

Minutes of the 2nd Meeting of
the Planning, Works and Housing Committee
Eastern District Council

Date: 1 February 2016 (Monday)
Time: 2:30pm
Venue: Eastern District Council Conference Room

<u>Present</u>	<u>Time of Arrival</u> <u>(pm)</u>	<u>Time of Departure</u> <u>(pm)</u>
Mr TING Kong-ho, Eddie	2:30	end of meeting
Mr WONG Chi-chung, Dominic	2:30	end of meeting
Mr WONG Chun-sing, Patrick	2:30	4:30
Mr WONG Kwok-hing, BBS, MH	3:00	5:00
Mr KU Kwai-yiu	2:30	7:30
Mr HO Ngai-kam, Stanley	2:30	end of meeting
Ms LI Chun-chau	2:30	end of meeting
Mr LAM Sum-lim	2:34	end of meeting
Mr LAM Kei-tung, George	2:30	end of meeting
Mr SHIU Ka-fai	2:30	end of meeting
Mr HUNG Lin-cham	2:30	end of meeting
Mr CHUI Chi-kin	2:30	end of meeting
Mr CHEUNG Kwok-cheong, Howard	2:30	end of meeting
Mr LEUNG Siu-sun, Patrick	2:30	7:30
Mr LEUNG Kwok-hung, David (Chairman)	2:30	end of meeting
Ms LEUNG Wing-man, Bonnie	4:51	end of meeting
Mr KWOK Wai-keung, Aron	4:50	5:50
Mr MAK Tak-ching	2:30	end of meeting
Mr WONG Kin-pan, MH, JP	2:30	end of meeting
Mr WONG Kin-hing	2:30	end of meeting
Mr YEUNG Sze-chun	2:30	7:10
Mr CHIU Ka-yin, Andrew	2:30	end of meeting
Mr CHIU Chi-keung	2:30	end of meeting
Mr LAU Hing-yeung	4:25	end of meeting
Ms CHOY So-yuk, BBS, JP	3:50	5:50
Mr CHENG Chi-sing (Vice-Chairman)	2:30	end of meeting
Mr CHENG Tat-hung	2:40	end of meeting
Mr LAI Chi-keong, Joseph	2:30	end of meeting
Mr NGAN Chun-lim, MH	2:30	end of meeting

Mr LO Wing-kwan, Frankie, MH	2:30	3:10
Mr KUNG Pak-cheung, MH	2:30	5:38

Absent with Apologies

Mr LEE Chun-keung
Mr HUI Lam-hing (absent with consent)

In Regular Attendance (Government Representatives)

Mr LAI Ho-chun, Samuel	Assistant District Officer (Eastern) (2), Eastern District Office
Mr LAU Wai-lun, Eddie	Senior Liaison Officer (2), Eastern District Office
Mr LAM Chun-tak	Senior Engineer 2 (HK Island Division 1), Civil Engineering and Development Department
Ms LAI Wai-shan, Irene	Senior Town Planner/HK (2), Planning Department
Ms HO Mun-yea, Money	Senior Estate Surveyor/HKE(3), District Lands Office (Hong Kong East)
Mr WONG Wai-leung	Chief Health Inspector 1, Food and Environmental Hygiene Department
Mr WONG Yuet-chung	Senior Housing Manager/KWH 3, Housing Department
Mr NG Wai-yin	Maintenance Surveyor/Hong Kong East, Housing Department
Mr CHENG Wai-kit, Raymond	Building Surveyor/B4-1, Buildings Department
Ms LEE Shuk-han, Phoebe (Secretary)	Executive Officer I (District Council)2, Eastern District Office

In Attendance by Invitation (Representatives from the Government and Organisations)

Mr CHEUNG King-wai	Senior Engineer/Design (4), Water Supplies Department
Mr CHAN Tsz-ho	Engineer/Design (5), Water Supplies Department
Mr YAN Tung-hin, Borze	Assistant Engineer/Design (20), Water Supplies Department
Mr CHAN Hung	Senior Traffic Engineer, Ozzo Technology (HK) Limited

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Mr TRAN Tuan-huy	Senior Associate Director, Urbis Limited
Mr MAK Chi-biu	Chief Engineer/HK(1), Civil Engineering and Development Department
Mr LUK Wing-kit	Executive Director, AECOM Asia Company Limited
Mr WONG Kin-man	Executive Director, AECOM Asia Company Limited
Ms HO Siu-fong, Betty	Director, PlanArch Consultants Limited
Mr CHAN Wai-ho	Divisional Commander (Marine and Off-shore Islands), Fire Services Department
Mr CHEUNG Tak-wah	Divisional Officer (Hong Kong East), Fire Services Department
Mr LEE Chi-wai	Senior Assistant Shipping Master/Harbour Patrol Section (1), Marine Department
Mr TAM Wai-man	Acting Marine Officer/Licensing & Port Formalities (3), Marine Department
Mr FUNG Ching-kwong	Assistant District Social Welfare Officer (Eastern/Wan Chai)1, Social Welfare Department
Ms SITU Ying-yi, Anna	Fisheries Officer (Liaison and Special Duties), Agriculture, Fisheries and Conservation Department
Mr CHAN Ho-fun, Barkley	Liaison Officer i/c (Shau Kei Wan), Eastern District Office
Mr AUSTIN Joseph Jerry	Senior Town Planner/HK 4, Planning Department
Mr LO Wai-pan, Eddie	Senior Executive Officer (Planning)5, Leisure and Cultural Services Department
Dr LAM Kwok-lun, Alain	Principal Environment Protection Officer(Waste Management Policy), Environmental Protection Department
Ms KOH Kai-han, Katherine	Senior Environment Protection Officer(Waste Management Policy)4, Environmental Protection Department
Mr LAM Muk-kwan	Principal Social Services Secretary/ Elderly and Rehabilitation Services, Po Leung Kuk
Ms Sin On-ye	Operating Manager of “Pilot Community Green Station at Hong Kong East”, Po Leung Kuk

Opening Remarks

The Chairman welcomed all Members and representatives from the Government and organisations to the meeting.

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I. Confirmation of the Draft Minutes of the 1st Meeting of PWHC

2. The Committee agreed that no amendments were needed for the above draft minutes and the minutes were confirmed accordingly.

II. Terms of Reference of PWHC

(PWHC Paper No. 1/16)

3. The Secretary introduced PWHC Paper No. 1/16.
4. Members noted the terms of reference of the Committee.

III. Nomination of Co-opted Members of PWHC

(PWHC Paper No. 2/16)

5. The Secretary introduced PWHC Paper No. 2/16. Members noted the information of community services offered by the two nominees Ms Doreen KONG and Mr Alex KONG.
6. Mr Andrew CHIU proposed to invite co-opted members to the meeting and ask them to make a brief self-introduction to Members. He also enquired whether the information of community services offered by Ms Doreen KONG was incorrect.
7. The Chairman responded by asking the Secretariat to note the views of Members, and to verify information of community services with the said co-opted member.
8. After discussion, the Committee approved the recommendation of Ms Doreen KONG and Mr Alex KONG to the Eastern District Council (EDC) as co-opted members of the PWHC. The term of their appointments would begin after EDC's approval of the appointment and last until 31 December 2017.

(Post-meeting Note: (1) Ms Doreen KONG had amended information of her community services on 16 February 2016.
(2) The EDC had approved the above recommendation by circulation on 24 February 2016.)

IV. Endorsement of the List of Regular Government Representatives in Attendance of PWHC Meetings

(PWHC Paper No. 3/16)

9. The Secretary introduced PWHC Paper No. 3/16.

10. The Committee endorsed the list of regular Government representatives as set out in the paper.

V. Formation of Working Groups under PWHC

(PWHC Paper No. 4/16)

11. The Secretary introduced PWHC Paper No. 4/16.

12. The views and queries of 9 Members about the issue are summarised as follows:

- (a) Mr Andrew CHIU said that since the Central-Wan Chai Bypass Project would have a significant impact on traffic of Eastern District, he proposed to include relevant matters in the list of items to be followed up by the Committee and to invite department(s) concerned to report on work progress to the Committee on a regular basis.
- (b) Mr CHUI Chi-kin objected to the merging of two working groups, citing their different terms of reference.
- (c) Mr KU Kwai-yiu enquired how the newly formed working group would follow up compensation and relocation issues arising from urban redevelopment.
- (d) Mr CHENG Tat-hung said that several exits of Central-Wan Chai Bypass were located in Eastern District, and he enquired whether traffic-related matters would be passed on to relevant committees for discussion and follow-up actions.
- (e) Mr Stanley HO suggested that department(s) concerned should consult relevant committees on traffic diversions or other transportation arrangements related to the said works.

