

(Translation)

Islands District Council
Minutes of Meeting of
Tourism, Agriculture, Fisheries and Environmental Hygiene Committee

Date : 25 September 2017 (Monday)
Time : 2:00 p.m.
Venue : Islands District Council Conference Room,
14/F, Harbour Building, 38 Pier Road, Central, Hong Kong.

Present

Ms LEE Kwai-chun (Chairman)
Ms FU Hiu-lam, Sammi (Vice-Chairman)
Mr CHOW Yuk-tong, SBS
Mr YU Hon-kwan, Randy, JP
Mr YUNG Chi-ming, BBS
Mr CHAN Lin-wai
Mr CHEUNG Fu
Mr WONG Hon-kuen, Ken
Mr LOU Cheuk-wing
Mr WONG Man-hon
Ms YU Lai-fan
Ms YUNG Wing-sheung, Amy
Mr TANG Ka-piu, Bill, JP
Mr CHOW Ho-ding, Holden
Mr KWOK Ping, Eric
Mr WONG King-chuen
Mr KWONG Kwok-kam, BH, JP
Mr CHAN Ngai-chung
Mr CHEUNG Ming-keung
Mr YEUNG Tsz-hei, Eric

Attendance by Invitation

Ms TSE Wing-sheung, Doris	Estate Surveyor/Aberdeen (District Lands Office, Hong Kong West and South), Lands Department
Mr SIN Kwok-kei	Senior Telecommunications Engineer (Regulatory 12), Office of the Communications Authority
Mr Kent TAM	Assistant Vice President, Cable Planning, PCCW Global (HK) Ltd.
Mr Vincent KOU	Assistant Vice President, Regulatory Affairs, PCCW Global (HK) Ltd.
Mr Eric TAM	Business Officer, PLCN Consortium
Mr Terence FONG	Partner, ERM-Hong Kong, Ltd.
Mr Philip TANG	Consultant, ERM-Hong Kong, Ltd.

Mr CHUA Teck-hong, Raymond	Project Coordinator, Marine Services, TE Subcom
Mrs NICOLSON CHEUNG Mai-hing	Landscape Project Coordinator/1,
Mr TANG Lap-ming	Civil Engineering and Development Department
Mr TANG Kai-yan	Landscape Architect/4,
Ms LO Shuet-yee	Civil Engineering and Development Department
Mr CHAN Ka-nang	Senior Engineer/4,
Ms TSOI Yeung-kin	Civil Engineering and Development Department
Mr LAI Chuen-chi, Patrick	Engineer/42,
Mr CHAN Lai-koon, Alan	Civil Engineering and Development Department
Dr MAK Yiu-ming	Associate Director, Transportation (Traffic & Transport Planning), Hong Kong, AECOM Asia Co. Ltd.
Ms LI Hiu-yan	Associate Environment, Hong Kong, AECOM Asia Co. Ltd.
	Assistant Director (Country & Marine Parks),
	Agriculture, Fisheries and Conservation Department
	Senior Marine Parks Officer,
	Agriculture, Fisheries and Conservation Department
	Marine Parks Officer (West),
	Agriculture, Fisheries and Conservation Department
	Marine Parks Officer (Development)1,
	Agriculture, Fisheries and Conservation Department

In Attendance

Mr AU Sheung-man, Benjamin	Assistant District Officer (Islands)1, Islands District Office
Ms CHONG Yan-yee, Belinda	Assistant District Officer (Islands)2, Islands District Office
Mr TANG Tai-king, Tommy	Senior Inspector of Works, Islands District Office
Mr MOK Wai-hung	District Environmental Hygiene Superintendent (Islands) Atg,
Mr WONG Tat-ming	Food and Environmental Hygiene Department
Mr WU Chi-chung	Administrative Assistant/Lands (District Lands Office,
Ms TAM Ka-man	Islands), Lands Department
Mr TO Chi-keung, Gary	Assistant Police Community Relations Officer (Marine Port
Mr YAU Pak-lun	District), Hong Kong Police Force
Mr AU Kin-chung, Kelvin	Police Community Relations Officer (Lantau Island District),
Ms LUN Chui-yuen, Janice	Hong Kong Police Force
Mr Benny CHAN	Senior Transport Officer/Islands, Transport Department
	Environment Protection Officer (Regional South)53,
	Environmental Protection Department
	Engineer 1 (Islands Division),
	Civil Engineering and Development Department
	Fisheries Officer (Enforcement)1,
	Agriculture, Fisheries and Conservation Department
	Representative, New Lantau Bus Co., (1973) Ltd.

Secretary

Ms CHAN Nga-chi, Angie	Executive Officer (District Council)2, Islands District Office
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Absent with Apology

Mr FAN Chi-ping

Mr KWONG Koon-wan

Mr FUNG Ho-lam, Chris

Agricultural Officer (Agricultural Extension),
Agriculture, Fisheries and Conservation Department

Ms Cardi CHUNG

Hong Kong Tourism Board

Ms Sonja CHAN

New World First Ferry Services Limited

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**Welcoming Remarks**

The Chairman welcomed representatives of government departments and organisations as well as Members to the meeting, and introduced the following representatives of government departments present:

- (a) Mr AU Sheung-man, Benjamin, Assistant District Officer (Islands) of Islands District Office (IsDO);
- (b) Mr MOK Wai-hung, District Environmental Hygiene Superintendent (Islands) Atg of Food and Environmental Hygiene Department (FEHD), who stood in for Mr KWAN Yau-kee;
- (c) Mr WU Chi-chung, Assistant Police Community Relations Officer (Marine Port District) of Hong Kong Police Force, who stood in for Mr YUEN King-ho;
- (d) Mr YAU Pak-lun, Environmental Protection Officer (Regional South)<sup>53</sup> of Environmental Protection Department (EPD), who stood in for Mr Li Kim-man; and
- (e) Mr AU Kin-chung, Kelvin, Engineer of Civil Engineering and Development Department (CEDD), who stood in for Ms Li Wing-yee, Wendy.

