising from the compensation claimed by the stakeholders such as fish culture traders who might suffer loss due to the reclamation work, so as to duly deal with the compensation matters in future. The LCSD would follow up on the relevant procedures after the SHKP had decided its financial commitment arising from the compensation issue of the stakeholders; and
- (4) Phase 2 of Ma Wan Tung Wan Improvement Works mainly included the improvement items such as the extension of the beach area four times larger, provision of storage for lifeboats and rescue crafts, relocation of lifeguard tower, provision of beach volleyball court and reprovisioning of shark prevention net.

49. The Hon TIEN Puk-sun, Michael stated that the agreement signed in 1997 aimed to develop Ma Wan Old Village into a leisure cum historical park; however, currently, the timetable of development could not be set up due to the issues of land titles deriving from relocation of Ma Wan Old Village. He opined that such

saying was unacceptable and hoped that the departments concerned would give an account of it. He enquired about the reasons for spotting the legal issues after the agreement was signed years ago, and whether the relevant legal issues were cleared when the agreement was signed at that time, and apart from the legal issues, what obstacles were found in Phase 2 development plan of the MWP, and the current situation of relocation of Ma Wan Old Village. He hoped that the departments concerned would give solid response. Besides, according to the SHKP, it was currently studying the compensation options for fish culture traders who were affected by the improvement works of Ma Wan Tung Wan Beach. He thought that the LCSD should set up a timeframe on it, so as to avert the unlimited postponement of the improvement works of Ma Wan Tung Wan Beach when successful negotiation between the two parties was not achieved. It was indicated in the paper submitted to the TWDC by the LCSD in 2012 that the improvement works of Ma Wan Tung Wan Beach would be completed in December 2014 at the earliest and in March 2016 at the latest. To date, however, the SHKP was still discussing the compensation problems. Hence, he hoped that the LCSD would substantively study the expeditious solution to the problem.

50. Mr CHAN Yuen-sum, Sumly said when discussing the development plan for Ma Wan at first, the government departments concerned and SHKP advocated that the development plan was beneficial to the well-being of the residents; however, the existing development of Ma Wan did not align with the development blueprint at that time. The development projects in the old days had fallen through one after the other. It was unfair to the villagers of Ma Wan, flat owners and tenants of Park Island. In addition, the unresolved land titles in more than 20 years after the development plan was drawn up and the yet-to-be cleared site had puzzled him. Besides, as for the development concerned, the SHKP not only made compensation to the villagers, but also needed to pay for the development and management of the project. Commercially, it was not profitable and thus, the SHKP had all along been delaying. He was disappointed at the performance of the LandsD and LCSD. He thought that the departments were passively led by the SHKP and failed to exercise any regulatory control of the SHKP. Hence, he was of the view that the LandsD or LCSD should stipulate a timetable for the development plan concerned and set a timeframe of completion of the development plan concerned for the SHKP, in order to avert further delays.

51. Mr TAM Hoi-pong stated that there were many changes in the planning of Ma Wan in the past ten years or so. It was a common view that the development plan concerned was a bad example of Public Private Partnership (PPP). The development of Phase 2 of the MWP was also a project under PPP. Currently, the condition of Ma Wan Old Village was poor. The Food and Environmental Hygiene Department (FEHD) had provided assistance in dealing with the hygiene problems and mosquito infestation in the village from time to time. He enquired whether the Government intended to continue to undergo the development of Phase 2 of the MWP. He also opined that the Government should not let the SHKP turn the steering wheel. Besides, he suggested that the LCSD should re-examine the existing information for making a review on the original locations of reclamation and extension in Ma Wan Tung Wan Beach in order to learn about the impact brought to the environment and that residents' views on the relevant proposals should be sought. As far as he knew,

a sum of HK\$0.803 billion was earmarked for the development plan concerned. He enquired about the movement of the said sum and the amount of balance of the development project and he wished to know the future use of such amount of balance. Moreover, a number of facilities of Phase 1 of the MWP were worn and torn, say, the repair of the roof cover of the Solar Tower which was blown away during a typhoon last year was still pending. He enquired about the government department which was dedicated for the follow-up work. He also opined that the problem about the projects of Phase 1 should firstly be addressed before the development of Phase 2 of the MWP was handled. He learnt that the residents of Ma Wan held different views on the continued development of Ma Wan because of the transport issues. Some people were worried that the visitors brought by the development of Phase 2 of the MWP, which was a tourism project, would affect the commute of residents in Ma Wan. Hence, he hoped that the departments concerned would pay more attention to the transport issues and seek views from the residents and stakeholders.

52. Mr CHAN Sung-ip said that the development of Ma Wan South was a residential property project, which was not located in the Old Village. It was on a flat land of the former construction site of Tsing Ma Bridge. It was learnt that the fourth-term Chief Executive had indicated that 4 500 residential flats were to be built over there. He pointed out that the LandsD took the lead for Ma Wan Old Village at the moment. According to the developer, it would continue to undertake the construction works of Phase 2 of the MWP after the Government vacated the site in question. Besides, the LCSD had mentioned at the District Council meeting that dredging sea-bed was involved in the works of Ma Wan Tung Wan Beach and the compensation issue of fishermen was referred to the Agriculture, Fisheries and Conservation Department (AFCD). He opined that the LCSD should discuss the issues concerned with Ma Wan Fishermen's Rights Association and carry out a consultation on fishermen's intention. It looked bad not checking out after the issues were undertaken by the AFCD.

53. Mr CHOW Ping-tim stated that the Government had clearly stipulated in 1997 that the details of developing Phase 1 of the MWP should be drawn up within five years. However, the target time of drawing up the details of developing Phase 2 of the MWP was found missing. The problems pinpointed by the departments had all along existed since the development of Ma Wan till the signing of land grant conditions. He enquired why the departments concerned did not follow up the problems despite the fact that the intake of Park Island was completed years ago. He also expressed dissatisfaction at the replies of the LandsD and LCSD. He thought that the LandsD could initiate prosecution against the people concerned in order to solve the squatter hut problems in Ma Wan Old Village through legal procedures if such a problem remained unresolved. It was believed that the problems concerned would become static after years if he did not submit the captioned item for this meeting. He pointed out that the development project of the MWP was a tourism facility over the territory. Opportunity and crisis co-existed in the project. There were deficiencies in the original transport planning of Park Island. As a result, there were problems in residents' bus and ferry services and thereby, railways would be the only solution to such problems. The number of visitors in Ma Wan was increased due to the MWP. This, in turn, might motivate the Government to consider creating an Airport Express station at Park Island in order to solve the existing transport

problems. However, Ma Wan was underdeveloped due to the stoppage of the construction works of Phase 2 of the MWP. Hence, he hoped that the LandsD and LCSD would submit clear information to the TWDC within six months and invite the departments concerned, SHKP and TWDC for discussion when necessary so as to handle the problems actively, instead of carrying out the follow-up work passively only after the SHKP had dealt with the compensation matters.

54. The Chairman said the problems of the MWP and Ma Wan Tung Wan Beach had been discussed for a long time; however, he was unable to get the full picture of the situation concerned at the moment. He suggested that the departments should focus on addressing the problems without shelving them, with a view to minimising the public's probing into the works progress through Members. He hoped that the departments concerned would collect more information about the construction works of Phase 2 of the MWP which involved land issues. Besides, according to the original plan, apart from the provision of additional primary facilities, dredging of sea-bed and sand filling works would be processed for Ma Wan Tung Wan Beach, so that the beach area would be enlarged by four times. However, the works came to a halt because the dredging work was suspended, on top of the withdrawal of the proposal on provision of a corridor on the beach connecting the pier. Thus, he enquired the LCSD on the reasons for withdrawal of the proposal. Moreover, he hoped that the LandsD and LCSD would submit clearer information and design layout to the TWDC within six months. He also requested the LandsD to give an account of the issues relating to the LandsD and the developer within six months for Members' understanding and to give advice on Phase 2 of the MWP for the well-being of the residents in Ma Wan. Furthermore, he enquired whether the LCSD had contacted the fishermen for discussion of compensation matters, the eligibility criteria of the parties claiming compensation, and the corresponding measures on dealing with the SHKP if the proposals concerned were rejected by the SHKP.

55. Mr WONG Ka-wa enquired whether the SHKP could delay the projects without being bound by the time. It was pointed out in the Member's paper that the plan in question had already been drawn up long and re-planning was not required. He opined that the LCSD only requested the SHKP to stipulate a clear direction within six months but by doing so, the project would not be implemented within six months. He hoped that the LCSD would give an account of it.

56. The Chairman stated that the Member who submitted the paper only requested the LandsD and LCSD to give a clear explanation to the TWDC within six months.

57. SEO(P)7 of the LCSD responded as follows:

- (1) Ma Wan Tung Wan Beach Improvement Works, which was not the Government's public works, was led by the SHKP. The LCSD would take over the expanded beach after the improvement works was completed;
- (2) the SHKP was currently considering the financial commitment arising from the compensation claimed by fish culture traders. After the SHKP made a decision and provided the detailed information of the project, the LCSD would collaborate and activate the gazettal

- procedures. By that time, the LCSD would deal with the compensation matters according to the requests; and
- (3) the LCSD would relay Members' views to the SHKP after the meeting. It was hoped that the SHKP would stipulate a clear direction, make a decision and undertake the financial commitment within six months, so that the LCSD could activate the gazettal procedures.

58. The Hon TIEN Puk-sun, Michael did not support the handling approach adopted by the LCSD. Now that the LCSD would give the SHKP six months' time to make decision; however, it was believed that the LCSD would be unable to handle the matter further if the SHKP did not make any decision within six months. Therefore, the TWDC should strongly request the LCSD to make intervention to clear up the problems together with the fishermen and the SHKP, so as to see whether the fishermen would claim compensation, and whether the compensation they claimed was reasonable. Although the documents concerned had clearly specified that the SHKP should bear the full cost of the development projects, it was set out in the note that the SHKP shall be the party who could solely decide whether such cost was to be borne. It meant that the SHKP could delay the project as long as it was reluctant to pay the full cost of the development projects. It was beyond the Members' understanding of the projects concerned at first. Hence, he opined that the Government should take over this matter.

59. Ms LAM, Lam Nixie said that the status of the Government's power in the PPP project concerned was not made known to the TWDC. She thought that the TWDC should review the clauses of the Heads of Agreement in question, so as to figure out whether the Heads of Agreement signed by that time had set out the dominance owned by the Government or the overall management of the development projects undertaken by the SHKP. She was of the view that it was of no avail even though the TWDC time and again discussed the matter if the Government did not have the dominance legally. In addition, she thought that it deserved to explore whether the government departments had executed their power. The two agenda items of this meeting were related to the SHKP. There were problems in the transport of Ma Wan and development of the MWP. It could be seen that the development mode of PPP was not successful. She hoped that the departments concerned would provide the clauses of the Heads of Agreement in question for the TWDC after the meeting, so that Members could learn about the Government's ambit in the development projects.

60. Mr TAM Hoi-pong enquired the departments concerned about the movement of the sum of HK\$0.803 billion for Phases 1 and 2 of the MWP. Undoubtedly, Noah's Ark was undertaken by the SHKP. He enquired which party should bear the repair and improvement cost for the free admission areas of the MWP, and whether the LandsD could request the parties concerned to repair the roof cover of the Solar Tower which was blown away almost one year ago at the earliest possible. Besides, he wished to know the reasons for the Government's failure to resume part of the land in Ma Wan Old Village. He also enquired whether the Government would enforce the Lands Resumption Ordinance (Chapter 124) for resumption of land, or no action would be taken before the SHKP made decisions. He opined that the SHKP had completed all the projects which were profitable and it was unwilling to take up the

responsibility to construct the projects which were not profitable. He believed that an optimistic response would not be given even though the LCSD relayed Members' views to the SHKP. Hence, he enquired whether the LCSD had drawn up another proposal which only involved onshore development without dredging the sea-bed, apart from the proposal on fishermen's compensation due to dredging of sea-bed, with a view to urging the SHKP to take up some responsibilities and averting the further delays of the development projects.

(Note: Mr KOT Siu-yuen joined the meeting at 5:16 p.m.)

61. The Chairman stated that the repair work of the roof cover of the Solar Tower was not within the scope of the captioned item.

62. Mr CHAN Sung-ip enquired whether the LCSD had discussed the proposals on fishermen's compensation with the AFCD. He also opined that the LCSD should seek views from the fishermen and AFCD before gazettal.

63. SES/C (DLO, T&KwT) of the LandsD responded as follows:

- (1) the legal issues arising from the land titles of several land exchanges in relocation of Ma Wan Old Village had not been solved yet. At present, the LandsD was handling these cases actively;
- (2) the LandsD also persistently reviewed the complainants' cases of land licences and squatter huts, in order to ascertain their eligibility of claiming compensation;
- (3) according to the Heads of Agreement signed between the Government and the developer of the MWP in 1997, the developer had deducted from the premium of the residential property of Park Island for the implementation of construction of the MWP. The sum of construction cost should not exceed HK\$1.03 billion. The developer should bear the excessive sum of construction cost; and
- (4) in addition, prior to the completion of the whole project of the MWP, the developer should pay the Government the interest incurred from the unexpended balance of the said sum of approximately HK\$1.03 billion. As Phase 2 of the development project had not completed yet, the ultimate total sum of unexpended balance and interest could not be calculated in this stage. The Government would continue to collect the interest generated from the development capital under the management of the developer before the whole project of the MWP was completed.