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- (f) Mr WONG Kin-pan said that the EDC had discussed the arrangement to transfer all agenda items under the Victoria Park and Tin Hau constituencies to Wan Chai District at the meeting held in September 2015, and that the Committee would continue to follow up matters related to transportation, planning and so on for Eastern District in the future. In addition, in order to provide assistance to residents, Members could follow up compensation and relocation issues with relevant departments or private developers through the working group when necessary, as there would be a succession of other redevelopment plans in the district.
- (g) Mr Patrick LEUNG suggested that department(s) concerned should regularly report to the Committee on progress of the said works, making it easier for Members to stay informed.
- (h) Mr Frankie LO said that as department(s) concerned regularly released information and reported the latest progress to Members at present, it would not be necessary for them to attend the meeting regularly for progress updates. If future projects took place in any areas in Eastern District, it was believed that department(s) concerned would consult the District Council again. In addition, the working group would require department(s) concerned to disclose information about compensation and relocation issues arising from urban redevelopment in the district.
- (i) Mr CHIU Chi-keung said that Members had always been concerned about the progress of Central-Wan Chai Bypass Project, and they maintained regular communication with the Consultant. As some of the road exits were located in Eastern District, the Committee would invite department(s) concerned to attend the meeting for detailed introduction and progress updates.

13. After discussion, the Committee approved the formation of the “Working Group on Harbourfront Development and Housing Management”, whose term of office would last until 31 December 2017, and endorsed the terms of reference of the working group as set out in the annex of the paper. In addition, the Committee also agreed on disbanding the “Concern Working Group on the Central-Wan Chai Bypass Project”.

VI. Boardwalk Underneath Island Eastern Corridor Study

(PWHC Paper No. 5/16)

14. The Chairman welcomed Mr MAK Chi-biu, Chief Engineer/HK (1) and Mr LAM Chun-tak, Senior Engineer 2 (HK Island Division 1) of the Civil Engineering and Development Department (CEDD); Mr LUK Wing-kit, Executive Director and Mr WONG Kin-man, Executive Director of the AECOM Asia Company Limited, and Ms Betty HO, director of the PlanArch Consultants Limited to the meeting. Mr MAK Chi-biu and Mr LAM Chun-tak of the CEDD introduced PWHC Paper No. 5/16.
15. Mr Patrick WONG declared that he was an employee of AECOM Asia Company Limited.
16. The views and queries of 20 Members about the issue are summarised as follows:
 - (a) Mr Eddie TING supported the CEDD's commencement of the said study and suggested that the CEDD should carefully research on how to comply with the Protection of the Harbour Ordinance (the Harbour Ordinance) and avoid further delays in the works due to judicial reviews or other reasons. In addition, he suggested that the CEDD should provide conceptual framework for the project in greater detail so that the public can gain a better understanding of the project's details, allowing them to consider whether there was an overriding public need for the project.
 - (b) Mr KU Kwai-yiu said that given the inadequate provision of facilities at the harbourfront at present, he would support building the said boardwalk, with a view to providing citizens with a resting place. In addition, he said that the paper submitted by the CEDD was a bit vague. He also suggested that the CEDD should make reference to overseas experience to build an overhead structure by utilising existing facilities, so as to avoid breaching the Harbour Ordinance, speed up progress of the project and help build harbourfront facilities with better functions and appearance.
 - (c) Mr Stanley HO noted that building a trail for bicycles would require additional decked area over the sea, and he said that the CEDD must be under great pressure working in compliance with the Harbour Ordinance. He encouraged the CEDD to keep up with the good work

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and take the initiative to motivate citizens to voice their opinions, with a view to collecting more public opinions to establish the social need for a boardwalk.

- (d) Ms LI Chun-chau said that Victoria Harbour (Harbour) was a unique resource of Hong Kong, but the large number of reclamation projects had gradually reduced its size. She was concerned about the future development of Eastern District's harbourfront and suggested that the CEDD should strike a balance between the works and public interests, all the while trying its best to preserve the unique features of the Harbour. In addition, given the close proximity of the boardwalk to the Island Eastern Corridor, she suggested that the CEDD should add appropriate ancillary facilities nearby to reduce pedestrian exposure to noise and air pollution.
- (e) Mr Patrick LEUNG urged the CEDD to conduct in-depth studies and surveys to establish an urgent need among the public for the said boardwalk, so as to fulfil the requirements under the Harbour Ordinance. He suggested that the CEDD should come up with a comprehensive design for the harbourfront that took the needs of different users into consideration.
- (f) Mr CHUI Chi-kin supported building the said pedestrian boardwalk. However, he said that the boardwalk appeared to be too steep and the designed bicycle trail too crowded. He therefore suggested that the CEDD should make some modifications.
- (g) Mr HUNG Lin-cham relayed public opinions on the inadequate provision of resting facilities in the district. He urged the CEDD to commence the construction of the said boardwalk in a timely manner and to speed up the construction progress, so that the citizens could gain access to the harbourfront facilities as soon as possible. He said that it would be appreciated if the CEDD could step up its promotional effort, promote community participation schemes actively and increase the effectiveness of its activities.
- (h) Mr LAM Sum-lim said that the citizens were eager to learn the completion of the boardwalk. He urged the CEDD to finalise the project as soon as practicable and actively engage citizens in its consultation, with a view to rallying public support.

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- (i) Mr MAK Tak-ching said that owing to the prevailing atmosphere of sports activities, there was a high public demand for recreational and sports facilities, such as running trails, bicycle trails and so on. He urged the CEDD to develop detailed consultation programmes and expedite the commencement of the pedestrian boardwalk to meet public needs. In addition, he asked the CEDD to use models to introduce the project design to the public.
- (j) Mr YEUNG Sze-chun urged the CEDD to provide a detailed schedule to help the public understand the work progress since discussion about the said boardwalk had been ongoing for several years. He supported the CEDD's plan to organise workshops to collect public opinions, and he suggested that the CEDD should consult citizens on particulars of various facilities, such as the bicycle trail, fishing zone and so on. He also suggested that the CEDD should make reference to experiences of building similar recreational and cultural facilities within the district, pay attention to materials and design of the boardwalk, as well as consider issues such as noise, air and other pollution, with a view to building an ideal harbourfront.
- (k) Mr Andrew CHIU said that since the said boardwalk could help connect coastal sections between North Point and Quarry Bay, he urged the CEDD to finalise the works as soon as the studies were completed so as to avoid empty talk. In addition, he asked the CEDD to collect public opinions through various community participation activities to establish an overriding public need for the project, in order to ensure compliance with the requirements under the Harbour Ordinance.
- (l) Mr KUNG Pak-cheung said that as planning for the said boardwalk had stretched on for several years, he urged the CEDD to expedite the public consultation, establish an overriding public need for the project, and commence the project as soon as possible. In addition, he suggested that the CEDD should disclose design of the said bicycle trail in detail and ensure no collision between bicycles and pedestrians, so as to prevent accidents.
- (m) Mr NGAN Chun-lim supported building the said boardwalk and providing an additional bicycle trail, so that citizens could enjoy their time at the harbourfront. In addition to asking the CEDD to submit a detailed design of the bicycle trail, he also suggested that the CEDD should regulate one-lane traffic to maintain a safe distance between

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bicycles and passers-by, thereby preventing collision.

- (n) Mr CHENG Tat-hung indicated that the said boardwalk would benefit development of the entire Eastern District and therefore agreed on its construction. He enquired whether the CEDD had sought legal counsel on the design of the works in compliance with requirements under the Harbour Ordinance, and asked the CEDD to provide the exact gradient of the bicycle trail. He also suggested that the CEDD should adopt long-term thinking in respect of the design to connect harbourfront facilities from Shau Kei Wan to Wan Chai to tie in with “Urban Design Study for the Wan Chai North and North Point Harbourfront Areas”, the objective of which would be to provide citizens with a well-connected bicycle trail.
- (o) Mr CHIU Chi-keung said that as discussion about the said boardwalk had been ongoing for a long time, he urged the CEDD to establish an overriding public need for the project as soon as possible and expedite its construction. In addition, he suggested that to avoid further delays in the plan, Members should take the initiative to participate in various community participation activities, make constructive proposals to the CEDD and actively support the boardwalk as proposed by the CEDD.
- (p) Mr WONG Kin-pan said that since North Point District had provided a football pitch for constructing Central Government Offices, the Government should commence the construction of the said boardwalk as soon as practicable to make up for the lack of recreational space. In addition, he suggested that the CEDD should reorganise pictures and information in its consultation papers, and add layout plans in greater detail for the public’s easier reference. He also reminded the CEDD that it must enhance safety measures for the fishing zone in order to prevent accidents.
- (q) Mr WONG Kwok-hing said that it was a pity that no plans for the boardwalk had been finalised even after years of discussion. He suggested that the CEDD should carry out consultation in a practical manner to ensure that the project complied with requirements under the Harbour Ordinance lest any unnecessary litigations or judicial reviews would happen in the future. In addition, he said that as the boardwalk fell under the category of pedestrian facilities, he would appreciate it if the CEDD could carefully review the feasibility of its proposed bicycle trail, prepare a detailed schedule for the consultation

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period, and disclose relevant results to the public as appropriate.