2. Members noted that Mr FAN Chi-ping, Mr KWONG Koon-wan, Mr FUNG Ho-lam, Chris, Ms Cardi CHUNG and Ms Sonja CHAN were unable to attend the meeting due to other commitments.

I. Confirmation of minutes of the meeting held on 24.7.2017

3. The captioned minutes were confirmed unanimously.

II. Proposed Gazetting under the Foreshore and Sea-bed (Reclamations) Ordinance (Cap 127) Pacific Light Cable Network (PLCN) from Deep Water Bay to the Eastern Boundary of the Hong Kong Special Administrative Region Waters  
(Paper TAFEHC 51/2017)

4. The Chairman welcomed Ms TSE Wing-sheung, Doris, Estate Surveyor/Aberdeen (District Lands Office, Hong Kong West and South) of the Lands Department (LandsD); Mr SIN Kwok-kei, Senior Telecommunications Engineer (Regulatory 12) of the Office of the Communications Authority (OFCA); Mr Kent TAM, Assistant Vice President, Cable Planning, and Mr Vincent KOU, Assistant Vice President, Regulatory Affairs of the PCCW Global (HK) Ltd. (PCCWG); Mr Eric TAM, Business Officer of the PLCN Consortium; Mr Terence FONG, Partner, and Mr Philip TANG, Consultant of the ERM-Hong Kong, Ltd.; as well as Mr CHUA Teck-hong, Raymond, Project Coordinator, Marine Services of TE Subcom to the meeting to present the paper.

5. Ms Doris TSE briefed on the background of the paper, and Mr Terence FONG presented the paper with the aid of PowerPoint presentation.

6. Several Members raised their views as follows:

- (a) Mr Holden CHOW pointed out that, some residents reflected that the broadband conveyance services (BCS) provided in some parts of Islands District were not satisfactory (such as speed). He had repeatedly requested the service provider to consider improving BCS in the district. Understanding that the proposed cable installation works had nothing to do with BCS in Islands District, he still hoped that the relevant departments or service providers would consider improving the provision of BCS in Islands District such as extended installation of optical fibre cable link to some outlying islands or implementation of improvement works through the proposed project or other projects launched already.
- (b) Mr Bill TANG believed that the waters off Cape D'Aguilar, Beaufort Island and Po Toi Island were areas of high level of environmental concern because the relevant department had indicated that his earlier proposal of connecting fresh water pipe to Po Toi Island might fail to pass the environmental impact assessment (EIA). He therefore asked whether EPD had commented on the environmental impact of the project on the waters concerned.
- (c) Mr Eric KWOK asked if the data transmission of BCS would be speeded up upon installation of the new cable.
- (d) The Chairman asked whether the cable installation of the proposed project could be carried out at the rock layer to reduce the negative impact on marine ecology.

7. Mr Terence FONG made a consolidated response as follows:

- (a) PCCWG engaged in the business of international telecommunications network, while the local demand for BCS in Islands District could be brought up for internal discussion by PCCWG.
- (b) When conducting the EIA, the consultant had noted that the area around Cape D'Aguilar and Beaufort Island was an environmentally sensitive area. Therefore, the proposed route of the submarine cable to the south of the existing cable near the Beaufort Island was abandoned when planning for the cable route. Besides, some

proposals contained cable routes which travelled to the south near Po Toi Island. However, as the waters off Po Toi Island were more environmentally sensitive, these proposals were not selected. In the existing proposal selected, the route was located in the middle of the waters between Cape D'Aguilar in the north and Beaufort Island and Po Toi in the south, which maintained an appropriate or farther distance from the above area as far as possible. While the route of the proposed cable system would overlap with that of the existing ones, the prime consideration was to minimise the impact on the environment.

- (c) The technique employed for cable installation was subject to the siting of landing point and places covered by the route of cable installation. It would be more suitable to install the cable at seabed not so hard so that the project could be completed faster. If the cable travelled through rock layer, it would involve more works processes and might cause greater impact on the environment. The cable landing point of the proposed project was at Deep Water Bay, and the cable would be travelling via the seashore of sand and mud without passing through rock layer. Therefore, it was suitable to use the jet-ploughing technique for cable installation.
- (d) In regard to the speed of data transmission, the project mainly aimed to meet the tremendous demand for telecommunications services in future in light of the ever-increasing demand for technology in society.

8. Mr Holden CHOW asked whether the proposed project would only enhance the telecommunications services between Asia and North America without bringing any improvement to telecommunications services in Hong Kong.

9. Mr SIN Kwok-kei said that 11 international submarine cable systems had been landed in Hong Kong. As more advanced transmission technology was adopted in the PLCN cable system, a design capacity of up to 144 Tbps (1 Tbps is equal to 1 000 Gbps) can be achieved. When the PLCN cable system is put into service, the total design capacity of international cable systems landed in Hong Kong would be increased by about 25%. Not only could the PLCN cable system increase the capacity of external communications facilities in Hong Kong, it could also benefit and give an impetus to the entire telecommunications industry in Hong Kong.

10. Mr WONG Man-hon supported the above cable works for enhancement of telecommunications services. He opined that the existing telecommunications services provided in the rural areas of Lantau Island had been going backward. For example, the data transmission speed of BCS was only around 4 MB. The major BCS provider in these areas was PCCW Ltd. (PCCW), and the residents had no choice. As the Government had been proactively developing Lantau Island and the telecommunications providers had also provided cable facilities, he wondered why the telecommunications services in the rural areas could not be improved. He asked whether the new cable was a facility of PCCW, and was concerned about whether it could benefit members of the public.

11. Mr Holden CHOW was glad to learn that the project would enhance the overall BCS in Hong Kong, and asked whether the above situation also applied to individual areas in Islands District such as remote areas on Cheung Chau, Lamma Island or Lantau Island.

12. Mr Kent TAM said that PCCWG and PCCW were 2 different companies, and PCCWG was responsible for external business of international telecommunications. He would nevertheless reflect Members' views to PCCW at internal meeting.

13. Ms YU Lai-fan said that as the project involved a very vast area of works, attention had to be paid to safety in all aspects during the construction period.

