

Minutes of the 12th Meeting of
the Environment, Hygiene and District Development Committee of
the Tuen Mun District Council

Date : 13 September 2019 (Friday)

Time : 9:33 a.m.

Venue : Tuen Mun District Council (TMDC) Conference Room

<u>Present</u>		<u>Time of Arrival</u>	<u>Time of Departure</u>
Ms LUNG Shui-hing, MH (Chairman)	TMDC Member	9:32 a.m.	End of meeting
Mr KAM Man-fung (Vice-chairman)	TMDC Member	9:42 a.m.	End of meeting
Mr LEUNG Kin-man, BBS, MH, JP	TMDC Chairman	9:30 a.m.	End of meeting
Mr LEE Hung-sham, Lothar, BBS, MH	TMDC Vice-Chairman	9:30 a.m.	End of meeting
Mr SO Shiu-shing, MH	TMDC Member	9:30 a.m.	End of meeting
Mr KWU Hon-keung	TMDC Member	9:32 a.m.	End of meeting
Mr TO Sheck-yuen, MH	TMDC Member	9:37 a.m.	End of meeting
Mr CHU Yiu-wah	TMDC Member	9:37 a.m.	10:18 a.m.
Ms KONG Fung-yi	TMDC Member	9:30 a.m.	End of meeting
Ms WONG Lai-sheung, Catherine	TMDC Member	9:30 a.m.	End of meeting
Ms HO Hang-mui	TMDC Member	9:33 a.m.	End of meeting
Mr LAM Chung-hoi	TMDC Member	9:38 a.m.	End of meeting
Ms CHING Chi-hung, JP	TMDC Member	9:32 a.m.	11:30 a.m.
Mr CHAN Man-wah, MH	TMDC Member	9:30 a.m.	End of meeting
Mr CHAN Manwell, Leo	TMDC Member	9:57 a.m.	End of meeting
Ms CHU Shun-nga, Beatrice	TMDC Member	9:30 a.m.	End of meeting
Mr TSANG Hin-hong	TMDC Member	10:07 a.m.	End of meeting
Ms SO Ka-man	TMDC Member	9:30 a.m.	End of meeting
Mr MO Shing-fung	TMDC Member	9:30 a.m.	End of meeting
Mr YIP Man-pan	TMDC Member	9:34 a.m.	End of meeting
Mr Yeung Chi-hang	TMDC Member	9:30 a.m.	End of meeting
Mr YAN Siu-nam	TMDC Member	9:30 a.m.	End of meeting
Mr TAM Chun-yin	TMDC Member	9:30 a.m.	End of meeting
Mr CHAN Tsim-heng	Co-opted Member	9:30 a.m.	End of meeting
Mr TSOI Shing-hin	Co-opted Member	9:30 a.m.	End of meeting
Ms CHAN Ching-ye, Jackie (Secretary)	Executive Officer I (District Council) ² , Tuen Mun District Office, Home Affairs Department		

By Invitation

Mr CHEUNG Ka-leung, Tony	Chief Engineer/West 3, Civil Engineering and Development Department
Mr FUNG Yiu-cheung	Senior Engineer/6 (West), Civil Engineering and Development Department
Mr YU Ka-ho, Ken	Engineer/4 (West), Civil Engineering and Development Department
Mr Perran COAK	Project Manager, AECOM Asia Company Limited
Ms Carmen YUEN	Senior Engineer, AECOM Asia Company Limited
Mr Ronaldo LUO	Project Engineer, AECOM Asia Company Limited
Mr MAK Shui-wing	Marine Manager/Licensing & Port Formalities (2), Marine Department
Mr WONG Yiu-hong	Marine Officer/Harbour Patrol Section (3), Marine Department
Mr NG Chi-piu	Marine Inspector I/Harbour Patrol Section

In Attendance

Miss TSUI Man-ye, Joanna	Assistant District Officer (Tuen Mun)1, Home Affairs Department
Mr LEUNG Kam-wai	Senior Inspector of Works, Tuen Mun District Office, Home Affairs Department
Mr LEE Kam-ho, Edwin	District Environmental Hygiene Superintendent (Tuen Mun), Food and Environment Hygiene Department
Ms CHAN Wing-ye	Deputy District Leisure Manager (Tuen Mun)2, Leisure and Cultural Services Department
Mr CHAN Pui-shing, Michael	Engineer/Tuen Mun 4, Drainage Services Department
Miss LAM Woon-tim	Housing Manager/Tuen Mun 1(Acting), Housing Department
Mr YEUNG Mo-man	Senior Environmental Protection Officer (Regional West)1, Environmental Protection Department
Miss WU Ho-kei, Maggie	Town Planner/Tuen Mun 4, Planning Department
Mr CHAN Yuen-heng, Jason	Engineer/15 (West), Civil Engineering and Development Department
Mr TAM Kwok-leung	Administrative Assistant/Lands (Acting) (District Lands Office, Tuen Mun), Lands Department
Mr YIP Lam-fung	Engineer/New Territories West (Distribution 2), Water Supplies Department
Mr TSAO Chin-kiu, Issac	Project Coordinator/Design 3, Water Supplies Department

Absent with Apologies

Mr NG Koon-hung

Mr TSUI Fan, MH

Mr KEUNG Kai-pong

TMDC Member

TMDC Member

Co-opted Member

I. Opening Remarks

The Chairman welcomed all participants and government department representatives in attendance to the 12th meeting of the Environment, Hygiene and District Development Committee (“EHDDC”).