- (r) Mr Patrick WONG said that harbourfront facilities were common among many major cities around the globe. As Hong Kong had lagged behind in this aspect, he urged the CEDD to finalise the works as soon as practicable. He agreed on building the bicycle trail so that residents could substitute driving a car with riding a bicycle as their main mode of transport, which would promote the concept of a healthy city. He asked the CEDD to disclose how the boardwalk and bicycle trail would be connected with other harbourfront facilities in Quarry Bay and Shau Kei Wan, as well as the long-term harbourfront development plan for the entire Eastern District. He also enquired whether the CEDD had sought legal counsel on the design of the boardwalk, and whether facilities for the boardwalk complied with requirements under the Harbour Ordinance.
- (s) Mr Dominic WONG welcomed the CEDD's plan to build the boardwalk, as it would increase resting facilities in the district. He suggested that the CEDD should first build a basic project that adhered to legal, technical and economic principles, and if necessary, add other supplementary facilities in the future.
- (t) Mr Howard CHEUNG said that the CEDD had pointed out that revoking the presumption against reclamation in the harbour as stipulated in the Harbour Ordinance must be based on "powerful and convincing" information that established an overriding public need for reclamation. He asked the CEDD to provide relevant information, and also enquired why it failed to distribute information about the briefing to Members.

17. Mr MAK Chi-biu and Mr LAM Chun-tak of the CEDD, and Mr LUK Wing-kit and Mr Wong Kin-man of AECOM Asia Company Limited responded to the views and queries of Members as follows:

- (a) In order to commence the reclamation involved in constructing the boardwalk, the Government would need to establish an overriding public need for such project. The CEDD had already sought legal counsel in this regard and developed specific directions and objectives. In addition to collecting public opinions through various community participation activities, its consultant would also compile economic, environmental and other assessment reports to prepare "powerful and

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convincing” information that could establish an overriding public need for reclamation.

- (b) The CEDD would step up its promotional effort, invite citizens to complete questionnaires and take part in other community participation activities on an extended scale via mail and online promotional channels, so as to strive for the public support.
- (c) The conclusion from first-stage community participation activities could help us establish an overriding public need for the construction of the boardwalk. Subsequently, we would develop a detailed proposal for the boardwalk and initiate second-stage community participation activities for the plan in late 2016 to consult the public on the detailed proposal, and by then we could consult the District Council again.
- (d) In compliance with requirements under the Harbour Ordinance, the CEDD must thoroughly research on a proposal that would require the least reclaimed land and try to put basic structure of the current foundation of Island Eastern Corridor to the best use. As a result, the widths for the boardwalk and bicycle trail were restricted to a cap of 7.5 metres.
- (e) If results from public consultation established an overriding public need for the bicycle trial, the CEDD would add a bicycle trail to the boardwalk. The initial plan would be a two-lane trail for two-way traffic, and the CEDD would further study details of the project in the next stage and ensure user safety.
- (f) In order to reserve space for vessels belonging to the general public, Government and private ports, some sections of the boardwalk located in the east would be slightly raised. In addition, to ascertain the standards of the design of the boardwalk, the CEDD would construct the boardwalk using outdoors-appropriate, light and slip-resistant materials.

Civil Engineering and Development Department 18. The Chairman concluded by asking the CEDD to note the views of Members and formulate a detailed proposal for the pedestrian boardwalk as soon as practicable. After discussion, the Committee agreed on assigning the agenda item to “Working Group on Harbourfront Development and Housing Management” for further follow-up actions.

VII. PWP Item No. 9053WS - Upgrading of Chai Wan Salt Water Supply System

(PWHC Paper No. 6/16)

19. The Chairman welcomed Mr CHEUNG King-wai, Senior Engineer/Design (4), Mr CHAN Tsz-ho, Engineer/Design (5) and Mr Borze YAN, Assistant Engineer/Design (20) of the Water Supplies Department (WSD); Mr CHAN Hung, Senior Traffic Engineer of the Ozzo Technology (HK) Limited and Mr TRAN Tuan-huy, Senior Associate Director of the Urbis Limited to the meeting. Mr CHEUNG King-wai of the WSD introduced PWHC Paper No. 6/16.

20. The views and queries of 11 Members about the issue are summarised as follows:

- (a) Mr Patrick WONG suggested that the WSD should consult residents on the design and greening facilities of Siu Sai Wan salt water pumping station, making it easier for the citizens to accept the said facility. In addition, he also suggested that the WSD should adopt the trenchless technology at key traffic points as much as possible to minimise impact on local traffic, and to avoid carrying out works during examination period of schools.
- (b) Mr WONG Kwok-hing indicated that the said plan could help reduce wastage of water and therefore he supported the plan. He enquired about the carrying capacity of the current design of Chai Wan salt water supply system at this stage, as well as its utilisation rate. In addition, he was worried that the Legislative Council would not be able to approve funding for relevant works before the end of this year, and he reminded the WSD to develop a contingency plan to cover work expenses.
- (c) Mr Stanley HO enquired about the carrying capacity of the current design of Chai Wan salt water supply system, its utilisation rate, details about works to connect the new salt water pipes to the existing distribution system, as well as water suspension arrangements. He subsequently pointed out that there were a large number of waterworks on Hong Kong Island, and urged the WSD to minimise impact of the works on local traffic.
- (d) Ms LI Chun-chau agreed on the necessity for the WSD to uprate the said salt water supply system, and she suggested that the WSD should

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commence the uprating work together with other pipe replacement and repair schemes in the district. The WSD should also enhance monitoring on the performance of its contractors and strengthen communication with citizens, thereby reducing any inconvenience caused to citizens by the works.

- (e) Mr KUNG Pak-cheung said that the operation of the current single-line configuration was not ideal, citing a territory-wide salt water suspension in case of emergency. He therefore supported the WSD to carry out the said works, which would establish a ring configuration to improve the water supply system.
- (f) Mr Joseph LAI said that given the extensive scope of the proposed works, he was worried that the works would cause much inconvenience to citizens. Therefore, he asked the WSD to disclose specific details of relevant works, traffic arrangements, mitigation measures for air and noise pollution and so on to relevant stakeholders in greater detail. He also urged the WSD to maintain close communication with other departments, including the Transport Department (TD) and the Hong Kong Police Force, with a view to reducing impact of the works on local traffic.
- (g) Mr CHIU Chi-keung supported the said uprating works, as they would improve the water supply system and reduce the consumption of drinking water. However, taking Yiu Hing Road as an example, he pointed out that follow-up actions of some of the waterworks proved far from satisfactory, and it was common that roads remained uneven after remedial works, which could easily cause accidents. He urged the WSD to pay closer attention and improve its traffic diversion arrangements.
- (h) Mr WONG Kin-hing agreed that it was necessary for the WSD to improve its current water supply system. In addition, as Siu Sai Wan salt water pumping station was located in close proximity to residential areas, he was worried that the works would become a nuisance to those living nearby. He asked the WSD to enhance communication with relevant stakeholders including residents' groups and District Councillors prior to the commencement of construction, and he enquired whether the said works would affect the operation of Siu Sai Wan Promenade.

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- (i) Mr WONG Kin-pan said that since a number of estates would be completed in succession in Chai Wan, he would support the WSD for upgrading carrying capacity of the existing pumping station to tie in with Chai Wan's overall development. He enquired about the expected service term of the new system, and asked the WSD to disclose data proving that the new system was fully capable of supporting future development. He also asked the WSD to keep an eye on safety issues during the construction period lest the works would endanger pedestrians and passing vehicles.
- (j) Mr CHUI Chi-kin said that the WSD failed to mention the danger of sodium hypochlorite in its briefing and the paper, and he enquired whether the WSD concealed or omitted this piece of information on purpose.
- (k) The Chairman urged the WSD to commence the said improvement works as soon as practicable to cope with population growth in the district. Furthermore, in light of the large number of tourists at Siu Sai Wan Promenade, he asked the WSD to conduct a field investigation at the promenade first and introduce appropriate supporting facilities, with a view to minimising impact of the works. He also suggested that the WSD should come up with a more aesthetically pleasing design for the water pumping station.

21. Mr CHEUNG King-wai of the WSD responded to the views and queries of Members as follows:

- (a) The WSD would not only strive to come up with a more aesthetically pleasing design for Siu Sai Wan salt water pumping station, but it would also consider offering additional greening facilities in the water pumping station.
- (b) In light of higher costs incurred in the trenchless technology, the WSD planned to adopt this technology for four traffic sensitive spots, in order to balance costs and benefits while ensuring the least impact imposed on local traffic.
- (c) The WSD had appointed the consultant to assess impact of the pipe works on traffic, and the TD had preliminarily expressed satisfaction with the report results.