14. Mr Eric KWOK enquired about the design capacity of other existing backbone cables.

15. Mr SIN Kwok-kei cited the cable landing point of PLCN at Deep Water Bay as an example for illustration. Many years ago, 2 submarine cables landed at the said site, and the design capacity of these cables were below 1 Tbps and below 20 Tbps. However, the design capacity of the proposed PLCN was 144 Tbps, demonstrating that the design capacity of submarine cable was increased with technological advancement.

16. The Chairman hoped that in addition to enhancing international telecommunications services, OFCA would also take note of telecommunications services in Hong Kong.

(Mr Bill TANG left the meeting at around 2:25 p.m.)

### III. Landscape Improvement Work in Ngong Ping (Paper TAFEHC 52/2017)

17. The Chairman welcomed Mrs NICOLSON CHEUNG Mai-hing, Landscape Project Coordinator, Mr TANG Lap-ming, Landscape Architect/4, Mr TANG Kai-yan, Senior Engineer/4, and Ms LO Shuet-ye, Engineer/42 of CEDD; as well as Mr CHAN Ka-nang, Associate Director, Transportation (Traffic & Transport Planning), Hong Kong, and Ms TSOI Yeung-kin, Associate Environment, Hong Kong of the AECOM Asia Co. Ltd. to the meeting to present the paper.

18. Mr TANG Lap-ming presented the paper with the aid of PowerPoint presentation.

19. Mr YUNG Chi-ming supported the project. He said that many visitors went to Cheung Chau to view cherry blossoms in recent years. However, some cherry trees were damaged. As the existing spots for cherry blossoms on Cheung Chau were suitable for growing cherry trees, he hoped that the Department would plant more cherry trees in such sites to attract tourists.

20. Mr LOU Cheuk-wing said that when he discussed the project with CEDD and Po Lin Monastery last year, he welcomed greatly the idea of the project and hoped that it would be implemented as soon as possible. Despite the existing facilities of Giant Buddha, Ngong Ping 360 and other tourist attractions in Ngong Ping that were on offer, they had been in existence for a long time. Therefore, it was appropriate to add different kinds of tourist elements. Moreover, cherry trees were suitable for growing at places of cold weather, and therefore he believed Ngong Ping to be an appropriate planting site. He suggested that where circumstances permitted, the planting site of cherry trees should be expanded to bring enhanced attractiveness. Besides, he enquired which department would be responsible for the management of cherry trees in future. In his opinion, it was necessary to assign a department for proper management of cherry trees.

21. Mr Eric KWOK asked whether cherry trees would be planted once and for all on a large scale or in stages. He was worried that if plantation was carried out on a large scale and problems arose, it might affect the ecology of the site concerned. As far as he understood, there were some native trees of Hong Kong near the youth hostel indicated in Annex 2 to the paper. As cherry tree was an exotic species, he was worried that planting cherry trees in the proposed site would cause impact on indigenous trees. He was also worried that if cherry trees did not provide abundant nectar to feed the insects, the bees could not collect sufficient nectar and the local ecology would be adversely affected. Lastly, he asked whether the project would include plantation of other species of flowering trees, so that, by planting different species with different blossoming periods, Ngong Ping would be beautified throughout the 4 seasons.

22. Mr Randy YU welcomed the project. However, he was concerned that increase in tourist attractions on Lantau Island would attract more visitors, making it more difficult for local residents to take buses at public holidays. Although the traffic impact assessment (TIA) stated that the existing roads and pedestrian facilities were adequate to cater for the demand for public transport during flowering season, he was concerned about the overall capacity of public transport in the area. He requested CEDD and the consultant to conduct a comprehensive study and assessment of the data obtained in TIA and the data about assessment of traffic carrying capacity stated in the Sustainable Lantau Blueprint (Blueprint). As residents on Lantau Island (in particular Tai O and South Lantau) had always found it difficult to use public transport on Saturdays and Sundays at present, he hoped that the Department and the consultant would keep in view the situation. If the Department could collect sufficient data on the traffic situation in the area in future, he proposed that it should submit such data to the Lantau Development Advisory Committee (LanDAC) for considering the need of enhancing the transport ancillary facilities in the area.

23. Ms Sammi FU asked whether Ngong Ping was the right place for flower viewing because it was always foggy, misty and cloudy.

24. The Chairman was worried that the transport facilities might not meet the transport need during flowering season, and therefore hoped that the parties concerned could conduct further assessment.

25. Mr Holden CHOW said that although the project would help promote the tourism industry in the area, he was concerned about the traffic congestion problem in Tung Chung, especially the traffic around Tat Tung Road at weekends and public holidays. He was worried that the existing traffic arrangements might not be able to meet the need of increased number of vehicles using Tat Tung Road during blossoming season.

26. Mrs NICOLSON made a consolidated response as follows:

- (a) The Department intended to build a “Spring Flowers Path”, and would plant cherry trees mainly in open space or other places where *Acacia confusa*, dead trees or trees of poor structure had been removed. The Department would also grow within the planting area some other spring-flowering trees (such as *Armeniaca mume*), including some native spring flowers (such as *Litsea Cubeba* and Chinese New Year flowers).
- (b) Within the proposed planting area near the youth hostel, about half the site would be used to grow the native spring flowers (such as *Litsea Cubeba* and Chinese New Year

flowers). The Department had also arranged the consultant for conducting an environmental review, the findings of which indicated that the planting works would adversely affect neither the existing trees nor the supply of pollen and nectar.

- (c) Noting that careful management was required for cherry trees, CEDD would take up the management responsibility for the first 5 years to ensure that the cherry trees and other spring-flowering trees could grow healthily. In the meantime, the Department and the relevant departments would discuss the future arrangements for management, so as to make sure that these plants could continue to grow healthily.
- (d) In regard to the feasibility of planting cherry trees on a large scale on Cheung Chau, the planting result might not be so desirable because Cheung Chau was hot and lacking in open area for growing. The Department would plant cherry trees at Ngong Ping on a pilot basis and would not consider planting them on Cheung Chau for the time being.

