

Minutes of the 3<sup>rd</sup> Meeting of  
the Environment, Hygiene and District Development Committee of  
the Tuen Mun District Council

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Date : 23 March 2018 (Friday)

Time : 9:31 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	9:30 a.m.	End of meeting
Mr KAM Man-fung (Vice-chairman)	TMDC Member	9:30 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	TMDC Member	9:30 a.m.	End of meeting
Mr KWU Hon-keung	TMDC Member	9:45 a.m.	11:03 a.m.
Mr TO Sheck-yuen, MH	TMDC Member	9:34 a.m.	End of meeting
Mr CHU Yiu-wah	TMDC Member	10:58 a.m.	End of meeting
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	9:31 a.m.	End of meeting
Mr LAM Chung-hoi	TMDC Member	9:34 a.m.	End of meeting
Mr TSUI Fan, MH	TMDC Member	9:30 a.m.	End of meeting
Ms CHING Chi-hung	TMDC Member	9:30 a.m.	End of meeting
Mr CHAN Man-wah, MH	TMDC Member	9:30 a.m.	End of meeting
Mr CHAN Manwell, Leo	TMDC Member	9:45 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	9:30 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	9:30 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 KEUNG Kai-pong	Co-opted Member	11:04 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
Mr LEUNG Kin-shing	Co-opted Member	9:31 a.m.	End of meeting
Ms HO Chui-wan, Ida (Secretary)	Executive Officer I (District Council) <sup>2</sup> (Acting), Tuen Mun District Office, Home Affairs Department		

By Invitation

Mr LEUNG Chi-ming Chief Health Inspector (Public Columbaria Project Team)  
Food and Environmental Hygiene Department

Mr LI Kwok-hung Deputy Project Team Leader,  
Civil Engineering and Development Department

Mr Alex WANG Senior Engineer, Ove Arup and Partners Hong Kong Limited

Mr Brad Fong Senior Engineer, Ove Arup and Partners Hong Kong Limited

Mr Steve TANG Resident Engineer, Ove Arup and Partners Hong Kong Limited

Mr HO Man-to Contractor's Site Representative,  
Hsin Chong Tsun Yip Joint Venture

Mr LI Chun-hing Senior Assistant Shipping Master/Harbour Patrol Section (3),  
Marine Department

Mr SZE Pui-sing Senior Assistant Shipping Master/West, Marine Department

Mr CHEUK Kwan-kin Marine Officer/Pollution Control Unit, Marine Department

Mr LEE Tin-shing Senior Assistant Shipping Master/Pollution Control Unit  
(Acting), Marine Department

Ms TAM Mee-ye, Greta Senior Environmental Protection Officer (Water Policy &  
Science) 5, Environmental Protection Department

Mr FUNG Yuk-ming Engineer/New Territories West (Distribution 2),  
Water Supplies Department

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 LAU Pui-shan, Jacqueline Deputy District Leisure Manager (Tuen Mun)2 (Acting),  
Leisure and Cultural Services Department

Mr CHAN Pui-shing, Michael Engineer/Tuen Mun 4, Drainage Services Department

Mr CHEUNG Chun-kit Housing Manager/Tuen Mun 1, Housing Department

Mr YEUNG Mo-man Senior Environmental Protection Officer (Regional West)1,  
Environmental Protection Department

Miss HO Yuen-ching, Jessica Senior Town Planner/Tuen Mun 1, Planning Department

Ms CHAM Suet-ying, Cheryl Engineer/15 (West),  
Civil Engineering and Development Department

Mr TAM Kwok-leung Administrative Assistant/Lands (Acting) (District Lands

Mr CHOW Hing-yu

Office, Tuen Mun), Lands Department  
Project Coordinator/Design 3,  
Water Supplies Department

Absent with Apologies

Mr NG Koon-hung

TMDC Member

Ms KWAN Daina Ho-yin

Co-opted Member

## **I. Opening Remarks**

The Chairlady extended welcome to all attendees attending the 3rd meeting of the Environment, Hygiene and District Development Committee (“EHDDC”) and to all departmental representatives in attendance.

