

(Translation)

Minutes of the 21st Meeting of Tsuen Wan District Council (6/18-19)

Date: 26 March 2019

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 CHOY Po-san, Nancy	Senior Executive Officer (District Management), Tsuen Wan District Office
Mr HUEN Yeuk-hon, John	Senior Liaison Officer (1), Tsuen Wan District Office
Ms LEE Lai-kiu, Winnie	Senior Liaison Officer (2), Tsuen Wan District Office
Mr Kerry Paul Lee CAREW	District Commander (Tsuen Wan), Hong Kong Police Force
Ms LAW Man-ching, Vio	Acting Police Community Relations Officer (Tsuen Wan), Hong Kong Police Force

Ms MA Sau-ching, Annisa	District Social Welfare Officer (Tsuen Wan/Kwai Tsing), Social Welfare Department
Miss LO Pui-yiu, Sapphire	District Lands Officer (District Lands Office, Tsuen Wan and Kwai Tsing), Lands Department
Mr YIM Wai-hung	Administrative Assistant/Lands (District Lands Office, Tsuen Wan and Kwai Tsing), Lands Department
Mr LAU Kin-kwok	Chief Transport Officer/NT South West, Transport Department
Mr MO Tin-yeung	Senior Housing Manager (Wong Tai Sin, Tsing Yi & Tsuen Wan 2), Housing Department
Mr KUAN Man-hou	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
<u>For discussion of item 3:</u>	
Ms LO Yuet-ye, Rhonda	Coordinator(Hawker Assistance Scheme), Food and Environmental Hygiene Department
Ms CHEUNG Wai-ye, Jenny	Superintendent(Hawker), Food and Environmental Hygiene Department
<u>For discussion of item 4:</u>	
Mr FU Chuen-fu, Mark	Political Assistant to Secretary for Transport and Housing, Transport and Housing Bureau
Mr CHAN Nap-ming	Project Director 1, Transport and Housing Bureau
Mr LEE Chi-hang, Alfred	Senior Project Manager 2, Transport and Housing Bureau
Mr Clement CN FUNG	Chairman, Yan Chai Hospital
Mr Jason WK LEUNG	Chief Executive Officer, Yan Chai Hospital
Mr Larry TY SO	General Manager (Social Services), Yan Chai Hospital
<u>For discussion of item 5:</u>	
Mr TSANG Lap-kei, Freddie	Senior Engineer/2(West), Civil Engineering and Development Department

For discussion of item 6:

Mr CHAN Wai-kuen	Assistant Chief Ambulance Officer (New Territories South), Fire Services Department
Mr HO Wing-ming	Acting Divisional Officer (New Territories South West), Fire Services Department

For discussion of item 7:

Ms CHAN Chin-woon, Cynthia	Principal Education Officer (New Territories), Education Bureau
Ms LAM Lan-fong, Bubi	Senior School Development Officer (Tsuen Wan) ² , Education Bureau

For discussion of item 9:

Ms LAM Lan-fong, Bubi	Senior School Development Officer (Tsuen Wan) ² , Education Bureau
Ms LUI Ka-wing	Assistant District Social Welfare Officer (Tsuen Wan and Kwai Tsing) ³ , Social Welfare Department

I Opening Remarks and Introduction

The Chairman welcomed Members and representatives from government departments to the 21st meeting of Tsuen Wan District Council (TWDC) and introduced:

- (1) Mr KUAN Man-hou, District Environmental Hygiene Superintendent (Tsuen Wan), Food and Environmental Hygiene Department (FEHD);
- (2) Mr LAU Kin-kwok, who attended the meeting for the first time and replaced Mr MOK Ying-kit, Kenneth to assume the post of Chief Transport Officer/NT South West, Transport Department (TD);
- (3) Mr Kerry Paul Lee CAREW, who attended the meeting for the first time and replaced Mr CHAN Lok-wing to assume the post of District Commander (Tsuen Wan) (DC(TW)), Hong Kong Police Force (HKPF);
- (4) Ms LAW Man-ching, Vio, Acting Police Community Relations Officer (Tsuen Wan), HKPF, who attended this meeting on behalf of Ms TANG Wai-han, Olivia; and
- (5) Mr MO Tin-yeung, Senior Housing Manager (Wong Tai Sin, Tsing Yi & Tsuen Wan 2) (SHM(WTT)²), Housing Department (HD), who attended this meeting on behalf of Ms TANG FUNG Shuk-yin.

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 28 May 2019 and the deadline for submission of paper was 10 May 2019. 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 sitting in on 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 sitting in on a meeting of the Council misbehaved 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 his or her misbehaviour 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 20th Meeting held on 29.1.2019 and Minutes of the 2nd Special Meeting held on 5.3.2019

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: Proposed Arrangement for Re-allocation of Vacant Hawker Pitches (TWDC Paper No. 143/18-19)

6. The Chairman stated that the FEHD submitted the paper for introduction of the proposed arrangement for re-allocation of vacant hawker pitches. The representatives from the FEHD attending the meeting were:

- (1) Ms LO Yuet-yee, Rhonda, Coordinator (Hawker Assistance Scheme) (C(HAS)); and
- (2) Ms CHEUNG Wai-yee, Jenny, Superintendent (Hawker).

(Note: Mr TAM Hoi-pong joined the meeting at 2:40 p.m.)

7. C(HAS) of the FEHD introduced the paper.

8. Mr LO Siu-kit stated that there were still many vacant hawker pitches in Hau Tei Square Hawker Bazaar upon renovation. He was pleased to learn that the FEHD would release 47 vacant hawker pitches for allocation, but there were still 30 frozen hawker pitches. He enquired about the purpose of these frozen hawker pitches and suggested that these hawker pitches should be used by the non-profit-making organisations for the sale or display of the handcrafts from the sheltered workshops of the Social Welfare Department (SWD) or ex-mentally ill persons if they were not for

specific purpose. It did not only foster the employment of these people, but also revitalised the hawker bazaar. He learnt that the vacant hawker pitches would be apportioned equally among four categories of applicants by the FEHD, and that there was only a small number of licensed itinerant hawkers who were willing to move into Hau Tei Square Hawker Bazaar earlier. Hence, he agreed that a ballot should be arranged for the licensed newspaper hawkers, with a view to minimising the impact on Tsuen Wan town centre brought by the newspaper hawkers. Besides, he learnt that there was a great number of registered assistants because a hawker might employ a number of assistants. These registered assistants were well-experienced in hawking for operating the hawker pitches independently. Hence, he suggested that after the first round ballot, the remaining hawker pitches from the allocation of hawker pitches to the licensed itinerant hawkers and licensed newspaper hawkers should be first allocated to the eligible registered assistants. It was believed that the one-fourth of hawker pitches which were reserved for the open ballot of the general public would not be affected.

(Note: Ms LAM, Lam Nixie joined the meeting at 2:48 p.m.)

9. Mr CHAN Yuen-sum, Sumly said that the eligibility criteria for application of vacant hawker pitches and the calculating methods of rents and electricity charges of the vacant hawker pitches were not clear to many people. He enquired whether the operators would be blacklisted if they surrendered the hawker pitches as allocated during the operation, thereby failing to make application for hawker pitches in future; and whether the hawkers could renew their licences for operation after the five-year operation period; and whether the FEHD would allocate the hawker pitches to the new badge of operators. He also enquired about the type of licence for Hau Tei Square Hawker Bazaar, and whether the hawkers could rent two adjacent hawker pitches at the same time to enlarge the space for operation. He suggested that the FEHD should include the 30 frozen hawker pitches in the ballot for allocation for better use of those frozen hawker pitches. As a staunch supporter of the development of bazaars, he held that lower rents of hawker pitches to operators could reduce the prices of goods and benefit members of the public. In the long run, he hoped that the FEHD would discuss the grant of hawker licences for some of the idle sites with the LandsD and HD, so that members of the public could purchase the goods at a lower price or achieve self-reliance through operating the hawker pitches.

10. Mr LAM Faat-kang pointed out that Hau Tei Square Hawker Bazaar was enhanced thanks to the Tsuen Wan District Office (TWDO) taking the lead. He learnt that currently, there were 47 vacant hawker pitches in Hau Tei Square Hawker Bazaar for allocation. He enquired whether those hawker pitches became vacant because of their locations; and about the views from the trade on the FEHD's proposed re-allocation arrangement; and about the number of applicants of renting the vacant hawker pitches. He pointed out that young people needed to gain experiences in doing business. Thus, he suggested that the FEHD should reserve several hawker pitches for application by the non-profit-making organisations or youth groups to learn to do business.

11. Mr WONG Ka-wa said that he came from the grassroots family and that he often went shopping at Hau Tei Square Hawker Bazaar because the goods were

cheaper. After the improvement works, the ventilation of Hau Tei Square Hawker Bazaar was better and the fire safety was also enhanced. He expressed disappointment over the vacant hawker pitches in Hau Tei Square Hawker Bazaar. He pointed out that every year, schools provided guidance for students through running business in the stalls of Lunar New Year Fairs on their own. Hence, he hoped that the FEHD would let the hawker pitches out to schools at concessionary rent. Also, he thought that the non-profit-making organisations could rent the hawker pitches for promotion of various folk arts and snacks. At present, bazaars were regularly held in several locations. He hoped that the FEHD would consider organising bazaars at Hau Tei Square Hawker Bazaar, so that it was not necessary to borrow the venues from other government departments.

12. Mr NG Hin-lung, Norris supported the proposed arrangement for re-allocation of vacant hawker pitches. He opined that hawkers lowered the threshold of running business and offered more services or products to the residents. Also, it was believed that not many hygiene or blockage problems would be created in Hau Tei Square Hawker Bazaar as it was designed originally for rental by hawkers. He pointed out that there were two categories of goods in the existing commodity list, including Class II and Class III Commodities. He thus enquired the FEHD whether restriction was set on the locations of hawker pitches for the sale of different types of goods, and whether the sale of goods other than those in the commodity list or the provision of goods cum services were permitted at the hawker pitches. In addition, he enquired how the members of the public could make application and whether there was any restriction; and whether the FEHD implemented the proposed arrangement simply out of commercial consideration or for achieving certain purposes. He agreed that the FEHD could provide the hawker pitches for the non-profit-making organisations or for the participation of schools. It was believed that the students would gain a good experience from it.

13. Mr TAM Hoi-pong was curious about the nil occupancy of some hawker pitches in Hau Tei Square Hawker Bazaar upon renovation. Also, 30 hawker pitches would still be frozen by the FEHD according to the proposed arrangement for re-allocation of vacant hawker pitches. He enquired the FEHD whether the frozen hawker pitches were reserved for temporary accommodation of the stallholders who were affected by the clearance programmes in other districts; if no, all the hawker pitches should be let out. According to his observation, some of the stallholders rented the adjacent hawker pitches. He opined that one-person-one-stall was the best. He also enquired the FEHD whether the rental of adjacent hawker pitches was allowed as for specific types of hawker pitches or when there were remaining hawker pitches.

14. C(HAS) of the FEHD responded as follows:

- (1) all the 425 vacant hawker pitches released by the FEHD for allocation were the on-street hawker pitches, except for the 47 hawker pitches in Hau Tei Square Hawker Bazaar. The FEHD had provided all the vacant hawker pitches for allocation;
- (2) the 30 frozen hawker pitches in Hau Tei Square Hawker Bazaar were used for necessary relocation of stalls. As currently there were no vacant on-street hawker pitches, the FEHD could use those frozen

- hawker pitches in case of urgency. The FEHD would study the use of the unoccupied frozen hawker pitches by non-profit-making organisations as suggested by the Members;
- (3) the FEHD proposed to apportion the vacant hawker pitches equally among four categories of applicants, viz. the licensed newspaper hawkers, licensed itinerant hawkers, registered assistants with at least five years' experience in operating the respective hawker pitches and members of the general public satisfying the basic criteria. The FEHD would study the prior allocation of the remaining hawker pitches from the allocation of the hawker pitches reserved for the licensed newspaper hawkers and licensed itinerant hawkers to the eligible registered assistants;
 - (4) the FEHD had conducted similar allocations of vacant hawker pitches about a decade ago. The FEHD expected that the application for the proposed arrangement would start in the third quarter of 2019. After gauging the views from the district councils (DCs) and the trade, the FEHD would prepare the details of the proposed arrangement and release a public notice on the application details of renting the vacant hawker pitches by the eligible applicants. Upon receipt of the applicant forms, the FEHD would process the applications according to the categories of applicants. Subsequently, priority of hawker pitch selection was determined by a combination of manual ballot and computer random sequencing. If the number of applicants was greater than that of the vacant hawker pitches, the FEHD would prepare a waiting list so that the rest of the shortlisted applicants would be allocated of the remaining hawker pitches in sequential order;
 - (5) the FEHD would issue the hawker licences for re-allocation of vacant hawker pitches. The area of all the existing 425 vacant hawker pitches was 900 mm x 1 200 mm. It was also specified in the hawker licences that the hawkers were only permitted to run business in their hawker pitches and the licence fee plus hawker pitch fee were HK\$4,347. All the hawker pitches in Hau Tei Square Hawker Bazaar were installed with electric metres separately. The stallholders were required to make application for connection to the power company and pay the bills themselves;
 - (6) at present, the FEHD did not bar the operator from applying for the respective hawker licence in future if the operator surrendered the hawker licence so obtained after running business for a period of time, unless otherwise the hawker licence was cancelled by the FEHD due to the operator's contravention of legislation or licensing conditions;
 - (7) the FEHD had sought views from the relevant Hawker Management Consultative Committees, traders' groups, newspaper hawkers and itinerant hawkers before tendering the proposed arrangement for re-allocation of vacant hawker pitches, which was stipulated upon consolidating their views. Currently, the FEHD was going to implement the re-allocation of the existing vacant hawker pitches as soon as possible in order to respond to the aspirations from the stakeholders;

- (8) the FEHD currently did not have any plans to set up the new fixed-pitch hawker areas in individual locations and the Government held an active attitude towards the proposal on setting up bazaars. If suitable venues were identified by the organisations and the venue managers did not oppose the bazaars held at their venues during certain period of time in principle, and that the proposals were supported by the communities and DCs, the Government would liaise with the bureaux and departments concerned in respect of the bazaars held at the venues without prejudice to the public order, safety and environmental hygiene as well as the smooth flow of public passageways;
- (9) the existing 47 vacant hawker pitches in Hau Tei Square Hawker Bazaar were permitted to sell Class II (mainly dry food) and Class III (mainly non-food dry goods) Commodities. There was a variety of commodities under Class II and Class III Commodities. The stallholders might contact the FEHD if they had any enquiries on the types of commodities. The stallholders might lodge application to seek approval from the FEHD on the proposed goods to be sold beyond Class II and Class III Commodities; and
- (10) as there was a limited number of vacant hawker pitches, the FEHD did not have any plan to make approval on letting out the adjacent vacant hawker pitches in Hau Tei Square Hawker Bazaar.

(Note: The Hon CHAN Han-pan, Ben joined the meeting at 3:10 p.m.)