27. Mr TANG Kai-yan added that the Department was also concerned about the impact of the project on the traffic in the surrounding area. In this connection, it had appointed a consultant to conduct an assessment, the findings of which indicated that the impact of the project on the traffic nearby would not be great, and that the existing transport facilities would be sufficient to meet the need. The Department understood Members' concern that the project would attract more visitors to Ngong Ping and thus increase the pedestrian flow at some places in the area, thereby adversely affecting the traffic condition especially during the peak blossoming season every year (i.e. during the Lunar New Year). The Government and parties concerned would closely monitor the situation and implement corresponding measures such as increasing bus frequency as required or considering using the space available at the bus terminus in Tung Chung or Ngong Ping to meet the then traffic demand. Moreover, the Department would also plant a number of spring-flowering trees. As the blossoming period of the cherry trees and other spring-flowering trees were different, such arrangement would indirectly extend the flower viewing period. Members of the public could visit Ngong Ping for flower viewing at different times in spring, and the flow of visitors could thus be eased.

28. Mr WONG Man-hon supported the project. However, he opined that the total number of about 200 cherry trees to be planted was too small. About 80 cherry trees of 2 metres or so in height had been planted in Mui Wo, but the survival rate was just about 10%. He asked about the age of the cherry trees to be planted under the project, and whether the planting area was a suitable location. He hoped that the Department would consider increasing the number and species of cherry trees to be planted to avoid wastage of resources. He also reminded the Department of taking precaution against cattle because they liked eating cherry blossoms.

29. Mr Eric KWOK asked again whether the trees would be planted in stages on a pilot basis or once and for all on a large scale under the project. He suggested that the project be implemented in stages on a pilot basis for monitoring the survival rate and growth of cherry trees before planting on a large scale. This could avoid the death of a large number of cherry trees due to failure to adapt to the environment.

30. Mr Randy YU reiterated that it was improper for the Department or the consultant to only consider a specific project when conducting a TIA. He also thought that the method of assessment was incomprehensive because the consultant did not give due consideration to the travelling pattern



of visitors to Ngong Ping, Po Lin Monastery or the future flower viewing site. He said that most visitors at present would visit Ngong Ping and enjoy vegetarian food in the morning and visit Tai O afterwards. Given the convenient transport and the tourist attractions along the route, he reckoned flower lovers would enjoy the view of flowers in the morning and then visit Tai O in the afternoon in future. At present, residents in Tai O always could not board the buses because they were full. He therefore suggested the parties concerned or LanDAC take into account the present situation of Tai O and the data of TIA conducted for the project when conducting the traffic carrying capacity assessment. According to the data of Ngong Ping 360, 75% of visitors to Ngong Ping would take the skyrail and then go to Tai O, whereas there were few passengers taking the skyrail for their return trip. He hoped that the Department and the consultant would consider the relevant data.

31. Mr YUNG Chi-ming said that the area around Kwan Kung Pavilion on Cheung Chau was suitable for planting cherry trees. Every year, there would be a few *Prunus campanulate* trees available for viewing by members of the public, but the number of cherry trees on Cheung Chau was ever-decreasing. He hoped that the Department would consider planting more cherry trees at the above site.

32. Ms YU Lai-fan said that Islands District was large in area. She suggested the Department cultivate other suitable plant species beside cherry trees on other outlying islands. By tying in with the blossoming period of different kinds of trees, more tourists would be attracted for the spectacle. She supported the project and hoped that the parties concerned would carefully study the impact of the project on the nearby traffic, especially during the flowering season. Citing Cheung Chau as an example, she illustrated that even a small number of cherry trees had already attracted hordes of visitors. If a large number of cherry trees were planted in Ngong Ping, there would be even more visitors during blossoming season.

33. Mr CHAN Ngai-chung asked whether the Department would improve the section of walkway near the proposed planting area. As the road section between Po Lin Monastery and youth hostel was narrow, he was worried that the road might not be able to cope with the large number of pedestrian flow created by visitors accessing to Ngong Ping during flowering season. For this reason, he hoped that the Department would consider improving the walkway in the vicinity of the planting site at the time it implemented the above project.

34. Mr Gary TO noted that the above project was anticipated to be launched in mid-2018 and enquired when the blossoming period of cherry trees was, so that the Transport Department could make co-ordination with relevant departments and organisations correspondingly.

35. Mrs NICOLSON made a consolidated response as follows:

(a) The older the cherry trees, the more the blossoms. Therefore, there would be fewer blossoms from the cherry trees in the early stage of the project. Only after a long period of cultivation would cherry trees blossom luxuriantly. The number of cherry trees to be planted by the Department under the project was relatively small, and the age of trees would not be too old, aiming that the cherry trees could adapt to the environment and grow gradually, and would have more cherry blossoms upon maturity.

(b) The Department had planted a small number of cherry trees, mainly *Prunus*

campanulata, in various areas in the city and the New Territories on a pilot basis. However, the growing condition of these cherry trees was poor probably due to air pollution and overheating. Ngong Ping was chosen as the planting site mainly because of its higher location in topography, cooler weather and availability of other suitable ancillary facilities. Although Ngong Ping was sometimes foggy, the humidity would not be too high because of strong wind. Therefore, the site should be suitable for the growth of cherry trees. Besides, the cherry trees would be planted among the existing trees which provided barrier protection.

(c) Regarding the proposal of growing flowering plants in other places within Islands District, the Department would consider planting flowering plants on outlying islands and other parts of the New Territories when it prepared the Greening Master Plan, which would be followed up by the relevant section.

(d) Cattle would only eat tree leaves within their reach and would rarely eat bark. As such, it was believed that cattle might not have much impact on cherry trees. Nevertheless, the Department would carefully select the species of cherry trees to be planted and consider adopting suitable protective facilities to prevent cattle from touching the branches of cherry trees so that they could grow securely.

36. Mr TANG Kai-yan added that the Department would convey the TIA data of the project to the section responsible for studying the traffic and transport infrastructure network of Lantau Island, so that the relevant section could make consolidated consideration of the overall transport infrastructure of Lantau Island. Regarding the feasibility of improving the road section, the consultant's TIA findings indicated that the increased number of visitors brought by the project was acceptable. Where necessary, the Department would also consider repairing the road surface and providing additional traffic signs to remind visitors to pay attention to the traffic condition.