2. The Chairlady reminded Members that any Member who was aware of a personal interest in a discussion item should declare the interest 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 an 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**

3. The Secretary reported that an application for sick leave had been received from Mr NG Koon-hung.

(Post-meeting note: Mr NG had submitted a medical certificate on 23 March 2018. In accordance with Order 42(1) of the TMDC Standing Orders, his application for leave of absence was approved by the EHDDC.)

## **III. Confirmation of Minutes of The Last Meeting**

4. As Members had not proposed any amendment to the minutes of the 2nd meeting of the EHDDC (2018-2019), the Chairlady announced that the minutes were confirmed.

## **IV. Discussion Items**

### **(A) Site Formation and Associated Infrastructural Works for Development of Columbarium at Sandy Ridge Cemetery – Use of Temporary Barging Point at Lok On Pai, Siu Lam, Tuen Mun (EHDDC Paper No. 12/2018)**

5. The Chairlady welcomed Mr. LEUNG Chi-ming, Chief Health Inspector (Public Columbaria Project Team) of the Food and Environmental Hygiene Department (“FEHD”), Mr. LI Kwok-hung, Deputy Project Team Leader of the Civil Engineering Development Department (“CEDD”), Mr. WONG Kwok-hong, Senior Engineer; Mr. FONG Ka-ho, Senior Engineer (Traffic) and Mr. TANG Lok-bun, Resident Site Engineer of Ove Arup & Partners Hong Kong Ltd.; and Mr. HO Man-to, Site Representative of Hsin Chong Tsun Yip Joint Venture Contractor, to the meeting.

6. Mr. LEE of the CEDD said the responsibility for developing columbarium facilities would be shared by the 18 districts in the territory and the captioned project was one of such Government projects. It had obtained funds from the Legislative Council Finance Committee in the meeting held on 20 October 2017 to carry out site formation and associated infrastructural works. The CEDD awarded the first contract of the project to the successful tenderer in December 2017, which was expected to be completed by the second quarter of 2021. Currently, the tender process for the 2nd contract of the project was ongoing. Mr. TANG of Ove Arup & Partners Hong Kong Ltd. introduced the proposed use of the temporary barging point at Lok On Pai, Siu Lam, Tuen Mun by powerpoint (Annex 1)\*.

\*Only available in Chinese version.

7. Members made different comments on the proposed arrangement, which are summarised below:

- (i) A Member objected to the proposed arrangement, reckoning that the CEDD had not fully considered other possibilities. He said the proposed arrangement would increase the traffic burden of the Tuen Mun Road and Castle Peak Road whereas the dump trucks would produce noise and dust when they passed through the Tsing Fat Street, adversely affecting the nearby residents;
- (ii) A Member objected to the proposed arrangement, reckoning that the project was unrelated to Tuen Mun District. Also, Sandy Ridge and Lok On Pai were far apart, so the construction waste generated by the Sandy Ridge works should not be transported to Lok On Pai for transfer. The Member was also discontented that the Government used Tuen Mun as a warehouse for storing obnoxious equipment;
- (iii) A Member pointed out that the proposed arrangement would generate noise and disturb the nearby residents. The Member also said many years ago, when the Government consulted the TMDC about the construction of a sludge treatment facility in Tuen Mun, it had already clearly indicated that it would not accept treatment of any other obnoxious waste in Tuen Mun;
- (iv) A Member said the residents at Tsing Fat Street had requested the Government to repair the cracked roads many years ago, but it refused to reinstate the road surface on the ground that the ownership there belonged to the private property owners in the vicinity of Tsing Tai Road. Even if the CEDD planned to construct temporary roads at Tsing Fat Street and Tsing Tai Road, they might not be able to bear the high traffic volume of heavy vehicles which passed there daily;