15. Mr CHOW Ping-tim hoped that the vacant hawker pitches in Hau Tei Square Hawker Bazaar would be readily taken up by the stallholders for operation. However, the rents of hawker pitches were subsidised by the public funds. It would be truly fair and impartial if the operation of various types of hawker pitches was not dominated by any individual stallholders at all times and members of the public could make application of operating the hawker pitches. He opined that the FEHD's approach of apportioning the said hawker pitches equally among the four categories of applicants was appropriate. He enquired about the details of the monitoring regime of the renewal of licences upon operation for five years by the stallholders. Due to the existing low fee of hawker licences, he was of the view that the FEHD should set up the mechanism on regulation that goods should be sold at a lower price by the stallholders and should vet the operation status of the stallholders and the customers' views on the stallholders. He pointed out that the itinerant hawkers peddled around different places and they might be reluctant to move into Hau Tei Square Hawker Bazaar. Hence, he thought that the remaining hawker pitches should be allocated in a ballot for the general public. He also supported the reservation of the hawker pitches for the use of the non-profit-making organisations for a proposed period of one year and the hawker pitches should be returned within six months upon receipt of notice of removal for the use of the parties in genuine need. Over the years, the FEHD did not actively operate Hau Tei Square Hawker Bazaar. In his opinion, the resources would be fully utilised through the re-allocation of the vacant hawker pitches, so that the stallholders of the bazaar could sell the goods at a lower price to give a helping hand to the grassroots people. He supported the proposed arrangement and hoped that the FEHD would implement it in 2019. In addition, he

disagreed with the proposal on approval of renting the adjacent hawker pitches. He also hoped that the tenancies of hawker pitches would not be renewed upon expiry permanently by any individual stallholders. He thought that Hau Tei Square Hawker Bazaar would become novelty if there were changes of stallholders from time to time. He hoped that the Government would keep abreast of time.

16. Mr CHAN Yuen-sum, Sumly said that the commercially driven operation in society was swiftly fast-paced, but the application of the captioned proposal would not start until July to September 2019. He hoped that the FEHD would advance the date of application. Besides, he enquired when the applicants would be informed of the results and when the allocated hawker pitches would be in use after the FEHD had duly received the application forms. He opined that as the hawker pitches were vacant at present, it was hoped that the FEHD would complete all the procedures within a quarter of the year as far as possible. To facilitate the rentees' immediate use of the hawker pitches for doing business, he enquired whether the FEHD would assist the stallholders in installing the electric metres and renovating the hawker pitches or would only provide a vacant hawker pitch for every stallholder. Moreover, he learnt that many members of the public wished they could stay self-reliance but currently, there were shop-based chain retailers under Link Reit, supermarkets and real estate hegemony. He hoped that the FEHD would increase the number of fixed hawker and itinerant hawker licences and suggested that the FEHD should draw reference from the practice of other places with a forward-looking mind-set so as to recover and develop certain sites into cooked food markets wherever possible.

17. Mr WONG Ka-wa hoped that the FEHD would expedite the letting of hawker pitches. He believed that the FEHD had already prepared the documents as required, so he suggested that the application should start in the second quarter of the year in order to catch up the prime time of operating the pitches during the Lunar New Year in 2020. Except for the 47 vacant hawker pitches for allocation, he learnt that the FEHD would reserve the remaining 30 frozen hawker pitches for necessary relocation of stalls instead of including them in the allocation. He did not oppose such an arrangement and suggested the said 30 vacant hawker pitches should be reserved at the inner edge of Hau Tei Square Hawker Bazaar for the said purpose. He also hoped that the FEHD would allocate the unoccupied hawker pitches to schools or non-profit-making organisations to sell handcrafts. He requested the FEHD to report to the TWDC after discussing with the Bureau.

18. Mr NG Hin-lung, Norris enquired whether Class II and Class III Commodities were sold and business-associated services were provided in the hawker pitches, for example, whether the stallholders selling leather could organise handmade leather workshops for the general public. He opined that the stallholders might not be able to earn a living only by selling goods. On starting business by the young people, it was more appropriate to allow the provision of business-associated services in the hawker pitches. In addition, he believed that there were certain needs for the hawker pitches from the public. He hoped that the FEHD would examine these practical needs when allocating the vacant hawker pitches.

19. Mr LO Siu-kit learnt that the market stallholders were required to report to the FEHD if they ceased operation for a specific number of days. He suggested that the FEHD should incorporate the relevant provisions when letting out the hawker pitches in Hau Tei Square Hawker Bazaar in order to prevent the misuse of hawker pitches as the storage. On the other hand, the registered assistants had all along been operating the hawker pitches. He believed that they would continue to operate the hawker pitches upon the allocation. Besides, he opined that the FEHD should incorporate the additional provision of requesting to sell the self-made goods when providing the hawker pitches for schools or non-profit-making organisations, with a view to achieving the diversification of goods in hawker pitches.

20. The Hon CHAN Han-pan, Ben was pleased to learn that the Government would re-allocate the hawker pitches in Hau Tei Square Hawker Bazaar which had been vacant for years. He learnt that the Government had conducted a survey on street vendors and had mentioned about the re-issuance of crafts licence. He enquired whether the Government had considered re-issuing the crafts licence and the respective timetable, and whether this category of street vendors could be incorporated into the category of applicants who were eligible for renting the hawker pitches in Hau Tei Square Hawker Bazaar.

21. C(HAS) of the FEHD responded as follows:

- (1) the FEHD proposed to specify a licence operation validity period for new hawker licences issued to the registered assistants with at least five years' experience in working at the respective hawker pitches and the members of the public satisfying the basic criteria, say five years, thereby facilitating the turnover of vacant hawker pitches and creating more opportunities for anyone interested in hawking to join the trade. The existing hawker licences should be renewed annually. Some of the hawker pitches would probably become unoccupied because the hawkers did not renew their licences during the proposed period of operation. The FEHD would study the arrangement for allocation of the unoccupied hawker pitches and would consider Members' views on the mechanism of renewal of licence;
- (2) the FEHD noted Members' views on the expeditious processing of the re-allocation arrangement and would report to the Legislative Council (LegCo) as soon as possible after seeking views from the various DCs. Subsequently, the FEHD would prepare for the arrangement of open application for the vacant hawker pitches;
- (3) all hawker pitches in Hau Tei Square Hawker Bazaar were duly equipped with facilities for operation. The hawkers allocated with these hawker pitches could operate their hawker pitches without renovation works. In addition, the area of the on-street hawker pitches was marked with yellow lines. The hawkers allocated with the on-street hawker pitches should erect the pitches within the fixed areas in compliance with the rules and regulations;
- (4) the hawker pitches were mainly for the sale of goods and the business-associated services were provided in some of the hawker pitches;

- (5) the FEHD would relay the Members' views on the 30 frozen hawker pitches in Hau Tei Square Hawker Bazaar and would study the better use of the temporarily frozen hawker pitches;
- (6) it was specified in the legislation and the practice manuals of the FEHD that the stallholders should operate the business in person. The FEHD did not allow the stallholders to sub-let the hawker pitches and use the hawker pitches as the warehouses. The compliance officers would impose punishment according to the existing mechanism if detected; and
- (7) the FEHD had recorded about 100 unlicensed tradesmen in the survey in 2009. Upon contacting these unlicensed tradesmen one after another, the FEHD would arrange for the issuance of tradesman hawker licences after gaining positive feedback through seeking views from the departments concerned and DCs on the continued operation in-situ or at the newly proposed sites by the applicants of tradesman hawker licences.

22. The Chairman stated that Members generally supported the proposal. He requested the FEHD to consider Members' views and implement the captioned proposal, so that the stallholders could catch up to operate before the Chinese New Year in 2020.

V Item 4: Pilot Scheme for Yan Chai Hospital Social Housing
(TWDC Paper No. 144/18-19)

23. The Chairman stated that the Transport and Housing Bureau (THB) submitted the paper to introduce the "Pilot Scheme for Yan Chai Hospital Social Housing" (the "Pilot Scheme"). The representatives of the THB and Yan Chai Hospital (YCH) attending the meeting were:

- (1) Mr FU Chuen-fu, Mark, Political Assistant to Secretary for Transport and Housing (PA/STH);
- (2) Mr CHAN Nap-ming, Project Director 1, THB;
- (3) Mr LEE Chi-hang, Alfred, Senior Project Manager 2, THB;
- (4) Mr Clement CN FUNG, Chairman, YCH;
- (5) Mr Jason WK LEUNG, Chief Executive Officer, YCH; and
- (6) Mr Larry TY SO, General Manager (Social Services), YCH.

24. PA/STH, Chairman of YCH and Chief Executive Officer of YCH introduced the paper.

25. Mr LAM Faat-kang said that YCH had served the community in Tsuen Wan for five decades. Despite his in-principle support for the Pilot Scheme, he thought that YCH should listen more to district councillors of the constituency areas. He pointed out that in anticipation of an intake of about 700 tenants, it was necessary to provide ancillary facilities such as water and power supply, as well as cleansing and security management services for the public area of the proposed site, as well as putting in place the environmental hygiene measures. However, YCH had failed to go into detail about the management and operational planning when introducing the paper. Besides, he enquired whether outsourcing would be adopted in delivery of services, or alternatively, YCH would take up the management of the premises

concerned. It was also hoped that the operator of the Pilot Scheme would work closely with other government departments. Moreover, he opined that the layout of the transitional housing units was better than that of “sub-divided units”. He also enquired about the estimated amount of rental and management fee.

26. Mr MAN Yu-ming fully supported the transitional housing project. Given the present tight housing supply, he envisaged that the average waiting time for public rental housing (the “PRH”) was going to increase from five and a half years to six years. Even in dire straits, the grassroots tenants still had voiced their views in a rational and peaceful manner. Given that some tenants of “sub-divided units” had health problems associated with poor housing conditions, he supported the introduction of the Pilot Scheme and called on Members to appreciate their needs. Currently, there were more than 270 000 applicants on the PRH Waiting List. Given that a rather high percentage of applicants on the PRH Waiting List for three years or above were living in “sub-divided units”, conceivably there was still an urgent need to implement the Pilot Scheme despite the availability of only a small number of housing units from 500 to 700 beneficiaries. He was of the view that the implementation of any construction projects in the community would inevitably affect local residents; hence, the THB and YCH should take the residents’ views, with a view to refining the Pilot Scheme. He also suggested that the practical community services should be provided in the neighbourhood of the proposed site as a compensatory measure for people residing in the locality or periphery, e.g. nursery and day care centre for the elderly. He hoped that YCH would consider it.

27. Ms LAM Yuen-pun, Phyllis supported YCH in its endeavour to participate in a housing project for the first time, and appreciated that the introduction of the captioned innovative service had underlined its commitment to the Tsuen Wan District. Besides, she learnt that there was a particularly high concentration of respirable suspended particulates underneath vehicular flyovers, so she requested the Environmental Protection Department (EPD) to assess whether the Air Quality Health Index (the “AQHI”) obtained from the proposed site would shed light on potential health risks from exposure to particulate pollution. She expressed concern about the sewerage connection issue, and pointed out that the importance of sewerage treatment had often been overlooked, giving rise to serious odour nuisance at the Tsuen Wan waterfront. She learnt that applicants on the PRH Waiting List for three years or above were eligible for transitional housing; nevertheless, residents in Tsuen Wan district might not be aware of the new batch of transitional housing for application. Therefore, she suggested that the Government should recommend eligible applicants for the consideration of YCH in application of the captioned housing project.

28. Ms LAM, Lam Nixie said that as the district councillor of the constituency area, she had sought views from the residents via instant messaging software and Facebook in the evening of the date of issue of this agenda from the TWDC, and subsequently collected views from the residents through telephone interview, email survey and street stations. The findings revealed that 79% of the 112 respondents opposed the Pilot Scheme; and the remaining 21% supported it, out of which 72% were concerned about the site selection issue, another 10% were concerned about the architectural design and living conditions of tubular housing units, while 6% had other comments. She pointed out that as the proposed site was located in an area with heavy vehicular traffic, approximately 20% of the respondents had expressed negative

views on serious traffic congestions in Tsuen Wan district, in particular the vicinity of the proposed site. Also, 22% of the respondents did not consider the proposed site suitable due to poor air quality and noise nuisance. She learnt that the THB and YCH had sought expert advice on the noise nuisance problem, but had reservations about the outcome of consultation. As a matter of fact, despite that several hundred million dollars had been spent on the construction of the waterfront buildings in Tsuen Wan district, the soundproofing effect was not so desirable. She had carried out a noise survey in the vicinity of these waterfront buildings, during which environmental noise had produced a reading of over 70 decibels (“dB”) on the sound level meter. However, the EPD had adjusted the maximum permissible noise level downward to 69 dB on ground of the existence of factory buildings nearby. Yet, she considered that the environmental noise might have impact on tenants of tubular housing units underneath the vehicular flyover. Besides, given that the problem of odour nuisance at the Tsuen Wan waterfront had been left unsolved so far, the residents had expressed concerns about possible problems arising from sewerage disposal at the proposed site. She said that the paper had contained sufficient information on hardware but not complementary software. Apart from the information provided by YCH, she wished to obtain details of the expert views from the THB.

29. Mr CHAN Yuen-sum, Sumly stated that the THB had the obligation to provide suitable housing for Hong Kong people, in particular the grassroots. Given the ever-increasing PRH waiting time, people were living in increasingly cramped conditions. The Government was duty bound to deal with this. As such, he thanked YCH for voluntarily taking up the operation of transitional housing. At the outset, he had reservations about the Pilot Scheme, but he had, to a certain extent, supported this initiative after exchanging views with the Chairman of YCH and tenants of “sub-divided units”. However, he had reservations about the liveability of the proposed site. It was hoped that the EPD would advise on the liveability of the proposed site in terms of noise level and AQHI. There were two types of tubular housing units, namely Opod and Boxpod types. He opined that the architectural design of Opod housing reduced the overall cost-effectiveness of the project due to inefficient use of space. As such, he suggested that more Boxpod housing units should be built. The site plan showed that surplus space was still available in the proposed site. He suggested that the surplus space should be for better use in building more tubular housing units, or alternatively, stacking an extra unit on top of the two-level structure, thereby increasing the cost-effectiveness of the Pilot Scheme. He hoped that the multi-level tubular housing units of relatively large house size would be built, so as to provide a spacious environment that was so critical to child development and improving the living conditions of tenants of “sub-divided units”. He learnt that the construction works of the tubular housing project would commence in the first quarter of 2020, so he enquired about the target completion date. In addition, he opined that to ensure early implementation of the project, YCH should expedite rather than wait until the third quarter of 2020 to start invitation of applications and selection exercise.

30. Mr WONG Ka-wa said that the existing PRH applicants basically had to wait for five years or more before they received housing offers, and some cases might take a much longer time. Despite that the rent per square foot of “sub-divided units” in Tsuen Wan district was probably higher than that of the waterfront private buildings, the living environment of some tenants of “sub-divided units” was poor. He wished

to know how YCH could justify, with the advice of other professionals, the claim that the proposed site was suitable for provision of tubular housing units with regards to the standard of noise level and air quality. If the proposed site did not meet the standards, he hoped that the THB would allow YCH to build the tubular housing units at other locations. He pointed out that the Education Bureau (EDB) was in possession of a number of vacant sites such as former Tsuen Wan Lutheran School, Kwai Chung Public School and Hong Kong Examinations and Assessment Authority (HKEAA) - Tsuen Wan Assessment Centre, etc., which could be used by YCH for building tubular housing units. Besides, he opined that the proposed site still had spare capacity for providing additional tubular housing units, thereby benefitting more people and propelling the development of the area concerned. Moreover, he wished to lengthen the tenancy period for the occupants.