2. The Chairman reminded members of the public observing the meeting that the press areas set up on both sides of the screen at the back of the conference room were reserved for use by media representatives who had registered and received stickers for identification. Other members of the public observing the meeting should remain in the public seating area.

3. The Chairman reminded Members that any Member who was aware of a personal interest in a discussion item should declare the interests before the discussion. She would, in accordance with Order 39(12) of the Tuen Mun District Council (“TMDC”) Standing Orders, decide whether the Member who had declared the interest might speak or vote on the matter, might remain in the meeting as an observer, or should withdraw from the meeting. All cases of declaration of interests would be recorded in the minutes of the meeting.

II. Absence from Meeting

4. The Secretariat reported that no applications for leave of absence had been received from Members.

III. Confirmation of Minutes of the Last Meeting

5. As there were no amendments to the minutes, the Chairman announced that the minutes of the 11th meeting of the EHDDC (2018-2019) were endorsed.

IV. Discussed Items**(A) Feasibility Study on Environmentally Friendly Transport Services in Hung Shui Kiu New Development Area and Adjacent Areas - Stage 1 Study Findings and Recommendations**

(EHDDC Paper No. 48/2019)

6. The Chairman welcomed Mr CHEUNG Ka-leung, Tony, Chief Engineer/West 3, Mr FUNG Yiu-cheung, Senior Engineer 6 (West) and Mr YU Ka-ho, Ken, Engineer/4 (West) of the Civil Engineering and Development Department (“CEDD”) and Mr KO Chi-lun, Project Manager, Ms YUEN Ka-man, Senior Engineer and Mr LAW Bun, Project Engineer of the AECOM Asia Company Limited to the meeting.

7. Mr CHEUNG of the CEDD gave a PowerPoint presentation to brief Members on the background, findings and recommendations of the captioned study (Annex 1).

8. Members' comments and enquiries on the captioned study were summarised as follows:

- (i) A Member criticised the government for hard selling the project of the Hung Shui Kiu New Development Area ("New Development Area"), destroying all the homes of the Yick Yuen Tsuen. Now the captioned study was even packaged as a beautiful vision ignoring Members' comments so he had great dissatisfaction with this. He continued to say that Members had requested a study on elevated light rail but the government turned a deaf ear to it. He opined that before the land requisition problem of the Yick Yuen Tsuen was solved properly, consultation on the captioned study should be shelved first;
- (ii) A Member suggested that security facilities of the proposed Environmentally Friendly Transport Service ("Transport Service") should be strengthened to avoid being damaged during demonstrations;
- (iii) A Member said that among the three modes of green public transportation, the cost of green bus system was the lowest and more flexible. Therefore, he asked whether there would be sufficient recharging or fuel-refilling facilities and depots planned in the new development area. He continued to say that the captioned paper did not mention external traffic in the new development area at all so he requested the CEDD to provide more information. Moreover, he opined that the Tuen Mun District was planned improperly and majority of the residents needed to go to work outside the district. He hoped that the same mistake would not be repeated in the new development area. He pointed out that the captioned study needed consultations in many stages so he was afraid it could not be implemented even in 2030;
- (iv) A Member said that the land requisition and resettlement problems involved in the new development area had not been resolved so far. It was really not good as the plan had not been implemented even after a long time. He pointed out that there was light rail operating at present in Tuen Mun and Yuen Long Districts so he did not understand why the government gave up extending the current light rail system but recommended using billions of dollars to build a new system instead. He continued to say that even though the light rail system would not be used, electric buses could be used. He

also queried that the cost of green bus system was not as high as the estimate by the CEDD. Moreover, he pointed out that the captioned study did not provide explanation on the operator of the proposed Transport Service. He suggested direct extension of the current light rail system instead of going to great length to conduct the captioned study;

- (v) A Member did not understand why the government gave up extending the current light rail system. She opined that it would be more inconvenient for the residents in Hung Shui Kiu to change the light rail to Tuen Mun and Yuen Long in the future. She also queried whether the government intended to cancel the current light rail system. She continued to say that the captioned study recommended that the proposed Transport Service should connect the Tin Shui Wai West Rail Station and the Lei Wai Light Rail Stop but did not provide explanation on the complementary arrangements concerned. She worried that the station and stop above would become more crowded at the time. Moreover, she requested the CEDD to provide explanation on the maximum carrying capacity, operation cost and estimated fares of the three modes of green public transportation;
- (vi) A Member said the captioned study mentioned that the automatic transit system with elevated tracks would need higher cost and cause greater impact on the landscape. He agreed and continued to say that the light rail system had been blamed for many years so he did not support the extension of the current light rail system. He opined that the green bus system could increase the number of routes and vehicles more flexibly so it was a more desirable proposal. Moreover, he suggested that the CEDD should consider the mode of tender for the operator of the Transport Service more carefully to avoid causing monopoly and making the government difficult to control fares; and
- (vii) A Member said that the cost and carrying capacity of each mode of green public transportation should be considered at the same time so he requested the CEDD to provide explanation on the carrying capacity of each mode of green public transportation. He pointed out that logistics industry would be developed in the new development area and he expected that there would be lots of goods vehicles travelling in the area. Therefore, he asked whether the department had studied how the Transport Service could cater for the road traffic. Moreover, he opined that the government should deal with the land requisition problem in the new development area first. He also

requested the department to provide explanation on the progress of the matters concerned.