37. Mr Randy YU suggested the consultant approach the Ngong Ping 360 and New Lantao Bus Company (1973) Limited for obtaining the relevant data about the volume of passengers travelling from Ngong Ping to Tai O, and then submit to LanDAC for consideration.

(Post-meeting note: The Department had sent the relevant traffic data to the responsible section on 31 October this year as reference for the consultancy study.)

38. The Chairman concluded that Members supported the above project and hoped that the Department would conduct in-depth study and follow up on Members' concern over issues of transport ancillary facilities and roads.

#### IV. Supplementary Information for the Proposed Soko Islands Marine Park (Paper TAFEHC 54/2017)

39. The Chairman welcomed Mr LAI Chuen-chi, Patrick, Assistant Director (Country & Marine Parks), Mr CHAN Lai-koon, Alan, Senior Marine Parks Officer, Dr MAK Yiu-ming, Marine Parks Officer (West) and Ms LI Hiu-yan, Marine Parks Officer (Development)<sup>1</sup> of the Agriculture, Fisheries and Conservation Department (AFCD) to the meeting to present the paper.

40. Mr Patrick LAI briefed on the background of the paper, and Dr MAK Yiu-ming presented the paper.

41. Mr Eric KWOK was glad to learn the enforcement measures of AFCD within the waters of South Lantau. He said that it was found by fishermen in San Shek Wan in mid-August to early September that a number of fishing vessels suspected to be coming from the Mainland caught cuttlefish at the waters off Cheung Sha, Lantau Island at night. He asked whether the Department would collaborate with the Guangdong Fisheries Administration General Brigade to step up patrol in special seasons, especially at night time during peak season of catching cuttlefish. As AFCD would be allocated with additional resources after the designation of the Soko Islands Marine Park (SIMP), he hoped that the Department would strengthen law enforcement action.

42. Mr Holden CHOW asked whether the Department had conducted statistical survey on the number of fishermen currently operating in the proposed SIMP and the number of eligible fishermen, as well as how many fishing permits would be issued. Such information would facilitate the fishermen concerned to know whether their operation would be affected in future.

43. Mr Randy YU said that many villagers in South Lantau had always engaged in agriculture and fishing at the same time. In other words, they earned their living by farming, fishing at sea and fishing by hand while their catch was not mainly for commercial purpose. He hoped that the Department would provide details of the screening criteria and the number of eligible fishermen. He asked whether it would be an offence for villagers not meeting the screening criteria of the Department to fish within the marine park in future.

44. Mr Alan CHAN made a consolidated response as follows:

(a) Under the Marine Parks and Marine Reserves Regulation, the Authority (i.e. the Director of Agriculture, Fisheries and Conservation) might, at his discretion, grant a permit to a bona fide fisherman to continue fishing in the waters after the designation of the marine park. There were 2 major screening criteria for issuing a marine park fishing permit. Firstly, the Department would consider whether a fisherman possessed a valid Certificate of Registration of Local Fishing Vessel (the Certificate). Since 2012, owners of all fishing vessels in Hong Kong were required to obtain the Certificate before they could engage in commercial fishing in Hong Kong waters. Secondly, the Department would consider whether a fisherman often engaged in fishing in the waters of the proposed SIMP. The screening criteria mainly made reference to the Port Survey data and other relevant information. Upon designation of the marine park, the Department would activate the above mechanism and seek advice from the Working Group on Fishing Permit (Working Group) on permit issues. In general, fishing vessels habitually fished in the waters of the proposed marine park would be issued with a marine park fishing permit. As to villagers, a person who ordinarily resides near a marine park might be issued with a fishing permit under the law. Villagers living in the vicinity of Tung Ping Chau Marine Park and Yan Chau Tong Marine Park were cited as examples. Upon designation of the marine park, the Department would submit the detailed screening criteria for eligible villagers to the Working Group for further discussion prior to finalisation.

(b) To address the aspirations of the local community without compromising the protection

of important dolphin habitats, the Department had considered removing some parts of the inner bay waters from the boundary of the proposed SIMP. The designation of the proposed SIMP would not adversely affect the livelihood of villagers in future because they might continue catching shellfishes or fishes in the in-shore areas to be excluded from the proposed SIMP without a permit. Villagers could still engage in fishing activities in the white areas indicated in Map 1 of the paper (i.e. outside the marine park).

45. Dr MAK Yiu-ming said that AFCD would take enforcement action against fishing activities in contravention of the Fisheries Protection Ordinance (Cap 171). Upon expiry of the Mainland fish moratorium between late August and mid-September this year, AFCD had stepped up night patrol and law enforcement. It had conducted 88 night inspections and 55 of which were carried out in the waters of South Lantau. The Department had taken note of Mr KWOK's views and would as far as possible deploy patrol teams to take enforcement action especially at night. The Department would continue to liaise and co-operate with the Fisheries Administration Department of Guangdong Fisheries Administration General Brigade, and strengthen the existing communication mechanism with the Mainland to combat illegal fishing activities. After the designation of SIMP, the Department would be allocated additional resources to form a patrol team to assist in patrolling and law enforcement.

46. Mr Holden CHOW was glad that AFCD would issue fishing permits to fishermen who often operated in the waters of the proposed SIMP as far as possible. The paper stated that the Department would determine the detailed screening criteria and the number of eligible fishermen after designation of the marine park. He therefore requested the Department to report such details to the District Council (DC)/the Committee once confirmed.

47. Mr Alan CHAN said that members of the Working Group came from various sectors, including Legislative Council Members of the Functional Constituency - Agriculture and Fisheries. After designating the marine park, the Working Group would discuss in detail the screening criteria and the number of fishing permits to be issued. The Department noted Mr CHOW's views and would explore the ways to provide the Committee with the relevant information.

48. The Chairman suggested the Department provide the relevant information to the Committee by circulation of papers.

(Mr CHEUNG Fu left the meeting at around 3:30 p.m.)