31. Mr LI Hung-por supported the Pilot Scheme. He pointed out that quite many households in his constituency area were unsuccessful in applying for the PRH and had been put under tremendous financial pressure due to exorbitant rent. He commented that the proposed site was located in a fairly accessible area with just a few minutes' walk from the West Rail Line (the "WRL") station nearby; and that commuters heading to the industrial area in Tsuen Wan travelled in the opposite direction of the existing public transport routes plying through the vicinity of the proposed site. Moreover, as there were merely several hundred beneficiaries, conceivably this would not give rise to severe traffic disruptions in the future. As priority would be accorded to the existing residents in Tsuen Wan district, the Pilot Scheme was likely to relieve the housing demand from local residents. The adoption of demountable tubular housing units was in line with the principle of environmental sustainability. As the entire tubular housing system could be reassembled at other places in the future, he found the Pilot Scheme feasible. On implementation of the project, it was necessary to consider whether the amenities provided at the proposed site could cope with local needs.

32. Mr NG Hin-lung, Norris stated that owing to the limitations of the proposed site underneath Tsuen Wan Road Flyover in terms of provision of facilities, noise emissions and transport support facilities, it was not suitable for building transitional housing there. He pointed out that the precast concrete pipes to be used in the construction of tubular housing units as mentioned in the paper were presumably new ones. In this regard, he enquired YCH why round pipes with relatively low efficiency had been chosen for housing construction. He also enquired YCH about its preparatory work on the project management plan in addition to architectural design. Given that the paper contained too little information, he questioned how YCH could ensure that it would be able to meet the target date of tenant intake in the fourth quarter of 2020 after successfully progressing through the necessary stages of design, submission of plans, construction and works acceptance testing. According to the Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers from the Buildings Department (BD), the modular integrated construction was required to meet a series of building safety requirements to safeguard structural integrity. In this connection, he enquired YCH whether pre-acceptance of BD had been granted to the Boxpod and Opod housing units. Besides, YCH had mentioned that liaison had been made with professional teams including architects; nevertheless, apart from the expert advice on the construction project, it was also necessary to conduct the related field work and set up a monitoring

protocol, etc. He wished to know the work progress of the YCH team. Furthermore, the paper did not contain the information on funding requirement and possible sources of funding for the Pilot Scheme. He pointed out that YCH should install the household appliances such as the air-conditioners, water heaters and cooking stoves, etc. for the house for rental. He enquired YCH about the possible sources of funding for procurement of these appliances and the treatment of these assets upon termination of the five-year scheme.

33. Mr CHAN Chun-chung, Jones was delighted to learn of the Government's efforts in expediting the development of transitional housing. As a district councillor from the area of the PRH estate, he had received many complaints from residents who had yet to be allocated public housing after waiting for five and a half years. In most cases, the average PRH waiting time was six to seven years, without any signs of shortened waiting time so far. Therefore, he urged the Government to further step up efforts in taking forward transitional housing as an alternative form of public housing. He supported the Pilot Scheme proposed by YCH, and hoped that YCH would truly listen to the local residents, with a view to addressing their concerns wherever possible. He supported the provision of a wide range of transitional housing, and pointed out that the Government might explore possible uses of the former Tsuen Wan Lutheran School site which was left vacant for years. He looked forward to the early implementation of the Pilot Scheme, so that YCH could make improvement by drawing on the experience of its first housing project. Besides, he asked YCH to provide a covered pedestrian access at the proposed site for the convenience of residents.

34. Mr CHOW Ping-tim said that he was an active supporter of innovative projects, but thought that the Pilot Scheme had demonstrated that the "bag of tricks" of the Secretary for Transport and Housing might be running out. He pointed out that given the shortage of hospital beds, the Government should engage YCH in the study of provision of medical equipment instead of implementing a pilot scheme on transitional housing in collaboration with YCH. He suggested that some housing units under the Pilot Scheme should be set aside for provision of hospital beds. As far as he knew, the Chairman of YCH was self-motivated and passionate about local affairs. However, he opined that housing development at the proposed site adjacent to a carriageway would have impact on the surrounding environment, and that the tubular structure was visually displeasing. Therefore, he suggested that the exterior appearance of the housing units should be improved and a better project title should be given. Besides, he worried over the implications of the concept of "temporary" as adopted by the Government, and held that "temporary" did not necessarily mean short-term, which might preclude the concerned land from other future land uses. He doubted the effectiveness of transitional housing in helping people with imminent housing needs, and called on YCH to put in place a stringent vetting procedure. He also objected to allocation of tubular housing units to one-person applicants, with a view to forestalling the problem of prolonged stay. He suggested that in the selection process, YCH should accord priority to those families with primary school children under the condition that they were required to vacate their housing units after their children had completed primary education.

35. Mr CHENG Chit-pun stated that in the face of tight housing supply, rental of factory buildings and "sub-divided units" in Tsuen Wan district was not cheap

nowadays. “Cage homes” had even been found in other districts. As the living conditions was getting worse, he supported the Government to implement transitional housing, and hoped that the construction works would commence as early as practicable, so that the Pilot Scheme could come on stream in a timely manner. It was also suggested that YCH should co-ordinate with the district councillors of the constituency areas to address possible environmental hazards and impacts arising from the construction activities at the proposed site. Given that two-to-four person families had a greater housing demand at present, he objected to allocating tubular housing units to one-person applicants. It was suggested that the target beneficiaries of the Pilot Scheme should be eligible two-to-four person families on the PRH Waiting List for three years or above. Also, given that the average waiting time of existing PRH applicants was five years or above, the granting of a two-year lease to tenants of tubular housing units was still proper. Besides, due to the serious noise nuisance generated from Tsuen Wan Road at nighttime, he enquired whether noise barriers would be installed underneath the vehicular flyover. In addition, the proposed site was rather unobstructed and lacked adequate protection from sunlight exposure. If heat-resistant construction materials were not used, tubular housing units at the top level would become very stifling. He learnt that other than a preserved tree, there were no greening facilities at the proposed site. Moreover, the tubular housing units looked like grey water pipes, which was incompatible with the surrounding environment. He enquired YCH whether it would consider painting patterns on the house exterior, or alternatively, allowing children to make drawings or draw graffiti on the house exterior. In addition, he enquired YCH if a site visit to model flats would be arranged for Members.

36. Mr KOO Yeung-pong said that there were many tenants of “sub-divided units” in his constituency area. However, in the absence of legalisation to effectively control “sub-divided units”, it was difficult to solve this problem at this stage. Moreover, “sub-divided units” were mostly found in old-style buildings with poor environmental hygiene. In some cases, many family members of a household had to cram into a “sub-divided unit” of a size of dozens of square feet. The situation was far from satisfactory. In the long run, the Government should consider increasing PRH supply instead of implementing transitional housing. He was of the view that the THB should not concentrate its efforts on the construction of transitional housing; instead, consideration should be given to a substantial increase in PRH supply in order to shorten the waiting time. As a result, the rental of private buildings would probably drop in the future. Besides, given the exorbitant rental at present, despite that transitional housing would be leased at rents lower than the market rate, the affordability of beneficiaries should also be taken into account. He pointed out that the proposed site had been used as a resettlement area two decades ago, but transitional housing of a similar nature would be provided on the same site again two decades later. Judging from this, the housing problem had remained unsolved so far. The only difference between the past and the present was that there was no bathroom in the previous temporary housing units and the design of future temporary housing units had been enhanced. He enquired about the estimated construction cost of the Pilot Scheme, and opined that it was imperative for YCH to accord priority to applicants living in Tsuen Wan district. In addition, he considered that YCH should step up its public relations efforts with respect to the proposed site, e.g. briefing the residents nearby and the Members on the Pilot Scheme, setting up a focus group to gauge participants’ views and proposing a quid quo pro for those acceding to the

arrangements of the Pilot Scheme, thereby striking a balance between the two sides instead of biasing in favour of the interests of any party.

37. Mr KOT Siu-yuen supported the Pilot Scheme. Before the tabling of the proposal on the Pilot Scheme, he had explored the feasibility of providing facilities at the proposed site to tackle the problem caused by the foreign domestic helpers at Lo Tak Court. Besides, upon discussion with members of the public on the Pilot Scheme, he would like YCH to address their concerns about rent level and sewerage problem. Tenants of tubular housing units might cause disruptions to the daily lives of the residents nearby and the traffic conditions. Despite that it was rather convenient to travel from the proposed site to Tsuen Wan West MTR Station on foot, he suggested that consideration might be given to the provision of shuttle bus service operating along Hoi Shing Road to facilitate access by residents. Given the small usable floor area of Opod housing units, he did not support this type of housing construction, and opined that more Boxpod housing units should be provided for two-to-four person families. He did not recommend the allocation of tubular housing units to one-person applicants given their longer PRH waiting time. Moreover, he suggested that some tubular housing units should be designated for such purposes as study room and recreation room, etc. YCH might provide recreational facilities for tenants of tubular housing units by drawing reference from the refurbishment works for Yi Pei Square Playground under the purview of the Leisure and Cultural Services Department (LCSD). He also suggested that a public park at the surplus space without designated uses should be constructed for the enjoyment of children of the beneficiary families.

38. Mr LO Siu-kit said that it was only a 10 minutes' walk from the proposed site to the WRL station, the nearby bus terminus and the new minibus terminus, and that Tsuen Wan MTR Station could be reached within 15 minutes. It was not worth the trouble to re-route bus or minibus routes for picking up/dropping off residents at the highly accessible site. Besides, he suggested to establish greening in the vicinity of the proposed site in order to block the entry of exhaust emission and dust into the neighbourhood for improvement of environment. As the site plan showed that there were no hardware facilities at the proposed site, he suggested that community service facilities might be provided therein. Despite that YCH was not supposed to construct any facilities on the vehicular emergency access, he proposed to paint children's game patterns such as hopscotch on the ground for better utilisation of space without designated uses. He was aware of the possible worries among the residents nearby that the Pilot Scheme would undermine their interests. However, if the tenants of tubular housing units could lead a self-sufficient life at the proposed site, they would not have a significant impact on the residents nearby. YCH indicated that there would be about 500 to 700 beneficiaries. He found this figure somehow misleading. Under the current proposal, only 110 to 130 tubular housing units would be constructed. Based on the assumption of an average household size of three persons, there would only be some 300 beneficiaries. It was believed that the estimated number of beneficiaries amounting to 500 to 700 was the total number of beneficiaries registered in the first and second round of the Pilot Scheme. As such, he held that the additional people flow arising from the operation of transitional housing would not cause significant impact on the surrounding area.

39. Mr TAM Hoi-pong did not understand why YCH had been entrusted to undertake a housing project, and had reservations about the Pilot Scheme. He pointed out that some Members had mentioned that alternative sites including HKEAA - Tsuen Wan Assessment Centre and vacant school premises were available for use, but the THB had preferred provision of temporary housing on policy grounds. As such, he enquired the THB about the justifications for selecting the proposed site, the availability of a better alternative and whether a study had been conducted on the suitability of the proposed site for construction of permanent housing instead of temporary housing. He questioned why the THB had failed to consider constructing permanent housing at the proposed site to pragmatically answer the housing needs, thus obviating the need to seek assistance from a charitable organisation, but would rather spend tremendous resources on the construction of temporary housing. He noticed that only small-sized housing units would be provided under the temporary housing project, which could merely address a trivial part of the housing problem. However, he opined that the existing housing problem had stemmed from the population policy. If the THB still failed to address the issues relating to population policy and to seek the authority to vet and approve applications for One-way Permits, the capacity of these temporary houses would merely be sufficient to accommodate the One-way Permit holders arriving in Hong Kong in three days. He urged the THB to step up efforts in addressing the root causes of the problem because only in this way would it be possible to solve the housing problem faced by the grassroots.

40. The Hon CHAN Han-pan opined that family union was the most basic human right, and that assistance should be provided for the tenants of “sub-divided units” to tackle the problems of overcrowding and safety risk. Given the ever-increasing residential properties rental, conceivably the availability of affordable housing could help harness the strong rising trend. Therefore, he supported transitional housing construction. He pointed out that the proposed site was originally reserved for the widening of the vehicular flyover. In the absence of concrete works details so far, the proposed site could be made available for transitional housing construction. Given that Members had raised practical issues on the implementation of the Pilot Scheme in the areas of architectural design, environmental impact, site selection, traffic impact, air quality and noise nuisance, he hoped that the THB could prudently address residents’ views collected by Members. Besides, it was necessary for the THB to first tackle the persistent problems of overspeeding and noise nuisance near the proposed site, as well as taking into account the air quality of the proposed site. Under the Pilot Scheme, Opod housing units would only account for a small portion of the total number of units to be built as compared with the Boxpod type. Moreover, given that the tubular housing units had a three-metre ceiling height, he was of the view that it was worth a try in an open-minded society. Besides, he urged the Government to seriously address public concerns.

41. The Vice Chairman pointed out that upon announcement of the details of the Pilot Scheme, there had been extensive discussions in the community. As his constituency area was near the proposed site, he had also received divergent views and concerns expressed by members of the public. He was concerned about the household profile, availability of self-contained facilities at the transitional housing site, cost-effectiveness of tubular housing units and level of elevation in the quality of life of beneficiaries could be expected. He did not accept the view expressed during

a recent discussion that PRH applicants had contributed to law and order problems. Such a viewpoint imbued with discriminatory overtones was completely unacceptable to him. Based on previous experience, the applicants of successful transitional housing projects had been required to demonstrate that they were keen to be self-reliant and improve their quality of life, were familiar with the existing community, as well as having the desire to secure a more decent accommodation within reasonable time. By the same token, YCH had established certain screening criteria, including holding a legitimate job, a track record of continuous employment and applicants on the PRH Waiting List for three years or above. Besides, he also agreed that tubular housing units should be made available to two-to-four person families instead of one-person applicants. He pointed out that YCH would play a key role in the implementation of the Pilot Scheme, and that the provision of diversified community support and professional services for tenants of tubular housing units was crucial to maintaining stability within the family. The length of PRH waiting time might vary subject to a number of factors, e.g. the number of housing offers received by PRH applicants and possible changes in household status prior to PRH allocation, etc. Given that the proposed length of tenancy agreement for a period of about two years was rather short, he asked whether YCH would set up a mechanism for handling matters relating to tenancy renewal for tubular housing units. As far as property and community facilities management was concerned, he enquired YCH whether clear-cut and enforceable management rules had been established to prevent the misuse of tubular housing units or neighbourhood nuisance, with a view to addressing concerns of residents in the periphery. Besides, the proposed site was located within the boundary of the land reserved for widening works under the proposed Tsuen Wan Bypass project. Despite that a concrete timetable for such works had yet to be drawn up, it was hoped that YCH and the THB could brief Members on future arrangements for land surrender.