9. Replies from Mr CHEUNG of the CEDD were summarised as follows:
- (i) On the resettlement problem of the villagers of the Yick Yuen Tsuen, the government received many comments. The Development Bureau and the Lands Department reported to the EHDDC on the matter earlier. He would relay Members' comments to the department concerned;
 - (ii) On the security problem of the Transport Service, the department would consider Members' comments during the next stage of the study;
 - (iii) On the recharging facilities for vehicles, green transportation was the focus in the new development area so the department would reserve sufficient complementary measures according to the request concerned. The department would apply for fund allocation at the end of this year for the detailed design of the new development area and report to the EHDDC again in due course;
 - (iv) On the external traffic in the new development area, the proposed Transport Service was designed to connect major public transportation networks i.e. the proposed Hung Shui Kiu West Rail Station and the current Tin Shui Wai West Rail Station. If the green bus system was adopted eventually, allowing green energy buses to travel on the ordinary public roads could be considered to serve a wider area. Apart from the green Transport Service, there would be other public transportation services provided in the area to cater for the needs with the current bus routes reviewed too. Moreover, the feasibility study of the Route 11 was in progress and the West Rail also had a plan to increase the frequency if needed. In order to cater for the overall development of the new development area and the time of population intake, the implementation schedule of the Transport Service would be studied in the next stage;
 - (v) On the extension of the current light rail system, the light rail needed to share the road surface with other road traffic so the service level was limited and there would not be sufficient carrying capacity to cater for the extension to the new development area. Therefore, the Stage 1 study findings recommended that new mode of green public transportation would be adopted in the new development area. He pointed out that the current light

rail system had been in use since 80s while the modern trams of the captioned study would be more comfortable, elegant and quiet;

- (vi) On the cost of the Transport Service, among the initial budgeted construction cost in the captioned study listed in the captioned study, most was related to the cost for the construction of elevated bridges and elevated stops;
- (vii) On the fares, the consultant would refer to the fares of the current public transport nearby and there was no recommendation on the fares in the current stage;
- (viii) On the operator of the Transport Service, there might be different operators for various modes of green public transportation so the department would listen to Members' comments first and make overall consideration in the next stage;
- (ix) On the impact of the Transport Service on road traffic, the captioned study had considered the traffic impact concerned. The Transport Service would be operated on special transport corridors with design focused on grade separation with driveways at busy junctions to reduce traffic impact. However, the department would continue to listen to Members' comments on this issue; and
- (x) On the carrying capacity of the Transport Service, the consultant expected that there would be most passengers going to the logistic, business and technology areas from the Hung Shui Liu West Rail Station in the morning peak hours. There would be about 9,000 to 10,000 passengers every hour and about 5,000 to 6,000 passengers in the routes along the riverside of Tin Shui Wai and Yuen Long South. Apart from the Transport Service, there would be other public transportation services in the New Development Area. The department also encouraged citizens to use bicycles and would provide bicycle parking at suitable locations in the area.

10. Members' second round of comments and enquiries on the replies from the CEDD were summarised as follows:

- (i) A Member requested the CEDD to provide fare comparison between the three modes of green public transportation and asked about the ratio between the Transport Service and other public transportation services in the New Development Area, and whether the department had considered provision of

the Transport Service underground. She continued to say that the captioned study recommended that the Transport Service should connect the West Rail and light rail, thus putting heavier load on the current public transportation system. She opined that the green bus system was more desirable but queried whether the government had their own stand on the choice of the Transport Service;

- (ii) A Member said although the government would consult the public on the fares of the Transport Service in future, she worried that the cost would be passed on to passengers eventually if the cost of the Transport Service was high. Moreover, she asked about the maintenance and contingent arrangements and the frequency of different transportation services if the Transport Service malfunctioned. She also requested the CEDD to provide more information on the construction cost of flyovers for the Transport Service;
- (iii) A Member said that before solving the land requisition problem in the New Development Area, public money should not be wasted on conducting the captioned study;
- (iv) A Member asked whether Members needed to choose one of the three modes of green public transportation recommended in the captioned study. She opined that the operation cost and fares of the Transport Service were more important than the cost so she requested the department again to provide fare comparison between the three modes of green public transportation; and
- (v) A Member said that it was meaningless to conduct the captioned study before the land requisition problem in the New Development Area was solved.

11. The second round of replies from Mr CHEUNG of the CEDD were as follows:

- (i) On the fares, the department had no fare proposal on the three modes of green public transportation, which would be studied in stage two;
- (ii) On the construction cost, the cost for the provision of Transport Service underground would double that for the construction of flyovers;
- (iii) On the choice of Transport Service, the department did not have their

prescribed stand and would consider comments from district people, stakeholders concerned and the Legislative Council Panel on Development as well as the citizens' affordability;

- (iv) On the frequency, the carrying capacity of green buses was the lowest so the frequency would be the highest. It was initially estimated that they would run every 1 minute, the automatic transit system would run every 2 minutes while modern trams would run every 2.5 minutes in the peak hours. The frequency in non-peak hours would be adjusted; and
- (v) On the maintenance, the technology of automatic transit system and modern trams was well-developed with complete complementary maintenance measures. The technology of electric buses continued to improve and there were electric buses running in some of the routes in Hong Kong on trial basis. It was believed that maintenance of green bus system in the future would not be a problem.