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- (d) To reduce impact of the works on traffic, the WSD would stipulate terms in the work contracts requiring the contractors to pay special attention to traffic peak periods, such as school examinations, grave-sweeping seasons or others, and to gain approval from work supervisors before commencing construction.
- (e) The current carrying capacity of Siu Sai Wan salt water pumping station was thirty thousand cubic metres per day, with an average utilisation rate of over ninety percent. Due to a fluctuating demand for flush water, the demand of Chai Wan salt water supply system might exceed its designed carrying capacity. To temporarily meet the exceeded demand for flush water, the WSD would inject drinking water to Chai Wan Salt Water Service Reservoir when necessary. However, this would waste the much-valued drinking water, and therefore compromise the eco-friendly principle. As a result, the WSD must proceed with the said works. In addition, in order to maintain the reliability of its supply system, the WSD would lay a section of pipes approximately three hundred metres long for drinking water, which would serve as a contingency supply of salt water.
- (f) The WSD had contacted the Leisure and Cultural Services Department (LCSD), seeking common ground in relation to detailed plans about laying pipes and the section arrangement. The WSD would stay in close touch with the LCSD and adopt effective environmental mitigation measures, with a view to maintaining the normal operation of Siu Sai Wan Promenade and Chai Wan Park.
- (g) The WSD would set up storage apparatus for sodium hypochlorite to reduce the operating cost of salt water disinfection by electrochlorination. As the storage apparatus for sodium hypochlorite fell under the category of dangerous goods, the WSD would ensure that its ventilation, security and fire services systems all complied with legal requirements. The WSD would also apply for relevant licenses issued by the Fire Services Department (FSD).
- (h) The WSD had taken the upcoming bus depot and other housing development projects into consideration, and the new water supply system was expected to be fully capable of addressing such development needs. The WSD could submit relevant information for Members' reference after the meeting.

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- (i) To facilitate Chai Wan's overall development, the WSD must uprate carrying capacity of the existing Siu Sai Wan salt water pumping station, and lay relevant salt water main pipes and distribution pipes to form a ring configuration, thereby improving its supply system, as well as enhancing the operational flexibility and reliability of its system.
- (j) In addition to adopting a wide range of measures, the WSD would also stipulate terms in the works contract, with a view to ensuring that air quality and noise levels were kept in compliance with legal requirements.
- (k) Site supervisors would ensure that the road repair works complied with standards to safeguard the pedestrian and vehicular safety.
- (l) The WSD had mentioned of its own accord the storage apparatus for sodium hypochlorite in the briefing, and had no intention of concealing such information.

Water Supplies Department 22. Members generally supported the said works and urged the WSD to improve the reliability of Chai Wan's water supply system as soon as practicable. In addition, some Members were worried that relevant works would affect the livelihood of nearby residents, and therefore asked the WSD to take corresponding mitigation measures.

(Post-meeting Note: (1) Supplementary information from the WSD had been delivered to Member on 11 April 2016.
(2) The District Facilities Management Committee had followed up the work arrangements of laying salt water pipes within areas of Siu Sai Wan Promenade and Chai Wan Park at the meeting held on 22 March 2016.)

VIII. Conversion of the Warehouse in Chai Wan into a Columbarium

(PWHC Paper No. 7/16)

Opposition to the Conversion of the Warehouse in Chai Wan into a Columbarium

(PWHC Paper No. 8/16)

23. The Chairman said that as the above papers both involved matters about application for converting the warehouse in Chai Wan, the Committee would discuss both papers together.

24. The Chairman welcomed Mr Joseph Jerry AUSTIN, Senior Town Planner/HK 4 of the Planning Department (PD) to the meeting. Mr Stanley HO, on behalf of Mr Aron KWOK, and Mr WONG Kin-hing introduced PWHC Paper No. 7/16 and PWHC Paper No. 8/16 respectively.

25. The views and queries of 17 Members about the issue are summarised as follows:

- (a) Mr Eddie TING was dissatisfied that the logistics company made a similar application again within such a short period of time, and he queried that the logistics company was intentionally trying to get the Government to accept its application during the suspension of the District Council. He said that the traffic plan proposed by the logistics company was unfeasible, and he urged the PD to face the issue head on to avoid consequential impact in the future.
- (b) Mr WONG Kwok-hing opined that the logistics company intentionally submitted two applications during the Lunar New Year and the suspension of the District Council, and this move was seemingly to avoid public scrutiny. He said that many society members had made a number of objections when the logistics company submitted its first application, and he therefore enquired whether the Town Planning Board (TPB) would consider both applications together. In addition, he said that he was worried that the logistics company would make other plans to build additional columbaria in the future should the said plan be approved.
- (c) Mr KU Kwai-yiu strongly opposed to the said project and urged the Government to decline such application. He was dissatisfied that the logistics company submitted its application during the suspension of

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the District Council, and pointed out that there were already a number of obnoxious facilities located in the district, such as fill transfer facilities, refuse collection points and so on. Should the scheme be approved, it would become an example likely to be followed by other warehouses, making Chai Wan a concentrated area of columbaria. In addition, Chai Wan already had to battle severe traffic jams during grave-sweeping seasons, and on top of that Ka Yip Street allowed only one-way traffic, which had made it impossible to handle the load of people and vehicles. He suggested that the TPB should take the environment of the district into consideration in a practical manner when examining the application. Furthermore, he said that facilities such as columbaria should be located in mountainous areas and financed by the Government, so that the public would not have to pay a high price to private organisations.

- (d) Mr Stanley HO said that it would be appreciated if the TPB could review the current mechanism to make it impossible for the logistics company to re-submit applications after multiple withdrawals and deferments. He enquired whether the PD required the logistics company to submit supplementary paper, as well as the rationale behind. Since the Government already planned on building additional columbaria throughout the territory and a large number of private columbaria were already in service, he said that it would not be necessary for the Government to follow up the said application.
- (e) Mr Howard CHEUNG indicated the incessant objection in the district to the said scheme, and he enquired how the TPB planned on processing the relevant applications in accordance with the Town Planning Ordinance (the Planning Ordinance), and about the rights authorised by the Planning Ordinance as well as the weighing of various factors considered.
- (f) Mr CHUI Chi-kin made reference to the illegal operation of a private columbarium in Tai Po and pointed out the fact that the Government had not approved of any regulation ordinances on private columbaria, resulting in a lack of assurance for citizens. He also indicated the possibility of the close-down of private columbaria, which would mean that the ashes of the deceased might not be permanently stored. Therefore he asked the Government to carefully consider and review relevant applications.

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- (g) Mr LAM Sum-lim said that many families would go grave-sweeping during Ching Ming Festival and Chung Yeung Festival, and during these peak seasons the traffic in the district was already close to saturation. Since neither the reservation plan proposed by the logistics company nor various supporting transport facilities could handle the full flow of people and vehicles, he would not support the said scheme.
- (h) Mr LAU Hing-yeung supported the provision of additional columbaria, but he said that the said site was not appropriate. He explained that supporting transport facilities currently in service in Chai Wan and Siu Sai Wan had proved to be unsatisfactory, and temporary road closure and traffic diversion arrangements during grave-sweeping seasons would also cause great inconvenience to the residents (especially senior citizens) of Chai Wan. In addition, the Government had plans of to build more columbaria at Cape Collinson Road. All of these would only impose heavier traffic burden on the district.
- (i) Mr Andrew CHIU expressed discontent that the Development Bureau and Food and Health Bureau failed to appoint staff to attend the meeting and explain relevant policies. According to his own estimates based on statistics available, it was expected that the said columbarium, once completed, would bring in more than 60,000 people to pay respects to ancestors, a figure far exceeding the traffic capacity of Chai Wan. In addition, since the Government had announced earlier that it would no longer accept applications for special waivers for buildings and lease modifications, he expected to see a significant drop in vacancy rate of buildings, and therefore he opined that the TPB should not approve the said application.
- (j) Mr YEUNG Sze-chun said that in addition to the PD, other departments, such as the Food and Environmental Hygiene Department (FEHD) and the TD, should also attend the meeting to listen to Members' views. He raised doubts about the consultation results and data from the logistics company. Also, he opined that the Government should not process the said application in the current stage since issues related to local traffic had not been resolved, the current regulation ordinance by the Government on private columbaria had not been approved, and new development of industrial buildings was pending. In addition, he also suggested that the Government should review its current mechanism to prevent private companies from repetitively withdrawing and submitting applications, which was essentially abusing Government

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resources.

- (k) Mr WONG Kin-hing voiced dissatisfaction that the logistics company intentionally chose to submit two applications during the Lunar New Year and the suspension of the District Council. He said that residents of certain major private estate(s) in the district had submitted 3,000 and 4,000 objection to the two applications respectively, urging the TPB to take heed of public opposition. He asked the Government to review the existing mechanism to prevent private organisations from repetitively submitting similar applications.
- (l) Mr Aron KWOK said that the political group to which he belonged had always been concerned about progress of the said matter. He held the view that the TPB should review its consultation mechanism and include the District Council into the consultation to listen to views of District Councillors. He subsequently pointed out that there were as many as 280,000 public niches in Eastern District and it faced severe traffic jam during grave-sweeping seasons. The Government should not provide any additional columbaria before resolving relevant traffic issues.
- (m) Mr Joseph LAI said that the District Council had discussed the said matter twice in just 6 months, showing that the logistics company paid no respect to the objection by the District Council. He indicated that the said application failed to meet expectations of residents from the perspectives of environment and transportation. On top of that the regulation ordinance issued by the Government on private columbaria had yet to be approved. Therefore, he had written to the TPB objecting to the application. He was worried that other warehouses in the district would follow this example and urged the TPB to carefully examine the said application lest residents would end up suffering from it. He also enquired about the percentage of objection as collected by the TPB in the overall poll.
- (n) Mr WONG Kin-pan said that the traffic plan proposed by the logistics company was unfeasible, citing the fact that district traffic was almost pushed to the point of breakdown during grave-sweeping seasons. He claimed that it was impossible for the district to take in any additional flows of pedestrians and vehicles, urging the TPB to perform field inspections first to understand current conditions in the district.