64. Mr CHOW Ping-tim reiterated that hopefully, the TWDC would actively request various departments to carry out exploration for submission of clear information to the TWDC within six months. He pointed out that in the course of exploration between the TWDC and the SHKP and LCSD, he learnt that the crux of the problem was that the Government did not stipulate restriction clauses for the development project of Phase 2 of the MWP and Ma Wan Tung Wan Beach Improvement Works. As such, the SHKP could decide whether the development project was implemented. He hoped that under the power of the mass media, the SHKP would be urged to explain the current status and the reasons for stipulating the

land grant conditions that failing to safeguard the interest of the Government. He also opined that it was necessary to review the relevant clauses in order to confirm the accuracy of the information. However, he believed that the information was accurate; otherwise the Government would not tolerate the delays of the SHKP for no reason. Besides, he thought that the overall planning of the development of Ma Wan was improper, thereby causing a number of problems. The SHKP should make a thorough improvement. Moreover, the SHKP should have readily settled the relevant construction cost to build the facilities for Hong Kong people because the relevant documents showed that 3.2 hectare of land was further granted to the SHKP under the land grant conditions at that time, in addition to the extremely high profit gained from the high density residential property which was developed from the low density residential property over the years. Hence, he hoped that the development project concerned would be taken forward through the power of the TWDC and mass media. Furthermore, he suggested that a non-standing working group should be set up and convened by the Chairman of the TWDC to handle the relevant matters.

65. The Chairman stated that the crux of the problem was how the clauses of the Heads of Agreement were stipulated by that time. He enquired whether Members agreed to set up a non-standing working group of six-month term for discussion of the development issues of Phase 2 of the MWP and Ma Wan Tung Wan Beach with the LandsD, LCSD and developer.

66. Mr LAM Faat-kang said that some Members did not have a deep understanding of Ma Wan. He hoped that Members would decide whether they joined the non-standing working group after its terms of reference were stipulated.

67. Members unanimously endorsed the setting up of a non-standing working group of six-month term to follow up on the development matters of Phase 2 of the MWP and Ma Wan Tung Wan Beach and agreed that the Chairman would serve as the Convenor of the non-standing working group. Also, the name and terms of reference of the non-standing working group would be suggested and discussed by its Members.

68. Members expressed their intention to join the non-standing working group on follow-ups on the development matters of Phase 2 of the MWP and Ma Wan Tung Wan Beach by a show of hands.

(Post-meeting note: The Secretariat invited the Members who were unable to express their intention at the meeting to join the non-standing working group on follow-ups on the development matters of Phase 2 of the MWP and Ma Wan Tung Wan Beach in writing on 7 August 2018. A membership list of the non-standing working group was set out at Annex 1.)

69. The Chairman invited the LandsD and LCSD to send representatives to join the non-standing working group on follow-ups on the development matters of Phase 2 of the MWP and Ma Wan Tung Wan Beach.

VII Item 6: Request the Leisure and Cultural Services Department to Comprehensively Provide the Additional Fencing Bumper Guards and Change to Use Cylindrical Rails in the Cycling Area of Tsuen Wan Park  
(TWDC Paper No. 35/18-19)

70. The Chairman stated that Ms LAM, Lam Nixie submitted the paper. The representative from the LCSD responsible for giving response was Mr CHENG Kwok-kuen, Chris, District Leisure Manager (Tsuen Wan) (DLM(TW)).

71. Ms LAM, Lam Nixie introduced the paper.

72. As the Chairman was required to take up other urgent matters, the meeting would be temporarily chaired by the Vice Chairman.

73. DLM(TW) of the LCSD responded as follows:

- (1) the area of the children cycling in Tsuen Wan Park was approximately 2 800 meter squares. The children cycling area was for the use of children aged under 12 and was divided into two zones. The zone with flatter surface was primarily for the use of children who began learning cycling. The other zone with winding and steep road was more challenging and the road sections concerned were provided with fencing;
- (2) the LCSD had taken improvement measures during the summer holiday in 2017, including the removal of the flower bed between the steep road and exit/entrance, road resurfacing, replacement of damaged fencing and provision of bumper guards on the two sides of the steep road of the children cycling area;
- (3) the buffer zone between the steep road and the exit/entrance was measured approximately 15 metres long, from which adequate time was left for braking the scooters. After being informed of the incident, the LCSD had immediately sought assistance from the Architectural Services Department (Arch SD) to conduct a review on the venue and the Arch SD had undertaken to provide the additional bumper guards for the fencing at the exit/entrance and on the two sides of the steep road; and
- (4) the LCSD had put up notices at the children cycling area to remind children to reduce the speed of cycling to ensure safety.

74. Ms LAM, Lam Nixie thanked the LCSD for following up on the captioned matter. The intake of the new housing estates beside Tsuen Wan Park would start on 30 September 2018 and the intake of the housing estates in the surrounding areas would also start one after the other in the next few months. She enquired the LCSD about the timetable of provision of the additional bumper guards.

75. The Acting Chairman enquired whether the LCSD would make funding application of the respective works to the District Facilities Management Committee (DFMC).

76. DLM(TW) of the LCSD said it was believed that it would take time to go through the process if the funding application of the respective works was made to the

DFMC. Hence, the LCSD planned to use the internal resources to conduct the relevant work and undertook to handle the captioned matter as soon as possible, with a view to completing the construction works concerned by end of 2018.

77. The Acting Chairman thanked the representative from the LCSD for giving responses.

78. The Chairman resumed the chair.

VIII Item 7: About: Ferry and Residents' Bus Services in Ma Wan  
(TWDC Paper No. 36/18-19)

79. The Chairman stated that Mr TAM Hoi-pong submitted the paper. The representatives from the departments and companies responsible for giving response were:

- (1) Ms YEUNG Min-jing, Anna, Chief Transport Officer/Ferry Planning (CTO/FP), Transport Department (TD);
- (2) Mr MOK Ying-kit, Kenneth, Chief Transport Officer/NT South West (CTO/NTSW), TD;
- (3) Ms TSE Che-ching, Maria, Senior Transport Officer/Tsuen Wan, TD;
- (4) Mr Jacky CHEUNG, General Manager, Park Island Transport Company Limited (the "PITCL"); and
- (5) Mr Henry YEUNG, Assistant Bus Operations Manager, PITCL.

Besides, the written reply of the Transport and Housing Bureau (THB) was tabled at the meeting.

80. Mr TAM Hoi-pong introduced the paper.

81. CTO/FP of the TD responded as follows:

- (1) the TD gave response on behalf of the THB as well;
- (2) according to the Heads of Agreement concerning the Ma Wan northeastern comprehensive development area signed between the Government and the developer, the developer had an obligation to provide the ferry and bus services to and from Ma Wan as appropriate;
- (3) on 20 July 2018, the TD met the PITCL, Park Island Owners' Committee (PIOC) and district councillors of the constituencies concerned to discuss the PITCL's application of frequency reduction of the "Ma Wan – Central" ferry service during off-peak hours, as well as the suggestions of fare increase and service adjustment of the residents' bus service, etc. At the meeting, the TD had informed the PIOC that after thoroughly considering a number of factors including the passengers' patronage and demand for the ferry route concerned during the off-peak hours, the possible impact on passengers to be brought by the adjustment and the justifications for the application, the TD had rejected the PITCL's application of frequency reduction of the "Central – Ma Wan" ferry service;
- (4) the TD would continue to monitor the situation and maintain communication with the members of community. The residents' needs would be prioritised for consideration in vetting any suggestions of transport service adjustment;

- (5) currently, the ferry operators undertaking the management of the public piers were allowed by the Government to sublet part of the space of the public piers for commercial purpose for subsidising the ferry service and relieving the pressure of fare increase. As for the pier used by the PITCL, the areas available for sublet in Central Pier No. 2 had already been used for commercial purpose and the revenue generated therefrom was included in the non-fare box revenue of the “Ma Wan – Central” ferry service;
- (6) the Park Island Ferry Pier, Ma Wan was a private pier. As indicated by the LandsD, according to the terms of the existing land lease, the Park Island Ferry Pier and its supplementary facilities should be exclusively for pier operation and should not be used for commercial purpose. The TD would continue to urge the PITCL to study the introduction of more sources of non-fare box revenue without prejudice to the PITCL’s ferry services and the compliance of the terms of the land lease as well as the land use; and
- (7) at present, the Government was conducting a study on the long-term operational mode of the six major outlying island ferry services and extension of the coverage of Special Helping Measures to include the other eight outlying ferry services such as the “Ma Wan – Central” and “Ma Wan – Tsuen Wan” ferry services. The Government was actively conducting the study at the moment and would release the result of the study in the first half of 2019.

82. General Manager of the PITCL responded as follows:

- (1) the PITCL received many views from residents after making application of frequency reduction and bus fare increase. The PITCL kept an open attitude towards the public’s views;
- (2) the PITCL was a self-financing commercial organisation and noted Members’ understanding that the PITCL actually suffered a loss at present. The PITCL was aware of the residents’ aspiration that the PITCL could clearly explain the current financial position. The Directors of the PITCL also undertook that the residents’ aspirations would be taken into consideration and hoped that the PIOC would make enquiries to the PITCL in writing;
- (3) the PITCL hoped that a mechanism would be established in order to evaluate the PITCL’s service quality and learn about the residents’ needs for the services;
- (4) the PITCL, as the service provider, would continue to operate according to the bus/ferry fares and demand. Over the past seven years, the bus fares of the four bus routes of Park Island had remained unchanged and the salary rate of the PITCL’s staff was 15% lower than the market level. The PITCL had explained these facts to different parties in different occasions. Besides, the headquarters of the PITCL only requested that the PITCL should achieve a break-even. The revenue generated from the bus services would be used for subsidising the ferry service; and
- (5) the PITCL hoped that the residents would keep an open and tolerant attitude and understand the current position of the PITCL. The

PITCL was willing to further communicate and discuss with the residents, with a view to achieving the break-even point for the services in question, alike the two routes under operation through the cooperation of the PITCL and Ma Wan Rural Committee.

83. The Hon CHAN Han-pan, Ben said that during the meeting with the representatives of the PITCL and the TD and some residents of Ma Wan held on 27 June 2018, he had expressed his objections to the PITCL's reduction of the ferry service. The ferry was the major external transport link for residents of Park Island and the only means of transport available in case of road traffic congestion. In the past few months, there was serious traffic congestion on Tsing Ma Bridge as a result of frequent traffic accidents and the residents came to realise the importance of the ferry service. The residents of Park Island could not enjoy the concessionary fare of HK\$2 per trip on the buses of the PITCL under the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Concession Scheme), nor could they benefit from the Government's subsidy for the ferry service. He hoped that the Government would be fair to the residents of Park Island and Ma Wan as they were the citizens and taxpayers of Hong Kong, too. He had time and again requested the Government to extend the subsidy for ferry service to cover Park Island and Discovery Bay. He noted that the TD was carrying out a review and opined that the TD might have rejected the PITCL's application for the reduction of ferry service out of its intention to provide subsidies for the PITCL. He pointed out that the subsidy was inadequate and called on the Government to consider further extending the scope of subsidy. Apart from the ferry service, the road transport was equally important. The two-way toll collection arrangement for Tsing Ma Bridge had led to frequent traffic congestion and accidents. He had time and again requested the Government to abolish the toll of Tsing Ma Bridge, but the Government simply turned a deaf ear to his request. He held that it was reasonable to abolish the toll of Tsing Ma Bridge. The monthly revenue of Tsing Ma Bridge was HK\$50 million and the monthly expenditure was HK\$25 million. Over the years, the Government had recovered HK\$4.1 billion out of the total infrastructure cost of HK\$10.8 billion. As the Government did not spend much in the expenditure of Tsing Ma Bridge, it should be considerate towards the residents of Ma Wan and Tung Chung by abolishing the toll of Tsing Ma Bridge. Moreover, he hoped that the PITCL would give a clear account of its present financial position to the PIOC or the residents of Park Island and display the information at prominent locations.

84. The Hon TIEN Puk-sun, Michael did not follow the PITCL's logic in reduction of the ferry service. At present, the PITCL had a fleet of four vessels and each vessel suffered an annual loss of HK\$10 million on average, bringing the total annual loss to HK\$40 million. The profit of the bus service was HK\$20 million annually. In other words, the PITCL suffered a loss of HK\$20 million annually. To achieve a fiscal balance, the PITCL suggested cancelling the ferry service during the off-peak hours from 10:00 a.m. to 4:00 p.m. every day. He pointed out that even if the PITCL cancelled the ferry service during off-peak hours, the fixed cost and staff cost of the vessels would not decrease. Only the fuel cost which accounted for 25% of expenditure could be saved and the savings did not help much in cutting loss. Hence, he was thankful that the TD had rejected the PITCL's application. He suggested that the PITCL should draw reference from the mode of the Tsuen Wan

ferry service to extend the headway of ferries during off-peak hours and provide bus service with more alighting points at a fare of around 70% of that of ferries, so as to allow residents to choose the preferred service. He enquired the PITCL why it did not consider the provision of bus service together with the ferry service but only reduction of the ferry service.