12. The Chairman concluded that Members generally worried the government would pass on the construction cost of the Transport Service to citizens. Before the CEDD provided detailed information, the EHDDC found it difficult to provide specific comments on the choice of Transport Service. He hoped that the department would conduct the study again after collecting Members' comments. Moreover, on the land requisition arrangements in New Development Area, this meeting was the last EHDDC meeting of the current TMDC so he suggested that it would be discussed again at the meeting of the Tuen Mun Rural Committee in October 2019.

V. Reporting Items

(A) Water Quality of Tuen Mun Beaches **(EHDDC Paper No. 49/2019)**

13. The Chairman welcomed Mr MAK Shui-wing, Marine Manager/Licensing & Port Formalities (2), Mr WONG Yiu-hong, Marine Officer/Harbour Patrol Section (3) and Mr NG Chi-biu, Marine Inspector I/Harbour Patrol Section of the Marine Department to the meeting.

14. On the problem of long-lasting poor water quality of Castle Peak Beach, a Member said Members had suggested in the past meetings that the Environmental Protection Department ("EPD") and the Marine Department should strengthen

co-operation and conduct joint operations against the pollution at the beach and peripheral waters. It was hoped that the Marine Department would report on the progress concerned.

15. Mr MAK of the Marine Department said that the main scope of work of the department was vessel traffic safety management so they had no comments on water quality.

16. The Chairman asked the Marine Department whether the water quality of the Castle Peak Beach would be affected by the marine work of vessels. Moreover, she quoted the minutes of last meeting in which a Member said that “although the Marine Department could not stop vessels mooring at the Castle Peak Bay, the department should work out rules to regulate the vessels which were moored there in order to improve the water quality of the Castle Peak Beach”. She would like the department to give a reply to this.

17. Members’ comments and enquiries on the reply from the Marine Department were summarised as follows:

- (i) A Member pointed out that the EPD had said in last meeting that marine pollution was related to enforcement by the Marine Department. The Member also said it was learned that the Marine Department had issued penalty tickets against marine littering recently and requested the department to explain whether they had continued with the work concerned recently;
- (ii) A Member said that according to the captioned paper, the water quality of the Castle Peak Beach remained at “poor” level in August 2019, which showed that the pollution problem of the beach concerned was serious. He opined that the Marine Department had poor management, allowing a lot of pleasure boats to moor at the Castle Peak Bay and discharge excreta into the sea, thus affecting the water quality of the beach. He suggested that the department should designate a no mooring area in the Castle Peak Bay for pleasure boats. He continued to say that a newspaper report had said that somebody built floating bridges at the Castle Peak Beach illegally. He requested the Marine Department to follow up; and
- (iii) A Member said he had pointed out at last meeting that many vessels discharged sewage at the Castle Peak Bay. He asked whether the Marine Department had power to regulate the behaviour concerned to improve the water quality of the Castle Peak Beach. He opined that the long-lasting

large number of E-coli at the Castle Peak Beach had direct relationship with the illegal sewage discharge from vessels and hoped that the Marine Department would examine the situation concerned.

18. The Chairman said that Members raised the problems of illegal building of floating bridges and sewage discharge from vessels at the Castle Peak Beach at last meeting. The EPD said the matters concerned were not under the purview of the department so he requested the Patrol Section of the Marine Department to give a reply.

19. Mr WONG of the Marine Department said that since 13 June 2019 up to now, the department had issued a total of 38 orders requesting the removal of the floating structures at the Castle Peak Bay. Upon receipt of the orders, owners of 16 floating structures removed the floating structures concerned by themselves while the removal work of five other floating structures were done by the department. At present, most of the floating structures at the Castle Peak Bay were removed. As a small number of orders on the floating bridges had not yet expired, the department would continue to follow up the situation concerned. On the floating bridges mentioned by newspapers, the department issued orders immediately to remove the floating structures upon discovery of the floating bridges and the floating bridges concerned were removed in compliance with the orders. He continued to say that in accordance with the current maritime law, vessels could be moored freely at safe area in Hong Kong waters except some specified no mooring locations. Therefore, the department could not designate a vessel mooring control area at the Castle Peak Bay. At present, there was a pleasure boat mooring at the Castle Peak Bay. The department had maintained contact with the boat owner concerned and requested the pleasure boat to avoid causing obstruction to other people in the use of the waters nearby safely. Moreover, on the emission of dark smoke from vessels as discussed at last EHDDC meeting, the department had imposed control on the emission of dark smoke. Under Section 51 of CAP 548, Laws of Hong Kong, the department should not initiate prosecution unless a vessel emitted dark smoke at a prescribed standard for 3 minutes or more continuously. Sometimes, vessels would emit small amount of dark smoke when they were started or stopped. It was needed for mechanical operation and he hoped that Members would understand.

20. Mr MAK of the Marine Department said that the department cleared a total of 726 tonnes of marine floating refuse in the Tuen Mun District in 2018. From January to August 2019, a total of 462 tonnes was cleared. On the prosecutions against marine littering, there was one case recorded in 2018 and also one from

January to August 2019 in the Tuen Mun District. On the cases of oil pollution found in the sea, there were four recorded in 2018 and three from January to August 2019 in Tuen Mun District.

21. A Member said he did not agree that the Marine Department had no power to control the mooring locations of vessels. He opined that the department had the responsibility to designate a vessel mooring area and should not allow vessels to moor in the area of the beach.