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- (o) Mr CHIU Chi-keung enquired whether the PD would also consider the objection submitted by the public to the previous application.
- (p) Mr KUNG Pak-cheung strongly opposed to the said application. He explained that all cemeteries of Chai Wan were located in his constituency. After years of co-ordination, residents had grown used to the current road closure, and minor improvement had been achieved for district traffic. However, he said that with the Government's provision of additional columbaria and the provision and conversion of other cemeteries in the district in the future, the district would see further growth in the number of niches, creating unbearable load on its traffic. He also pointed out that the above close-down of roads should not be called off lest it might sacrifice the interests of residents in Chai Wan.
- (q) The Chairman said that the said application was substantially the same as the first application. The logistics company's failure to provide any new traffic plans might be construed as an act of deceit to the public. He asked the PD to thoroughly pass on Members' views to the TPB.

26. In respect of the agenda item, two Members made separate statements as follows:

- (a) Mr WONG Kin-hing made the following statement:

I object to the conversion of the warehouse of Chai Wan into a columbarium, as I believe that relevant changes would shut down the traffic in Chai Wan and damage harbourfront plans of Chai Wan.

In addition, I hereby ask the PD and the Town Planning Board to immediately review the existing Town Planning Ordinance and plug its loopholes, so as to put an end to developers submitting repetitive applications without proper reasons and avoid public nuisance and wastage of public funds.

Lastly, I understand that the current territory-wide supply of niches cannot meet existing needs, and I therefore support the principle for all eighteen districts to jointly take the responsibility and seek appropriate locations to resolve the issue together.

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(b) Mr Andrew CHIU made the following statement:

The intention of Kerry Warehouse to convert the warehouse at Chai Wan Pier into a columbarium has given rise to heated disputes and objection among residents of Eastern District. District Councillors from the Pan-democracy Camp share the view that, even though there were some rumours that Kerry Warehouse intended to reduce the scale of operation and provide supporting transport facilities as an attempt to win public support, it has still failed to ease public concerns. While we agree that there is a public need for niches and we are not against the idea of looking for proper locations to serve as columbaria, we still object to converting Kerry Warehouse into a columbarium on the following grounds:

(1) Governance and administrative issues

Since the Legislative Council has not finished scrutinising the Private Columbaria Bill, by submitting its application at this point, Kerry Warehouse is essentially jumping the gun. It would be a serious act of disrespect towards the Legislative Council and the rule of law and at the same time going against the widely accepted principle about public administration should the TPB approve the relevant application.

(2) Going against Government policy

The Development Bureau has already stated that it will cease to accept applications for waivers and lease modifications starting from April next year, on the ground of the significant drop in vacancy rate of industrial buildings. This change in Government policy is a clear indication of demands for buildings and warehouses in the market at present. Therefore, by applying for conversion into a columbarium at the current stage, Kerry Warehouse is clearly going against the prevailing direction of the Government policy.

(3) Shortage of heavy-duty warehouses on Hong Kong Island

Located in Chai Wan, Kerry Warehouse is itself a heavy-duty warehouse. The current need of Hong Kong Island for heavy-duty warehouses is especially dire. Should Kerry Warehouse be converted, with an inadequate supply of heavy-duty warehouses, heavy-duty goods (e.g. canned goods, etc.) may have to be stored far away in Kowloon or the New Territories. Not only would this result in significant increase in transportation expenses for the logistics and

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retail sectors, it would also push up storage fees, and the increased costs would ultimately be transferred to the general public.

27. Mr Joseph Jerry AUSTIN of the PD responded to the views and queries of Members as follows:

- (a) The PD noted views of Members and would relay to the TPB accordingly.
- (b) Since the logistics company had already withdrawn its previous application, opinions submitted by residents on that application would not be passed on to the TPB for consideration. The PD would primarily deal with opinions received in relation to the current application.
- (c) When considering applications for amending relevant plans, the TPB would take each of the concerned planning factors into full account, which included the planned purpose, coordination with lands located nearby, impact of the proposed development on local traffic, environment, landscape, aesthetics, basic facilities and so on, opinions of relevant Government bureaux/ departments, and public opinions on relevant applications canvassed during the public consultation period. No specific weighing had been assigned to the said factors.
- (d) The Planning Ordinance currently in force became effective in 2005, and the Government had no plan to amend relevant ordinance for the time being so as to set restrictions on conditions for private developers to submit conversion plans.

Planning
Department

28. The Chairman summarised that the majority of Members objected to the said application and asked the PD to relay views of Members to the TPB. He also suggested that the PD should consider objection to the previous application received last time, with a view to preventing financial groups from abusing the current mechanism by repetitively submit the same application.

IX. Concern about the Planning of Shau Kei Wan Typhoon Shelter and the Problems Arising from the Fire Involving Vessels Fastened Together

(PWHC Paper No. 9/16)

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Request to Review the Planning of Shau Kei Wan Typhoon Shelter, Improve Marine Fire Prevention Measures and Formulate the Rescue Strategy (PWHC Paper No. 10/16)

29. The Chairman said that as the above two papers both involved the fire accident at Shau Kei Wan Typhoon Shelter, the Committee would discuss them together.

30. The Chairman welcomed Mr CHAN Wai-ho, Commander (Marine and Off-shore Islands) and Mr CHEUNG Tak-wah, Deputy Commander (Eastern) of the FSD; Mr LEE Chi-wai, Senior Assistant Shipping Master/Harbour Patrol Section (1) and Mr TAM Wai-man, Acting Marine Officer/Licensing & Port Formalities (3) of the Marine Department (MD); Mr FUNG Ching-kwong, Assistant District Social Welfare Officer (Eastern/Wan Chai) 1 of the Social Welfare Department (SWD); Mr WONG Yuet-chung, Senior Housing Manager (Kowloon West and Hong Kong 3) of the HD; Mr Barkley CHAN, Liaison Officer i/c (Shau Kei Wan) of the Eastern District Office (EDO); Ms Anna SITU, Fisheries Officer (Liaison and Special Duties) of the Agriculture, Fisheries and Conservation Department (AFCD) and Ms Irene Lai, Senior Town Planner/HK (2) of the PD to the meeting. Mr Patrick LEUNG and Mr LAM Sum-lim introduced PWHC Paper No. 9/16 and PWHC Paper No. 10/16 respectively.

31. The views and queries of 16 Members about the issue are summarised as follows:

- (a) Mr Eddie TING said that more than twenty fishing vessels were involved in the fire and that fishermen suffered tragic losses. He suggested that the FSD should review current rescue and fire protection measures, improve allocation of fireboats and prepare long-term policies to prevent future accidents.
- (b) Mr KU Kwai-yiu said that it pained him to hear about the said incident. Although victims lost their properties and homes after the fire, the Government failed to provide them with temporary housing or other proper assistance. With the Lunar New Year around the corner, he urged the Government to collaborate with multiple departments and provide assistance to the victims affected, with a view to allowing them to share the merriment of the festival. He also suggested that the FSD should introduce additional fireboats to improve the efficiency of handling marine accidents.
- (c) Mr Patrick LEUNG requested the FSD to disclose reasons of the fire in

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detail, the dispatching mechanism for deployed and backup fireboats, reasons for the spread of fire, as well as whether human errors were involved in the fire. He also enquired about where backup fireboats were berthed, as well as whether there were fishermen on the vessels that were caught on fire. He said that judging by the seriousness of the said fire, it might have involved human errors. He enquired about the number of fire accidents at Shau Kei Wan Typhoon Shelter during the past three years, and then suggested that the FSD should take actions to raise public awareness about fire prevention, control vessels on fire to prevent vessels from flowing on their own and endangering other vessels. Given the scale of loss suffered by victims involved in the fire, some of them might not be able to gather enough money to purchase new vessels shortly after the fire. Therefore, he enquired whether the MD could consider, at its discretion, extending the grace period for license renewal. He also said that although no dwelling vessels registered for being affected by the accident, the Government should not see it as an excuse to not address the housing needs of residents as soon as practicable. He also enquired about the eligibility to apply for “Emergency Relief Fund” provided by the AFCD, and he hoped that the AFCD could provide assistance for fishermen in terms of application of the fund. He cited the tragic experiences of many victims, saying that the Government should give them a reasonable explanation.

- (d) Mr Howard CHEUNG said that even though land crew had arrived at the scene as soon as possible after receiving the call and boarded marine police launches to extinguish the fire, they still failed to contain the fire in a timely manner due to a lack of firefighting gears on board. He asked the FSD why the fireboats berthed at North Point on the day of the fire and other backup fireboats failed to arrive at the scene in time, and why there was no standard response time for marine fire calls in Hong Kong. He also asked the FSD to disclose whether it had issued a disaster report on the accident, and whether it had explained such a report to the victims.
- (e) Mr HUNG Lin-cham said that the said fire proved to be catastrophic and caused much loss to the local fishermen. He asked the Government to improve rescue strategies, provide additional support to the victims, as well as submit a detailed report to disclose reasons triggering the fire, with a view to answering enquiries from Members and preventing similar accidents from happening again.