V. Question on grass pruning and removal of weeds and dead trees  
(Paper TAFEHC 53/2017)

49. The Chairman welcomed Mr WONG Tat-ming, Administrative Assistant/Lands of District Lands Office, Islands (DLO) to the meeting to give response. The written reply of the Vegetation Contract Management Team (Management Team) of LandsD had been sent to Members for perusal before the meeting.

50. The Chairman presented the question. He indicated that there were so many trees in Islands District and hoped that DLO would shorten the time for handling these cases.

51. Mr WONG Tat-ming said that the Management Team referred the case to DLO on 18 July this year. DLO conducted a site inspection on the same day and did not identify weeds against which action had to be taken, and the Management Team was informed of the findings. He agreed that DLO and the Management Team had to enhance communication in the handling process with a view to facilitating more effective follow-up action and presentation of the results to the parties concerned in case similar situations took place.

52. Mr Ken WONG said that upon receipt of a complaint, the Management Team needed to conduct site inspection to confirm whether the plants concerned were situated on an unleased government land, and would only arrange for grass pruning about 2 months after the site inspection. He considered the handling process time-consuming because the Management Team should have maintained the records of the land concerned. In the past, DLO was responsible for handling cases in Islands District and would flexibly handle the plants situated outside government land. Since the Management Team centralised the case handling, the handling process was no longer flexible. Besides, the Management Team would group the cases in Islands District together and thus reduce the efficiency. He hoped that the relevant department would review the entire handling process and deal with each case expeditiously.

53. Mr WONG Tat-ming said that he would reflect Members' views to the Management Team for reviewing the existing practice.

54. The Chairman hoped that LandsD could strengthen internal communication to effectively and expeditiously carry out grass pruning and removal of dead trees in the district.

VI. Question on the recovery efforts of Food and Environmental Hygiene Department after typhoon (Paper TAFEHC 55/2017)

55. The Chairman welcomed Mr MOK Wai-hung, District Environmental Hygiene Superintendent (Islands) Atg of FEHD to the meeting to respond to the question. The written reply of FEHD had been sent to Members for perusal before the meeting.

56. Mr Randy YU presented the question.

57. Mr MOK Wai-hung presented the written reply of FEHD.

58. Mr LOU Cheuk-wing raised his views as follows:

- (a) He commended IsDO for the proper preparation before the attack of Typhoon Hato so that the loss of residents could be minimised. On the other hand, Hato had caused flooding in Tai O, resulting in a large quantity of refuse (mainly furniture and electrical appliances) accumulating in the area. He opined that the relevant government departments did not tackle the problem of excessive refuse accumulated in Tai O in an effective and immediate manner after the typhoon. As stated in the written reply of FEHD, the average amount of refuse collected in Tai O per day was about 6 tonnes. However, during the 6 days subsequent to the typhoon attack, the total amount of refuse collected in Tai O was about 170 tonnes. It was difficult for works supervisors

of FEHD to handle such a large amount of refuse. Although the Department had deployed some outsourcing staff from Mui Wo to help clear the refuse in Tai O, it was ineffective to remove refuse manually. The Tai O Rural Committee (RC) had also arranged for assistance by volunteers, but it was still unable to solve the problem of accumulation of refuse. In view of this, RC requested FEHD to arrange for refuse removal by grab-mounted lorries. The Department did not have such kind of vehicle, which was thus provided by the contractor. RC also advised the Department to use village vehicles to remove refuse instead of manual transport. The problem was resolved at last in 4 days. He opined that the problem was solved through the concerted effort of the RC, DC Members and IsDO.

- (b) On the following day after the typhoon had left, the Secretary for Development and Director of Drainage Services immediately conducted a site inspection to examine the flood protection and drainage works in Tai O and take follow-up action. He was discontented with FEHD for not deploying staff to inspect the situation in Tai O after the typhoon.

(Post-meeting note: With the lapse of the typhoon on 27 August this year, the Assistant Director of Food and Environmental Hygiene and staff of the Islands District Environmental Hygiene Office (DEHO) inspected the typhoon-devastated areas in Tai O the following day and supervised the remedial work in the aftermath of the typhoon.)

- (c) A village vehicle was once used for refuse transport in Tai O, but it was used no more after the driver retired. There were many remote places in Tai O (such as Shek Tsai Po Street and Sun Ki Street). It took much time for cleaners plying between these places and refuse collection points, making it ineffective for refuse clearance. He hoped that FEHD would resume using village vehicles for transport of refuse in Tai O where the volume of refuse was increasing. This could not only reduce the manual work of front line staff but also remove rubbish more efficiently.

(Post-meeting note: Within this year, FEHD would outsource the operation of transporting refuse and waste in Peng Chau to cleansing contractors on a pilot scheme for 6 months. Following the implementation of the above pilot scheme, the Department would deploy 1 village vehicle from Peng Chau to Mui Wo or Tai O to provide service. FEHD was also proactively exploring the feasibility of outsourcing the services of transporting refuse and waste in Peng Chau and Tai O or Mui Wo to cleansing services contractors in the long run.)

59. Mr Ken WONG criticised FEHD for not deploying resources to clean up the accumulated refuse on Peng Chau after the typhoon. There was 1 village vehicle available on Peng Chau, which could not be used on the day of typhoon because the driver was on leave. It would take 1 hour to manually transport refuse from the farthest point of the island to the refuse collection point. Therefore, not much refuse could be removed in a day. He had suggested FEHD arrange the outsourced contractor to remove refuse with village vehicle, but the Department still transported refuse manually. As a result, the refuse on the streets were not cleared for days. After he had reflected the serious condition to IsDO, it immediately made co-ordination and arranged for

contingency measures. In his opinion, the Department should review the arrangement of manual transportation of refuse, formulate remedial measures after typhoon as soon as possible, and consider preparing a standby list of village vehicles which could be used flexibly when necessary.