22. A Member said he did not agree that the Marine Department had no power to control the mooring locations of vessels. He opined that the department had the responsibility to designate a vessel mooring area and should not allow vessels to moor in the area of the beach.

23. Mr MAK of the Marine Department said that the department had absolute power to control vessels in the sea, e.g. ensuring all vessels had valid licences and the people steering the vessels had valid licences. According to the record of the department, the vessel mooring location at the Castle Peak Bay was not in the area of the Castle Peak Beach. As the waters concerned was not statutory restricted anchorage, the department would allow vessels to anchor at that location if there was no obstruction to other vessels in using the sea in principle. He disagreed with the remarks that the department had not exercised control. Moreover, the Marine Department was responsible for the clearing of the floating refuse throughout Hong Kong waters and he emphasised that the contractor of the department had maintained routine clearing of the floating marine refuse. Every day, there were about eight vessels clearing marine refuse in the Tuen Mun District. The department would continue to carry out patrols against marine littering and provide supplementary information on the prosecution figures after the meeting.

(Post-meeting note by the Marine Department: the Marine Department had recorded a total of two cases of marine littering in the Tuen Mun District from January to November 2019.)

24. Mr WONG of the Marine Department said that according to the paper submitted by the EPD at last meeting “Water Quality of Tuen Mun Beaches” (EHDDC Paper No. 39/2019), the number of E-coli at the Castle Peak Beach continued to fall from April to June 2019. As the number of vessels mooring at the Castle Peak Bay remained basically stable and the water quality grading of the Castle Peak Beach was similar to that of the Cafeteria Beach where there was no

vessel mooring, the department opined that the water quality did not have a direct relationship with the refuse and excreta generated from the vessels moored at the Castle Peak Bay.

25. A Member suggested that the Marine Department should request vessels to moor at locations farther away from the Castle Peak Beach.

26. The Chairman concluded that although there was no vessel mooring within the area of the Castle Peak Beach at present, Members still hoped that vessels would keep a distance from the Castle Peak Beach. Moreover, Members opined that the number of prosecutions against marine littering was too low and hoped that the department could explain.

27. Mr WONG of the Marine Department said that the department noted Members' comments and would step up marine patrols. Moreover, the department had maintained communication with boat owners and removed several floating structures near the beach.

28. Members noted the content of the report.

(B) Progress Report on Major Public Works Projects in Tuen Mun District
(as at 15 August 2019)
(EHDDC Paper No. 50/2019)

29. In respect of the Tuen Mun Government Complex mentioned on page 3 of the paper, a Member asked when the children's play room would be commissioned.

30. Ms CHAN Wing-ye of the Leisure and Cultural Services Department ("LCSD") said that the Electrical and Mechanical Services Department and the Architectural Services Department were still carrying out works. It was expected that the children's play room would be commissioned in the fourth quarter of 2019.

31. A Member said that the sports ground and open space in area 16, Tuen Mun as mentioned in page 9 of the paper was still in the stage of review and requested the CEDD to provide explanation on the progress concerned.

32. Mr CHAN Yuen-heng, Jason of the CEDD said that the department had no further comments on the progress of the above project.

33. Ms CHAN of the LCSD said that the department had no further information

for the time being. She continued to say the department had mentioned in last District Facilities Management Committee (“DFMC”) meeting that the project concerned would continue according to the Five-Year Plan for Sports and Recreational Facilities. The department would learn more about the situation concerned from the TD and consult Members further.

34. A Member had dissatisfaction with the reply from the LCSD and said that the TD should submit the information on the provision of parking spaces on their own initiative for the LCSD to follow up and should not keep delaying.

35. The Chairman concluded that Members had requested the provision of parking spaces at the above project and to avoid causing delays to the progress of the works. She quoted the paper that “the LCSD and the TD would consult the DFMC on the design of the project in due course” and requested the department concerned to provide supplementary information in writing on the progress of the project after the meeting.

36. Members noted the content of the paper.

(C) Report of Food and Environmental Hygiene Department
(EHDDC Paper No. 51/2019)

37. Members’ comments and enquiries on the report of the Food and Environmental Hygiene Department (“FEHD”) were summarised as follows:

- (i) A Member asked about the rodent infestation index for the first half of 2019 and requested the FEHD to work hard to step up anti-mosquito work;
- (ii) A Member said that the FEHD had obtained fund allocation for the provision of large mobile air-conditioners in the San Hui Market but the air-conditioning in the San Hui Market was still not sufficient at present, thus causing fresh food to perish easily. Therefore, the Member suggested that the department should replace the whole air-conditioning system in the San Hui Market; and
- (iii) A Member said there was a report that the ovitrap index in the Tuen Mun District had fallen recently and suspected that it was related to the repeated uses of tear gas in recent days. The member asked whether it was true.

38. Mr LEE Kam-ho, Edwin of the FEHD replied that the rodent infestation index in the Tuen Mun District in the first half of 2019 was 1.8, which was a lower ranking among the 18 districts. He continued to say that as the dengue fever mainly broke out in late summer and early autumn, the department increased the allocation of resources this year and extended the anti-mosquito manpower arrangement in summer to autumn to cater for the peak season of the dengue fever. According to normal understanding, tear gas and the insecticide used to kill mosquitos were different chemicals. As to whether tear gas could kill mosquitos, there was no research data available as reference. Moreover, the EMSD had purchased the control panel of the air-conditioning system of the San Hui Market and delivered it to the San Hui Market. The department would commence the installation at the weekend and expected that it would be completed within one week. The suggestion for the replacement of the whole air-conditioning system of the San Hui Market would be relayed to the head office of the FEHD.