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- (f) Mr George LAM said that although a large number of fishermen were affected by the fire, fortunately, other than property loss, no death cases were reported. Judging from the scene, firefighters did their best to extinguish the fire, and the fire only spread further because of a number of explosions on the scene. He asked the FSD to treat this accident seriously and learn from it, improve firefighting gears and develop effective rescue measures, with a view to improving firefighting efficiency and reducing the possibility of death.
- (g) Mr LAM Sum-lim said that although a multiple of departments had formed an inter-departmental emergency co-ordination team on the spot to provide assistance to the victims, some of the victims still could not receive immediate support as the accident happened on the holidays of the Mid-Autumn Festival and National Day. He urged relevant departments to formulate contingency procedures, so as to provide assistance to victims in addressing their urgent needs. In addition, he also suggested that the FSD should improve its marine firefighting gears as soon as practicable and consider deploying more staff at typhoon shelters during evening hours of Lunar New Year.
- (h) Mr Andrew CHIU said that relevant departments failed to directly answer questions raised by Members. He enquired about the number of fireboats berthed at each fireboat station, as well as berthing places of diving support speedboats and backup fireboats. He was shocked to learn that there was no standards response time for marine fire calls, and it was unacceptable that the FSD had neither formulated any contingency plans to deal with marine fires, nor properly allocated fireboats, resulting in the rapid spread of the fire, and he was worried that Hong Kong's international reputation might be put in jeopardy. In addition, he was unhappy that the MD gave unreasonable directions to local fishermen after the accident, pressing them to move away wrecked vessels, and that the MD took so long before deciding to discretionarily waive some of the related expenses. He said that instead of asking Members to search for information on webpages of relevant departments by themselves, the MD should have been prepared to answer questions raised by them. He also asked the FSD to submit the chart of water areas for each of the fireboats.
- (i) Mr YEUNG Sze-chun asked the FSD to provide a detailed report and disclose reasons for the fire to the victims. He said that the FSD

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should not set the precedent to establish a standard response time for marine fire calls, and he also enquired how the FSD would allocate its fireboats to carry out rescue duties in case of multiple marine fire accidents. In addition, he asked relevant departments to review their in land cordon arrangements to ensure the safety of residents.

- (j) Mr MAK Tak-ching voiced the victims' expectation, asking the FSD to explain reasons of the fire in detail and its dispatch mechanism for each of the fireboats. He also pointed out that some of the victims did not have a fixed residence after the accident, and enquired how the MD and the SWD planned on providing proper support. He said that the allocation of fireboats proved to be faulty, and that the FSD should review its resource allocation and submit an accident report for scrutiny as soon as practicable. He asked the SWD, the MD and the FSD to disclose details about the accident to the victims.
- (k) Mr CHENG Tat-hung said that there was much room for the Government to improve on how it dealt with accidents and provided support to residents. He asked the FSD why those fireboats berthed at North Point Fireboat Station failed to arrive at the scene for rescue in time, whether land firefighting gears could effectively extinguish fires, and whether the said disaster was caused by human errors. He was unhappy that the FSD failed to properly allocate its fireboats, which in turn affected the efficiency of rescue works. In addition, he urged relevant departments to deliver on the promise given by the Chief Secretary for Administration to enhance their support to the victims and set a standard response time for marine fire calls. He also suggested that the FSD should review its allocation of resources and fireboats, and ask the Government for more resources if needed. In addition, he asked social workers to reassess victims affected by the fire, with a view to understanding whether the victims were eligible to join the Compassionate Rehousing scheme.
- (l) Mr Joseph LAI said the fact that the FSD only managed to completely extinguish the fire close to midnight cast doubt on the effectiveness of its firefighting works. He also pointed out that many fishermen became homeless after the fire as they worked and lived on their vessels, and therefore he urged the Government to provide assistance in helping those victims replace their boat dwellers.
- (m) Mr NGAN Chun-lim said that the Government could improve its

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firefighting and relief works. He enquired whether the MD was in charge of the plans for typhoon shelters, and asked the MD to review berth arrangements at various typhoon shelters to ensure all shipping routes were clear. He also asked the FSD to improve its marine fire protection measures, prepare rescue strategies and consider providing additional firefighting gears, with a view to preventing similar accidents.

- (n) Mr Dominic WONG said that it was the Government's responsibility to safeguard the safety of residents and their properties, and he suggested that the Government should develop necessary measures, set a standard response time for marine fire calls, increase firefighting efficiency and prevent similar accidents.
- (o) Mr CHUI Chi-kin said that the FSD's allocation of fireboats and backup fireboats proved to be faulty. He asked the FSD to provide detailed explanations to victims affected by the fire. He also asked the Government to figure out housing and other needs of the victims, and to form an inter-departmental team to help the victims solve their problems.
- (p) Mr WONG Kin-pan said that the fire caused great loss to the local fishermen and urged the FSD to thoroughly examine firefighting gears and arrangements at all typhoon shelters. In addition, he asked the SWD to enhance communication with the Fishermen's Association at Shau Kei Wan to understand needs of the victims.

32. Mr CHAN Wai-ho of the FSD; Mr TAM Wai-man and Mr LEE Chi-wai of the MD; Mr FUNG Ching-kwong of the SWD; Mr WONG Yuet-chung of the HD; Mr Barkley CHAN of the EDO; Ms Anna SITU of the AFCD and Ms Irene Lai of the PD responded to the views and queries of Members as follows:

FSD

- (a) On the day of the accident, Fireboat No.8 berthed at North Point Fireboat Station was assigned the task of transporting firefighters and relevant equipment to Lamma Island and Cheung Chau on an operational mission. As a result, the FSD immediately dispatched Fireboat No. 1 which was closest to the scene of the accident to Shau Kei Wan Typhoon Shelter and a diving support boat. While certain residents claimed to have seen fireboats driving from Shau Kei Wan

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Typhoon Shelter to Central District on the same day, according to investigations conducted by the FSD, relevant rumours were unfounded.

- (b) The FSD currently managed a total of six fireboats, one diving support boat, two diving support speedboats and two backup fireboats, which were berthed at fireboat stations of Central, Aberdeen, North Point, Tsing Yi, Tuen Mun and Cheung Chau as well as Ngong Shuen Chau Diving Base respectively. Only one fireboat was berthed at each fireboat station. When applying resources from the Legislative Council, the FSD had already stipulated that in addition to firefighting, Fireboat No.8 was also responsible for the daily transportation of firefighters and equipment to fire stations in the Island District. The two backup fireboats which were primarily responsible for filling vacancies left by other fireboats in repair were berthed at North Point Fireboat Station and Airport East Pier respectively.
- (c) With the power granted by Chapter 548 of the Laws of Hong Kong, the FSD boarded fishing vessels for the purpose of extinguishing a fire, and it would prepare reports after completing its works.
- (d) The vessels caught on fire were not anchored to any barge points; instead, they were merely tied to other vessels using ropes. After the fire accident, many of the fishing vessels were untied and driven away from the typhoon shelter. Carried by water, those caught on fire therefore flowed towards other vessels berthed at the shelter. Given the considerably strong wind at the time, the fire rapidly spread.
- (e) Not only was there no standard response time for marine fire calls in Hong Kong, there was also no clearly stipulated response time accepted around the globe. As the berthing situation of vessels at sea differed vastly from the distribution of land buildings (e.g. the area of sea was considerably larger, vessels were sparsely located and highly mobile, etc.), it was difficult to carry out concrete and regular assessment, making it unfeasible to set appropriate response time and service commitments in relation to individual water areas.
- (f) Communications Centre of the FSD received a call at 2:01 pm on 27 September 2015 about vessels catching on fire at Shau Kei Wan Typhoon Shelter. In general, upon receipt of a call related to vessels on fire within Hong Kong waters, the Communications Centre would,

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having regarded the prevailing circumstances, dispatch fireboats nearest the accident scene to handle the fire. In addition, fire appliances would also be dispatched from land fire stations nearby to offer timely support. The actual time of arrival of fireboats at the marine fire scene depended on a variety of factors, including locations of relevant vessels when summoned, whether they were on other missions (including routine trainings on shipping duties, accident drills and patrols, or handling other emergencies), marine traffic at the time of the incident, waves and tides, visibility and so on. The time of arrival therefore varied from time to time.

- (g) Support for marine fire-fighting depended on the joint effort between marine and land crews. The FSD also made arrangements from time to time for marine and land crews to be trained together, with a view to enhancing their fire-fighting and rescue skills. With regard to the said incident, land crews arrived at the shore of Shau Kei Wan Typhoon Shelter in less than 6 minutes after receiving the call, and they immediately boarded a marine police launch with light portable fire pumps and waterous floto pumps to the incident scene on a fire-fighting and rescue mission. The above was the arranged contingency plan for joint operation between the FSD and the Marine Police in relation to fires at typhoon shelters, which largely increased the efficiency of firefighting and rescue at typhoon shelters. The contingency plan proved to be effective to a certain extent throughout the entire fire-fighting and rescue operation of the said incident.
- (h) The FSD would review Hong Kong's marine firefighting and rescue strategies, together with relevant equipment as a whole from time to time. The FSD would conduct risk assessments for different water areas, taking into account various factors (such as the distribution of vessels, utilisation of shipping channels, presence of high risk facilities at sea and along coastal areas, etc.) to decide the locations of fireboat stations and berthing places of fire vessels (i.e. fireboats and fire speedboats).