85. Mr KOO Yeung-pong stated that Ma Wan alone formed a constituency area with a population of over 15 000 residents. He understood the local residents' demand for transport facilities. He enquired about the details of the Heads of Agreement signed between the Government and the developer of the Ma Wan northeastern comprehensive development area. He also enquired the THB whether the PITCL had already breached the agreement given that it was unable to provide proper ferry and bus services at present; if yes, whether the PITCL would be subject to penalties. In addition, as the residents could travel on franchised buses at HK\$2 per trip under the Concession Scheme, he enquired whether the operation mode of non-franchised bus currently adopted in Ma Wan could be changed. He also enquired what role the TD was playing in the issue and suggested that the TD should act early to save the trouble of mediating in the possible conflicts between the residents and the PITCL. While the Central Pier could be used for commercial purpose to increase revenue, the Park Island Pier was a private pier and could not be used for commercial purpose. However, the TD said that it could study if commercial use could be allowed in the Pier without prejudice to the ferry service, lease conditions and land use. He requested the TD to illustrate the examples of increasing the revenue of the ferry service.

86. Mr CHAN Yuen-sum, Sumly opined that the TD was reactive and passive in handling the transport service of Ma Wan and had not exercised due diligence in supervision. He enquired about the role of the TD in the provision of proper transport services in Ma Wan. According to the information provided by the PIOC, the TD had conducted a number of site inspections. He had reservations about the accuracy of the data and called on the TD to carry out more surprise checks to find out if the service of the PITCL could satisfy the public's needs. Moreover, he held that the PITCL should not regard the provision of transport services in Ma Wan as doing business because the business would definitely be loss-making from the commercial perspective. The PITCL should also consider the huge profit made by the SHKP in the sale of properties in Ma Wan. The cross-subsidy to the ferry service from other activities was actually insignificant compared to that profit. In his opinion, the salaries of the PITCL's staff should not be lower than those of the market level. In addition, he was of the view that the TD had made a right decision to reject the PITCL's application of the reduction of ferry service, but he considered that the TD made the decision out of the considerable pressure from the media. He hoped that the TD would make the decision of its own accord. As a matter of fact, whenever there were traffic accidents or strong wind conditions, the link between residents of Ma Wan and other areas was almost broken. People who had to go to school, to work or to the airport were greatly inconvenienced. On top of that, many residents in Ma Wan were keeping pets. The lack of ferry service would be a great inconvenience to the pet owners who lived in the Park Island. Hence, he requested the PITCL to communicate with the SHKP and regard the provision of transport facilities in Ma Wan as a service.

87. Ms LAM, Lam Nixie considered that government departments' role in the issue about Ma Wan and Park Island was unclear, and that the departments were incompetent and had adopted a negligent attitude. The residents were deeply dissatisfied because the PITCL currently did not provide with them the information which was supposed to make available and was unwilling to communicate with them. The PITCL did not think of raising revenue but simply cutting expenditure. She pointed out that a large enterprise would usually set up many subsidiaries to hold different assets. Separate accounts would be kept and therefore losses would definitely be recorded for certain accounts. She held that as the management company of Ma Wan Island, the SHKP should not only focus on the profit of the PITCL, but should be obliged to provide basic services for residents. She enquired whether the SHKP would require residents, before moving into Park Island, to sign a written consent to acknowledge that they would voluntarily give up the right to enjoy any benefits offered by the Government. The residents of Ma Wan were unable to enjoy the concessionary fare of HK\$2 to travel on the PITCL's buses under the Concession Scheme. The demarcation of the administrative district boundary of Ma Wan was also inconsistent with other districts. Ma Wan was a constituency area under the TWDC but was not within the administrative district of Tsuen Wan. She opined that it was imperative for the Government to review and clarify its authority in the development project. The TD should also take the initiative to remind the PITCL to reach a consensus with residents before submitting applications of making changes to the services.

88. Mr CHAN Sung-ip understood that the PITCL was suffering the long-term losses. He hoped that the PITCL would discuss with the PIOC to come up with more options and to let the residents choose from the options through questionnaires. He also urged the PITCL to provide services according to the well-established reasonable mechanism and to avoid unnecessary conflicts.

89. Mr TAM Hoi-pong was aware that the ferry service was loss-making but was not sure about the reasons for the loss and the party to be held responsible. He wondered whether the loss recorded by the ferry service was due to mismanagement, objective environmental factors, or the SHKP's unwillingness to continue to pool resources. Nevertheless, he considered that the weight of each factor could hardly be determined. Although the TD had taken up the monitoring role, it was virtually difficult to assess the service in an objective manner. This was also the problem arising from the PPP. He hoped that the TD would play the gate-keeping role stringently. Although the PITCL did not apply for increase in bus fare in the past seven years, it did increase the bus fare every year before that. He opined that the PITCL should not have increased the bus fare if no improvement was made to the service and the fare increase should be subject to the consent of the PIOC. Hence, he suggested that the PITCL should first improve its service standards, and then honour its pledge to meet the TD's expectation. He called on the PITCL to accept residents' and his opinions. He also talked about the frequent inadequate bus service. The PITCL claimed that the frequency of buses was sufficient. The main reason was that the frequency of buses during peak hours was not indicated in the schedule of service to avoid breaching the requirement that water-borne transport should be the backbone of the traffic and transport network during peak hours.

However, he thought that the fundamental cause of the problem lay in the reduction of ferry service to Tsuen Wan back then, which had made it difficult for the PITCL to meet the requirement. As the bus frequencies were not indicated in the schedule, the SHKP insisted that it had provided sufficient services according to the schedule even though the actual frequencies had significantly decreased. He called on the TD to face up to the issue and suggested that the PITCL should resume the ferry service during peak hours. He also suggested that the TD and PITCL should continue to study other agreement terms to generate new sources of non-fare box revenue by exploiting the use of the pier.

(Note: Mr MAN Yu-ming left the meeting at 6:03 p.m.)

90. CTO/NTSW of the TD responded as follows:
- (1) the Government had handled the incidents which had affected the traffic in Ma Wan according to the established mechanism; and
  - (2) the TD and the management company of the Lantau Link had arranged for tractors to be stationed at strategic locations of the highway to promptly tow away vehicles in case of traffic accidents. In addition, the TD was reviewing the measures to be adopted under strong wind conditions with the Highways Department (HyD), with a view to enhancing the traffic arrangements of the Lantau Link and reducing the impact of high wind management measures on the public under strong wind conditions.
91. CTO/FP of the TD responded as follows:
- (1) at present, three round trips of the Tsuen Wan ferry route were provided every day. The PITCL had revised the ferry schedule in October 2016 at the suggestion of the PIOC to further fulfil residents' actual needs;
  - (2) due to the high operating cost but the low utilisation rate of the ferry service, the respective resources were not fully utilised and resulted in waste. The Tsuen Wan ferry service sustained long-term losses and its operation was ceased in 2012. Subsequently, after the negotiation between the operator and the residents, the existing service of three round trips during off-peak hours was provided every day;
  - (3) at present, the residents of Ma Wan going to and from Tsuen Wan could take the residents' bus route no. NR331S directly plying between Ma Wan and Nina Tower, in addition to the ferry service during off-peak hours;
  - (4) according to the survey conducted by the TD in June 2018, the average utilisation rates of the ferry service to Ma Wan and to Tsuen Wan were only 6% and 7% respectively on weekdays, and 17% and 14% on weekends and holidays. The current relatively low utilisation of the Tsuen Wan ferry service reflected that most residents in Ma Wan preferred travelling by residents' buses between Ma Wan and Tsuen Wan;
  - (5) when deciding whether the Tsuen Wan – Ma Wan ferry service would be enhanced, the TD had to consider a number of factors, including the effective utilisation of resources, the availability of other alternative

transport services, and the operational and financial viability of the ferry service, etc.; and

- (6) the ferry service from Ma Wan to Central was currently operated at an interval of 15 minutes per departure during morning peak hours. The four vessels of the PITCL were all allocated to sustain the ferry service. Additional resources should be pooled to maintain the service level of the Central ferry route and resume the frequencies of the Tsuen Wan ferry route during peak hours. This would increase the operating cost of the PITCL, thus further affecting its financial position. Besides, the residents of Ma Wan could take the residents' bus route no. NR331S to and from Tsuen Wan during peak hours. The TD did not support the proposal on enhancement of the Tsuen Wan ferry service after considering all relevant factors.

(Note: Mr LO Siu-kit joined the meeting at 6:13 p.m.)

92. General Manager of the PITCL responded as follows:

- (1) the PITCL had received the views from many residents that the Tsuen Wan ferry service during peak hours should be resumed. However, the PITCL had only four vessels in its fleet and all of them had been allocated to sustain the Central ferry route during peak hours. Hence, it was considerably difficult to implement the proposal;
- (2) the highest utilisation rate of the PITCL's Central ferry route during peak hours was only 60%. The PITCL adopted an open attitude towards the proposal on enhancement of the service and it was hoped that further discussions of the proposal with all stakeholders, including the PIOC, Ma Wan Rural Committee and district councillors of the constituencies concerned would be held;
- (3) the PITCL had submitted its financial report to the PIOC which opined that the PITCL should provide the clearer information. The PITCL was willing to do so and hoped that the PIOC would make the request in writing;
- (4) the PITCL understood that only the fuel cost, but not the staff cost of the fleet, could be saved by reducing the frequencies of the ferry service during off-peak hours. Two or three years ago, the PITCL had acceded to the request of the PIOC and studied the possibility of replacing the Central ferry service at certain time slots with bus service;
- (5) the PITCL put forward the proposal mainly based on the operation mode of Tsuen Wan where both bus and ferry services were provided. Most residents preferred taking buses currently. However, as recently there were traffic congestions or accidents on Tsing Ma Bridge from time to time, the residents normally wished to use the ferry service as an alternative option for commuting, so that the traffic to and from Ma Wan would not be affected by Tsing Ma Bridge. Thus, the PITCL was currently studying if the residents were willing to pay the additional cost incurred as a result of the implementation of the proposal on the enhanced Tsuen Wan ferry service;

- (6) the Central ferry service was passively suspended in the past because the coxswain was sick. Buses were arranged to carry the residents to and from Central during peak hours for provision of an alternative service. The journey time of the Central ferry route was 25 minutes and that of the bus to Central via the Western Harbour Crossing was 30 minutes. There was no big difference between the two journey time;
- (7) in terms of environmental friendliness, the fuel consumption of a ferry was 10 times that of a bus. In terms of manpower, a bus with about 60 seats could be manned by only one driver, but a ferry had to be manned by at least five crew members, not even one was dispensable, according to the shipping ordinances in Hong Kong;
- (8) the ferry industry was facing the problem of ageing staff. According to the statistics prepared by labour unions, the average age of staff in the ferry industry was nearly 60 years old. Although some coxswains and mechanics of the PITCL had reached 68 years of age, the PITCL had to renew their contracts due to recruitment difficulties, otherwise the operation of the ferry service would be ceased if they retired;
- (9) as a service provider, the PITCL would try to provide the most appropriate services with its existing resources by accommodating residents' views. If the residents requested for provision of more services and were willing to pay the extra cost, the PITCL would be fully supportive to the service; and
- (10) a license was granted to a wedding service company to run business at the Central Pier at present.

93. The Chairman said that it was quite impossible to solve the problem in one or two hours. He suggested that the TD and PITCL should study an enhanced proposal and forward it to the Traffic and Transport Committee (TTC) for further deliberations.

(Note: Mr NG Hin-lung, Norris left the meeting at 6:24 p.m.)

94. Mr CHAN Yuen-sum, Sumly said that there was a pier in Tsuen Wan district. As the residents could use other means of transport, they did not have strong objections to the cessation of the ferry service. However, when the residents in Ma Wan left home for any destinations, the road transport link between Ma Wan and other areas would be cut once there was traffic congestion or bad weather. The ferry would then become the only means of transport for them. This was not simply a matter about the difference in the journey time between the bus and the ferry. According to the PITCL, the operating cost of the ferry service was high and it had difficulty in recruiting employees. He enquired if the PITCL was going to discontinue the ferry service. He drew the PITCL's attention to the fact that the residents of Ma Wan simply wished to have the convenient transport services to and from Ma Wan. In addition, he opined that the PITCL should not only request the PIOC to make enquiries in writing, but should also take the initiative to meet and discuss with the PIOC and residents of Ma Wan more frequently. He was of the view that the TD's role was quite vague that it acted as a mediator or exerted pressure on the PITCL only when problems arose. He pointed out that the TD should proactively serve as a bridge between the residents of Ma Wan and the PITCL. The

TD should communicate and hold meetings with the two parties more frequently and discuss a proposal to the satisfaction of all parties, and should make decisions only after carrying out consultations.