39. Members noted the content of the report.

(D) **Anti-mosquito Campaign 2019 in Tuen Mun District (Phase III)**
(EHDDC Paper No. 52/2019)

40. Members noted the contents of the report.

(E) **Progress Report of Local Public Works and Rural Public Works as at August 2019**
(EHDDC Paper No. 53/2019)

41. Members noted the contents of the report.

(F) **Reports of Working Groups under EHDDC**
(EHDDC Paper No. 54/2019)

(i) **Working Group on Tuen Mun Environmental Protection Activities**

42. A Member said that on the production of environmental protection souvenirs, she found that the heat proof water bottles had odd smell and leakage problem so they had not been given to citizens yet. She continued to say that on the quality of the heat proof water bottles, the contractor had not contacted her although the captioned paper said that “the contractor had directly contacted the district councillor to follow up”.

43. The convener of the working group who was also a Member said that he had

communicated with the Secretariat on the quality problem of the heat proof water bottles. The Secretariat said that they could follow up on his behalf if needed.

44. The Secretary said that members of the working group perused the report submitted by the contractor of the heat proof water bottles at last meeting of the working group. At the meeting, members of the working group said they understood that the odd smell problem of the heat proof water bottles could be solved by washing and resolved that the Secretariat would handle the remaining administrative procedures of the contract according to the contractor's quotation.

45. Members' another round of comments and enquiries on the captioned report of the working group were summarised as follows:

- (i) A Member said he found that washing the heat proof water bottles could not get rid of the odd smell so he contacted the contractor for a recall. He opined that the convener of the working group should check the souvenir contractor's reputation more carefully;
- (ii) A Member asked whether the contract signed between the TMDC and the contractor had stated how to handle if there was a quality problem; and
- (iii) A Member said he had mentioned at the meeting of the working group that the mat of the heat proof water bottles would come off easily. He pointed out that production of souvenirs by all the working groups of the TMDC would arrange tenders according to the established procedures and members of the working group found it difficult to check the reputation of the contractors. Therefore, he suggested focusing on the discussion of the mechanism for handling the quality problem.

46. The Secretary said that according to the minutes of the 9th meeting of the working group held on 26 August 2019 (draft), a district councillor reflected that there was a problem on the quality of the heat proof water bottles. The Secretariat then asked the contractor to contact the district councillor directly to follow up. On the day of the meeting, members of the working group perused the report on the product quality and transportation problems submitted by the contractor and noted the report. At the meeting, members of the working group had discussion on the quality problem of the heat proof water bottles and resolved that the Secretariat would follow up the contract concerned according to the usual administrative procedures.

47. A Member asked whether the contractor would replace the heat proof water bottles in question.

48. A Member asked again whether the contract signed between the TMDC and the contractor had stated how to handle the quality problem of souvenirs. If this was not stated in the contract, he suggested that the Finance, Administration and Publicity Committee (“FAPC”) should discuss how to monitor the quality of contractors’ products in future.

49. The Chairman concluded that she understood the working group had arranged the tender according to the established procedures and the sample of the heat proof water bottles provided by the contractor had good quality. Therefore, the EHDDC did not intend to blame the working group. She asked the Secretariat to pursue liability against the contractor in accordance with the terms and conditions of the contract. If there were no terms or conditions in the contract on the way of pursuit of liability, it should be passed to the FAPC for discussion to work out a mechanism to monitor the quality of contractors’ products.

50. A Member said that the contractor was in breach of the Trade Descriptions Ordinance and suggested passing it to the Customs & Excise Department to follow up.

51. Members noted the contents of the report.

(Post-meeting note: the Secretariat had individually contacted the district councillors who requested a recall of the heat proof water bottles to provide assistance. The district councillors concerned eventually said that the recall was not needed.

(ii) Working Group on Markets and Illegal Hawking Activities

52. Members noted the contents of the report.

(iii) Working Group on the Development and Complementary Facilities in Area 54

53. The convener of the working group who was also a Member said that the working group had conducted a site inspection of the peripheral land of sites No. 1 and 1A and sites No. 3 & 4 (east) of Area 54. He hoped that the department concerned would straighten out the environmental problem at the above location. Moreover, he worried that after the intake of the public housing estate at the sites, the traffic in Tsing Lun Road would have serious congestion and there would be

insufficient parking spaces. He hoped that the comments concerned would be placed on record.

54. Members noted the content of the report.

55. The Chairman announced that the above three working group reports were endorsed.

(G) Other Government Departments' Progress Reports as at 18 August 2019 (EHDDC Paper No. 55/2019)

(i) Progress Report by DSD about Works in Tuen Mun District

56. A Member said that he had repeatedly requested the DSD to clear the drainage in San Sau Street but in vain. He requested the department to follow up.

57. Mr CHAN Pui-shing, Michael of the DSD said that the drainage in San Sau Street was the responsibilities of several departments. The DSD were mainly responsible for the part connected with public drainage in the main street of San Sau Street. The rest of the drainage in the district was the responsibilities of the ArchSD. He would relay the Members' request to the responsible colleague.