MD

- (i) Generally speaking, with the exception of Class II stationary vessels, the MD set no terms for substitute vessels.
- (j) The "Approval-in-Principle Letter" issued by the MD to Class II

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stationary vessels was valid for one year starting from the issue date. In the event that vessel owners encountered any difficulties when replacing their vessels, they could submit reasonable explanations and proofs in writing to the MD, and apply for an extension before the expiration date.

- (k) If boat dwellers who had already received licenses for their dwelling vessels applied to the MD for housing assistance, the MD would refer such cases to other Government departments for follow-up actions.
- (l) Typhoon shelters had designated berthing and passage areas. In response to the accident, the MD had imposed more stringent routine checks on firefighting gears and rescue equipment on board, especially for fishing and stationary vessels.
- (m) The MD would also enhance education on fire prevention: in addition to distributing promotional pamphlets ahead of major festivals, it would also arrange meetings with fishermen, as well as relevant organisations that operated ferries, pleasure vessels and so on. The MD would inspect vessels in Hong Kong waters from time to time to make sure that the vessels were secured and the passage clear. In addition, the MD would distribute promotional pamphlets to people in charge of vessels and staff working on board, with a view to promoting information about fire prevention for vessels.
- (n) To ensure marine safety in Hong Kong waters, the MD could issue appropriate directions to vessel owners in accordance with legal requirements, asking them to move away wreckage of abandoned or sunk local vessels. With regard to the accident, some of the vessel owners expressed that they had difficulty handling the follow-up works. Having considered circumstances of the accident and the difficulties faced by vessel owners, the MD had, at its discretion, salvaged and handled wreckage of vessels on behalf of vessel owners without charging those involved in the accident.
- (o) In the morning of 7 October 2015, the MD also negotiated details about removing and salvaging vessels, the reissuing of licences and the arrangement in relation to applications for “Emergency Relief Fund” and so on with vessel owners or their representatives, legislative assistants from the Legislative Council and representatives of fishermen’s groups.

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- (p) In addition to assigning passage area in each of the typhoon shelters in accordance with Merchant Shipping (Local Vessels) (Typhoon Shelters) Regulation, the MD also prepared a set of the Plans of Typhoon Shelters, which had been updated to its webpage and posted at all marine offices for public inspection. The MD would regularly distribute the Evacuation Route Plan to those driving fishing vessels and others in need.
- (q) The MD was currently in the process of evaluating the overall supply-and-demand situation of berthing places at typhoon shelters for local vessels, and it would thoroughly inspect local and sheltered berthing places. The entire reviewing process was expected to be completed in mid-2016.

SWD

- (r) The SWD had provided the victims with immediate emergency aid and supporting services on the day of the incident.
- (s) The SWD had come into contact with victims who had registered for being affected by the incident, studied their welfare needs for follow-up and referral purposes, and referred families in need of continuous follow-up actions to Integrated Family Service Centres in accordance with the existing mechanism. Integrated Family Service Centres would provide assistance to individual families and their members in dealing with various issues based on their financial, housing, employment, schooling, social and other needs.
- (t) Compassionate Rehousing was a form of housing assistance, the objective of which was to provide housing assistance to individuals or families with real and pressing housing needs yet lacked resources to find solutions on their own. The SWD would conduct comprehensive assessment on applicants, taking social, health, economic, and other factors into account, and then recommend eligible applicants to the HD for renting an allocated public housing unit.
- (u) The SWD had assessed families who had registered for being affected by the incident and had not found any families eligible for recommendation for the time being. In the event of changes in circumstances or special difficulties, families involved in the incident

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could contact their assigned social workers to apply for reassessment and detailed discussion about feasible follow-up plans. If those seeking help proved to be eligible, their social workers would make recommendations to the HD via the SWD for Compassionate Rehousing.

HD

- (v) Eligible applicants for public housing could submit their applications to the Housing Authority. The HD managed the allocation of public housing units based on the waiting list. The relative priority of public housing allocation for applicants was determined based on the principle of reasonable allocation of public housing resources and strictly followed the time of their applications.

- (w) Under the policies currently in force, the MD and the SWD would, in accordance with the relevant policies, separately refer requests for public housing allocation of persons not registered in the waiting list but eligible under the relevant policies to the HD.

EDO

- (x) The EDO had established an inter-departmental support station on the day of the fire, and distributed relevant information to residents through correspondence officers and fishermen's groups in the Eastern District.

AFCD

- (y) The AFCD contacted owners of fishing vessels involved in the fire on the day of the incident to understand the situation and provide assistance, including helping fishermen in need apply for "Emergency Relief Fund" and "Fish Marketing Organisation Loan Fund" to repair or replace wrecked fishing vessels. The AFCD received a total of four applications for "Emergency Relief Fund", two of which had been processed; the remaining two applications would be assessed as soon as practicable after receiving supplementary information from the applicants.

- (z) The AFCD had established a registration system for local fishing vessels, based on which the Certificate of Registration of Local

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Fishing Vessel was issued to owners of registered vessels. In case of wrecked fishing vessels, their owners could submit applications for registering substitute vessels to the AFCD within two years after the incident.

- (aa) People applying for “Emergency Relief Fund” must meet specific qualifications, which included those being affected by the fire, as well as those relying on fishing as the primary source of income.

PD

- (bb) Plans about berthing places and shipping routes in the waters of Shau Kei Wan Typhoon Shelter, as well as matters about making arrangements to address the housing needs of victims and other matters were beyond the terms of reference of the PD.

Fire Services Department, Marine Department 33. The Chairman summarised by asking relevant departments to note Members’ views. He also asked the FSD and the MD to submit supplementary information after the meeting.

(Post-meeting Note: Supplementary information from the FSD and the MD had been delivered to Members for their perusal on 11 April 2016.)

X. Progress Report of Matters Arising from Previous PWHC Meeting

(PWHC Paper No. 11/16)

- (i) ***Request for Provision of Escalators in Braemar Hill Area / Request the Government to Speed Up the Construction of an Escalator to Go Directly to Braemar Hill***

34. Members noted consolidated replies from the Highways Department (HyD) and the TD.

35. Mr SHIU Ka-fai pointed out that many residents and reporters had asked him about the work progress. He was unhappy about the prolonged delays in commencing the works, and also the absence of the department representatives from the meeting to answer enquiries of Members. He was worried that the Committee might not be able to perform necessary duties in monitoring the work progress.

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All Attendees

36. After discussion, Members agreed on further following up the agenda item.

(ii) ***Strongly Request for Building a District Library as Soon as Possible Next to Eastern Law Courts Building***

Scope of Works of the Joint User Complex at Lei King Wan

37. The Chairman welcomed Mr Eddie LO, Senior Executive Officer (Planning) 5 of the LCSD to the meeting.

38. Members noted consolidated replies from the LCSD, the SWD and the Architectural Services Department (ArchSD).

39. The views and queries of 7 Members about the issue are summarised as follows:

- (a) Mr NGAN Chun-lim enquired about the work progress.
- (b) Mr Andrew CHIU was interested in the progress of the said works, and he urged relevant departments to submit enhanced design plans to the Committee for perusal as soon as practicable and to disclose detailed procedures for the grant application.
- (c) Mr YEUNG Sze-chun enquired about progress of the enhanced designs at the current stage and the schedule for completion. He also asked the LCSD to disclose procedures for the next stage.
- (d) Mr MAK Tak-ching said that he would like the LCSD to provide designs in greater detail. In addition, he pointed out that certain works had been carried out at the said land during October last year, and enquired whether this had anything to do with the work progress.
- (e) Mr Howard CHEUNG enquired whether the LCSD encountered any technical or administrative difficulties.
- (f) Mr CHUI Chi-kin asked the LCSD to speed up the progress.
- (g) Mr WONG Kin-pan urged the LCSD to submit detailed plans as soon as practicable and he asked relevant departments to prepare for next stage of the works in advance.

40. Mr Eddie LO of the LCSD responded to the views and queries of Members as

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follows:

- (a) The LCSD understood Members' attention on the work progress, and after the ArchSD had started designing the joint user complex at Lei King Wan in early 2015, the LCSD and relevant departments then consulted the Committee in August 2015 on the preliminary design of the joint user complex, which was approved by the Committee. After considering Members' views as a whole, the ArchSD was currently actively preparing an enhanced plan for the works. The LCSD would proceed with the works based on established procedures.
- (b) The LCSD had conducted a feasibility study on the works, the result of which indicated that the works plan was feasible. In addition, the ArchSD had carried out primary works such as preliminary ground investigation, survey and so on when it started designing the works plan in 2015.