(Post-meeting note: On 30 August this year, the Deputy Director and Assistant Director of Food and Environmental Hygiene as well as District Environmental Hygiene Superintendent (Islands) conducted a site inspection in Peng Chau and supervised the follow-up work. Having regard to the situation on Peng Chau, FEHD deployed cleansing workers from other districts to Peng Chau to assist in the clearance of accumulated refuse and waste. From 30 August to 2 September this year, 2 village vehicles were hired each day to assist in clearance of accumulated refuse and waste on Peng Chau, and the clean-up work was completed on 1 September. FEHD had already awarded a contract to outsource the services of transporting refuse and waste on Peng Chau to a cleansing services contractor on a pilot scheme. FEHD was also proactively exploring the feasibility of outsourcing the services of transporting refuse and waste in Peng Chau and Tai O or Mui Wo to cleansing services contractors in the long run.)

60. Mr Randy YU raised his views as follows:

- (a) He concurred with the 2 Members and asked whether FEHD would issue a report on the incident.
- (b) As stated in the written reply, the Department would, where necessary, arrange cleansing contractors to use large grab-mounted lorries and village vehicles to assist front line staff in transporting refuse in case similar incidents occurred in future. He asked how to determine whether the above was deemed necessary under the circumstances. As Tai O might not be the only place affected during the typhoon, it was difficult for the senior management of FEHD to inspect all affected areas and exercise judgements. He therefore thought that a clear mechanism should be set up. For example, if RC, DC Members of the concerned constituency or IsDO considered necessary after discussion, the field supervisors of FEHD could immediately adopt contingency measures according to the mechanism.
- (c) He asked FEHD to examine the number of village vehicles required in Tai O to tie in with the contingency mechanism in the aftermath of emergency situation. He commended IsDO for its assistance in arranging a number of grab-mounted lorries and FEHD for deploying 1 grab-mounted lorry from the Highways Department for refuse transportation, as a result more refuse could be handled, with refuse collection peaking at over 60 tonnes a day. He believed that refuse removal could have been done faster if more grab-mounted lorries were available.
- (d) He hoped that FEHD would provide a timetable for establishing the mechanism and a detailed report on follow-up works in the aftermath of the typhoon, including the staffing arrangement for routine refuse collection in Tai O, as well as the work deployment after the typhoon.

61. Mr Eric KWOK was concerned that FEHD mainly relied on land transport for refuse transportation. He recalled that there were serious landslides on Tung Chung Road and Tai O Road after the attack of Typhoon Hagupit in 2008. The land traffic in Tai O was paralysed completely, bringing delivery of supplies to a halt. Finally, some of the supplies could only be transported by vessels. For this reason, he hoped that FEHD would review and consider using transportation by sea. Otherwise, if there was any land traffic gridlock due to incidents in future, it would be really of little help even the Department had increased the number of refuse collection vehicles.

62. Mr YUNG Chi-ming said that FEHD should be responsible for dealing with the massive accumulation of refuse in Tai O after the typhoon. He hoped that the District Environmental Hygiene Superintendent (Islands) would pay more visits to the outlying islands.

63. Ms YU Lai-fan said that FEHD played a very important role in maintaining the environmental hygiene in Islands District, and this was highlighted in the 2 recent typhoons. Therefore, she suggested the Committee write and propose to FEHD Headquarters to deploy village vehicles according to the needs of various areas in Islands District. The traffic condition in outlying islands was different from that in urban areas. Refuse collection vehicles might not be directly accessible to every place for refuse transportation. As the outlying islands were hilly with steep roads, manual refuse transportation might inflict serious strain to front line workers and village vehicles were thus required to aid refuse transportation. In fact, a typhoon attack would create many environmental hygiene issues to be followed-up in the aftermath of typhoons. In this connection, she suggested FEHD Headquarters provide emergency resources to various DEHOs during typhoon season for enhanced efficiency to cope with these issues. Citing Islands District as an example, there was a large quantity of refuse, many trees and many non-gazetted beaches in the district. If FEHD Headquarters could provide emergency resources, it would facilitate DEHO in carrying out the contingency work. If there was any joint operation to be carried out by government departments, she opined it should be led by FEHD. As regards Lamma Island, about 200 trees collapsed after the typhoon. She thanked the Department for assisting in removing the collapsed trees. Besides, the number of cleaning workers on Lamma Island was reduced from about 20 to 13 at present. This might be due to the remoteness of places in Islands District and the consequential difficulty in recruitment. As such, she had requested the Food and Health Bureau (FHB) to increase the number of cleaning workers in Islands District.

(Post-meeting note: In response to the situation after the typhoon, from 30 August to 2 September this year, FEHD had repeatedly deployed cleansing workers from other districts in Hong Kong Island and Kowloon to Islands District to assist in the clearance of accumulated refuse and waste in Po Wah Yuen and Lo Tik Wan in Lamma. The relevant clean-up work was completed on 1 September.)

64. Mr Benjamin AU added as follows:

- (a) In Islands District, the problem of refuse accumulation caused by Typhoon Hato mainly took place in Tai O and Peng Chau. He expressed gratitude to Members for their understanding of the fact that it took time to remove the refuse. As regards Tai O, IsDO had been closely communicating with FEHD on the situation and progress of rubbish removal after the typhoon. He understood that the Department had deployed staff and refuse collection vehicles to Tai O for refuse scavenging. In the meantime, IsDO also learned that the progress of rubbish removal in the first few days was



relatively slow due to the absence of aid by large grab-mounted lorries and village vehicles. After communicating with Mr LOU Cheuk-wing and Mr Randy YU, IsDO had immediately arranged a grab-mounted lorry for service and, with the assistance of RC, arranged a village vehicle to assist in rubbish removal in Tai O. With large-scale removal effort for consecutive days, the refuse volume in Tai O reduced significantly since 31 August and had returned to a normal level gradually. As regards Peng Chau, the District Officer (Islands) and DC Member of the concerned constituency had conducted a site visit after the typhoon. They learnt that the problem of refuse accumulation was quite serious, which was mainly due to the reliance on manual removal without the aid of machinery. To sum up the experience, machinery aids were very important to refuse removal. IsDO and FEHD had communicated on this issue. As regards the problem of lacking relevant machinery, he noted that the Department's enhancement approach was to arrange for contractors for immediate provision of grab-mounted lorries and village vehicles to aid rubbish removal when necessary. IsDO understood that FEHD was studying the relevant arrangements.