58. Members noted the contents of the report.

(ii) Report on Environmental Monitoring of Mud Pit V

59. Members noted the contents of the report.

(iii) Report on Water Seepage Problems at Buildings in Tuen Mun District

60. Members noted the contents of the report.

(iv) Progress Report of Water Main Laying Works in Tuen Mun District

61. Members noted the contents of the report.

(v) Grass Cutting and Larvicidal Oil Spraying Work on Government Land in Tuen Mun District

62. Members' comments and enquiries on the captioned report were summarised as follows:

(i) A Member said that there were lots of locations listed in paper which needed grass-cutting and insecticide spraying and suggested that the Tuen Mun

District Lands Office should increase allocation of resources to improve the work concerned;

- (ii) A Member said that there were a lot of weeds on the slope beside the pavement heading the Shan King Estate at the San Wai Light Rail Stop with sight of snakes and wild boars. The Member requested the Tuen Mun District Lands Office to cut grass regularly. Moreover, grass-cutting at some locations (e.g. the Leung King Football Pitch) was the joint responsibilities of several departments but they worked on their own and did not clear the weeds at some locations. The Member hoped that the departments concerned could strengthen co-ordinations; and
- (iii) A Member said that there was in fact no grass-cutting at some of the locations listed in the paper (e.g. the government lands near lamp post nos: BD2982 and BD2989 under the Kong Shum Western Highway).

63. Mr TAM Kwok-leung of the Tuen Mun District Lands Office said that the locations listed in the paper had grass cutting by the department routinely. If the department received a request for grass-cutting not at the above locations and the locations concerned were under the purview of the Lands Department, they would be passed to the Special Duties Task Force (“SPTF”) of the Lands Department to follow up. He continued to say that on the problem of weeds on the slope beside the pavement heading the Shan King Estate at the San Wai Light Rail Stop, the department were taking follow-up action. Although it was the responsibility of the Tuen Mun District Lands Office to clear the weeds beside the pavement at the location, the weeds on the slope were under the purview of the HyD. The Tuen Mun District Lands Office would clear the fallen branches from the slope together at present. On the problem of snakes, the department would make a report to the police. As for the problem of weeds at the Leung King Football Pitch, he would clarify which department was in charge of the location concerned after the meeting and would follow up with the Member again. Moreover, on the grass-cutting work at the government land under the Kong Sum Western Highway, he would provide more information to the Member after the meeting.

(Post-meeting note by the Tuen Mun District Lands Office: on the case of Leung King Football Pitch, the Tuen Mun District Lands Office conducted a site inspection with the Member concerned and the Housing Department on 19 September 2019 and confirmed that the location was under the purview of the Housing Department and

unleased land respectively. Therefore, the case would be followed up by the Housing Department and the Tuen Mun District Lands Office. On the case of the land under the Kong Shum Western Highway, the Tuen Mun District Lands Office had learned more from the Member concerned immediately after the meeting. The Member said that a letter would be written to the Tuen Mun District Lands Office to express the request. The Tuen Mun District Lands Office had received the letter concerned and taken follow-up action.)

64. A Member said that there was a huge tree behind the San Wai Chai Village Office with lush leaves. He had complained many times but the Tuen Mun District Lands Office did not send any officers to handle it.

65. Mr TAM of the Tuen Mun District Lands Office said that he would follow up with the Member again after the meeting.

(Post-meeting note by the Tuen Mun District Lands Office: the Tuen Mun District Lands Office had learned more from the SDTF and the complaint was referred to the SDTF by the Tuen Mun District Office directly. The SDTF was still following up the complaint concerned.)

66. The Chairman concluded that government departments lacked co-ordinations. She hoped that upon receipt of complaints, government departments would refer them to the responsible department on their own initiative to follow up.

67. Members noted the contents of the report.

(H) Air Quality Health Index of Tuen Mun Air Quality Monitoring Station (EHDDC Paper No. 56/2019)

68. Members noted the contents of the report.

(I) Tai Shui Hang Water Quality Monitoring Records (EHDDC Paper No. 57/2019)

69. Members noted the contents of the report.

VI. Any Other Business

70. The Chairman said that this meeting was the last meeting of the EHDDC in the current TMDC. She wished to take this opportunity to thank Members for their

active participation in the business of EHDDC in the term of office.

71. There being no other business, the meeting was closed at 12:17 p.m.

Tuen Mun District Council Secretariat

Date: December 2019

File Ref: HAD TM DC/13/25/EHDDC/19

EFTS 環保運輸服務

洪水橋/廈村新發展區與鄰近地區環保運輸服務可行性研究

第一階段研究結果及建議

屯門區議會
環境、衛生及地區發展委員會
2019年9月13日會議

EFTS 環保運輸服務

洪水橋/廈村新發展區與鄰近地區環保運輸服務 – 可行性研究

研究背景

洪水橋/廈村新發展區

- 新一代新市鎮
- 新界西北區的「區域經濟及文娛樞紐」
- 提供大量多元的經濟活動以促進區域的經濟發展
- 與現時的天水圍、元朗和屯門新市鎮及已規劃的元朗南發展形成本港西部的大型新市鎮發展羣