- (v) A Member said the traffic flow of Tuen Mun Road and Castle Peak Road was close to saturation and the CEDD's traffic assessment report had underestimated the extra burden brought by the dump trucks on those two roads; and
  - (vi) A Member said the project was unrelated to Tuen Mun and suggested the CEDD to withdraw this discussion paper, and consider places other than Lok On Pai, Siu Lam for transferring inert construction waste.
8. Mr LEE of the CEDD responded to Members' comments as follows:
- (i) He said when the CEDD planned the Sandy Ridge project, it had strived to reuse the inert construction waste produced, but there were still about 310,000 cubic metres of inert construction waste to be treated. Considering that the inert construction waste could be reused at the Hong Kong International Airport Three Runway System project and Tung Chung New Town Extension which would be carried out in the same period as the Sandy Ridge project, the CEDD looked for a suitable location along the shoreline to the west of Sandy Ridge to be used as a temporary barging point; it did not intentionally set up the facility in Tuen Mun;
  - (ii) He said the CEDD had considered the feasibility of several locations for use as temporary barging points, but they were all not chosen for various reasons (such as the lack of a vertical seawall, insufficient site area or insufficient water depth);
  - (iii) He said the CEDD had considered transporting the inert construction waste from Sandy Ridge to the sites of Hong Kong International Airport Three Runway System works and Tung Chung New Town Extension project by various routes, and the present proposal to use Lok On Pai, Siu Lam as a temporary barging point to transport by sea should be the shortest route;
  - (iv) He said to alleviate the impact of dump trucks on Tuen Mun Road and Castle Peak Road, the CEDD would restrict the hours of their transport of inert construction waste from 10 a.m. to 4 p.m. only; the traffic assessment report indicated that the traffic volume of the two roads generated by the dump trucks during those hours was acceptable;
  - (v) He pointed out that the environmental assessment report indicated that the proposed arrangement to use Lok On Pai as a temporary barging point met the criteria of environmental impact assessment even before taking any air quality and noise reduction measures. To further reduce the impact of the proposed arrangement on the residents living in the vicinity, the works contractor would take a series of mitigation measures to reduce air and noise pollution; and

(vi) He said all dump trucks would be equipped with covers and the site would be equipped with sprinkler system and tyre cleaning facilities to reduce the dust.

9. Members' comments and enquiries on the CEDD's reply are summarised below:

(i) A Member did not understand why the CEDD had not considered transporting the waste from the North District through Tai Lam Tunnel to Tung Chung and Hong Kong International Airport, but chose to transport by sea from Tuen Mun and considered this route a waste of time and public money. He objected to the proposed arrangement and suggested to withdraw this discussion paper;

(ii) A Member suggested the EHDDC to propose a motion to decide whether to object to the proposal of the paper;

(iii) A Member enquired whether the Lok On Pai Barging Point had enough space for the parking of the dump trucks queuing to unload waste and whether the proposed arrangement would affect the flea market that operated there on weekends;

(iv) A Member said in case the CEDD planned similar arrangements in the future, it should first rule out Tuen Mun District; and

(v) A Member said the paper mentioned that the Government planned to build columbaria at 24 selected locations in the 18 districts and was worried that similar projects would choose Tuen Mun District again; so, the Member suggested the EHDDC to write to the relevant department to voice Members' opinions and to indicate that the EHDDC would object in case such arrangement came into place.

10. The Chairlady said all the Members who had spoken had indicated objection to the proposal in the paper and even requested the CEDD to withdraw the paper, so she regarded it unnecessary to propose a motion on this subject. She requested the CEDD to consider Members' comments and choose other routes to transport the inert construction waste generated by the projects carried out at Sandy Ridge. In addition, the EHDDC would write to the CEDD to voice Members' opinions and to indicate that Members did not wish any obnoxious facility to be set up in Tuen Mun anymore.

Secretariat

[Post-meeting note: The said letter was sent on 15 May 2018. And, accepting Members', the CEDD would not consider using the Lok On Pai Temporary Barging Point at Siu Lam.]

**(B) Request for a Full Investigation into the Problem of Dark Smoke and Noise Emission from Vessels at the River Trade Terminal**  
**(EHDDC Paper No. 13/2018)**  
**(Written reply from Hong Kong Police Force)**

11. The Chairlady welcomed Mr. LI Chun-hing, Senior Assistant Shipping Master (Harbour Patrol Section) and Mr. SZE Pui-sing, Senior Assistant Shipping Master (West) of the Marine Department to the meeting.