All Attendees

41. After discussion, Members agreed on further following up the agenda item.

(iii) Request to Construct a Swimming Pool in Quarry Bay

Strongly Request the Government to Make Good Use of the Land Resources by Constructing a Standard Indoor Swimming Pool at the Side of Aldrich Garden

Construction of an All-weather Indoor Swimming Pool with Greening Concept at the Side of Tung Hei Road, Shau Kei Wan

Greening & Resting Facilities next to Tung Hei Road

42. The Chairman welcomed Mr Eddie LO, Senior Executive Officer (Planning) 5 of the LCSD, Ms Irene Lai, Senior Town Planner/HK (2) of the PD and Ms Money HO, Senior Estate Surveyor/HKE (3) of the District Lands Office (Hong Kong East) (DLO) to the meeting.

43. The views and queries of 6 Members about the issue are summarised as follows:

- (a) Mr NGAN Chun-lim enquired when the LCSD would finish relevant research studies.
- (b) Mr Howard CHEUNG said that the LCSD should not just repeat the past response.

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- (c) Mr George LAM said that residents had long been waiting for the LCSD to build a swimming pool at Shau Kei Wan, and he urged the LCSD to finalise the construction plan as soon as practicable.
- (d) Mr LAM Sum-lim said that the LCSD should disclose further results of its research report to Members.
- (e) Mr Dominic WONG enquired when the LCSD would finish its research report.
- (f) Mr Eddie TING said that residents of the district really hoped that the LCSD could build another swimming pool in the Eastern District, and the District Council had also asked the LCSD to build another swimming venue by filing a motion, so he urged the LCSD to carefully consider demands of the residents and Members.

44. Mr Eddie LO of the LCSD responded to the views and queries of Members as follows:

- (a) Although the LCSD currently operated a total of three swimming venues in the Eastern District, which was in compliance with the directive to provide two swimming venues in any given districts under Hong Kong Planning Standards and Guidelines, it would still study the proposals for building additional swimming pools.
- (b) In addition to referring to directives under Hong Kong Planning Standards and Guidelines, the LCSD would also take into account a number of other factors when studying relevant proposals, which would include district population, residents' need for recreational facilities, utilisation of relevant facilities, the overall opinions and consensus of the District Council on swimming venues and so on.

All Attendees

45. After discussion, Members agreed on further following up the agenda item.

(iv) **Development of a Pilot Community Green Station at Hong Kong East**

46. The Chairman welcomed Dr Alain LAM, Principal Environmental Protection Officer (Waste Management Policy) and Ms Katherine KOH, Senior Environmental Protection Officer (Waste Management Policy) 4 of the Environmental Protection Department (EPD); Mr LAM Muk-kwan, Assistant Principal Social Services Secretary (Elderly & Rehabilitation Services) and Ms

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Sin On-ye, Operations Manager of Pilot Community Green Station at Hong Kong East of Po Leung Kuk to the meeting.

47. Dr Alain LAM of the EPD, Mr LAM Muk-kwan and Ms Sin On-ye of Po Leung Kuk introduced the operation, services and work plan of "Pilot Community Green Station at Hong Kong East" in detail.

48. The views and queries of 5 Members about the issue are summarised as follows:

- (a) Mr CHENG Tat-hung said that he identified with the scheme's principle and urged the EPD to strengthen collaboration with District Councillors, with a view to promoting eco-friendly activities in the district. He also suggested that the EPD should promote an awareness of environmental protection at various estates in the district.
- (b) Mr NGAN Chun-lim said that activities and services offered by the Community Green Station were well received by the public. He also suggested that the EPD should pay attention to the operation of Dawn Bazaar to prevent traffic jams.
- (c) Mr MAK Tak-ching said that he was happy that "Pilot Community Green Station at Hong Kong East" was put into service, and he suggested that the EPD should step up its promotional effort, with a view to enabling residents to better understand the service scope of the said project. He also enquired about the principle guiding the operation of "Pilot Community Green Station at Hong Kong East" and suggested that the LCSD should find a balance between education and practical works. He also suggested that more recycling bins for glass bottles should be set up for "Pilot Community Green Station at Hong Kong East" in the district, with a view to enhancing the recycling services of glass bottles.
- (d) Mr CHUI Chi-kin praised the scheme and enquired whether the EPD had any plans to promote eco-friendly schemes targeting public housing.
- (e) Mr George LAM thanked the EPD and hosting groups for their hard work, and he said that "Pilot Community Green Station at Hong Kong East" helped raise the environmental awareness among residents.

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49. Dr Alain LAM of the EPD and Mr LAM Muk-kwan of Po Leung Kuk responded to the views and queries of Members as follows:

- (a) On the one hand, “Pilot Community Green Station at Hong Kong East” enhanced education on environmental protection. On the other hand, it supported district effort in reducing and recycling waste. By allowing a green lifestyle to take roots in local communities, the project encouraged more residents to start reducing and recycling waste, thereby promoting educational and practical works at the same time. The EPD welcomed support from Members as well as residents.
- (b) The EPD was also concerned about impact on residents and street hygiene of illegal hawkers doing business in the Dawn Bazaar located at the walkway next to “Pilot Community Green Station at Hong Kong East”. Based on observation of FEHD staff, a dozen of senior residents had been seen selling second-handed items every morning. As the said pedestrian link was a public premise under the management of relevant Government departments, FEHD staff would normally advise them to leave first, and only consider detaining those involved if the verbal warning proved ineffective. The EPD and hosting groups would continue to keep an eye on the matter and follow up with the FEHD when necessary.
- (c) Currently, recycling bins for glass bottles had been set up at all public rental housing estates and some of the Home Ownership Scheme (HOS) housing estates in Hong Kong. The EPD would also provide additional recycling bins for glass bottles in response to the request of residents at HOS housing estates in need via “Pilot Community Green Station at Hong Kong East”.
- (d) Members could contact the hosting groups of “Pilot Community Green Station at Hong Kong East” to invite residents to visit and participate in various activities, enabling them to understand operation of the scheme and enhance their knowledge about environmental protection.

All Attendees

50. After discussion, as the planning and works for “Pilot Community Green Station at Hong Kong East” had been completed, Members agreed on cancelling the agenda item.

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(v) **Making a Strong Request to Put the Open Space at the Junction of Siu Sai Wan Road and Harmony Road into Use as Soon as Possible**

51. The Chairman welcomed Ms Money HO, Senior Estate Surveyor/HKE (3) of the DLO to the meeting.

52. Members noted written replies from the Food and Health Bureau (FHB), the SWD and the PD.

53. The views and queries of 2 Members about the issue are summarised as follows:

- (a) Mr Stanley HO urged the FHB to finalise the development plan for the said land.
- (b) Mr WONG Kin-hing suggested that the FHB should consult the public on services and facilities provided by the building, as well as explain progress of the said project in detail.

All Attendees

54. After discussion, Members agreed on further following up the agenda item.

(vi) **The Progress of the Planning for the Chai Wan Factory Estate Conversion of Chai Wan Factory Estate to Public Rental Housing Requesting the Housing Department to Explain the Problems in Relation to the Conversion of Chai Wan Factory Estate into Public Rental Housing Flats**

55. The Chairman welcomed Mr WONG Yuet-chung, Senior Housing Manager (Kowloon West and Hong Kong 3) and Mr NG Wai-yin, Maintenance Surveyor (Hong Kong East) of the HD to the meeting.

56. Mr CHUI Chi-kin enquired whether Hong Kong still had an adequate supply of industrial buildings since a succession of them had been converted.

57. Mr WONG Yuet-chung of the HD responded to the views and queries of Members as follows:

- (a) The HD could submit detailed information about several industrial buildings under its management after the meeting.
- (b) The HD had no data about the number of private industrial buildings

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located in Hong Kong.

- (c) The said conversion plan (converting an industrial building rated as a Grade II historic building into public rental housing) was a one-of-a-kind development project in Hong Kong.

All Attendees

58. After discussion, Members agreed to follow up the agenda item in every alternate meeting.

(Post-meeting Note: Supplementary information from the HD had been delivered to Members for their perusal on 11 April 2016.)

(vii) ***Motion: Objection to the Removal of Tin Wan Concrete Batching Plant to the Industrial Area of Chai Wan***

Re: The Removal of Tin Wan Concrete Batching Plant to Factory Building in Chai Wan Area

Strongly Object to the Establishment of Concrete Batching Plant in Chai Wan

Request Policy Bureaux to Explain whether the Operation of Concrete Batching Plants in Chai Wan is Consistent with the Law

59. The agenda item would be discussed in every alternate meeting, the next of which would be on 27 June 2016.

(viii) ***Request to Follow Up the Matters Concerning the Noise Barriers for Blocks 16 and 17 of Heng Fa Chuen Immediately***

60. Members noted consolidated replies from the EPD and the HyD.

All Attendees

61. The agenda item would be further followed up when the works had reported progress.

(ix) ***Opposition to the Use of the Open Space at the Ex-quarry for Building an Electricity Substation by the Hong Kong Electric Company Limited***

All Attendees

62. The agenda item would be further followed up when the works had reported progress.

(x) ***Request for Installing Automatic Sensors at the Escalators of Public Housing Estates by the Housing Department***

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All Attendees

63. The agenda item would be further followed up when the works had reported progress.

XI. Date of the Next Meeting

64. The meeting ended at 7:55 pm. The 3rd meeting of the PWHC would be held at 2:30 pm on 19 April 2016 (Tuesday).

Eastern District Council Secretariat

April 2016