95. Mr WONG Ka-wa stated that the PITCL was the only provider of transport facilities on Ma Wan Island. He held that the PITCL should not have got a foothold in Ma Wan in the beginning but should leave the opportunity to other developers. The PITCL only emphasised the loss of the ferry services but did not mention other sources of revenue. Given the steady number of residents of Park Island, the PITCL should attract other visitors to visit Ma Wan if it wished to enhance the source market. He hoped that the PITCL would hold regular meetings with residents in order to maintain a good relationship with them and assume the relevant responsibilities.

96. Ms LAM, Lam Nixie said that the PITCL had failed to appreciate the crux of the problem and that its communication practice had made the residents feel confused. For example, the PITCL requested the PIOC to make enquiries in writing. It showed that the PITCL only considered the captioned matter from the perspective of company operation. As the residents often asked about the similar information, she suggested that the PITCL should proactively report the information to the residents on a regular basis so as to show its willingness to listen to residents' views. Moreover, she opined that the PITCL did not have adequate communication with residents and urged the PITCL to take the initiative to communicate with the residents. Even if there were difficulties in the operation of the PITCL, the transport service to and from Park Island should not be affected. What residents requested was not the door-to-door services, but merely the basic transport facilities. Under the then PPP, the developer managed Ma Wan and provided the residents of Ma Wan with the basic facilities. She hoped that the PITCL would reach a consensus with the residents. She was of the view that the PITCL should not consider the financial position from the perspective of the company, but should provide services from the perspective of residents. When necessary, the PITCL could discuss with the district councillors of the constituencies concerned or Members of the TWDC who were also the Members of the Legislative Council in order to solve the problem.

97. The Hon TIEN Puk-sun, Michael opined that it was irresponsible for the PITCL to put forward the proposal on reduction of the ferry service to Central during off-peak hours. Thus, he enquired the PITCL why it did not propose enhancing the bus service instead of reducing the ferry service, so that the residents could make a choice.

98. General Manager of the PITCL responded as follows:

- (1) the PITCL would consider the captioned matter by trying to cut expenditure because of the heavy loss it was suffering; and
- (2) the proposal on making alternative arrangement of the buses travelling to Central should be considered by the Central and Western District Council in addition to the TWDC. The whole procedure might take two to three years, which would be a great burden on the PITCL.

99. The Chairman stated that livelihood issue was a matter of concern for the TWDC and hoped that the TD would solve the problem together with the PITCL.

He agreed that the PITCL should not address the problem from the perspective of business operation, but should take it as a form of service for the Park Island, given that the developer had made a pledge in the first place. He believed that the residents would not raise objection to it. He also agreed that the main problem was the lack of communication and hoped that the PITCL would enhance communication with the residents. He decided that the TTC should take up the captioned matter and requested the TD and PITCL to send representatives to attend the TTC meetings. They were welcome to discuss with him or the Vice Chairman if there were any problems.

100. Mr LO Siu-kit said that the TWDC had been negotiating the issue about Park Island with the PITCL over the years. The PITCL had once reduced the ferry service four to five years ago. As there was a pressing need to solve the problem at the earliest possible, he called on the representatives of the TD, PITCL, PIOC and district councillors of the constituency areas concerned to attend the TTC meetings in order to make the meetings more representative.

101. The Chairman asked the TTC to make every endeavour to help handle the problem.

IX Item 8: Request for Assistance in Following Up on the Problem of Digital Television Broadcasting in Ma Wan  
(TWDC Paper No. 37/18-19)

102. The Chairman stated that Mr CHAN Sung-ip submitted the paper. The representatives from the OFCA responsible for giving response were:

- (1) Mr LEUNG Wing-kee, Senior Telecommunications Engineer (Broadcasting Support) (STE(BS)); and
- (2) Mr CHOW Wing-sang, Charles, Telecommunications Engineer (Broadcasting Support)<sup>3</sup>.

103. Mr CHAN Sung-ip introduced the paper.

104. STE(BS) of the OFCA responded as follows:

- (1) at present, the television (TV) signal small transposer in Ma Wan duly maintained the TV signal coverage for Ma Wan; and
- (2) in June 2017, the OFCA conducted an on-site survey together with the representatives from the TV stations and Ma Wan Rural Committee in order to learn about the feasible ways of signal transmission after the TV signal small transposer was closed. The result of the survey showed that there were three locations for receiving TV signals in Ma Wan, where transposers could be constructed in order to transmit TV signal to the households nearby. Besides, the OFCA had reported the result of the survey to the Ma Wan Rural Committee.

105. Mr CHAN Sung-ip expressed his dissatisfaction to the OFCA's proposal. He opined that instead of giving a solution by the Ma Wan Rural Committee through self-funding, the OFCA should make application of allocation of land to the LandsD and make funding application to the Home Affairs Department (HAD) on construction of the TV signal transposer when necessary. Apart from Ma Wan, many remote

areas also failed to receive TV signals. He opined that the OFCA should actively solve the problem.

106. Mr WONG Ka-wa believed that the Government should allocate resources to aid the areas with poor signal reception to enhance the signal reception, so as to tie in with the implementation of digital terrestrial television (DTT) broadcasting. In 2017, the OFCA did not carry out any work after discussion of the captioned matter at the TWDC meeting. He opined that the OFCA should identify the suitable land in Ma Wan and make application of allocation of land to the LandsD for construction of the TV signal transposer after the consultation work was conducted by the Tsuen Wan District Office (TWDO).

107. Mr CHAN Yuen-sum, Sumly believed that the OFCA implemented the policy across the board over the territory with no prejudice against Ma Wan. However, the OFCA opted to subsidise the telecommunications companies to construct telephone booths in urban areas but did not give the residents in the remote areas a helping hand to handle the problem of TV signal reception, which in turn, deprived them of watching the TV programmes of better picture quality. He found it strange that the residents were required to handle the problem of TV signal reception on their own by the OFCA.

(Note: The Hon TIEN Puk-sun, Michael left the meeting at 6:50 p.m.)

108. STE(BS) of the OFCA responded as follows:

- (1) in 2013, the OFCA had conducted a study and survey on the issue of TV coverage in Ma Wan. At present, the TV signal small transposer at Solar Tower duly maintained the TV coverage for Ma Wan; and
- (2) in general, the cost arising from the construction, maintenance and upgrade of the TV signal reception system for the public was borne by the owner of the TV signal reception system. According to the record of the OFCA, the HAD currently provided the support service for the two TV signal small transposers in Long Ping Estate, Yuen Long and Sha Tau Kok Fire Station respectively.

109. The Chairman enquired about the reasons for provision of subsidies on the two TV signal small transposers by the HAD and whether technical support was provided by the OFCA. He enquired the OFCA about the arrangements if the existing TV signal small transposer in Ma Wan was closed. In addition, he enquired about the terms of reference of the OFCA.

110. Mr LAM Faat-kang noted that the DTT broadcasting should cover most of the areas of Hong Kong. He opined that it was inappropriate for the OFCA to cease handling the problem of failure to receive TV signal in Ma Wan because the TV signal small transposer was already constructed in Ma Wan on a self-funded basis. The OFCA should assist the residents in Ma Wan to seek coordination with the HAD for working out the solution to the problem.

111. Mr CHAN Sung-ip said that the TV signal small transposer at Solar Tower was constructed by the Ma Wan Rural Committee on a self-funded basis. He hoped

that the OFCA would identify a suitable location for the construction of a new TV signal small transposer. He suggested that the OFCA should discuss the construction of a TV signal small transposer at Ma Wan Fresh Water Reservoir with the WSD and discuss the funding arrangements with the TWDO.

112. Mr CHAN Chun-chung, Jones said that the DTT broadcasting was a basic necessity to the general public in daily life. In this connection, he enquired whether the provision of DTT broadcasting for the general public should be undertaken by the Government or the private sector at policy level. He opined that it would be difficult to ensure that the coverage rate hit the expected level if the DTT broadcasting was provided by the private sector. At present, the expenses of electricity, repair and maintenance and future upgrade of the TV signal small transposer in Ma Wan were borne by the Ma Wan Rural Committee. However, the Government had the responsibility to provide the communications services for the residents as appropriate. Hence, he hoped that the OFCA would take the lead to construct a small transmission station for the use of over 10 000 residents in Ma Wan.

113. Mr CHAN Han-pan, Ben said that according to the codes and guidelines of the OFCA, the TV stations had the responsibility to distribute TV signals to the general public and the OFCA was responsible for the liaison and co-ordination work. At present, the expenses of daily operation, repair and maintenance and construction of the TV signal small transposer in Ma Wan was borne by the Ma Wan Rural Committee. He enquired whether the OFCA was held responsible for the construction of a small transmission station in Ma Wan and under what circumstances the small transmission station would be constructed. In addition, he enquired about the reasons for the residents in Ma Wan to construct a TV signal small transposer on a self-funded basis for reception of DTT signals.

114. Mr WONG Ka-wa enquired whether the OFCA had conducted a survey with the existing TV signal small transposer under closure to test whether the three locations concerned were effective in receiving TV signals and the TV coverage in Ma Wan reached 100%. If the coverage rate concerned did not reach 100%, the OFCA should firstly take the lead to identify the suitable locations for construction of the small transmission station and solve the problem of resources in due course.

115. Mr KOO Yeung-pong pointed out that the transmission stations were currently provided by the two local free-to-air television licensees. He opined that it was unfair to Ma Wan to construct the TV signal small transposer on a self-funded basis.

116. STE(BS)) of the OFCA responded as follows:

- (1) in 1998, the TV signal small transposer in Long Ping Estate, Yuen Long was funded and constructed by Yuen Long District Council through the HAD's coordination, and in 2006, the TV signal small transposer in Sha Tau Kok Fire Station was constructed by the Electrical and Mechanical Services Department through the HAD's coordination and funding allocation;
- (2) the DTT broadcasting was launched in 2007 and the local free-to-air television licensees were responsible for the TV coverage. At

present, the DTT signals covering the territory were transmitted by a total of 29 transmission stations under the two local free-to-air television licensees with a coverage rate of 99% of the Hong Kong population;

- (3) the transmission of radio wave was susceptible to topography and other obstacles, on top of the hilly terrain in Hong Kong. It was practically difficult to reach a coverage rate of 100%. As for the residents whose reception of DTT signals was affected by terrain or blockage of DTT signals by high-rise buildings, the general technical solutions included the installation of TV booster, application of antenna of better quality or adjustment of the orientation of the antenna. In addition, consideration might be given to the construction of a small transposer;
- (4) in 2017, the OFCA had conducted an on-site survey together with the representatives from the TV stations and Ma Wan Rural Committee. An attempt was made to seek technical solutions to minimise the impact brought to the coverage of DTT in Ma Wan after the TV signal small transposer in Solar Tower was closed. The result of the survey showed that the TV signal reception was not ideally effective in every location after the TV signal small transposer was closed. In this connection, consideration might be given to amplification of signals at the locations with better reception to transmit the signal to other users. The actual operation of the methods concerned was subject to the technical study, but it was believed that it would be technically more complicated than the use of TV signal small transposer;
- (5) the OFCA was pleased to provide the technical advice;
- (6) the Communications Authority (CA) was responsible for the issue of broadcasting license and monitoring of the licensees' performance, including the TV coverage; and
- (7) the in-building coaxial cable distribution system should be installed by the buildings on a self-funded basis. The receivers of the TV signals were free to express any aspirations to the HAD and the OFCA did not give views on it.

117. The Chairman suggested that Members' views should be conveyed to the CA in the name of the TWDC in writing. He urged the CA to review the existing mechanism, i.e. apart from providing technical support, the CA should tender financial and infrastructure support to assist the residents of the districts to enhance the reception of TV signals.

(Post-meeting note: The Secretariat conveyed Members' views to the CA in writing on 30 August 2018.)

(Note: Mr CHAN Sung-ip left the meeting at 7:12 p.m.)

X Item 9: Request for Provision of Roof Cover for Pedestrian Walkways in Lei Muk Shue Estate  
(TWDC Paper No. 38/18-19)

118. The Chairman stated that Mr CHAN Yuen-sum, Sumly submitted the paper. The representatives from the HD responsible for giving response were:

- (1) Mrs TANG FUNG Shuk-yin, Chief Manager/Management (Wong Tai Sin, Tsing Yi and Tsuen Wan) (CM/M(WT&T)); and
- (2) Mr LING Wai-kit, Ricky, Senior Property Service Manager (Wong Tai Sin, Tsing Yi & Tsuen Wan) (SPSM(WT&T)).