42. Chief Executive Officer of YCH responded as follows:

- (1) given that the Pilot Scheme was still at the initial stage, YCH would take Members' views into account;
- (2) at this stage, YCH planned to outsource the cleansing and security services to professional companies, and had sought information from several companies in this sector. Moreover, appropriate measures would be formulated to ensure that the security services and hygiene conditions would meet the prescribed standards upon the tenant intake. The rent of tubular housing units had already covered the management fee, whereas tenants were responsible for paying the water and electricity bills of their own units;
- (3) YCH had sought advice from an environmental expert on air quality and noise issues associated with the proposed site. Owing to the height difference between the building cluster and the viaduct of Tsuen Wan Road, and coupled with the fact that the building cluster was quite far from the carriageway, these factors would help maintain an acceptable level of air quality at the proposed site. Besides, the environmental expert had recommended that small-sized noise barriers might be installed in front of the building cluster to mitigate traffic noise if the noise level was still unsatisfactory;
- (4) YCH had already engaged engineering professionals to conduct site investigation for underground utilities near the proposed site. The outcome revealed the existence of underground stormwater drains and

- sewers. It was believed that these facilities had sufficient capacity to cope with the needs of tenants of tubular housing units;
- (5) as YCH encouraged neither car ownership nor driving to the location concerned, parking spaces would not be provided under the Pilot Scheme. Instead, tenants should travel to and from the site by means of public transport such as the nearby railway or buses;
 - (6) stable employment was one of the tenant screening criteria;
 - (7) noting that Members did not wish to allocate too many housing units to one-person households, YCH would consider constructing more tubular housing units for family households;
 - (8) the prototype of the Opod housing unit was being exhibited in Ma On Shan. In the first roving exhibition in Tseung Kwan O, quite many young audiences had appreciated the innovative design of tubular housing unit, while a number of adult audiences receptive to new ideas had commended its design as well. In fact, not many Opod housing units would be provided under the Pilot Scheme. As planned, there would be only 20 Opod housing units and the rest were the Boxpod type. YCH might adjust the quantity of the units after careful consideration;
 - (9) YCH did not rule out the construction of three-level tubular housing units after listening to Members' views;
 - (10) where technically feasible, YCH would consider advancing the invitation of applications and selection process;
 - (11) currently, YCH was considering seeking funding from the Development Bureau's funding scheme to support the use of vacant government sites, subject to a ceiling of \$60 million each project;
 - (12) open fire cooking would be prohibited in tubular housing units, but induction stoves might be used. As furniture would not be provided in tubular housing units with the exception of the Opod type, tenants were required to purchase furniture at their own cost;
 - (13) YCH would consider the provision of the proposed covered pedestrian access;
 - (14) to improve safety management, YCH had considered encouraging tenants to confine their activities to the tubular housing site wherever possible. The front and back of the building cluster adjoined a six-metre-wide buffer zone which might be developed into a green area for leisure, recreational and sports purposes;
 - (15) YCH was supposed to receive the advance notice from the Government before the termination of the Pilot Scheme. YCH would identify a new site for the reprovisioning of tubular housing units in due course. A portion of the rent collected would be injected into a fund which would be utilised to finance the land reinstatement works in the future for land preservation before surrendering the proposed site in an undamaged manner to the Government; and
 - (16) YCH would explore the administrative measures against misuse of tubular housing units and non-compliance cases by drawing reference from the experiences of transitional housing projects and the "Light Housing" managed by other non-governmental organisations (NGOs) as well as the HD's Marking Scheme for Estate Management Enforcement, with a view to maintaining proper order within the tubular housing site.

43. PA/STH responded as follows:
- (1) as mentioned in the Chief Executive's Policy Address delivered in 2017 and 2018 respectively, owing to the long lead-time for identifying land for housing construction, apart from implementing long-term housing policy and associated measures, the Government would support and facilitate the implementation of various short-term community-led initiatives to increase the supply of transitional housing. Some time ago, the THB had supported the implementation of a number of transitional housing projects led by community groups, including several projects operated by the Hong Kong Council of Social Service (HKCSS) under the Community Housing Movement for provision of housing units in vacant residential buildings. Besides, the THB was facilitating the HKCSS's "Modular Social Housing Scheme" ("MSHS") for provision of about 88 housing units at Nam Cheong Street, Sham Shui Po as well as the second MSHS project for provision of about 210 housing units at Yen Chow Street with funding support from the Community Care Fund. Thereafter, the THB would adopt a multi-pronged approach to take housing development forward;
 - (2) there were three main approaches to achieve transitional housing development. The first approach was to refurbish vacant flats. For instance, the Community Housing Movement and the "Light Housing" had focused on the refurbishment of existing flats to provide social housing. The second approach was to construct modular housing at idle sites. Given the precious land resources of Hong Kong, to address the housing problem, the THB would prefer the construction of permanent housing, be it private or public, in formulating strategies for long-term housing development. Also, proactive efforts had been made in identifying potential sites for transitional housing construction in collaboration with the Lands Department (LandsD). At the same time, the THB was aware of the emergence of a new construction technology called modular integrated construction whereby free-standing integrated modules were manufactured in a prefabrication factory and then transported to the site for assembly. This construction method could not only achieve time savings, but also reduce the nuisance caused to the surrounding area. Moreover, modular housing units offered a flexible solution to temporary accommodation as they could be disassembled and relocated to anywhere. Therefore, the THB wished to adopt this method to increase the supply of transitional housing. The third approach was to convert non-residential buildings (e.g. idle school premises) into transitional housing. The THB was aware of the existence of idle school premises and a HKEAA venue in Tsuen Wan district. Subject to the long-term availability of these sites, THB would actively explore their potential for transitional housing construction;
 - (3) transitional housing was a short-term measure with the aim to relieve the predicament of some existing PRH applicants. Despite the limited availability of tubular housing units under the Pilot Scheme, the THB would make every effort to increase transitional housing supply in the future;

- (4) the THB learnt that the Highways Department (HyD) had intended to start an investigation study on the widening of Tsuen Wan Road in the second quarter of 2019, including the conduct of environmental impact assessment and public consultation under the Environmental Impact Assessment Ordinance (Chapter 499) as well as gazettal of works. The investigation study was targeted for completion by 2022;
- (5) meanwhile, YCH had made application to the LandsD for the use of the proposed site for a period of five years, so as to make good use of the idle site before commencement of the aforesaid works. The THB had all along maintained close liaison with YCH to address various issues associated with the proposed site, including possible environmental impacts. It was currently proposed to construct a two-storey building cluster, so as to wherever possible avoid a building height greater than that of the existing flyover or being too close to each other. Therefore, the THB had designated a six-metre-wide buffer zone between the building cluster and the carriageway, with a view to reducing the impacts of noise nuisance and air pollution;
- (6) owing to the limited availability of transitional housing sites, the THB wished to optimise the potential of every single site available for transitional housing construction; and
- (7) many details pertaining to the Pilot Scheme were still pending confirmation, including the construction cost and detailed design, etc. The THB would like to hear views from Members and local stakeholders before making further design modifications, in a bid to improve the quality of life of beneficiaries. The THB was committed to addressing the livelihood challenges for families waiting for PRH allocation and other persons living in squalid homes.

44. The Chairman held that Members generally supported the direction of the Pilot Scheme. He encouraged Members to give views on the Pilot Scheme, but reminded them to speak concisely and refrain from repeating enquiries that had been raised before.

45. Mr CHAN Yuen-sum, Sumly opined that in view of the considerable costs involved in the necessary site formation works upon termination of the Pilot Scheme, it was hoped that the department responsible for land allocation could exercise flexibility in extending the tenancy. He also preferred a greater number of Boxpod housing units than Opod housing units. He thought that an on-site visit could shed some light on solutions, e.g. modifying the configuration of tubular housing units to minimise the impact on the public. Thus, it was suggested that the Chairman of TWDC, the Chairman of YCH and the representatives of the TWDO should conduct a visit at the proposed site.

46. Mr NG Hin-lung, Norris said that YCH had not yet responded to his previous enquiry on how it could progress through the necessary stages of design, submission of plans, construction and works acceptance testing, including obtaining pre-acceptance for modular integrated construction units according to the BD's Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers. He pointed out that documents pertaining to submission of plans had to be signed by a qualified person and it was merely mentioned in the paper

that YCH had drawn on personal connection to gauge views. He asked whether or not the YCH team had been formed and requested to establish the identity of the signer. He wished to know the current status of the project in view of the fact that consultancy fees alone had accounted for a large proportion of the total spending on these costly procedures. Besides, YCH had so far touched on possible issues arisen before commencement of works or during the construction period. Given that the Pilot Scheme would last for five years, the LandsD would grant a five-year STT, and the Town Planning Board would correspondingly approve the temporary use of the site concerned for five years only. In other words, the proposed site zoned "Open Space" could be made available for use for a period of not exceeding five years. In addition, the PRH waiting time had been lengthened. According to newspaper reports, the average PRH waiting time was three years in 2014 but lengthened to more than five years in 2018. In this connection, he enquired YCH about the procedures for terminating the Pilot Scheme after five years and the rehousing arrangements for the affected tenants after removal of tubular housing units. If the Government introduced the new concessionary policies again in the future to address the rehousing needs of these tenants who still had not been allocated the PRH flats, including provision of rental assistance and instant PRH allocation, or else these tenants had to move into "sub-divided units" again, it was merely marking time. He was aware of the predicament faced by tenants of "sub-divided units", and had from time to time requested for boosting housing supply by increasing the plot ratio and relaxing building height restriction at TWDC meetings, so as to provide secure accommodations for the needy. Yet, he had never heard of such a thing as the introduction of transitional housing in response to soaring property prices. This simply revealed that the Government had failed to adopt any measures for solving the housing problem so far. He wished to know the steps to be taken by the THB to boost housing supply within three to four years through land use planning and urban renewal instead of the mere implementation of the Pilot Scheme. He commended YCH for its readily commitment of the Pilot Scheme; nevertheless, owing to various factors, such as geographical constraints, half-baked architectural design, YCH's failure to provide works details, use of public funds and procedural uncertainty in the termination of the Pilot Scheme, he had reservations about the Pilot Scheme.

47. Mr MAN Yu-ming pointed out that the potential applicants of the Pilot Scheme were primarily PRH applicants. Based on his experience, despite longer waiting time, some PRH applicants still preferred to wait for the most desirable housing offer. He urged YCH to strengthen communication with the HD, so as to learn from its experience and have a good grasp of relevant requirements. This would address the possible concerns that beneficiaries might fail in their attempt to secure PRH housing offers in the future. Besides, the designation of the proposed site as a future transport node was of great significance to Tsuen Wan district in terms of transport design and urban development. Therefore, the THB should make proper preparations for land use arrangements beyond the five-year STT term, which included tenancy renewal or identification of idle sites in the vicinity for the reprovisioning of tubular housing units.

48. The Chairman said that the THB had already explained the reasons for the Pilot Scheme lasting for five years. As the widening works of Tsuen Wan Road was in the pipeline, there would be no tenancy renewal after the expiration of the five-year term. Therefore, he reminded Members not to repeat enquiries in this regard.

49. Ms LAM, Lam Nixie reiterated that approximately 79% of about 100 respondents opposed the Pilot Scheme. She objected to the adoption of Opod housing units with an inefficient use of space and making furniture arrangement there would be difficult. Thus, she suggested that Boxpod housing units should be adopted instead. She opined that in the absence of the scheme details, YCH should start identifying the target beneficiaries of the Pilot Scheme. Moreover, given its proximity to the flyover, the three-storey building cluster might get into the way of the handling of traffic accidents on the flyover by relevant departments summoned to the scene. Besides, she was concerned about the possible problems arising from discharge of sewage and disposal of food waste from tubular housing units. She was disappointed that the information available had not indicated how YCH would deal with the sewerage problem. While expressing disappointment at the performance of the THB, she hoped that the THB would provide a full list of sites available in Tsuen Wan district instead of proposing a specific site when tabling similar schemes to the TWDC in the future; otherwise, it was unfair to the TWDC if its discussion could only focus on a single site. She pointed out that there were approximately 80 vacant units in a number of vacant departmental quarters in Tsuen Wan district, including those at Market Street and Shing Mun Road. Equipped with water and power supply as well as sewerage systems, these units could be promptly offered to members of the public upon completion of simple renovation works. Given that the relevant information was publicly accessible, she asked why the THB did not submit such information and explore the feasibility of opening up these departmental quarters to the public under the Pilot Scheme at the planning stage. She believed that quite many residents in Tsuen Wan district were eager to accept PRH offers, and thus she requested the THB to start exploring other housing options. In addition, according to the findings of the latest residents' opinion survey she had just received, 85% of some 130 respondents had objected to the Pilot Scheme. She was of the view that it was difficult to make a fair judgement in the absence of the scheme details. As such, she requested the THB to thoroughly review the details of the Pilot Scheme. Also, she was concerned about whether the tubular housing units with distinctive appearance would become a scenic spot upon tenant intake. As visitors might flock to the area to take photographs or cause nuisance to tenants, she enquired YCH about the measures to be adopted for the safety of tenants.

50. Mr CHOW Ping-tim said that the performance of the Secretary for Transport and Housing was far from satisfactory because of his failure to address the problems of substandard piling works, traffic rationalisation among the three road harbour crossings and MTR incidents. Basically, he had no confidence in the THB. He pointed out that the existing services provided by YCH had borne no relevance to housing affairs. Thus, he thought that it was unjustifiable to designate YCH as the operator of a pilot scheme on social housing in Tsuen Wan district. He did not understand why the THB had failed to instruct the department responsible for housing affairs to undertake the implementation of the Pilot Scheme. He opined that the THB should not try to push the Pilot Scheme through in view of the concerns of some stakeholders. He pointed out that the availability of vacant school premises and the vacated Tsuen King Circuit Market in Tsuen Wan district would obviate the need to use the proposed site for running transitional housing for a mere five-year term. He did not agree with the transitional housing to be relocated at other sites after the expiration of the five-year term, and was worried that the concept of "temporary" would be transformed, just like the case of Sham Tseng Temporary Market and Cooked Food Centre operating in the district for several decades. He held that while

it would be very difficult to evict tenants of tubular housing units, the reprovisioning of tubular housing units at other sites was no easy task either. It was hoped that the THB could face these issues squarely. While appreciating the enthusiasm of YCH, it was questionable whether the Pilot Scheme could actually bring benefits to Tsuen Wan given the small number of beneficiaries. In view of the possible difficulties in dealing with and monitoring the impacts arising from the operation of transitional housing, he objected to the Pilot Scheme.

51. Ms LAM Yuen-pun, Phyllis did not understand why the Pilot Scheme had been entrusted to a NGO given that the public had greater confidence in the Government's design and planning of public housing as well as provision of facilities therein. Despite that the financially sound YCH was readily to make commitment, she suggested that the Government should take the lead in the Pilot Scheme whereas a NGO would undertake the construction and preparatory work. Besides, she learnt that the tubular housing units would be relocated for continued operation upon expiry of the five-year tenancy. She thus opined that a review should be conducted after the termination of the five-year Pilot Scheme, and that the Government should construct housing units on sites suitable for residential purpose wherever possible, so as to fully cope with the additional demand. Pending the availability of solutions proposed by the THB to address Members' concerns on such aspects as sewerage problem, traffic matters as well as law and order issues, she supported the direction of implementing such urgent programmes to meet the short-term needs of the grassroots. So far, the outsourcing of public services by a number of government departments had given rise to many problems. As such, she hoped that the Government could carefully consider scrapping the outsourcing arrangements for the Pilot Scheme in the long run, and that it should be wholly responsible for housing construction.

52. Mr TAM Hoi-pong objected to the Pilot Scheme after hearing the THB's response while he had reservations about the Pilot Scheme at the outset. At present, the THB intended to simply entrust the Pilot Scheme to YCH, but it was still doubtful about how the THB could achieve the policy objectives through transitional housing in the future. Given that the Hong Kong Polytechnic University was conducting a study on the construction of transitional housing in Ma Wan, he was of the view that the policy of transitional housing had aroused worries in various districts. He pointed out that the proposed site was a temporary housing area two decades ago, but today, the Government intended to again construct transitional housing adjacent to the flyover, demonstrating that the Government's housing policy was ineffective. He opined that the problem had stemmed from deficiencies in the Government's population policy, whereby an influx of new arrivals had prevented the Government from making sufficient housing available to meet the demand. In view of the worrisome objectives of transitional housing that could only address the periphery rather than the core of the housing problem, he objected to the Pilot Scheme.