環保運輸服務

- 高效和便捷
- 提供快速運輸服務
- 促進蓬勃的地區經濟及推動洪水橋/廈村新發展區的關鍵要素

2

EFTS 環保運輸服務

洪水橋/廈村新發展區與鄰近地區環保運輸服務 – 可行性研究

環保運輸服務於洪水橋/廈村新發展區與鄰近地區的功能

洪水橋/廈村新發展區
《洪水橋及廈村分區計劃大綱圖》中預留了一條集環保運輸服務、行人道及單車徑於一體的環保運輸走廊。

元朗南發展
元朗南發展亦預留環保運輸服務走廊，以改善與洪水橋/廈村新發展區和現有西鐵天水圍站的運輸效率及連接性。

環保運輸服務的策略性效益

- 支持土地發展用途
- 促進地區經濟發展
- 構建更綠色和怡人的環境
- 促進就業

3

EFTS 環保運輸服務

洪水橋/廈村新發展區與鄰近地區環保運輸服務 – 可行性研究

研究流程

第一階段研究 (已完成)

第一階段公眾諮詢 (我們在此!)

下一階段研究

第二階段公眾諮詢

4

EFTS 環保運輸服務

洪水橋/廈村新發展區與鄰近地區環保運輸服務 – 可行性研究

環保公共運輸模式評估

自動捷運系統

載客容量 效率 技術可行性

根據載客容量、效率和技術可行性這三個基本準則，評估了七種環保公共運輸模式（即吊車、延伸現有輕鐵、單軌鐵路、個人快速運輸系統、自動捷運系統、環保巴士系統及現代化電車）。

5

EFTS 環保運輸服務

洪水橋/廈村新發展區與鄰近地區環保運輸服務 – 可行性研究

環保公共運輸模式評估

自動捷運系統

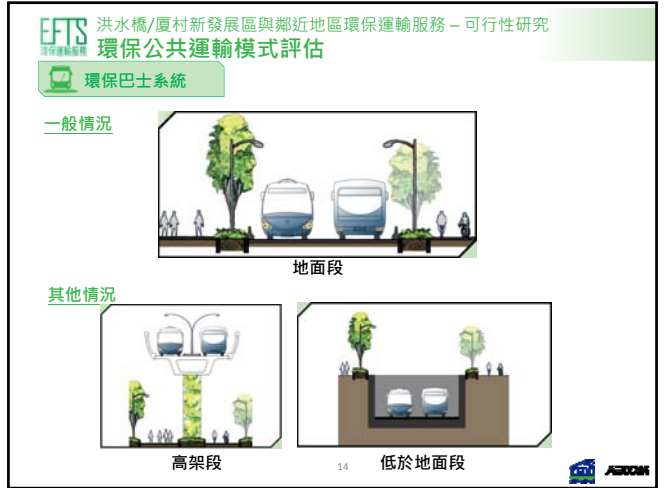
全自動操作及無人駕駛

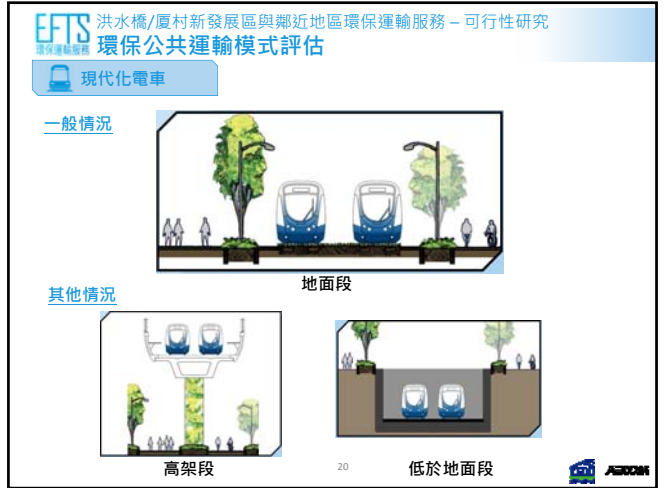
與行人及車輛完全分隔的高架路軌

設有大堂及月台的高架車站

信號、機電及供電系統

6





EFTS 環保運輸服務
 洪水橋/廈村新發展區與鄰近地區環保運輸服務 – 可行性研究
 環保公共運輸模式評估

	初步預計行車時間 (如從梨園站至流浮山站)	車站可達性	視覺影響
自動捷運系統	13分鐘★	較低	較高
環保巴士系統	20分鐘	中等	中等
現代化電車	17分鐘	較高	較低

★ 由地面行人道來回高架車站月台的初步預計步行時間約為3至4分鐘

24

	路線靈活性	初步預算建造成本 (2018年9月價格計算)
 自動捷運系統	較低	約400 - 450 億元
 環保巴士系統	較高	約200 - 250 億元
 現代化電車	較低	約250 - 300 億元

附註：環保運輸服務的設計，包括上述初步預計行車時間及初步預算建造成本，將於下一階段研究再作檢討。



為方便天水圍北的居民前往洪水橋/厦村新發展區，我們將探討伸延環保運輸服務至天水圍北的可行性。



第一階段公眾諮詢

- 摘要
- 公眾論壇
- 焦點小組
- 網頁
- 巡迴展覽

第二階段研究

- 綜合第一階段公眾諮詢收到的意見
- 建議適合洪水橋/厦村新發展區與鄰近地區的環保公共運輸模式
- 進行評估，以定出建議的環保運輸服務方案
- 研究是否需要就營運環保運輸服務進行相關立法工作
- 完成第二階段研究後，就結果及建議開展第二階段公眾諮詢



謝謝