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

120. CM/M (WT&T) of the HD responded as follows:

- (1) the HD noted Members' views and hoped that Members would understand that the improvement works was carried out depending on the physical environment, technicality and public benefits, etc. The HD would actively study the views concerned in depth;
- (2) the HD was committed to improving the living environment of the residents in Lei Muk Shue Estate and had provided the roof cover for the pedestrian walkway at the Lei Muk Shue Estate Public Transport Interchange (near the minibus stop) and the carpark of Block 3. In addition, the phase 2 and phase 3 construction works of the provision of the roof cover for the pedestrian walkway outside Lei Muk Shue Shopping Centre were underway. It was expected that the construction works would be completed in 2018 and 2019 respectively; and
- (3) the staff of the HD would conduct an on-site inspection with Members after the meeting in order to study the feasibility of provision of the roof covers for pedestrian walkways at the locations proposed by the Member.

121. Mr WONG Ka-wa noted that the HD was carrying out the construction works of the provision of the roof covers for the pedestrian walkways at certain locations in Lei Muk Shue Estate. However, the locations mentioned in the paper by the Member was not connected with the existing roof covers for the pedestrian walkways. Hence, he hoped that the HD would conduct a detailed review and commence the relevant works as soon as possible, so that the elderly residents in Lei Muk Shue Estate could use the facilities. He also noted that the HD had provided additional lifts in other public rental housing estates such as Kwai Fong Estate, Lai King Estate and Ma Tau Wai Estate. He hoped that the HD would not overlook the demand from Lei Muk Shue Estate.

122. Mr CHAN Yuen-sum, Sumly said that the captioned issue had been discussed for years. He hoped that the HD would listen carefully to Members' views. He also invited the staff from the headquarters of the HD and CM/M (WT&T) of the HD to conduct the on-site inspection together. He hoped that a progress could be made after a number of discussions. In addition, he opined that the technical problems of the construction of roof cover for pedestrian walkway could be duly solved by the advanced technical know-how nowadays. For example, the HD at first took a stance that the provision of a roof cover at the Lei Muk Shue Estate Public Transport Interchange was unachievable. Yet, the ultimate success spoke for itself because the HD was made to construct a roof cover at the interchange after years of striving for it. He hoped that Members' unflinching efforts in striving for the implementation of the

construction works of provision of roof covers would not go unheeded if only the HD was never made to accomplish it.

123. The Chairman hoped that CM/M (WT&T) of the HD would conduct an on-site inspection with Members in order to learn about whether there was a need to provide the additional roof covers for pedestrian walkways in Lei Muk Shue Estate.

124. CM/M (WT&T) of the HD stated that the HD noted Members' views and would actively carry out the follow-up work and arrange an on-site inspection with Members.

125. SPSM(WT&T) of the HD said that the staff of the HD had conducted an on-site inspection of the proposed locations of construction of the pedestrian walkway with a roof cover before this meeting. The HD would study the feasibility of provision of the roof covers at the locations in question by drawing reference from the experience of provision of the roof cover at Lei Muk Shue Estate Public Transport Interchange recently as the blueprint.

126. The Chairman requested the HD to follow up on the relevant work with Members.

127. As the Chairman was required to take up other urgent matters, the meeting would be temporarily chaired by the Vice Chairman.

XI Item 10: Request for Provision of Additional Child Care Services in Lei Muk Shue Estate  
(TWDC Paper No. 39/18-19)

128. The Acting Chairman stated that Mr WONG Ka-wa submitted the paper. The representatives from the bureau and department responsible for giving response were:

- (1) Mr WONG Chai-kwan, CSDO(TW&KwT), EDB; and
- (2) Ms MA Sau-ching, Annisa, District Social Welfare Officer (Tsuen Wan/Kwai Tsing) (DSWO (TW/KwT)), Social Welfare Department (SWD).

Besides, the written replies of the EDB and SWD were tabled at the meeting.

129. Mr WONG Ka-wa introduced the paper.

130. CSDO(TW&KwT) of the EDB responded as follows:

- (1) the primary and secondary schools in general provided extra-curricular activities for students in campus from after school to sunset;
- (2) the EDB had implemented the "School-based After-school Learning and Support Programmes" (the Programme) since 2005. Under the Programme, all public sector primary and secondary schools as well as schools under the Direct Subsidy Scheme could make application of the "School-based Grant" to the EDB for individual students who were in receipt of the Comprehensive Social Security Assistance (CSSA) or full grant under the Student Financial Assistance Schemes, so as to organise various extra-curricular activities for these disadvantaged

students after school. Schools might utilise the School-based Grant for procurement of services or hire of tutors to arrange activities for the students as appropriate according to the students' needs;

- (3) the EDB understood the students' need to participate in different kinds of activities during weekends. To this end, the non-governmental organisations (NGOs) of the districts were provided with funding through the Community-based Project Grant under the Programme. The NGOs could either provide services for the disadvantaged students in the districts according to their scopes of services or provide the eligible students with after-school support services in their centres or at schools by connecting with schools in the districts;
- (4) the EDB was aware of the diverse needs of different students. Hence, various specific subsidies would be provided for students and the Programme was only one of the initiatives. For example, schools admitting newly-arrived students were provided with funding to organise the learning and induction programmes for the newly-arrived students; and
- (5) the EDB considered that the disadvantaged families would be given support of child care to a certain extent if more after-school support services were provided in normal school days and during weekends. However, the Programme was not an after-school care service. It mainly aimed to advocate the whole-person development of students by enabling students to gain a greater exposure and broaden horizons in the activities.

131. DSWO (TW/KwT) of the SWD responded as follows:

- (1) the SWD had been operating the After School Care Programme (ASCP) for children aged between 6 and 12 through the NGOs on a fee-charging basis, including homework guidance, parent guidance and education, skill learning and other social activities;
- (2) the SWD wished to better the services of the ASCP. To this end, the SWD provided assistance for the low income families through the "Fee-waiving Subsidy Scheme under ASCP". A full fee-waiving or half fee-reduction subsidy for the services of the ASCP would be provided for families with monthly income not exceeding 75% of the Median Monthly Domestic Household Income (MMDHI);
- (3) the SWD noted that some parents worked on longer hours. Hence, the "Enhanced ASCP" had been implemented since December 2014 to extend the service hours on weekday evenings, Saturdays, Sundays and school holidays;
- (4) as some low-income families were not benefitted from the existing Fee-waiving Subsidy Scheme under ASCP, the SWD launched the "Pilot Scheme on Relaxing the Household Income Limit of the Fee-waiving Subsidy Scheme" through the Community Care Fund in October 2017 to provide one-third fee-reduction for the services of the ASCP for families with monthly income above 75% but not exceeding 100% of the MMDHI;
- (5) at present, there were seven ASCP centres in Tsuen Wan district and one of them was in Lei Muk Shue Estate which provided about

- 160 places in total under the ASCP. In March 2018, the overall take-up rate of the places under the ASCP in the district was 91%;
- (6) in order to support more families in the district, the SWD provided the matching grants of \$400 million through the Partnership Fund for the Disadvantaged to launch more after-school learning and support programmes for the primary and secondary students from grassroots families. A total of 10 programmes were launched in Tsuen Wan district; and
  - (7) the SWD understood that there was a keen demand for after-school care service in Tsuen Wan district, including Lei Muk Shue Estate. However, the SWD encountered many challenges due to the shortage of venues in the district. The SWD would continue to review the supply of and demand for the after-school care service in the district and actively encourage the NGOs in the district to provide the after-school service and increase the number of service places according to the needs.

132. Mr CHAN Yuen-sum, Sumly considered that the Government had carried out a number of measures to provide assistance for the general public. However, some of the people in need were unable to get the respective services and he enquired about the underlying reasons for this. He pointed out that it was an offence to leave children unattended at home. However, many parents in Lei Muk Shue Estate mistook that it was not an offence to leave children unattended in streets. As a result, there were many street children who were likely to go astray due to the lack of proper guidance. Apart from guidance on their homework, the child care services also provided children with professional counselling for better personal development in various aspects. At present, the keen demand for the child care services in Lei Muk Shue Estate could not be well coped with by only one or two organisations which provided the child care service in the estate. He further pointed out that both the software and hardware of child care services were equally important. Although the Government had provided many resources for the NGOs, the children and adolescents in need of child care services in Lei Muk Shue Estate were still not benefitted. Hence, he hoped that the departments concerned would make efforts to tie in with the provision of the services, for example, the HD could review the number of vacated units in Lei Muk Shue Estate for the EDB to provide related organisations with venues for increasing the number of service places. The Government should also provide resources for the organisations to recruit different professionals to provide assistance for the parents and children in Lei Muk Shue Estate.

133. Mr WONG Ka-wa was dissatisfied with the current situation of the child care services of Lei Muk Shue Estate. On citing the figures of the primary schools in Lei Muk Shue Estate, it was found that the three primary schools had the full student enrolment this year. Although the SWD had provided the child care services, there was a severe shortage of service places and there were inadequate professional workers in the two service providers of Lei Muk Shue Estate. Both parents of some families were engaged at work so as to make life comfortable for their children. Hence, they failed to meet the criteria for families with low income or in receipt of the CSSA and needed to pay for the child care services. Among these families, some parents needed to pay the market price of HK\$160 to HK\$180 per hour to arrange

tutorial services for their children due to the inadequate places of the child care services. Hence, he was glad that the SWD had undertaken to conduct a study on increasing the resources for provision of additional places of the child care services in Lei Muk Shue Estate and he hoped that the SWD would provide the additional places of the child care services during the year. In addition, he hoped that the HD would provide venues for the SWD to increase the number of places of the child care services in Lei Muk Shue Estate and that the EDB would be forward-looking.

134. Mr LI Hung-por said that he knew pretty much about the situation mentioned by the SWD. As two-working-parent was common in Hong Kong and there was a lack of labour force in our society, it was very important to release female labour force. The Government should make more efforts in the child care policy, so that women would be given peace of mind when taking up employment. He had an impression that the child care services were sub-contracted to outside organisations and were not provided on a daily basis, but he was not sure whether the current situation had changed. It did not take the children a long while to adapt themselves to the environment of the child care services provided by their schools. Hence, he hoped that the Government would allocate more resources to the organisations providing child care service to provide the child care services directly in campus after class.

135. Mr CHOW Ping-tim enquired about the details of the Government's subsidies or assistance provided for the child care services provided by schools, NGOs and private organisations. He stressed that the SWD and Members should provide the corroborative figures in reality of the current situation of child care services. He opined that some street children probably did not need child care services. Members could learn about the actual demand through conducting the questionnaire surveys or focus interviews in order to facilitate a smoother discussion. He supported the Members to put forth the captioned item and pointed out that due to limited resources, the actual figures in reality should be provided if there was a demand for child care services in Lei Muk Shue Estate, with a view to exploring the room for improvement.

136. The Acting Chairman noted that there was a considerable demand for child care services but the existing services were not fully saturated. It was also important to quantify the demand for such services objectively.

137. CSDO(TW&KwT) of the EDB responded as follows:

- (1) in the school year 2017/18, a total of 30 public sector schools in Tsuen Wan district, including 18 primary schools and 12 secondary schools, made application to the EDB for the "School-based Grant". The total number of benefitted students was 5 600, which accounted for 97% of 5 800 eligible students in Tsuen Wan district;
- (2) a total of 8 NGOs in Tsuen Wan district made applications to the EDB for the "Community-based Project Grant". According to the activities of the "Community-based Project Grant" as approved by the EDB, the total number of benefitted students was 3 800 but it did not only include the students in Lei Muk Shue; and

- (3) the EDB would review the development of the Programme and adjust the amount of subsidies provided for schools or NGOs according to the actual situation.

138. DSWO (TW/KwT) of the SWD responded as follows:

- (1) the SWD had been reviewing the provision of the services of the ASCP in service centres with the NGOs;
- (2) if there was a keener demand for the services in a respective area, the SWD would discuss the increase of the number of service places with the NGOs in the area; and
- (3) the SWD would continue to discuss with the HD as to whether there was any venue in Lei Muk Shue Estate for social welfare purpose and encourage the NGOs in Tsuen Wan district to increase the number of service places.

139. Mr WONG Ka-wa said as specified in the paper, he hoped that the departments concerned would provide the relevant corroborative figures of the current situation of child care services in Lei Muk Shue Estate. Although the figures provided by the EDB and SWD were correct, they did not reflect the actual situation of the demand for child care services in Lei Muk Shue Estate in reality. Hence, he wished to conduct an on-site inspection with the EDB and SWD.

140. The Acting Chairman noted that the SWD would continue to review the possibility of increasing the places of the child care services in Lei Muk Shue Estate and requested the departments concerned to further communicate with the Members after the meeting.

XII Item 11: Request for Improvements of Road Facilities in Lo Wai Village  
(TWDC Paper No. 40/18-19)

141. The Acting Chairman stated that Mr LAM Faat-kang submitted the paper. The representative from the TD responsible for giving response was Mr CHEUNG Kim-hung, Michael, Engineer/Tsuen Wan 2 (E/TW2). Besides, the written replies of the PD, THB and HyD were tabled at the meeting.