53. Mr LAM Faat-kang thanked YCH for making commitment in the interest of the community at large, so as to improve the living conditions of tenants of "sub-divided units" in Tsuen Wan. Noting that the Pilot Scheme was a government-funded project, he hoped that the Government could take the lead in the Pilot Scheme by making good use of the funding for transitional housing construction.

54. Mr LO Siu-kit said that as far as those people living in “sub-divided units”, partitioned cubicles and rooftop shanties were concerned, there should be no further delay in the implementation of the transitional housing programme because their existing living conditions were even worse than the conditions of the proposed site in terms of physical environment, noise level and exhaust emissions. Currently, the Government intended to entrust NGOs with transitional housing projects financed by the funding earmarked in accordance with the Policy Address. In fact, apart from constructing transitional housing, YCH would be responsible for providing volunteer training for tenants, with a view to helping other persons in need. Even if the Government was responsible for housing construction on the proposed site, ultimately the related services would be provided by a NGO. Given that the Pilot Scheme would not cause significant traffic impact, he did not understand why there should be any objection to a project that could improve the quality of life of some 300 persons. He said despite that the failure of the THB to identify residential sites for so many years was indeed far from satisfactory, objections had been raised whenever it proposed a site for housing construction. He also received views from the residents nearby, but doubted whether these tubular housing units would create visual impact on the surrounding area in practice. In the light of the insignificant traffic impact brought about by non-driving tenants of tubular housing units, he called on members of the public to give objective consideration to the Pilot Scheme and respect the feelings of existing tenants of “sub-divided units” or rooftop shanties, with a view to knowing what assistance could be offered.

55. The Vice Chairman stated that a tenancy period of about two years was currently proposed. He enquired YCH about the availability of measures and mechanism to cope with any changes in the eligibility or household status of potential beneficiaries on the PRH Waiting List. Besides, residents were concerned about the availability of self-contained facilities in the tubular housing site. Given that it was mentioned in the paper that dedicated staff would be deployed to the site regularly, he asked whether this meant that security and property management staff would perform round-the-clock duties at the proposed site in the future. In addition, he held that YCH had the responsibility of ensuring proper connection of sewers from the proposed site to the existing public sewerage system. He pointed out that given the fairly short walking distance between the proposed site and the nearby WRL station, conceivably the WRL would be one of the major means of transport for tenants of tubular housing units in the future. However, there was no direct public transport route plying between the neighbourhoods of the proposed site and Tsuen Wan MTR Station or Tsuen Wan town centre, he enquired the THB whether consideration would be given to pooling resources to improve transport support facilities of the nearby community for the benefit of local residents. It was also hoped that the THB would further consider improving the physical environment of the public space near the proposed site for the enjoyment of both tenants of tubular housing units and the residents nearby.

56. The Chairman enquired YCH on how to handle the possible cases of tenants being reluctant to vacate their housing units upon the expiry date of the tenancy. He opined that the Pilot Scheme could benefit certain people in the short term, but YCH should pay attention to the tenant intake and removal arrangements. He requested YCH to invite more Members to join the tenant’s selection committee for providing input and give priority consideration to three-to-four person families in the selection process.

57. PA/STH responded as follows:
- (1) the THB and YCH's professional team had conducted discussions and exchange of views with the departments concerned on the project. After acquiring information on relevant requirements, the THB had already reserved some time for further follow-up actions and discussions on project design with the departments concerned;
 - (2) at present, the Pilot Scheme was still at the initial stage, pending further works details;
 - (3) arrangements might be made for sharing the HD's experience in housing estate management;
 - (4) upon liaison with the departments concerned, the THB believed that in the light of a small number of target beneficiaries, communal systems such as water and electricity mains as well as sewers could be connected to the proposed site without overburdening the existing networks;
 - (5) it was believed that the project would not cause significant traffic impact owing to the small number of target beneficiaries, the different public transport routes taken by tenants and commuters towards the Tsuen Wan industrial area and absence of parking spaces therein;
 - (6) all in all, the THB was aware of the divergent views and aspirations from a wide spectrum of the community. The THB would also, from time to time, review the role of the Government in the Pilot Scheme and strengthen support in various aspects wherever possible, with a view to increasing the supply of transitional housing; and
 - (7) when identifying the target group, the THB had in fact taken into account the possibility of tenants being reluctant to vacate their housing units upon the expiry date of the tenancy. As such, in general, the residents in Tsuen Wan district on the PRH Waiting List for three years or above would be selected because in theory, they were likely to be given a PRH offer within a short time. The THB had also examined the prevailing practices of other social housing projects. For instance, unlike housing projects implemented by the Government, the "Light Housing" had been designed to offer a two-year tenancy based on the assumption that tenants had sufficient means to move out of their existing housing units regardless of whether they were given PRH offers or not after two years.
58. Chairman of YCH responded as follows:
- (1) YCH would take Members' views into account, in particular those expressed by the residents nearby;
 - (2) after providing diversified services in Tsuen Wan district for more than half a century, YCH wished to embark on projects of a different nature. Therefore, YCH intended to implement the pilot scheme on transitional housing, so as to cope with the development of YCH and public needs;
 - (3) under the Pilot Scheme, priority would be accorded to residents in Tsuen Wan district. According to the consolidated Members' views, the target beneficiaries of the Pilot Scheme should primarily be single-parent families and their breadwinners were working in Tsuen Wan district or nuclear families living in indecent accommodations

with their children attending schools in Tsuen Wan district. Besides, YCH would again seek Members' views on the ratio of Opod housing units to Boxpod housing units;

- (4) to mitigate the impacts of noise and environmental nuisances, YCH had designated a six-metre-wide buffer zone between the building cluster and the boundary of the proposed site. Despite resources constraint, YCH intended to construct certain simple facilities for nuclear families at the proposed site which covered a site area of approximately 3 300 square metres, e.g. facilities for morning walkers and children play equipment, enabling the tenants to lead a self-sufficient life at the location concerned; and
- (5) wherever possible, YCH would invite Members to join the tenant's selection committee.

59. The Chairman pointed out that Members generally supported the direction of the Pilot Scheme, while those objected to it simply intended to achieve better results. Besides, the Government, not YCH, should be held responsible for alleviating the predicament of tenants of "sub-divided units". It was hoped that YCH would continue to provide diversified services in the future.

VI Item 5: Progress Report on Major Works in Tsuen Wan (as at 28 February 2019)

(TWDC Paper No. 145/18-19)

60. The Chairman stated that the Civil Engineering and Development Department (CEDD) regularly reported the progress of the major works in Tsuen Wan district. The representative from the department attending the meeting was Mr TSANG Lap-kei, Freddie, Senior Engineer/2(West) (SE/2(W)), CEDD.

(Note: Mr MAN Yu-ming left the meeting at 5:50 p.m.)

61. SE/2(W) of the CEDD introduced the paper.

62. The Hon CHAN Han-pan, Ben said that the completion date of 461RO – Signature Project Scheme (Tsuen Wan District) – Redevelopment of Sai Lau Kok Garden was March 2019. He enquired when the Sai Lau Kok Garden would be opened for public use. He believed that upon redevelopment, the Sai Lau Kok Garden provided with a community hall and covered walkway would be a good place to visit for the residents of Tsuen Wan. He pointed out that the redevelopment works was delayed for a year due to the objections earlier, resulting in an increase in the cost of the works. He thus enquired whether the TWDC had adequate funds to pay for the cost of the works as required. In addition, it was expected that the installation of the four dry weather flow interceptors in 418DS – Upgrading of West Kowloon and Tsuen Wan Sewerage – Phase 1 would be completed in the third quarter of 2019. He enquired about the current progress of the installation works. In view of the traffic congestions on Chung On Street, he hoped that the installation works would be completed on schedule.

63. Mr LAM Faat-kang noted that the redevelopment works of the Sai Lau Kok Garden was about to complete. Hence, he enquired about the schedule for commissioning of the Sai Lau Kok Garden. At the beginning, there were many

dissenting views from the community when the roll-out of the project was discussed. He was glad that the TWDC supported the project and he opined that the project did not only meet the needs of the general public, but also created a landmark for Tsuen Wan district. It was a beneficial initiative of the Government. Hence, he hoped that the various sections in the community would have a deeper understanding before giving views on other works projects in future.

64. Mr LO Siu-kit stated that the roll-out of the redevelopment of the Sai Lau Kok Garden was on schedule and he enquired whether a meeting would be convened by the Task Force on Tsuen Wan District Signature Project Scheme under the TWDC for discussion of provision of additional facilities and enhancements required in the Sai Lau Kok Garden before the Architectural Services Department (Arch SD) completed the relevant tasks.

(Note: The Hon CHAN Han-pan, Ben left the meeting at 5:55 p.m.)

65. Mr CHAN Yuen-sum, Sumly said that the minor road expansion works on Kwok Shui Road towards Castle Peak Road had been on the agenda for long but the LandsD and HyD did not give a clear reply. It was learnt that the CLP Power Hong Kong Limited and TD had reached a consensus and further discussion with the LandsD was pending. He hoped that the works would be implemented as soon as possible.

66. Mr CHOW Ping-tim stated that the CEDD had completed the landslip prevention and mitigation works for 84 man-made slopes in Tsuen Wan district under Head 705 Subhead 5001BX/D – Landslip Prevention and Mitigation Programme. He enquired whether the slope near the harbourfront of Tsing Tsuen Bridge was also taken up by the CEDD; and whether the landslip prevention and mitigation works for that slope was completed. In addition, he noted that the TD and HyD had sent representatives to attend the meeting of the Working Group on Tsuen Wan Footbridge Network on 6 December 2018 to report on the latest progress of and seek Members' views on 196TB (Footbridge E) – Extension Works of the Tsuen Wan Footbridge Network. The project initiation of Footbridge E was completed in September 2018 and the HyD planned to conduct a preliminary consultation with the housing estates nearby such as Chelsea Court and Pavilia Bay on the alignment of Footbridge E in the second quarter of 2019. Recently, some members of the public relayed to him that connecting Footbridge E with Pavilia Bay only was not good enough and it could not meet the needs of the residents of the harbourfront area. Hence, he suggested that Footbridge E should be extended to connect with the Waterside Plaza Shopping Mall for optimising the footbridge network. He asked the CEDD to collect and relay the relevant views to the TD and further discussed the alignment of Footbridge E through the Working Group on Tsuen Wan Footbridge Network.

67. SE/2(W) of the CEDD responded as follows:

- (1) the CEDD would relay the Member's aspiration for extension of Footbridge E to connect with the Waterside Plaza Shopping Mall to the HyD and request the HyD to seek Members' views on this project in future;

- (2) upon confirmation of the information of the slope of Tsing Tsuen Bridge, the Geotechnical Engineering Office of the CEDD would be requested to provide the relevant information for Members; and
- (3) the Drainage Services Department (DSD) anticipated that the installation of the four dry weather flow interceptors would be completed in the third quarter of 2019. The CEDD would convey Members' concern to the DSD.

68. Assistant District Officer (Tsuen Wan) of the TWDO responded that according to the Arch SD, the construction works of the roof cover for the redevelopment of the Sai Lau Kok Garden was completed and the interior works was underway. The staff of the TWDO and LCSD had started to carry out the preliminary on-site examination, so as to give views on follow-ups and remedial works to the Arch SD. In addition, the TWDO was currently discussing with the Arch SD as to whether an on-site inspection could be arranged for Members in the near future. The meeting of the Task Force on Tsuen Wan District Signature Project Scheme would be convened upon confirmation of discussion and follow-up items.

69. Ms LAM Yuen-pun, Phyllis enquired about the latest progress of Head 705 Subhead 5101CX – Green Master Plans for the New Territories – Study (the “GMPs”).

70. Ms LAM, Lam Nixie appreciated that a good progress was made in 268RS – Cycle Track between Tsuen Wan and Tuen Mun and hoped that the works would be completed on schedule. In addition, no progress had ever been made in the GMPs since 2012 and she enquired about its latest progress.

71. SE/2(W) of the CEDD said that the CEDD would endeavour to seek views from and make funding application to the relevant panel of the LegCo in the current year by initiating the procedure of funding application of the GMPs.

72. The Chairman stated that he was the Convenor of the Task Force on Tsuen Wan District Signature Project Scheme and his term of office would conclude on 31 March 2019. He proposed that the succeeding Chairman of the TWDC should take up the Convenor of the Task Force on Tsuen Wan District Signature Project Scheme and follow up on the relevant matters of the redevelopment of the Sai Lau Kok Garden.

73. Members unanimously agreed to the arrangement.

74. Ms LAM Yuen-pun, Phyllis suggested that a letter in the name of the TWDC should be sent to the LegCo to convey TWDC's views.

75. Ms LAM, Lam Nixie said that it was a sad truth that no progress had ever been made in the GMPs and no funding application had ever been made to the LegCo for conducting the works since 2012. As many trees were destroyed after the slash of typhoon “Mangkhut”, she hoped that the planning would be put forward as soon as possible. She also agreed that a letter of request for seeking funds for commencement of the works project in the name of the TWDC should be sent to the relevant government departments or LegCo.

76. SE/2(W) of the CEDD stated that the CEDD would ask the responsible officer of the GMPs to liaise with the Members.

77. Chief Engineer/West 2 of the CEDD said that the CEDD understood the Members' concern on the GMPs and he believed that the officer concerned had made effort to put forward the project. He would follow up on the situation and give a reply to the Members as soon as possible.

78. The Chairman stated that no progress had ever been made in the GMPs since 2012. Given that the works project of the GMPs was undertaken by the CEDD, he opined that it would be more appropriate to send the letter of request to the CEDD. He thus enquired whether Members agreed to send the letter of request for actively seeking resources in putting forward the said works project to the CEDD in the name of the TWDC.

79. Members unanimously agreed that a letter of request for actively seeking resources in putting forward the said works project should be sent to the CEDD in the name of the TWDC.

(Post-meeting note: The Secretariat had issued a letter of request for actively seeking resources in putting forward the said works project to the CEDD on 29 March 2019.)

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

VII Item 6: Request to Improve the Emergency Ambulance Service for Ma Wan
(TWDC Paper No. 146/18-19)

81. The Acting Chairman stated that Mr TAM Hoi-pong submitted the paper. The representatives from the Fire Services Department (FSD) responsible for giving response were:

- (1) Mr CHAN Wai-kuen, Assistant Chief Ambulance Officer (New Territories/South) (ACAO(NT/S)); and
- (2) Mr HO Wing-ming, Acting Divisional Officer (New Territories South West).