- (b) An emergency response plan for flooding in Tai O was currently in place. With the formulation of new arrangements by FEHD, IsDO would incorporate them into the emergency response plan so that front line staff of FEHD could carry out such works in future without having to request for instruction from District Environmental Hygiene Superintendent (Islands) every time. IsDO would continue to follow up with FEHD on the relevant arrangements.

65. Mr CHOW Yuk-tong said that the impact of the typhoon was very serious while the span of the affected areas very broad. The workload of FEHD was thus very heavy, and the sand drifts on Lamma Island were yet to clear. He pointed out that village vehicles were used on Lamma Island for refuse transportation and hoped that village vehicles could also be arranged for use in other areas of Islands District for rubbish removal. He hoped that FEHD would learn a lesson from this incident as well as review the arrangements of refuse collection and adequacy of manpower resources.

66. Ms YU Lai-fan said that she had repeatedly mentioned at meetings about the non-provision of village vehicles for refuse transportation in various areas of Islands District. She suggested FEHD arrange contractors to use village vehicles for refuse transportation in Islands District, and requested Islands DEHO to reflect the relevant situation to FHB.

67. The Chairman asked which areas in Islands District did not use village vehicles to transport refuse.

68. Mr Ken WONG said that there was 1 FEHD village vehicle on Peng Chau. However, it was insufficient to cope with the refuse volume. Besides, it was a long distance for land transportation of refuse by cleaners. He therefore repeatedly requested FEHD to expeditiously outsource the refuse collection service on Peng Chau to cleansing contractors, who would use village vehicles for refuse transportation. He urged FEHD to arrange for rubbish removal by village vehicles in Peng Chau and Tai O as soon as possible.

69. Mr WONG Man-hon said that there was once a village vehicle in Mui Wo, which was ceased to be used after the driver suffered from an illness. The existing manual transportation of refuse made cleaning workers feel exhausted and hence more prone to accidents. He hoped that the

Department would face the problem squarely. As some places in Mui Wo were accessible by vehicles, he suggested the Department consider employing other vehicles to transport refuse apart from using village vehicles. Moreover, as regards removal of a large quantity of refuse, he hoped that contractors would make appropriate staffing arrangement as necessary.

70. Mr Eric KWOK said that the work of the cleaning workers of FEHD was very demanding especially in large areas like Pui O. The use of village vehicles would help ease their workload. He also suggested using electric village vehicles, which were environmental-friendly and produced less noise when in use.

71. Mr KWONG Kwok-kam asked whether the refuse collection service in Islands District was provided by outsourced contractors or FEHD. Outsourced contractors could deploy village vehicles on their own for rubbish collection, which allowed for more flexible arrangement.

72. The Chairman said that refuse collection service of some areas of Islands District had been outsourced already and that of the remaining ones were managed by FEHD. She hoped that FEHD would review the situation of refuse collection in Islands District, including the existing arrangements, the service provided by outsourced contractors and the working conditions of front line staff of FEHD. In view of an ever-increasing population in Islands District, she opined that the existing number of village vehicles was insufficient to meet the need and therefore hoped that the Department would set a timetable for additional provision of village vehicles in various areas of Islands District. Besides, there would be more emergencies in Islands District in the aftermath of typhoon (such as road obstruction caused by landslide and tree collapses). She requested the Department to report to the Committee after it had developed the contingency mechanism.

73. Mr Randy YU hoped that the Department would submit a detailed report by circulation of paper before the next Committee meeting and formulate new arrangements for incorporating in the existing emergency response plan for flooding in Tai O by IsDO. He agreed to the use of electric village vehicles. However, he reminded the Department of carefully select the vehicle type with particular consideration to energy consumption of vehicle because the selected electric village vehicle had to be able to operate for an extended period of time in the case of emergency. He also thanked front line cleaning workers who spared no effort to clean up the refuse after the typhoons.

74. Mr YUNG Chi-ming thought that it was inadequate for FEHD to arrange field supervisors on duty only to handle the emergency arising out of the typhoon. He suggested FEHD make reference to the practice of IsDO so that District Environmental Hygiene Superintendent (Islands) would be responsible to handle similar incidents in future for co-ordination and communication with the parties concerned.

75. The Chairman also expressed appreciation to front line cleaning workers who spared no effort to clean up the refuse after the typhoons. She suggested FEHD allocate additional resource to cater for the enormous workload after typhoons. She reiterated the request for FEHD to formulate emergency measures and report to the Committee as soon as possible.

VII. Progress report on DC-funded District Minor Works Projects  
(Paper TAFEHC 56/2017)

76. The Chairman welcomed Mr Tommy TANG, Senior Inspector of Works of IsDO to the meeting to present the paper.

77. The Chairman asked whether the Improvement Works to Staircase near Sea View Terrace, Pak She San Tsuen, Cheung Chau (IS-DMW-580) could commence in October 2018 or earlier. The above project was proposed several years ago. Despite the existing handrails installed, the stairs of the staircase were still rugged. He therefore hoped that IsDO could follow up as soon as possible.

78. Mr Tommy TANG said that he would consider Members' views and timely discuss with Members concerned the details of the works.

79. Members endorsed the paper and noted the report of IsDO.

### VIII. Report by Working Group

#### (i) Tourism, Agriculture, Fisheries and Environmental Hygiene Committee Activities Working Group

80. The Chairman said that the report of the Working Group (see Reference 1 for details) had been sent to Members for perusal by fax or by email before the meeting. Members were welcome to comment on the report.

81. Members had no comment and endorsed the above report.

#### (ii) Islands Healthy City and Age-friendly Community Working Group

82. Mr Randy YU said that the report of the Working Group (see Reference 2 for details) had been sent to Members for perusal by fax or email before the meeting. Members were welcome to comment on the report.

83. Members had no comment and endorsed the above report.

### IX. Any Other Business

84. There was no other business.

### X. Date of Next Meeting

85. The meeting was adjourned at 4:33 p.m. The next meeting would be held at 2:00 p.m. on 27 November 2017 (Monday).

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