142. Mr LAM Faat-kang introduced the paper.

143. E/TW2 of the TD responded as follows:

- (1) according to the Government's planning framework, Lo Wai Road was divided into two sections. The upper section was a "Government, Institution or Community" (GIC) site and the lower section was a "Village Type Development" (V) site;
- (2) currently, Lo Wai Road effectively coped with the existing traffic flow and the future development in the Government's planning framework; and
- (3) some private developers intended to change the land use of the GIC sites, so various studies on environmental protection, drainage service and transport should be conducted and the departmental requirements of these aspects should be met. The developers were required to

conduct the traffic impact assessment for the TD's approval and submission of recommendation to the PD.

144. Mr LI Hung-por enquired the Member about the details of the aforesaid static development of the facilities concerned.

145. Mr CHAN Yuen-sum, Sumly pointed out that according to the representative of the TD, the existing facilities of Lo Wai Road effectively coped with the increased traffic flow and transport-related demand arising from the changes in planning at present and in future. He learnt that a large-scale residential property would be developed in the area around Lo Wai and a large traffic flow would be brought by its several thousand residential flats. He enquired whether the future planning as mentioned by the TD had included this development project.

146. Mr WONG Ka-wa said that definitely, there was traffic congestion in Lo Wai Road during the Ching Ming Festival and Chung Yeung Festival. This brought about nuisance to the residents. After the TWDC made suggestions time and again, a slight progress was made in the improvement of the traffic congestion. However, there were still serious traffic gridlocks in Lo Wai Road which sometimes affected Lei Muk Shue Estate even though the Police had implemented the vehicular flow control measures. He was worried about the traffic impact brought by the development of the Hilltop Country Club in future and hoped that the TD would clearly explain whether the TD held the view that the traffic impact assessment of the development project concerned had met the relevant standard.

(Note: Mr CHOW Ping-tim left the meeting at 8:01 p.m.)

147. The Acting Chairman stated that the captioned item was mainly about the discussion of the roads and traffic support in Lo Wai Village. The development project concerned was not within the scope of discussion of the captioned item.

148. Mr CHAN Chun-chung, Jones supported the Member's suggestion. He pointed out that the Community Building, Planning and Development Committee (CBDPC) had time and again discussed the topic concerned, aiming to improve the traffic at Lo Wai Road, particularly, during the Ching Ming Festival and Chung Yeung Festival, in order to meet the residents' needs. He pointed out that according to the representative of the TD, the front part of Lo Wai Road was used for construction of three-storey premises under the V Development. He showed support to it, but he did not agree with the representative of the TD who said that currently, Lo Wai Road effectively coped with the existing traffic flow. He also pointed out that Lo Wai Road was a one-way road and traffic congestion would be caused by the vehicles making U-turns at the end of the road. He thought that the serious traffic gridlocks that happened four to five times every year in Lo Wai Road were unacceptable although the vehicular flow was not high over there. Thus, he raised objection to the future developments involving the construction of large quantity of residential flats at Lo Wai Road. He hoped that the TD would consider the views of the residents in Lo Wai Village, with a view to enhancing the road development and reserving the land for construction of three-storey village premises.

149. Mr LAM Faat-kang said he had stated clearly at the CBPDC meetings that he would submit the captioned item to relay the views to the government departments for fostering the future development of the community of Tsuen Wan. He learnt that a number of planning were rejected by the TD due to the traffic problems, and thus Lo Wai Village was not properly developed. From the perspective of the planning of Tsuen Wan, development was in need. However, the existing overall ancillary facilities failed to cope with the development. It made him feel worried about the development plan of the developer recently. He was dissatisfied with the written replies of the HyD, PD and THB. He also opined that the bureaux and departments concerned did not consider the future development of the areas around Lo Wai.

150. Mr LO Siu-kit supported the Member's paper. He pointed out that the development issue of Lo Wai Road had long been discussed. During the Ching Ming Festival and Chung Yeung Festival, there were serious traffic gridlocks in the vicinity of Lo Wai Road. The Police needed to deploy much manpower to cordon off the areas around Siu Wo Street for no stops of vehicles in order to facilitate the members of public to queue and wait for the buses/minibuses. He hoped that the TD and PD would consider the overall development plan of Lo Wai Road, instead of making approval for the relevant items one by one and underestimating the relevant traffic problems due to acceding to some people's request for constructing columbarium in Lo Wai. At present, the cluster of temples crowded with people and vehicles was undesirable and there were so many households and niches in Lo Wai. Thus, the TTC had time and again discussed that the conversion of the existing one-way lane into a two-way driving lane only did not meet the standard. In early years, the construction of an opposite lane by the Yuen Yuen Institute had been taken into consideration. He hoped that the cluster of temples would become a visitors' highlight in Tsuen Wan, apart from its major service for the Ching Ming Festival and Chung Yeung Festival.

151. Mr KOO Yeung-pong felt amazed at the comments made by the representative of the TD that Lo Wai Road effectively coped with the existing traffic flow at present. The Yuen Yuen Institute and Western Monastery had completed or would probably be under extension. In future, the aged home in Lo Wai Road would also be redeveloped. However, there was no widening or conversion works for Lo Wai Road over the years. If Lo Wai Road effectively coped with the existing traffic flow, the Police should not have cordoned off Lo Wai Road during the Ching Ming Festival and Chung Yeung Festival. Hence, he agreed to Members' suggestions, i.e. it was necessary to conduct a re-planning for Lo Wai Road in order to solve the traffic problems. He believed that the planning, which was not for a single development project, was for the overall development of the district in future. Yet, the Government was not forward-looking and did not consider the future development of Lo Wai Road. Besides, the planning work took time. He opined that the Government should currently start the relevant planning work. He also enquired whether it was feasible to construct a road at Sam Dip Tam.

152. E/TW2 of the TD responded as follows:

- (1) as Lo Wai Road was a GIC site and a V site, the traffic and ancillary facilities duly coped with the needs at present and in future. Under

- these parameters, the traffic condition of Lo Wai Road was acceptable and Lo Wai Road could duly cope with the V development in future;
- (2) the private developers should conduct various assessments including traffic impact assessment and indicated how the existing traffic network tied in with the development concerned or how the development concerned was conducive to improving the traffic facilities if they intended to change the land use of Lo Wai Road; and
  - (3) in the past few years, the TD and the Police had carried out a number of special traffic arrangements at Lo Wai Road.

153. The Acting Chairman stated that Lo Wai Road was currently densely packed with people and vehicles and it was the cause of traffic congestion during the Ching Ming Festival and Chung Yeung Festival. At present, the development plans of Lo Wai fell through mostly because of the traffic issues; however, the proposals on construction of roads for fostering the future development failed to materialise owing to the insufficient demand. He believed that it was a common wish of Members that the TD would consider the traffic development of Lo Wai Road from an overall perspective, with a view to exploring the development potential of Lo Wai Road.

154. Mr LAM Faat-kang was dissatisfied with the departments because only written replies were given. He opined that the replies did not match the current status and that the PD and TD ignored the actual needs of local development. For years, the traffic problem in the areas around Lo Wai Road had brought nuisance to the residents in Tsuen Wan district and Members had lodged aspirations through different levels. Although in general the daily traffic of Lo Wai Road was normal, it was a waste of public funds when the Police pooled a large amount of resources into the management of traffic in Lo Wai Road during the Ching Ming Festival and Chung Yeung Festival. The Government turned a deaf ear to the views on development given by the localities and District Council. Hence, he suggested that a letter should be sent to the DEVB in the name of the TWDC to strongly request the Administration to attach great importance to the views of the District Council, in particular, to the views on the development and planning of Tsuen Wan district.

155. The Acting Chairman requested the TD to consider Members' views and suggested that a letter should be sent to the THB in the name of the TWDC to convey Members' views.

(Post-meeting note: The Secretariat issued a letter to convey Members' views to the THB on 6 September 2018.)

### XIII Item 12: Request for Enhancement of the Services and Locations of iPostal Station in Tsuen Wan District

(TWDC Paper No. 41/18-19)

156. The Acting Chairman stated that the Hon TIEN Puk-sun, Michael and Mr CHENG Chit-pun submitted the paper. The representatives from the departments responsible for giving response were:

- (1) Ms Estella CHOW, Director (Business Development) (D(BD)), Hongkong Post;

- (2) Ms Tammy CHEUNG, Senior Manager (Local Business), Hongkong Post;
- (3) Ms LEE Sau-ping, Ritz, DLO (Atg.)(DLO, TW&KwT), LandsD;
- (4) Mr YIM Wai-hung, AA/Lands (DLO, TW&KwT), LandsD; and
- (5) Ms KHATTAK Nasreen, District Environmental Hygiene Superintendent (Tsuen Wan) (DEHS (TW)), FEHD.

Besides, the written reply of the Government Property Agency was tabled at the meeting.

157. Mr CHENG Chit-pun introduced the paper.

158. D(BD) of the Hongkong Post responded as follows:

- (1) the services of the “iPostal Station” aimed to tie in with the development of e-business. The Hongkong Post was currently planning to expand the network of the “iPostal Station” for members of the public to collect mail. At present, the Hongkong Post had provided the “iPostal Stations” in 17 locations over the territory. The major factors including high pedestrian flow in the area concerned, convenient transportation in the vicinity and ease of operation, etc. were taken into consideration by the Hongkong Post in selection of sites. Thus, the main development direction of the Hongkong Post was the provision of the “iPostal Stations” in the area outside the suitable post offices, the public rental housing estates which were densely populated and the vicinity of the MTR stations of high pedestrian flow. Regarding the area outside the post offices, the Hongkong Post would take into account the spacious locations with a demand for mail collection service for provision of 24-hour “iPostal Station”;
- (2) at present, the opening hours of the “iPostal Station” in the Tsuen Wan Government Offices were mainly from 7:00 a.m. to 10:00 p.m. on weekdays to facilitate members of the public to collect mail during non-office hours on weekdays. According to the operational information of the Hongkong Post, about 80% of the general public collected mail between 1:00 p.m. and 8:00 p.m. and only about 6% of the general public collected mail from other 24-hour “iPostal Stations” between 10:00 p.m. and 7:00 a.m. on the next day. The Hongkong Post’s objective was to operate most of the “iPostal Stations” on a 24-hour basis. Thus, a study was conducted on whether it was suitable to change the location of the “iPostal Station” in the Tsuen Wan Government Offices such as the gate on the G/F or the footbridge. However, the preliminary review showed that these locations were neither as convenient as the existing location nor suitable for provision of the “iPostal Station” which would make the existing access narrower. The Hongkong Post would explore other locations in Tsuen Wan district which were well-suited for setting up the 24-hour “iPostal Station”;
- (3) the “iPostal Station” was designed for assembly and embedding variable number of storage compartments according to the needs; and

- (4) the Hongkong Post welcomed Members to provide the locations with a demand for the services of the “iPostal Stations” for consideration.

159. The Acting Chairman said that Members were encouraged by the response given by the Hongkong Post. He suggested that the Hongkong Post should provide the “iPostal Stations” in all constituency areas in order to meet the needs of the residents in all constituency areas.

160. DLO (Atg.)(DLO, TW&KwT) of the LandsD responded as follows:

- (1) both of the Tsuen Wan Government Offices and the market in Sham Tseng were at the sites under government land allocation. If the Hongkong Post had obtained the consent from the department that was granted the government land concerned and from the relevant departments, the LandsD would follow up on the amendment of the relevant documents if necessary in order to tie in with the provision of the “iPostal Stations” in question; and
- (2) both of the Tsuen Wan West MTR Station and Allway Gardens were located in the private lots and were subject to the terms of the relevant leases. As these two lots were the sites for non-industrial purposes, the provision of the “iPostal Stations” in the Tsuen Wan West MTR Station and within the mall of Allway Gardens was acceptable under the land leases.

161. DEHS (TW) of the FEHD said the FEHD considered that the provision of the 24-hour “iPostal Stations” in the market in Sham Tseng was infeasible due to security issues.

162. Mr TAM Hoi-pong opined that it was relatively difficult to collect mail from the post offices located in the vicinity of the residence during office hours. Hence, it was worth promoting the services of the “iPostal Stations” and increasing the number of service locations. There was no post office in Ma Wan and the services of the mobile post office were only available on specific days. He thought that the “iPostal Stations” should be provided in the locations without post office instead of the locations of high pedestrian flow. Hence, he suggested that the “iPostal Stations” should be provided at the piers in Ma Wan. In addition, he suggested that the Hongkong Post should provide the bar codes on the current Mail Delivery Notification Cards for members of the public to collect mail from the “iPostal Stations” nearby and save the need to collect mail from the post office during office hours.

163. Mr WONG Ka-wa supported the captioned proposal and opined that self-service was the main trend of development. For example, the members of the public could borrow and return books at the self-service library stations in China and Taiwan by using the QR code, i.e. the Quick Response code. He was of the view that the Hongkong Post could provide the “iPostal Stations” at all MTR stations in Hong Kong and at the locations which were not served by the mobile post offices for members of the public to collect mail during non-office hours. He hoped that the Hongkong Post would implement the measures concerned at the earliest possible.