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

82. Mr TAM Hoi-pong introduced the paper.

83. ACAO(NT/S) of the FSD responded as follows:

- (1) the FSD immediately deployed the ambulance at the nearest from Lai Chi Kok Ambulance Depot to the scene when the emergency ambulance call was received at 4:16 p.m. on 23 January 2019. At 4:29 p.m., the ambulance encountered serious traffic congestion at the road section near Kwai Tsing Interchange and Tsuen Tsing Interchange. Subsequently, the Fire Services Communications Centre additionally deployed another ambulance from Tsing Yi South and an ambulance motor cycle from Lei Muk Shue Ambulance Depot to reach the scene

to handle the injured. The ambulancemen arrived at the scene at 4:53 p.m. and managed the injured. The response time of the said emergency ambulance call was 37 minutes;

- (2) after receiving the emergency ambulance calls, the staff of the Fire Services Communications Centre would immediately deploy the ambulance available at the nearest through the computer system and keep in view of the situation after making deployment. The staff of the Fire Services Communications Centre would deploy the ambulances for giving further support if necessary, so that the ambulancemen could arrive at the scene as soon as possible;
- (3) at that time, the first responders were on duty in Ma Wan Fire Station. However, no first responding paramedic vehicles were deployed to take up the said emergency ambulance service that day. In general, the first responders provided medical service upon deployment for six specific conditions, namely the cardiac disease, complete or partial airway obstruction by foreign body, absence of breathing/shortness of breath, severe haemorrhage, unconsciousness and other life-threatening cases which were not included above. According to the information provided by the informant of the said emergency ambulance call, the person awaiting rescue did not suffer from the above conditions. Therefore, the first responders were not deployed to handle the case at the scene. Upon arrival, the ambulancemen also confirmed after carrying out examination that the patient was injured due to a fall accidentally and the patient's condition was stable;
- (4) in 2017, the FSD handled a total of 608 cases of emergency ambulance service in Ma Wan district. The performance of emergency ambulance calls meeting the response time was 63.49%. In 2018, the FSD handled a total of 654 cases of emergency ambulance service in Ma Wan district. The performance of emergency ambulance calls meeting the response time was 65.90%; and
- (5) the FSD had examined the demand for ambulance service in Ma Wan district from time to time and was concerned about the said incident involving the longer response time. Currently, the FSD was reviewing the demand for emergency ambulance service and the performance in responding to emergency ambulance calls of the New Territories South West Division including Ma Wan and Tsing Yi district as well as actively studying the practicable measures to cope with the demand.

(Note: The Hon TIEN Puk-sun, Michael joined the meeting at 6:22 p.m.)

84. The Acting Chairman stated that the Member mentioned in the paper that the elder person in the incident had lost consciousness and it was different from the status as mentioned by the FSD. He requested the Member to make supplementary remarks. He learnt that in 2017, the performance of emergency ambulance calls meeting the response time of Ma Wan district was 63.49% and in 2018, the performance emergency ambulance calls meeting the response time of Ma Wan district was 65.9%. He enquired the FSD about the overall performance of emergency ambulance calls meeting the response time of Tsuen Wan district in 2017 and 2018.

85. Mr TAM Hoi-pong said that the elder person did become confused after the fall but came round after the arrival of the ambulance. The conditions of the elder person as described and the reply from the FSD matched up. In his opinion, the major cause of the above incident was an unequal distribution of resources. He suggested that the FSD should examine the status of allocation of resources and pool more resources into Tsing Yi South Fire Station, so as to make deployment of ambulances to Ma Wan district from Tsing Yi South Fire Station instead of Lai Chi Kok Ambulance Depot or Lei Muk Shue Ambulance Depot. In addition, he enquired whether the situation of Discovery Bay was the same as that of Ma Wan and hoped that the ambulances would be stationed at Ma Wan as arranged by the FSD. He pointed out that Ma Wan district was not large and that the areas other than Ma Wan district fell beyond the service scope of the first responders of Ma Wan Fire Station, so only small impact would be brought by the deployment of these first responders for taking actions. It was difficult for the ordinary people to identify the actual conditions of the people awaiting rescue and make prognosis on progression of their conditions. Even the holders of first aid certificates were not confident enough to perform first aid for the people awaiting rescue. The deployment of the first responders for taking actions was conducive to treating the people awaiting rescue at the earliest possible. He hoped that the FSD would consider his proposal.

86. Mr KOO Yeung-pong enquired whether the FSD had deployed the helicopters for rescue in Ma Wan district, and under what circumstances the FSD would deploy the helicopters for rescue.

87. Mr CHAN Sung-ip stated that there was no helicopter landing pad in Ma Wan. The ambulance would be blocked from access to Ma Wan once there was traffic congestion on the Tsing Ma Bridge and the conveyance of the injured by the rescue vessels was much slower. He thus suggested that a helicopter landing pad should be provided near Ma Wan Fire Station.

88. ACAO(NT/S) of the FSD responded as follows:

- (1) if the people awaiting rescue stayed in more outlying areas or the places inaccessible by vehicles, the FSD would arrange the helicopters for rescue. Ma Wan was accessible by ambulances through carriageways. The FSD would arrange the ambulances to take the patients to hospitals at the scene from Ma Wan as far as possible;
- (2) the FSD obtained additional resources every year and the new ambulances were provided last year. The FSD would examine the ambulance service of Tsing Yi Island and Ma Wan altogether, including the proposal on pooling more resources into Tsing Yi South Fire Station;
- (3) the FSD handled about 1 200 cases of emergency ambulance service for Discovery Bay on average every year. The FSD would keep in view of the actual demand for emergency ambulance service from Ma Wan;
- (4) the first responders would be deployed for the relatively critical patients with any of the six specific conditions. The FSD would also like to adopt a faster approach to handle the patients. However, if the

- first responders were deployed to handle all cases, the patients in more urgent need were probably unable to receive treatment timely;
- (5) in 2018, the FSD handled a total of 32 794 cases of emergency ambulance service for the regions within the boundary as demarcated for the TWDC. The performance of emergency ambulance calls meeting the response time was 94.31%. In January and February 2019, the FSD handled a total of 5 707 cases of emergency ambulance service for the regions within the boundary as demarcated for the TWDC. The performance of emergency ambulance calls meeting the response time was 93.22%. The FSD would keep in view of the improvement measures for the respective service; and
 - (6) in 2018, the FSD handled a total of 748 777 cases of emergency ambulance service over the territory. The performance of emergency ambulance calls meeting the response time was 94.60%. In January and February 2019, the FSD handled a total of 127 768 cases of emergency ambulance service over the territory. The performance of emergency ambulance calls meeting the response time was 93.78%.

89. Mr WONG Ka-wa said that the FSD was admired by the members of the public. The ambulances arrived at the scenes within different response time due to the extensive scope of service of the FSD and the non-local sites included in the scope of service of the fire stations in Tsuen Wan district. He pointed out that there was a quite large population in Tsuen Wan district. He enquired the FSD about the layout of Tsuen Wan district in 2019. He was of the view that the FSD should provide more services effectively, such as the provision of additional ambulance depots according to the population growth. Besides, he enquired about the numbers of the in-service ambulancemen and ambulances of Ma Wan Fire Station. He also suggested that the FSD should increase the number of ambulancemen and ambulances for expansion of its scope of service.

90. Mr LAM Faat-kang held that while the information given in the paper submitted by the Member was different from that provided by the FSD, the well-being of the members of the public was the common concern. He commended the FSD for achieving 90% above in the performance of emergency ambulance calls meeting the response time. Last year, the FSD had handled totally more than 30 000 cases of emergency ambulance service, that is, several thousand cases of emergency ambulance service were handled monthly on average. It was worth drawing attention to its workload and allocation of resources. He pointed out that many tourists visited the Hong Kong Disneyland. It was believed that there was a fire station nearby. He enquired whether the FSD would consider deploying the ambulances from the fire station near the Hong Kong Disneyland to Ma Wan under exceptional circumstances.

91. Mr TAM Hoi-pong enquired the FSD about the performance of emergency ambulance calls meeting the response time of Discovery Bay. Compared to other areas in Tsuen Wan district, Ma Wan was an outlying area which, even so, was part of the community. He thought that the performance of emergency ambulance calls meeting the response time of Ma Wan district might not necessarily achieve 90% above, like that of Tsuen Wan district, but he expected that it should achieve 80% or

above and hoped that the FSD would set a target on this. In addition, at the time of typhoon slashes, an ambulance would be stationed at Ma Wan as deployed by the FSD before the gale or storm signal no. 8 was hoisted. He enquired about the destination of conveyance of patients by this ambulance during an emergency. Moreover, he suggested that the conveyance of patients should be facilitated by the rescue vessels before the helicopter landing pad was provided for Ma Wan. He pointed out that the first responders of Ma Wan Fire Station only served Ma Wan district. Compared to other districts, no impact would be brought to other patients in need by deployment of the first responders of Ma Wan Fire Station for taking actions. He hoped that the FSD would consider providing special guidelines for the first responders of Ma Wan Fire Station and deploying them to take up all the emergency ambulance service in Ma Wan district.

92. ACAO(NT/S) of the FSD responded as follows:

- (1) the FSD would take Members' views into account and would fully examine all ambulance service on Tsing Yi Island;
- (2) Tsing Yi South Fire Station located in No. 100 Tsing Yi Road was the fire station at the close proximity of Ma Wan. Currently, there was a daytime ambulance at Tsing Yi South Fire Station. It took about eight minutes to reach Ma Wan from Tsing Yi South Fire Station. It took about ten minutes to reach Ma Wan from Tsing Yi Ambulance Depot located in No. 30 Chung Mei Road. There were totally two daytime ambulances and one nighttime ambulance at Penny's Bay Fire Station cum Ambulance Depot. It took a bit longer, i.e. about 14 minutes to reach Ma Wan from Penny's Bay Ambulance Depot. There were also two daytime ambulances and one nighttime ambulance at Sham Tseng Ambulance Depot. It took about eight minutes only to reach Ma Wan along the highways throughout the journey;
- (3) in 2017, the FSD handled a total of 1 241 cases of emergency ambulance service in Discovery Bay. The performance of emergency ambulance calls meeting the response time was 90.57%. The FSD would provide the figures in 2018 for Members in due course;
- (4) at the time of typhoon slashes, the ambulances could not reach Ma Wan directly because no traffic was allowed on the upper deck of the Tsing Ma Bridge. Hence, an ambulance would be stationed at Ma Wan Fire Station on call as arranged by the FSD before the typhoon slashes. Upon receipt of emergency ambulance calls, the patients would be taken to hospitals by the ambulances at the lower deck of the Tsing Ma Bridge via the elevators after being carried to the Tsing Ma Bridge; and
- (5) the FSD considered that the first responders should only be deployed to assist in providing the emergency ambulance service when there were emergencies arising from the six specific conditions.

93. The Acting Chairman opined that there was room for improvement of the performance of emergency ambulance calls meeting the response time of Ma Wan district. He hoped that the FSD would make efforts to enhance the respective service.

VIII Item 7: “Request the Education Bureau (EDB) to Stipulate that Applications for All Primary 3 (P3) Students Participating in the Territory-wide System Assessment (TSA) from Schools should be Submitted to the EDB only when the Consent from the Parents of All P3 Students or from More than Half of the Parents of All Students of the Schools is Obtained”

(TWDC Paper No. 147/18-19)

94. The Acting Chairman stated that Mr LI Hung-por submitted the paper. The representatives from the EDB responsible for giving response were:

- (1) Ms CHAN Chin-woon, Cynthia, Principal Education Officer (New Territories) (PEO(NT));
- (2) Mr WONG Chai-kwan, Chief School Development Officer (Tsuen Wan & Kwai Tsing); and
- (3) Ms LAM Lan-fong, Bubi, Senior School Development Officer (Tsuen Wan)2.

95. Mr LI Hung-por introduced the paper.

96. PEO(NT) of the EDB responded as follows:

- (1) since 2018, the EDB had arranged P3 TSA with an approach of low-stake assessment of “no student names, no school names, no collection of reports and selection of participants by sampling”;
- (2) at the territory-wide level, about 10% of the P3 students from each school were sampled for the P3 TSA each year;
- (3) at the school-level, if the schools considered that it was necessary to apply the TSA data for adjusting the teaching strategies and curriculum arrangements according to the discrepancies in students’ learning ability, the incorporated management committees of the schools should deliberate whether all their P3 students would participate in the TSA in accordance with the existing school-based decision-making mechanism. If the schools finally decided that all their P3 students participated in the TSA, they could request the HKEAA to make arrangements for schools directly and such arrangements would not be made by the EDB; and
- (4) under the implementation of the new arrangement and refined measures, students’ TSA result would be counted as territory-wide data to serve as useful information for the EDB to adjust the education policies and curriculum planning. The EDB held that the incentives to conduct drillings for the TSA and the pressure on students were mostly eliminated. In addition, the EDB had reminded the sponsoring bodies, schools, representatives from the education sector and parents in different occasions that no drilling was required for the TSA. The EDB would also maintain a close liaison with the sponsoring bodies and education sector and explore the room for further enhancement. If the EDB detected or received the notifications about drillings at schools, it would send staff to follow up and learn about the situation at the schools.

97. Mr LI Hung-por wished to reflect the actual situation to the EDB. When the sponsoring bodies decided that all their P3 students participated in the TSA, the

school managers would probably enquire about the schools' TSA result. Indeed, schools did not conduct drillings at the beginning; however, the pressure on elevating the ranking of schools was created probably due to the shame of far lower ranking of these schools when compared to other schools under the same sponsoring bodies. When he served as the substitute teacher for P3 classes earlier, he found that all students were drilling for the TSA. The TSA policy would not have been enhanced if the EDB's advice served the intended purpose. Hence, he thought that the EDB's advice was not conducive to achieving the purpose. He pointed out that schools made self-assessments by obtaining the data to learn about the in-house status for upgrading students' level of learning. In fact, it was meaningless for those P3 students to prepare for the TSA without additional resources and assistance. Teachers would also be compelled to ask students to conduct drillings for the better TSA result, so that they could report to the school management committees. This was totally misaligned with the philosophy of education. He hoped that the EDB would address the status of assessment and trend of the TSA. The EDB should take into account the role of the parents of students if the TSA was not fully abolished. He hoped that the role of the parents of students would be well defined because he thought that the school-based management was really problematic. Besides, he asked the EDB to seriously perform its monitoring function as to whether there were drillings in schools.

98. PEO(NT) of the EDB responded as follows:

- (1) the EDB would not collect the reports or request the HKEAA to provide the list of schools and sponsoring bodies participating in the P3 TSA by all P3 students;
- (2) the EDB had reminded the sponsoring bodies, teachers and parents in different occasions that the TSA was an assessment with a low-stake approach which did not require drillings and was conducive to encouraging learning. Schools could learn about the strength and weakness of their students at different learning stages through the data from the TSA, thereby making adjustment to the education policy and planning of the school-based support services accordingly;
- (3) the EDB understood and respected the school which had made a decision based on its expertise that it was necessary to obtain the data from the TSA for adjusting the teaching strategies and enhancing the teaching resources according to their students' learning needs; and
- (4) the EDB would keep in view as to whether there were drillings in schools and would undertake the follow-up work if detected.

99. The Acting Chairman asked the EDB to consider the Member's views.

100. The Acting Chairman said that due to the time bound of simultaneous interpretation service, the meeting would proceed with the discussion of items 10 and 11 first.

IX Item 10: Crime Brief for Tsuen Wan District – Comparison of Crime Statistics between January to February 2019 and January to February 2018
(TWDC Paper No. 150/18-19)

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

102. Ms LAM, Lam Nixie expressed concern about the incident of damage to a vehicle at Phase III of Belvedere Garden. On 26 October 2018, she sent a letter to Tsuen Wan Police Station to enquire about the information of the case and received its reply on one of her enquiries in December 2018, but she did not receive any reply on the rest of her enquiries about the information, including the summary of facts, a copy of the recommendations on the security system of Phase III of Belvedere Garden from the Police and the record from the court. The case would be on trial at the Small Claims Tribunal on 30 April 2019. She hoped that the relevant information would be provided as soon as possible, so that she could assist the residents in making claims.