164. Ms LAM Yuen-pun, Phyllis was pleased to learn the response given by the Hongkong Post. She pointed out that Tsuen King Circuit Market in Allway Gardens was not located in a private lot and suggested that the Hongkong Post should provide the “iPostal Station” at the former location of the newspaper stall near The Church of Christ in China Kei Wai Primary School or at the loading/unloading area of the market.

165. Mr CHAN Yuen-sum, Sumly said that members of the public could collect mail anytime and anywhere through the delivery service provided in the private market; on the contrary, the services of the Hongkong Post were relatively lagged behind. He hoped that the Hongkong Post would enhance its services in view of the intense competition. He agreed to provide more “iPostal Stations” in different locations and hoped that the Hongkong Post would discuss the provision of the “iPostal Stations” in the public rental housing estates with the HD. He opined that although post offices were provided in the public rental housing estates, the Hongkong Post should also provide the “iPostal Stations” in the vicinity of those post offices. In addition, he thought that more diversified services should be provided at the “iPostal Stations”. Apart from mail collection, mailing services should also be provided for members of the public to deliver mail by post during non-office hours. He believed that such services were technically feasible beyond doubt.

166. Mr CHAN Chun-chung, Jones supported the captioned proposal and opined that the number of the “iPostal Stations” in Tsuen Wan district should be increased. He pointed out that there was a greater demand for the services of the “iPostal Stations” from the smaller public rental housing estates without post office. For example, the post office close to Cheung Shan Estate was located in Shek Wai Kok Estate. Hence, he suggested that the Hongkong Post should prioritise the provision of the “iPostal Stations” in Cheung Shan Estate for the residents’ use. He further pointed out that the duration of storage of mail in the “iPostal Stations” was shorter than that in the post offices. He hoped that the Hongkong Post would carry out the measures for members of the public to collect mail.

167. Mr KOO Yeung-pong said that many private housing estates were provided with the mail item collection stations similar to the “iPostal Stations”. He hoped that the Hongkong Post would provide the additional “iPostal Stations” in each constituency area in Tsuen Wan district for greater efficacy.

168. Mr LAM Faat-kang opined that the Hongkong Post had given an active response but he pointed out that the couriers in the Mainland had already provided the mail item collection stations outside the entrances of various housing estates. He believed that it was not difficult for the Hongkong Post to provide the “iPostal Stations” in different housing estates, rural villages and public rental housing estates. Thus, he suggested that the Hongkong Post should draw reference from the practices in the Mainland. He further pointed out that the mail stored in the “iPostal Stations” would be returned to the post offices if uncollected within a few days. In this connection, he enquired whether the Hongkong Post would send the short message of mail collection to the recipients and hoped that the Hongkong Post would study it. He welcomed the Hongkong Post to provide the “iPostal Stations” in Luk Yeung Sun Chuen.

169. Mr CHENG Chit-pun hoped that the “iPostal Stations” would be upgraded with the mailing function. He understood that the provision of the “iPostal Stations” by the Hongkong Post at the locations of higher pedestrian flow aimed to facilitate the general public to collect mail. However, he opined that the Hongkong Post should also consider providing the “iPostal Stations” in the remote locations such as Sham Tseng and Ma Wan to facilitate the residents to post or collect the bigger mail items. To the service users, it was certainly preferable to have more “iPostal Stations”. He pointed out that the operation of the “iPostal Stations” was simple and the closed-circuit television was installed to record the process of mail collection. He believed that there would be no serious security issues. He hoped that the FEHD would study the feasibility of the provision of the “iPostal Stations” in the market of Sham Tseng again.

170. D(BD) of the Hongkong Post responded as follows:

- (1) she thanked Members for giving the Hongkong Post suggestions on the locations and views regarding the provision of the additional “iPostal Stations”. The Hongkong Post would take them into consideration and conduct a study;
- (2) in addition, the Hongkong Post was currently studying the feasibility of upgrading the “iPostal Station” with the mailing function in order to meet the demand from the e-business market. At present, the Hongkong Post planned to expand the network of the “iPostal Stations” first to facilitate members of the public to collect mail and to meet the demand from the e-business market;
- (3) regarding the time limit for collecting mail from the “iPostal Stations”, the recipients could collect the mail within four days upon receipt of the short message sent by the Hongkong Post. If the recipients did not collect the mail within four days, the mail would be transferred to the closest post office for collection. In general, 80% of the service users would collect the mail from the “iPostal Stations” on the first day upon receipt of the short message and most of the remaining service users would collect the mail on the second day upon receipt of the short message; and
- (4) a considerable amount of cost and investment would be incurred by the provision of the “iPostal Stations”. The Hongkong Post needed to seek to balance the cost-effectiveness with the selection of locations. Hence, it was difficult to provide the “iPostal Stations” in all constituency areas.

171. The Acting Chairman said that the Hongkong Post provided the postal service over the territory. He hoped that the Hongkong Post would continue to work hard and provide the “iPostal Stations” in various constituency areas in Tsuen Wan district in future.

172. The Chairman resumed the chair.

XIV Item 13: Concern about the Noise from Texaco Road Flyover  
(TWDC Paper No. 42/18-19)

173. The Chairman stated that the Hon CHAN Han-pan, Ben submitted the paper. The representatives from the departments responsible for giving response were:

- (1) Mr CHAU Wai, Senior Environmental Protection Officer (Assessment & Noise)<sup>3</sup> (SEPO(A&N)<sup>3</sup>), Environmental Protection Department (EPD); and
- (2) Mr CHAN Chi-ming, Lawrence, Senior Engineer 2/Noise Mitigation (SE 2/NM), HyD.

Besides, the written replies of the EPD, HyD, TD and Hong Kong Police Force (HKPF) were tabled at the meeting.

174. Mr CHAN Han-pan, Ben introduced the paper.

175. SE 2/NM of the HyD responded that the flyover section of Texaco Road had been paved with the low noise surfacing materials since 2014. The HyD had also paved other road sections with the low noise surfacing materials as appropriate in order to test the effectiveness of the said materials.

176. SEPO(A&N)<sup>3</sup> (Assessment & Noise)<sup>3</sup> of the EPD responded as follows:

- (1) the low noise road surface of 25mm thick was paved with the smaller stones of 6mm wide, which helped reduce the tyre/road interaction noise;
- (2) since 2014, the EPD and HyD had been making joint efforts to the application of the said materials on the flyover section of Texaco Road and monitoring the effectiveness of the noise mitigation as well as maintaining vehicle carrying capacity on the flyover;
- (3) after the 4-years' monitoring work, the EPD found that the low noise surfacing materials maintained a considerable level of noise mitigation at approximately 2 decibels in general. However, the long-term vehicle carrying capacity of the said materials had not been fully confirmed for the time being;
- (4) the EPD considered that the said materials were suitable for the flyover section of Texaco Road because vehicles would not stop or brake on that section and there was no bus stop on that section. The EPD would give advice on applying the low noise surfacing materials to other road sections where traffic flow was relatively smooth according to the experiences. However, the full application of the said materials was subject to the confirmation of the long-term use of the said materials by the HyD; and
- (5) the performance of noise mitigation of the low noise surfacing materials was not as noticeable as that of the noise barriers. However, due to the lower construction cost and the compatibility with a wider range of road surfaces, the EPD hoped that other departments would further consider the application of the low noise surfacing materials.

177. The Chairman stated that the noise problem of Texaco Road Flyover had been discussed for many years. He opined that the mitigation measures such as the installation of speed detection device at the road section concerned was conducive to

achieving a deterrent effect. Hence, he enquired about the details of the installation of speed enforcement cameras.

178. SE 2/NM of the HyD said that the HyD would provide assistance in the installation work if the TD and the Police had drawn up a plan of installation of speed enforcement cameras.

179. The Chairman stated that the TD stated in its written reply that it had started to make preparation for the installation of a new batch of fixed speed enforcement cameras. He requested the TD to liaise with the district councillors of the constituencies concerned when installation of the cameras was ready.

180. CTO/NTSW of the TD said that the TD would convey Members' views to the staff concerned.

181. The Hon CHAN Han-pan, Ben noted that the Police had set up road blocks for 34 times, conducted 1 065 breath tests and issued 406 Fixed Penalty Notices as well as 9 defective vehicle reports on illegal modification of vehicles. As the road section concerned was linked to the black spot of illegal car racing in Tai Mo Shan, he hoped that the Police would set up road blocks particularly during night time to examine the illegally modified vehicles subject to the availability of resources and manpower, with a view to achieving the greater deterrent effect. He had time and again informed the residents to report the illegally modified vehicles through noting down their plate numbers and calling 1823. However, assistance from the Police was still required.

182. The Chairman requested the departments concerned to consider Members' views, communicate with Members and exchange views with Members.

XV Item 14: Crime Brief for Tsuen Wan District – Comparison of Crime Statistics between May to June 2018 and May to June 2017  
(TWDC Paper No. 43/18-19)

183. District Commander (Tsuen Wan) (DC(TW)) of the HKPF reported on the situation of the crimes in Tsuen Wan district.

184. Ms LAM, Lam Nixie expressed her heartfelt gratitude to the Police for their persevering effort in handling a series of cases involving vehicle body scratches in Phase 3 of Belvedere Garden recently. The Police also actively followed up and provided her with the latest progress of the cases after the suspects were arrested. She hoped that the Police would continue to work hard on it.

XVI Item 15: Crime Brief for Ma Wan – May to June 2018  
(TWDC Paper No. 44/18-19)

185. DC(TW) of the HKPF reported on the situation of the crimes in Ma Wan.

XVII Item 16: Application for District Council Funds by Tsuen Wan Festival Lightings Organising Committee

(TWDC Paper No. 45/18-19)

186. The Secretary introduced the paper and stated that Mr KOO Yeung-pong was the Vice President of the Tsuen Wan Festival Lightings Organising Committee (the Committee); that Mr LO Siu-kit was the Vice Chairman of the Committee; and that Mr WONG Ka-wa, Mr CHOW Ping-tim and Mr CHENG Chit-pun were the Members of the Committee for declaration of interest of their membership of the Committee.

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

188. The Chairman decided that the Members who had declared their membership of the Tsuen Wan Festival Lightings Organising Committee might speak and vote, according to section 48(11) of the Standing Orders.

189. Mr TAM Hoi-pong proposed that an open ballot should be held respectively for the 2018/19 Tsuen Wan Festival Lightings Programme and the 2018/19 Tsuen Wan New Year Countdown Activity. Members agreed to the proposal.

190. The Chairman asked Members to vote on the funding application of the 2018/19 Tsuen Wan Festival Lightings Programme. The voting result was listed as follows:

For (8 votes in total)

The Vice Chairman, Ms LAM Yuen-pun, Phyllis, Ms LAM, Lam Nixie, Mr LAM Faat-kang, the Hon CHAN Han-pan, Ben, Mr CHAN Chun-chung, Jones, Mr CHAN Yuen-sum, Sumly and Mr KOT Siu-yuen

Against (1 vote in total)

Mr TAM Hoi-pong

Abstention (0 vote in total)

191. The Chairman announced that the following funding application was endorsed:

<u>Activity</u>	<u>Amount Approved</u>
	(\$)
(1) 2018/19 Tsuen Wan Festival Lightings Programme	1,188,000.00

192. The Chairman asked Members to vote on the funding application of the 2018/19 Tsuen Wan New Year Countdown Activity. The voting result was listed as follows:

For (9 votes in total)

The Vice Chairman, Ms LAM Yuen-pun, Phyllis, Ms LAM, Lam Nixie, Mr LAM Faat-kang, the Hon CHAN Han-pan, Ben, Mr CHAN Chun-chung, Jones, Mr CHAN Yuen-sum, Sumly, Mr KOT Siu-yuen and Mr TAM Hoi-pong

Against (0 vote in total)

Abstention (0 vote in total)

193. The Chairman announced that the following funding application was endorsed:

<u>Activity</u>	<u>Amount Approved</u> (\$)
(2) 2018/19 Tsuen Wan New Year Countdown Activity	758,000.00

XVIII Item 17: Application for District Council Funds by Tsuen Wan Preparatory Committee of National Day Celebration  
(TWDC Paper No. 46/18-19)

194. The Secretary introduced the paper.

195. The Chairman said that he was the Honorary President of the Tsuen Wan Preparatory Committee of National Day Celebration (the Committee) which did not involve any substantial duty or pecuniary interest. Hence, he would continue to chair the meeting.

196. The Chairman asked Members to make declaration of interest. The Vice Chairman, Mr KOO Yeung-pong and the Hon CHAN Han-pan, Ben declared their Executive Vice Chairmanship of the Committee. Mr LO Siu-kit declared his Vice Chairmanship of the Committee.

197. The Chairman decided that the Members who had declared interest might not speak and vote but they might remain in the meeting as observers, according to section 48(11) of the Standing Orders.

198. Mr TAM Hoi-pong proposed that an open ballot should be held. Members agreed to the proposal.

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

For (6 votes in total)

Ms LAM Yuen-pun, Phyllis, Ms LAM, Lam Nixie, Mr LAM Faat-kang, Mr CHAN Chun-chung, Jones, Mr KOT Siu-yuen and Mr CHENG Chit-pun

Against (1 vote in total)

Mr TAM Hoi-pong

Abstention (2 votes in total)

Mr CHAN Yuen-sum, Sumly and Mr WONG Ka-wa

200. The Chairman announced the endorsement of the following funding application:

<u>Activity</u>	<u>Amount Approved</u> (\$)
(1) Celebration of 69th Anniversary of the Founding of the People's Republic of China in Tsuen Wan	425,000.00

XIX Item 18: Application for District Council Funds by the Residents Association of Tsuen Wan Hoi Bun District  
(TWDC Paper No. 47/18-19)

201. The Secretary introduced the paper.

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

203. The Chairman announced that the following funding application was endorsed:

<u>Activity</u>	<u>Amount Approved</u> (\$)
(1) The First Thing is Health 2018	224,000.00

XX Item 19: Application for District Council Funds by the Jockey Club Riviera Gardens Lutheran Integrated Service Centre  
(TWDC Paper No. 48/18-19)

204. The Secretary introduced the paper.

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

206. The Chairman announced that the following funding application was endorsed:

<u>Activity</u>	<u>Amount Approved</u> (\$)
(1) Tsuen Wan District Road Safety Carnival	226,575.00

XXI Item 20: Application for District Council Funds by Tsuen Wan East Area Committee  
(TWDC Paper No. 49/18-19)

207. The Secretary introduced the paper and stated that the Chairman, Mr MAN Yu-ming, Mr LAM Faat-kang, Mr CHAN Chun-chung, Jones, Mr CHAN Yuen-sum, Sumly and Mr WONG Ka-wa were the Members of the Tsuen Wan East Area Committee (the Committee) for declaration of interest of their membership of the Committee.

208. As the Chairman had made declaration of interest, the meeting would be temporarily chaired by the Vice Chairman.

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

210. The Acting Chairman decided that the Members who had declared their membership of the Committee might speak and vote, according to section 48(11) of the Standing Orders.

211. Members unanimously endorsed the following funding application:

<u>Activity</u>	<u>Applying Organisation/ Co-organiser</u>	<u>Amount Approved</u> (\$)
(1) Tsuen Wan East Area Committee Joyful One-Day Trip	Chinese YMCA of Hong Kong Tsuen Wan Centre (Integrated Children and Youth Services Centre)	54,500.00

212. The Chairman resumed the chair.

XXII Item 21: Application for District Council Funds by Tsuen Wan Central Area Committee  
(TWDC Paper No. 50/18-19)

213. The Secretary introduced the paper and stated that Mr KOO Yeung-pong, Mr KOT Siu-yuen, Mr CHOW Ping-tim and Mr LO Siu-kit were the Members of the Tsuen Wan Central Area Committee (the Committee) for declaration of interest of their membership of the Committee.

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

215. The Chairman decided that the Members who had declared their membership of the Committee might speak and vote, according to section 48(11) of the Standing Orders.

216. Members unanimously endorsed the following funding applications:

<u>Activity</u>	<u>Applying Organisation/ Co-organiser</u>	<u>Amount Approved</u> (\$)
(1) Tsuen Wan Central Area Joyful Excursion 2018	Yan Chai Hospital Board of Directors	34,500.00

XXIII Item 22: Application for District Council Funds by Tsuen Wan Rural Area Committee

(TWDC Paper No. 51/18-19)

217. The Secretary introduced the paper and stated that Mr NG Hin-lung, Norris, Mr CHAN Sung-ip, Mr CHENG Chit-pun and Mr TAM Hoi-pong were the Members of the Tsuen Wan Rural Area Committee (the Committee) for declaration of interest of their membership of the Committee.

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

219. The Chairman decided that the Members who had declared their membership of the Committee might speak and vote, according to section 48(11) of the Standing Orders.

220. Members unanimously endorsed the following funding application:

<u>Activity</u>	<u>Applying Organisation/ Co-organiser</u>	<u>Amount Approved</u> (\$)
(1) Tsuen Wan Rural Area Committee Joyful Day Trip	The Yuen Yuen Institute Social Service Department	54,500.00

XXIV Item 23: Application for District Council Funds by Tsuen Wan District Youth Programme Community Steering Committee

(TWDC Paper No. 52/18-19)

221. The Secretary introduced the paper and stated that Ms LAM Yuen-pun, Phyllis was the Member of the Tsuen Wan District Youth Programme Community Steering Committee (the Committee) for declaration of interest of her membership of the Committee.

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

223. The Chairman decided that the Member who had declared her membership of the Committee might speak and vote, according to section 48(11) of the Standing Orders.

224. The Chairman announced that the following funding application was endorsed:

<u>Activity</u>	<u>Applying Organisation/ Co-organiser</u>	<u>Amount Approved</u> (\$)
(1) Outward Bound Leadership Training for the Youth in Tsuen Wan District 2018	Yan Chai Hospital School Social Work and Support Services	85,000.00

XXV Item 24: Application for District Council Funds by Tsuen Wan District Fire Safety Committee

(TWDC Paper No. 53/18-19)

225. The Secretary introduced the paper and stated that Mr KOO Yeung-pong, Mr LI Hung-por, Mr CHENG Chit-pun and Mr LO Siu-kit were the Members of the Tsuen Wan District Fire Safety Committee (the Committee) for declaration of interest of their membership of the Committee.

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

227. The Chairman decided that the Members who had declared their membership of the Committee might speak and vote, according to section 48(11) of the Standing Orders.

228. Members unanimously endorsed the following funding application:

<u>Activity</u>	<u>Applying Organisation/ Co-organiser</u>	<u>Amount Approved</u> (\$)
(1) Tsuen Wan District Fire Safety Carnival	The Yuen Yuen Institute Social Service Department	158,200.00

XXVI Item 25: Application for District Council Funds by Tsuen Wan District Fight Crime Committee

(TWDC Paper No. 54/18-19)

229. The Secretary introduced the paper and stated that Mr MAN Yu-ming, Mr LI Hung-por, Mr CHAN Chun-chung, Jones, Mr CHAN Yuen-sum, Sumly, Mr KOT Siu-yuen and Mr LO Siu-kit were the Members of the Tsuen Wan District Fight Crime Committee (the Committee) for declaration of interest of their membership of the Committee.

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

231. The Chairman decided that the Member who had declared their membership of the Committee might speak and vote, according to section 48(11) of the Standing Orders.

232. Members unanimously endorsed the following funding application:

<u>Activity</u>	<u>Applying Organisation/ Co-organiser</u>	<u>Amount Approved</u> (\$)
(1) Tsuen Wan District Winter Precaution Publicity Campaign 2018/2019	The Yuen Yuen Institute Social Service Department	197,000.00

XXVII Item 26: Application for District Council Funds by Tsuen Wan District Civic Education Committee

(TWDC Paper No. 55/18-19)

233. 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 (the Committee) for declaration of interest of their membership of the Committee.

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

235. The Chairman decided that the Members who had declared their membership of the Committee might speak and vote, according to section 48(11) of the Standing Orders.

236. Members unanimously endorsed the following funding applications:

<u>Activity</u>	<u>Applying Organisation/ Co-organiser</u>	<u>Amount Approved</u> (\$)
(1) Be Smart and Responsible – Netizen Education Programme	Hong Kong Children & Youth Services Jockey Club Belvedere Garden Integrated Children & Youth Services Centre	71,000.00

XXVIII Item 27: Application for District Council Funds by Tsuen Wan District Office  
(TWDC Paper No. 56/18-19)

237. The Secretary introduced the paper.

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

239. Members unanimously endorsed the following funding applications:

<u>Activity</u>	<u>Applying Organisation/ Co-organiser</u>	<u>Amount Approved</u> (\$)
(1) Happy Learning Programme in Tsuen Wan 2018	H.K.S.K.H. Lady MacLehose Centre	189,000.00
(2) Run for Fun in Tsuen Wan 2018 Vol.2	Hong Kong Federation of Youth Groups Tsuen Wan Youth S.P.O.T.	325,000.00

XXIX Item 28: Information Papers

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

(1) Report of District Facilities Management Committee  
(TWDC Paper No. 57/18-19);

- (2) Report of Culture, Recreation and Sports Committee  
(TWDC Paper No. 58/18-19);
- (3) Report of Traffic and Transport Committee  
(TWDC Paper No. 59/18-19);
- (4) Report of Community Building, Planning and Development Committee  
(TWDC Paper No. 60/18-19);
- (5) Report of Social Services and Community Information Committee  
(TWDC Paper No. 61/18-19);
- (6) Report of Coastal Affairs Committee  
(TWDC Paper No. 62/18-19);
- (7) Report of Environmental and Health Affairs Committee  
(TWDC Paper No. 63/18-19);
- (8) Report of District Management Committee  
(TWDC Paper No. 64/18-19);
- (9) Report of The Second Duty Visit of Tsuen Wan District Council – Singapore  
(TWDC Paper No. 65/18-19); and
- (10) Financial Statement of Tsuen Wan District Council Funds as at 20 July 2018  
(TWDC Paper No. 66/18-19).

241. The Chairman stated that the Second Duty Visit to Singapore was a great success. He thanked Mr CHAN Sung-ip who was the Convenor of the Working Group on Second Duty Visit and the Vice Chairman for their attentive arrangement of the Second Duty Visit, which facilitated the Members who participated in the Second Duty Visit to acquire a fruitful outcome.

242. Members unanimously adopted the Report of The Second Duty Visit of Tsuen Wan District Council – Singapore.

243. The meeting was temporarily chaired by the Vice Chairman.

XXX Item 29: Any Other Business

244. The Acting Chairman stated that a letter from the RunOurCity was received earlier to invite the TWDC to serve as a supporting organisation in the “Hong Kong Ladies Run 2018”, which was a female-only charity run event that aimed to promote better understanding of and involvement in the community among the participants. The RunOurCity aimed to promote social integration through innovative approach and encourage young people to develop their tenacity and physical strength, as well as engaging with the community and promoting the positive marathon spirit of perseverance through street running. The “Hong Kong Ladies Run 2018” would be held from 7:00 a.m. to 3:00 p.m. on 11 November 2018 (Sunday) with an estimated number of 3 000 runners who would be categorised into three divisions, i.e. 10 km (challenge run), 10 km (elegant run) and 5km. The street running would begin at the Sunny Bay MTR Station along the scenic harbourfront promenade of Sunny Bay in Tsuen Wan district and end at the Sunny Bay MTR Station. Besides, the RunOurCity applied for the display of the TWDC logo on the printing and publicity materials of the “Hong Kong Ladies Run 2018”.

245. Members unanimously agreed that the TWDC served as a supporting organisation for the “Hong Kong Ladies Run 2018” and endorsed the application for the use of the TWDC logo from the RunOurCity.

246. The Acting Chairman stated that a letter from the Hong Kong Society for the Deaf was received earlier to invite the TWDC to serve as a supporting organisation in the “HK Sign Language Day” 2018 that would be held on 18 September 2018 in order to promote the culture of sign language in daily life and pursue the goal of “popularisation of sign language”. The Hong Kong Society for the Deaf was committed to promoting the well-being for the hearing impaired persons and seeking to ensure the equalisation of opportunities for the hearing impaired persons. The kick-off ceremony of the “HK Sign Language Day” 2018 was scheduled on 16 September 2018 (Sunday). In order to tie in with the theme of “Learning Sign Language • Integrating into the Community” of the “HK Sign Language Day” 2018, the Hong Kong Society for the Deaf would develop a mobile game about sign language to provide an interactive learning experience for the general public and liaise with the shop owners and staff in local organisations who would wear the pins printed with day-to-day Cantonese phrases one week before the “HK Sign Language Day” 2018, so as to foster barrier-free communication through the promotion of the culture of sign language in an interesting way at various levels. Besides, the Hong Kong Society for the Deaf applied for the display of the TWDC logo on the posters and webpages of the “HK Sign Language Day” 2018.

247. Members unanimously agreed that the TWDC served as a supporting organisation for the “HK Sign Language Day” 2018 and endorsed the application for the use of the TWDC logo from the Hong Kong Society for the Deaf.

248. The Acting Chairman reminded Members that the date of the next meeting was 19 September 2018 (Wednesday) and the deadline for submission of paper was 4 September 2018.

249. The Chairman resumed the chair.

XXXI Adjournment of Meeting

250. There being no other business, the meeting was adjourned at 9:33 p.m.

Tsuen Wan District Council Secretariat  
September 2018

A Membership List of the “Non-standing Working Group on Follow-ups on the Development Matters of Phase 2 of Ma Wan Park and Ma Wan Tung Wan Beach”

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

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

Mr KOO Yeung-pong, MH

Ms LAM, Lam Nixie

Mr LAM Faat-kang, MH

Mr CHAN Sung-ip, MH

Mr CHAN Yuen-sum, Sumly

Mr WONG Ka-wa

Mr WONG Wai-kit, MH

Mr CHOW Ping-tim

Mr CHENG Chit-pun

Mr TAM Hoi-pong