103. Mr WONG Ka-wa stated that the Police had conducted an operation and arrested the gamblers successfully after the illegal gambling problem at Fung Shue House and Toa Shue House of Lei Muk Shue Estate was earlier relayed to the Police Community Relations Unit. He expressed his gratitude to the Police. Besides, the illegal gambling problem in Lei Muk Shue Estate almost took place every day and it was also considerably serious in Shek Wai Kok. Some of the gamblers occupied the table tennis tables in the estate for illegal gambling activities. The HD had made efforts to stop them but it was not effective because the HD was not a law enforcement department. Hence, he hoped that the Police would take more actions to minimise the impact of illegal gambling on the residents and the growth of the young children in the kindergartens nearby.

104. Mr KOO Yeung-pong noted an increase in the number of burglaries. Also, he pointed out that there was no building management in tenement buildings and the entrances/exits of some of these buildings remained open. The flow of residents was heavier because there were relatively many households in the “sub-divided flats” of these buildings. He thanked the Police for conducting an operation in the tenement buildings in his constituency area earlier and hoped that the Police would continue to enhance patrolling. In addition, there was a serious prostitution problem in Tsuen Wan district. He had recently received many complaints from the members of the public that there was an increase in the number of people involved in the prostitution activities in Tsuen Wan district after the Chinese New Year. It was hoped that the Police would further keep in view the situation.

105. Mr NG Hin-lung, Norris displayed a video footage of a vehicle which swooshed through Tuen Mun Road at a speed of over 200 kilometres per hour. He pointed out that he always received the residents’ complaints on disturbed sleep due to the noise generated from the speeding vehicles at Tuen Mun Road and Castle Peak Road. He hoped that the Police would step up its efforts to combat the cases of road racing, speeding and illegal vehicle modification in order to return a quiet bedtime to the residents.

106. Mr LO Siu-kit pointed out that there were relatively serious burglary cases involving tenement buildings in late February 2019 and early March 2019. He thanked the Police Community Relations Unit for organising a large-scale activity with the Senior Police Call to distribute publicity leaflets and put up leaflets at prominent areas of tenement buildings on 13 March 2019, with a view to reminding the residents to prevent crimes prudently. He further pointed out that some shop

owners and residents of households relayed that the special task force had enhanced patrolling recently and requested the shops to switch on the spotlights at night, so that the rear lanes were sufficiently lit. He hoped that the Police would crack down the cases as soon as practicable for the ease of the residents.

(Note: Mr LI Hung-por left the meeting at 7:09 p.m.)

107. Ms LAM Yuen-pun, Phyllis pointed out that compared to the same period of last year, there was an increase of 157.1% in the number of burglary crimes between January and February 2019 and its detection rate was relatively low. The burglary cases still took place in the housing estates of her constituency area even though the security guards were stationed at these housing estates. She therefore thought that it was an issue of concern. She also opined that it was difficult to detect these cases and that importance should be attached to its prevention. However, the Police Magazine was no longer broadcast at the more popular channels in recent years and the number of its audience was decreased. Hence, she suggested that the Police should send the footages of the Police Magazine to Members for forwarding to the residents. It was believed that it would help enhance the public awareness of prevention of burglary. In addition, she held that mutual help of neighbourhood was essential. There was a case in the housing estate of her constituency area that a thief ran and fled after being discovered by a flat owner of the next door who cried for help and called the police, which in turn, helped stop crime successfully. Hence, she hoped that the Police would provide guidance on prevention of theft for members of the public.

108. Mr CHAN Yuen-sum, Sumly said that the number of crimes in Tsuen Wan district would decrease every time after the newly appointed DC(TW) took the office. It was hoped that this would serve as an impetus for DC(TW) to work for a decline in the number of crimes in Tsuen Wan district. He pointed out that there was a very serious illegal gambling problem in Lei Muk Shue and different people gathered to gamble at different times daily. He hoped that the Police would enhance patrolling. Besides, there was a serious problem of vehicles generating noises during late night in Lei Muk Shue Estate. He thought that it did not only give rise to disturbed sleep of the residents, but also hampered the safety of the road users. Moreover, he expressed concern on an increase of 120% in the number of serious drug offences between January and February 2019, compared to the same period of last year. It was hoped that the Police would make efforts to work for a decline in the number of drug crimes and an increase in the detection rate, with a view to minimising the hazards of drugs to people. He also enquired about the difference between possession of dangerous drugs (criminal) and possession of dangerous drugs (non-criminal) and requested the Police to pay more attention to the drug problems.

(Note: Mr KOO Yeung-pong left the meeting at 7:15 p.m.)

109. DC(TW) of the HKPF responded as follows:

- (1) the HKPF would follow up on the parking problem of Phase III of Belvedere Garden as soon as possible and would contact the Member concerned;

- (2) gambling was a pastime for some elder people, so illegal gambling persistently took place in every district. In the past two months, the HKPF arrested seven people when handling the illegal gambling activities in Shek Wai Kok. The HKPF would spare no efforts to combat the illegal gambling problem in Tsuen Wan district;
- (3) the HKPF was concerned about the issue of burglaries and had listed burglaries as one of its priorities to follow up. It was hoped that members of the communities would assist the Police in cracking down the crimes;
- (4) the HKPF held that improvement was made in tackling vice crime in recent years and there was a sign of decrease in the number of on-street prostitutes. The HKPF would keep up its continued efforts to crack down the vice crime;
- (5) there was road racing and speeding problem in Tsuen Wan district and the New Territories. The HKPF had stepped up its efforts in combating road racing and speeding problem. Two weeks ago, two people who took part in road racing were under arrest and at present, three other people involved in the case were under investigation. Members of the public were welcome to notify the Police of the road racing or speeding, if any, as soon as possible for investigation. The HKPF would try to identify the vehicles suspected of being involved in speeding and road racing and mount operations against them accordingly or look for evidence from the footages taken by other vehicles to identify the suspected offenders;
- (6) possession of dangerous drugs (criminal) and possession of dangerous drugs (non-criminal) were both criminal offences. They were classified into the above two categories only for the purpose of putting the investigation teams in charge of these two types of cases officially. Generally, the uniformed staff took up the cases involving a small amount of drugs and the detectives took up the cases involving a greater amount of drugs; and
- (7) there was an increase in the number of crimes on serious drug offences, following the arrests of offenders in drug crimes by the Police during proactive operations. It was not necessarily an indicator of the crime situation.

110. Ms LAM, Lam Nixie said that she had previously mentioned about an incident of damage to a vehicle which happened last year, instead of the parking problem. The Police had successfully arrested the suspect after the incident, but it was found that some of the areas of the car park were not under the coverage of closed circuit television cameras. She opined that although it was important to make arrests of suspects, it was more important to prevent the crimes effectively. The police officers were deployed to patrol in the car park subsequently and tendered advice on the problem concerned. The Police had provided her with the summary of facts but she thought that the information was not detailed enough. She hoped that the Police would provide her with the information with more details and the record from the court, so that she could assist the residents in dealing with the trial at the Small Claims Tribunal on 30 April 2019.

111. DC(TW) of the HKPF responded that the HKPF would contact the Member concerned and provide the Member concerned with the information which was legally allowed.

112. The Acting Chairman hoped that DC(TW) of the HKPF would make concerted efforts with the community for safeguarding the public order of Tsuen Wan district continuously.

X Item 11: Crime Brief for Ma Wan – January to February 2019
(TWDC Paper No. 151/18-19)

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

114. The Chairman resumed the chair.

XI Item 8: Replanning of Types of Shops and Market in Lei Muk Shue
(TWDC Paper No. 148/18-19)

115. The Chairman stated that Mr CHAN Yuen-sum, Sumly and Mr WONG Ka-wa submitted the paper. The representative from the HD responsible for giving response was Mr MO Tin-yeung, SHM(WTT2).

(Note: Mr LAM Faat-kang and Mr KOT Siu-yuen left the meeting at 7:25 p.m.)

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

117. Mr WONG Ka-wa said that he was puzzled by the planning of HD on some of the non-domestic facilities in Lei Muk Shu Estate. For example, a total of four retail premises were leased to the two JHC shops in the estate to sell the vast majority of the daily necessities, thereby causing hardship in operation to other shop owners. The products sold by the outlet in the middle of the Lei Muk Shu Shopping Centre had also brought impact to other tenants. In addition, there were three primary schools and four kindergartens in Lei Muk Shu Estate which generated a huge demand for tutorial centres. The capacity of the newly-opened tutorial centre in Lei Muk Shu Estate as arranged by the HD was also exhausted. The residents had to go to the tutorial centres in other places of Tsuen Wan or in Shek Yam Estate. Hence, he hoped that the HD would identify the appropriate retail premises in Block 2 or Block 4 of Lei Muk Shu Estate for lease to tutorial centres so as to drive foot traffic. There were ethnic groups with different needs in Lei Muk Shue Estate, including the South Asian ethnics and the underprivileged. However, as the Commercial Properties Support Services Section (CPSS) of the HD had already reserved all the venues, it was difficult for the non-governmental organisations under the SWD or schools to book the venues for their activities. He hoped that the HD would stipulate the terms and conditions in the lease for renewal with the commercial organisations, such as requiring the Hongkong and Shanghai Banking Corporation Limited to provide the passbook update machines for the residents. Besides, he opined that the tendering system and direct negotiation of the HD were problematic, giving rise to the lower rents for the premises under the direct negotiation when compared to those through the open tender. Recently, a restaurant was approved to rent a retail premises without going through the tendering procedure. He wished to contact the CPSS of the HD to learn about the reasons for this.

118. SHM(WTT2) of the HD responded as follows:

- (1) in 2011, the Hong Kong Housing Authority (HA) formulated a five-year rolling programme for prioritising asset enhancement of its commercial facilities, including the Lei Muk Shue Shopping Centre;
- (2) the HA found that Park Lane Ho Seafood Restaurant had occupied an excessive area of 1 264 square metres in the Lei Muk Shue Shopping Centre. After negotiation with the restaurant operator, the area of the restaurant would be reduced by one-third to 792 square metres, so that 472 square metres would be freed up for creation of six retail premises to meet the residents' needs and for creation of the hallways as required. The HD would conduct the technicality study for the new shops, including the sustainability of the trade and the fire safety standards of the restaurants. As the total area of the six retail premises was only about 210 square metres, which was relatively small, that is, the area of each of these retail premises was only about 30 to 40 square metres on average, it was believed that they were not fit for the operation of restaurant. However, the HD held an open attitude towards the operation of other types of trades and would discuss with the residents and members of the community;
- (3) the HD generally let the retail premises managed by the HA out through restricted tender and open tender. After all, the open tender was the most common method of letting;
- (4) the tenancy of the restaurant in question was still valid and the tenant was conducting the shop renovation. The catering service would be continued after the renovation; and
- (5) there were more than 50 shops in the Lei Muk Shue Shopping Centre, including two tutorial centres and two healthcare institutes. The HD would explore whether the tutorial and healthcare service would be provided in the newly-created six retail premises.

119. Mr CHAN Yuen-sum, Sumly wished to directly discuss with the CPSS of the HD. In addition, he enquired whether the proposal on creation of six retail premises by freeing up space from the existing restaurant was confirmed. It could be seen from the findings of the questionnaire survey conducted by him that most of the residents aspired for the provision of additional restaurants and healthcare centres in the Lei Muk Shue Shopping Centre. However, the aspiration of the residents in Lei Muk Shue Estate would not be coped with by the proposal due to the limited area of the respective retail premises. He hoped that the HD would take the residents' views and refrain from pre-setting the framework and letting the retail premises out to the service providers who failed to cater for the residents' needs.

120. Mr WONG Ka-wa stated that there were no congee and confection shops after the redevelopment of Lei Muk Shue Market and many elderly and young residents of Lei Muk Shue Estate hoped that congee and confection shops would be provided in the Lei Muk Shue Shopping Centre. In addition, the products of the shops in Lei Muk Shue Estate were pricey because these shops were inconveniently located. Besides, the HD increased the rents of the shop operators annually according to the social trend. He hoped that the CPSS of the HD would not set an

excessively high rental level and align the growth rate of the rent with that of the salary of civil servants, so as to relieve the pressure on operation for the shop operators. Moreover, he regretted that the CPSS of the HD did not send staff to attend this meeting.

121. The Chairman requested the representatives from the HD to relay Members' views to the CPSS of the HD and maintain further liaison with the Members concerned.

XII Item 9: Request the Government to Change the Land Use of and Submit a Development Proposal for the Tsuen King Circuit Market as Soon as Possible

(TWDC Paper No. 149/18-19)

122. The 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) Mr WONG Chai-kwan, Chief School Development Officer (Tsuen Wan & Kwai Tsing) (CSDO(TW&KwT)), EDB;
- (2) Ms LAM Lan-fong, Bubi, Senior School Development Officer (Tsuen Wan)², EDB;
- (3) Ms LUI Ka-wing, Assistant District Social Welfare Officer (Tsuen Wan and Kwai Tsing)³, SWD; and
- (4) Mr KUAN Man-hou, District Environmental Hygiene Superintendent (Tsuen Wan), FEHD.

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

123. Mr CHENG Chit-pun introduced the paper.

124. The Hon TIEN Puk-sun, Michael said that the Tsuen King Circuit Market had two storeys. As the kindergarten nearby reflected that the property owner increased the rent frequently, he proposed to reserve part of the G/F of the market for the sponsoring body to operate a kindergarten with priority given to the kindergarten nearby, so that the students would be less affected by the relocation of the kindergarten due to the increase of rent. He pointed out that there were 7 396 elder people aged 65 or above in Tsuen King Circuit including Allway Gardens, Tsuen Wan Centre and Discovery Park according to the Hong Kong 2016 Population By-census, which accounted for 14% of the population in the area. As currently ageing population was the major trend, he believed that Tsuen King Circuit would become a region of the senior citizens in more than ten years and there would be a keener demand for the elderly support services. Hence, he proposed to designate part of the G/F of the Tsuen King Circuit Market for construction of a day-care centre for the elderly or a neighbourhood elderly centre. In addition, there were 5 272 youths aged between 15 and 24 in Tsuen King Circuit according to the Hong Kong 2016 Population By-census, which accounted for 10% of the population in the area. However, the existing integrated children and youth services in the area were only provided by the Hong Kong Federation of Youth Groups Tsuen King Youth S.P.O.T. in Tsuen King Garden and were not adequate. The findings of the questionnaire survey conducted by him in 2016 revealed that over 20% of the respondents aspired for the provision of additional youth centres in the area. Hence, he proposed to

construct the relevant facilities such as the youth centres and study rooms on the 1/F of the Tsuen King Circuit Market, so as to provide a place for the youth to develop their social network. He pointed out that there were considerable demands for the planning of the Tsuen King Circuit Market from various departments but it was a sad truth that the relevant planning proposals had not been confirmed yet. Thus, he enquired when the proposals would be confirmed.

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

- (1) the EDB had all along been concerned about the issue of kindergarten premises and held an open attitude towards the proposal on conversion of part of the Tsuen King Circuit Market into a kindergarten. As the conversion project involved complex issues such as the design, management, operation and mechanism on allocation of school premises, the EDB was actively studying the feasibility of the proposal currently;
- (2) at present, the Government was making efforts to increase the number of school premises under its ownership. In August 2018, the EDB introduced a total of six kindergarten premises in different districts and invited all sponsoring bodies to apply for the school premises through an open competition. The allocation result was announced on 11 March 2019. Among these school premises, two were in Kwun Tong district; two were in Sham Shui Po district; one was in Island district and one was in Sha Tin district. As for Tsuen Wan district, the EDB hoped that where feasible, the proposal on construction of a kindergarten in the Tsuen Wan Circuit Market would be implemented as soon as practicable; and
- (3) as the proposed kindergarten premises only occupied part of the Tsuen King Circuit Market, the EDB needed to discuss the overall planning of conversion of the Tsuen King Circuit Market with the relevant departments, so that the daily operation of the kindergarten would not be affected.

126. Mr WONG Ka-wa agreed to the Member's proposal and opined that the planning of the Tsuen King Circuit Market did not involve the EDB only. He wished to learn about the responses from the other departments concerned.

127. The Chairman stated that apart from the EDB, the SWD was also involved in the planning proposal from the Member.

128. Ms LAM Yuen-pun, Phyllis stated that there were many vacant stalls in the Tsuen King Circuit Market. She had actively strived for the revitalisation of the Tsuen King Circuit Market but her proposal was not implemented and she could only accept the proposal on conversion of the Tsuen King Circuit Market. It was revealed in the findings of the questionnaire survey conducted by her that over half of the residents supported the proposal. Subsequently, she endeavoured to discuss the future use of the Tsuen King Circuit Market with the EDB, SWD and LCSD and relay the residents' aspiration for diverse uses of the market. In the end, the Tsuen King Circuit Market was closed in March 2018. She thanked the EDB and SWD for being more active than other departments and she reiterated that the residents opposed the

construction of facilities such as the aged homes and storages which failed to cater for the needs of the residents. She had proposed the construction of facilities that catered for the residents' needs when the Chief Secretary for Administration visited Tsuen Wan district in March 2018, including the leisure and cultural services facilities, study rooms or reading rooms and youth centres. She had also reflected the aspiration to the Secretary for Home Affairs but no information was received till present. The Tsuen King Circuit Market had already been closed for one year and she hoped that the departments concerned would respond to the residents' aspiration at the earliest possible and provide the facilities that catered for the residents' needs.

129. The Hon TIEN Puk-sun, Michael said the SWD stated in its written reply that the SWD was currently studying the feasibility of construction of the facilities for the youth and the elderly. He hoped that the SWD would complete the study as soon as possible. The EDB agreed that there was a keen demand for kindergartens in Tsuen Wan district and indicated that the six kindergarten premises introduced in different districts in 2018 did not include Tsuen Wan district. However, the EDB could only construct the kindergarten premises in the Tsuen King Circuit Market upon the confirmation of the entire planning proposal was made. Therefore, the relevant timetable could not be confirmed. He accepted the EDB's claims and said that the Secretary for Education also agreed that kindergarten premises were lacking in Tsuen King Circuit. Hence, he disagreed that the EDB still needed to conduct the planning and study as to whether a kindergarten would be constructed in the Tsuen King Circuit Market. He urged the EDB to give an explanation on it.

(Note: The Hon TIEN Puk-sun, Michael left the meeting at 7:55 p.m.)

130. CSDO(TW&KwT) of the EDB agreed that there was a keen demand for kindergarten premises in Tsuen Wan district. The EDB had proposed to the relevant departments to study the feasibility of conversion of part of the Tsuen King Circuit Market into a kindergarten.

131. The Chairman requested the relevant departments to consider the Members' views.

XIII Item 12: Proposal for Tsuen Wan District Council Funds Allocation in 2019/20

(TWDC Paper No. 152/18-19)

132. The Secretary introduced the paper.

133. The Members unanimously approved the funds allocation and administrative arrangement.

XIV Item 13: Application for Funds by Environmental and Health Affairs Committee for District Minor Works Under Minor Environmental Improvement Project

(TWDC Paper No. 153/18-19)

134. The Secretary introduced the paper.

135. Mr TAM Hoi-pong disagreed with the procedures of the captioned application for funds and the selection mechanism.

136. Apart from Mr TAM Hoi-pong who abstained, all the other Members agreed to endorse the application for funds by the Environmental and Health Affairs Committee (EHAC) for district minor works under minor environmental improvement project.

XV Item 14: Application for District Council Funds by Tsuen Wan Town Centre G/IC Sites Development Working Group
(TWDC Paper No. 154/18-19)

137. The Secretary introduced the paper.

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

139. Mr TAM Hoi-pong opined that the better acoustic effect would be achieved through the “shoe-box shape” design adopted for the Auditorium of the Tsuen Wan Town Hall and he was concerned about the possibility of retention of the Tsuen Wan Town Hall. There were no proposals on the conservation of the Tsuen Wan Town Hall or interim measures during the conversion of the Tsuen Wan Town Hall from the captioned funding application. He would raise objection to the captioned funding application unless the Tsuen Wan Town Hall was excluded from the study.

140. The Chairman stated that allocation of DC funds was required for an exploration and study on the direction for the development of the G/IC sites in Tsuen Wan town centre, which was currently lacking

141. Apart from Mr TAM Hoi-pong who objected and Mr CHOW Ping-tim who abstained, all the other Members agreed to endorse the following funding application:

<u>Activity</u>	<u>Applying Organisation/ Co-organiser</u>	<u>Amount Approved (\$)</u>
(1) Preliminary Study on Tsuen Wan Town Centre G/IC Sites Development	Tsuen Wan Town Centre G/IC Sites Development Working Group (Non-standing Working Group)	300,000.00

XVI Item 15: Application for District Council Funds by Tsuen Wan Arts Festival Coordinating Committee
(TWDC Paper No. 155/18-19)

142. The Secretary introduced the paper and stated that the Vice Chairman, Mr MAN Yu-ming, Mr LAM Faat-kang, Mr CHAN Yuen-sum, Sumly, Mr KOT Siu-yuen, Mr WONG Ka-wa and Mr LO Siu-kit were the Members of the Tsuen Wan Arts Festival Coordinating Committee (the Committee) for declaration of interest of their membership of the Committee.

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

144. The Chairman decided that the Members who had declared their membership of the Tsuen Wan Arts Festival Coordinating Committee might not speak and vote but they might remain in the meeting as observers, according to section 48(11) of the Standing Orders.

145. Members unanimously endorsed the following funding application:

<u>Activity</u>	<u>Applying Organisation/ Co-organiser</u>	<u>Amount Approved (\$)</u>
(1) The 28 th Tsuen Wan Arts Festival	Yan Chai Hospital Board	1,012,000.00

XVII Item 16: Application for Promulgation Funds under “Towards 2025: Strategy and Action Plan to Prevent and Control Non-communicable Diseases in Hong Kong” Community Engagement Funding Scheme
(TWDC Paper No. 156/18-19)

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

147. The Chairman stated that he was the Honorary President of the Committee which was a nominal post title and he would continue to chair the meeting.

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

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

150. Mr TAM Hoi-pong enquired about the reasons for not using the conventional Form A for the captioned funding application.

151. The Secretary stated that the captioned promulgation funds were allocated under the funding scheme of the Department of Health (DH). Hence, the application forms provided by the DH were adopted for the captioned funding application.

152. Members unanimously endorsed the following funding application:

<u>Activity</u>	<u>Applying Organisation/ Co-organiser</u>	<u>Amount Approved</u> (\$)
(1) Healthy Living – Wise Choices	Tsuen Wan Safe and Healthy Community Steering Committee	250,000.00

XVIII Item 17: Arrangements of Declaration of Interests for Approval on Applications for District Council Funds by Tsuen Wan District Council Members and Co-opted Members

(TWDC Paper No. 157/18-19)

153. The Secretary introduced the paper.

154. The Chairman asked Members to note the arrangements.

XIX Item 18: Information Papers

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

- (1) Report of District Facilities Management Committee (TWDC Paper No. 158/18-19);
- (2) Report of Culture, Recreation and Sports Committee (TWDC Paper No. 159/18-19);
- (3) Report of Traffic and Transport Committee (TWDC Paper No. 160/18-19);
- (4) Report of Community Building, Planning and Development Committee (TWDC Paper No. 161/18-19);
- (5) Report of Social Services and Community Information Committee (TWDC Paper No. 162/18-19);
- (6) Report of Coastal Affairs Committee (TWDC Paper No. 163/18-19);
- (7) Report of Environmental and Health Affairs Committee (TWDC Paper No. 164/18-19);
- (8) Report of District Management Committee (TWDC Paper No. 165/18-19);
- (9) Items Endorsed by Circulation by the Tsuen Wan District Council during the Period from 22 January 2019 to 18 March 2019 (TWDC Paper No. 166/18-19); and
- (10) Financial Summary of the Tsuen Wan District Council Funds for 2018/19 (TWDC Paper No. 167/18-19).

(Post-meeting note: The Financial Summary of the Tsuen Wan District Council Funds for 2018/19 had been revised. Please refer to Annex for details.)

(Note: Mr CHAN Sung-ip left the meeting at 8:10 p.m.)

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

XX Item 19: Any Other Business

157. The Acting Chairman stated that a letter from the Hong Kong Council on Smoking and Health (COSH) was received earlier to apply for the display of the TWDC logo on the publicity materials of the 10th “Quit to Win” Smoke-free Community Campaign in order to indicate that the TWDC supported a smoke-free Hong Kong. Since the COSH was a government-funded statutory body, he suggested that Members should approve the application.

158. Members unanimously endorsed the application for the use of the TWDC logo from the COSH.

159. The Acting Chairman stated that the Women’s Commission would continue to launch the “Funding Scheme for Women’s Development” (the Funding Scheme) in 2019/20. A sum of \$53,000 would be distributed through each of the 18 DCs to women’s groups in districts and relevant non-governmental organisations in organising more activities for promotion of women’s development at the district level and building harmonious communities. The themes for the Funding Scheme in 2019/20 were “Enhancing women’s employability and empowering them to live a splendid life”, “Promoting women’s health and enabling them to live a happy life” and “Empowering women and bringing their strengths into full play”. It was hoped that different programmes relating to women’s employment, women’s health and women’s empowerment would be held at the district level, with a view to fostering women’s development. He suggested that this matter should be referred to the Social Services and Community Information Committee (SSCIC) for follow-ups.

160. Members unanimously agreed that the TWDC supported the Funding Scheme and referred this matter to the SSCIC for follow-ups.

161. The Acting Chairman stated that the Occupational Safety and Health Council would provide a sum of \$40,000 for the TWDC in 2019/20 to support the TWDC in organising the occupational safety and health promotion campaign with the district organisations under the proposed themes of “safety in working at height and above ground”, “prevention of heat stroke”, “healthy diet and exercises” and “management of work stress”. He suggested that this matter should be referred to the SSCIC for follow-ups.

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

163. The Acting Chairman stated that the Tsuen Wan District Civic Education Committee (TWDCEC) wished to report the summary report on the Silk Road Exploratory Programme 2018 organised by the TWDCEC in 2017-18 to Members.

164. Mr CHAN Chun-chung, Jones, a Member of the TWDCEC, reported the details to Members.

165. The Acting Chairman said that the EPD had served a notice earlier that the EPD would provide a funding of \$200,000 to each DC to continue to implement the Community Participation Programme in Environmental Protection under the theme of

“Dump Less, Save More, Recycle Right” in the current year through organising various activities and expanding the scope of community mobilisation in order to cultivate the value of “Use Less, Waste Less, Clean Recycle” amongst the public at the community level for practice of green lives. This matter was referred to the EHAC for follow-ups in the last term. He suggested that this matter should be referred to the EHAC again for follow-ups.

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

167. The Acting Chairman stated that a letter from the Hong Kong Tourism Board (HKTB) was received earlier to invite Tsuen Wan district to send the representatives of the dragon boat teams to participate in the 2019 Hong Kong Dragon Boat Carnival – Hong Kong Trophy race which was to be held on 16 June 2019 (Sunday). The Carnival, which was organised by the HKTB and co-organised by the Hong Kong China Dragon Boat Association, would be held at the Central Harbourfront from 14 June 2019 to 16 June 2019. The Carnival would feature CCB (Asia) Hong Kong International Dragon Boat Races, Water Sports at Man-made Beach and Splash Area, Sunset Concert, Artisanal Market and Street Food Gala. He suggested that the Federation of Tsuen Wan District Sports and Recreation Association should assist in following up on the race and making arrangement for sending Tsuen Wan delegation team to participate in the 2019 Hong Kong Dragon Boat Carnival – Hong Kong Trophy race.

168. Members unanimously agreed to the relevant arrangements.

169. The Acting Chairman stated that the EPD had served a notice earlier that the DSD had fully completed the major maintenance works and replacement works of the electromechanical components at the Stonecutters Island Sewage Treatment Works (SCISTW). Due to the better progress of various works, the entire major maintenance works and replacement works of the electromechanical components were fully completed during the third bypass. Thus, the conduct of the fourth and the fifth bypass in the fourth quarter of 2019 and in the first quarter of 2020 as originally planned was not required. Subsequently, the DSD would continue to conduct the appropriate maintenance and examinations for the SCISTW, so as to provide the quality and reliable sewage treatment service for the general public as well as maintaining the water quality of the Victoria Harbour. The information papers submitted by the DSD had already been distributed for Members’ information.

170. The Chairman resumed the chair.

171. The Chairman stated that regarding the collision of two trains in the early hours on 18 March 2019 at Central MTR Station of the Tsuen Wan line, he had sent a letter of request for an investigation of the reasons for the incident and provision of relevant information for Members of the TWDC to the Mass Transit Railway Corporation Limited (MTRCL), so that Members could report to the residents of Tsuen Wan. The MTRCL had given a reply and he had tabled the relevant information at the meeting for Members’ perusal.

172. The Chairman stated that this was the last meeting before the end of his term of office on 31 March 2019. He would like to take the opportunity to thank all Members and representatives from government departments for their continued support for him and the TWDC as well as for their efforts and contributions in providing service for Tsuen Wan district. He thanked the representatives from government departments for attending the meetings, taking Members' views and actively following up on these views. Over the past few decades, thanks to the collaboration of various parties, the TWDC had successfully completed a number of projects and district activities, including the enhancement works of the Sai Lau Kok Garden and construction of Tsuen Wan Sports Centre, which consistently improved the environment of the district and enhanced the residents' quality of life. He thanked the Vice Chairman and all Members again for their support, encouragement and trust for him over the years and hoped that all Members would uphold the image and spirit of the TWDC as well as maintaining the harmonious relationship with one another. The TWDC served as a bridge of communication between the public and the Government. All localities in Tsuen Wan district were integral to the further development of the district through demonstrating dedication and commitment to their work. He sincerely thanked all Members and the representatives from government departments for their contribution to Tsuen Wan district and hoped that they would continue to make concerted efforts to foster the spirit of Tsuen Wan. He wished all Members all the best and wished the Members who planned to contest in the DC election every success in their work. He also wished all representatives from government departments every success in career accomplishments.

173. The Chairman reminded Members that the date of the next meeting was 28 May 2019 and the deadline for submission of paper was 10 May 2019.

XXI Adjournment of Meeting

174. There being no other business, the meeting was adjourned at 8:25 p.m.

Tsuen Wan District Council Secretariat
April 2019