12. The first proposer of the paper said some of the residents living near the River Trade Terminal complained that the vessels mooring there often emitted dark smoke and noise at night, affecting their health, work and rest. He had earlier conducted a site inspection at the above location to discover that several vessels mooring near Butterfly Beach and Tuen Mun Ferry Pier often emitted dark smoke; so, he urged the relevant department to attend to the matter and take law enforcement actions.

13. A Member said besides the complaints against the River Trade Terminal, the residents near Tuen Mun Typhoon Shelter and Public Cargo Working Area also complained about noise nuisance from time to time. As large-scale infrastructure works were being carried out there (such as Hong Kong-Zhuhai-Macao Bridge and Tuen Mun – Chek Lap Kok Link), many large engineering vessels and sand boats passed near the Castle Peak Bay. Even though the relevant department had already carried out law enforcement actions, the residents in the vicinity still complained that the noise emission from the vessels affected their work and rest; so, the Member requested the relevant department to strengthen law enforcement actions. In addition, he believed that in the long term, the Public Cargo Working Area should be relocated to another place (such as Area 38), so that the nearby residents would not be disturbed by the noise emitted during the loading or unloading of cargoes from the large vessels.

14. Mr. LI of the Marine Department responded that every day, there were vessels going in and out of the River Trade Terminal, Chu Kong Warehouse Pier and other nearby facilities. When vessels queued to load and unload goods, they would generally moor on the east side of Tuen Mun River Trade Terminal. The Marine Department received complaints related to dark smoke emission from time to time, it would carry out law enforcement actions according to the Merchant Shipping (Local Vessels) Ordinance and Shipping and Port Control Ordinance. In 2016 and 2017, the department had carried out 16 prosecutions against vessels emitting excessive dark smoke. In addition, the department would distribute promotional leaflets to vessel operators to educate and promote the prevention of dark smoke emissions from vessels.

15. Mr. LI of the Marine Department said further that concerning noise control, Chapter 400 of the Laws of Hong Kong “Noise Control Ordinance” did not cover the noise produced from the



motion of vessels; but if a vessel unreasonably used the air horn or loudspeaker or produced noise at sea, it was still subject to the regulation of the said ordinance. Although the Marine Department was not authorised to enforce the law under the Noise Control Ordinance, it would from time to time, distribute promotional leaflets to vessel operators to remind them to take the appropriate measures to reduce noise.

16. Mr YEUNG Mo-man of the Environmental Protection Department (“EPD”) responded that the Hong Kong Police Force was responsible for enforcing the law with respect to complaints about noise at sea. Generally speaking, moving vessels sending out sound for safety reasons would not violate the Noise Control Ordinance. However, if vessels used loudspeakers unreasonably and created noise, the police would take the appropriate action in accordance with the said ordinance.

17. Members’ comments and enquiries on the responses from the Marine Department and the EPD are summarised as follows:

- (i) A Member said the Marine Department in its publicity materials mentioned that the seagoing vessels mooring in Hong Kong waters should use a cleaner fuel and enquired whether the department had taken any action to ensure that those vessels complied with the law;
- (ii) A Member considered the number of prosecutions rather low, the quantity of leaflets distributed was inadequate and unable to produce any deterrent effect. Hence, the Member suggested the department to strengthen law enforcement and propaganda work, and to strengthen communication with the management levels of various districts; and
- (iii) A Member enquired the Marine Department about its frequency of taking prosecution actions and suggested it to set up a monitoring station at Castle Peak Bay to monitor the vessels there.

18. Mr. LI of the Marine Department responded that at present, the relevant laws required seagoing vessels to use clean fuels during its mooring in Hong Kong waters, the department would from time to time, also remind people of the vessel trade to pay attention to the reduction of dark smoke and noise emission. As for law enforcement, the department arranged patrol boats to check whether any vessels had emitted excessive dark smoke every day. The department would consider all possible ways to strengthen law enforcement and carry out propaganda with a view to reduce the impact of dark smoke and noise from vessels on the citizens.

19. A Member considered the Marine Department outdated for relying on visual inspection

to determine whether the concentration of dark smoke fell short of the standard set by the law, the Member also enquired whether the department had used any instrument to confirm that the fuels used by the seagoing vessels entering Hong Kong waters were cleaner fuels.

20. The Chairlady said at present the number of vessels mooring at Tuen Mun waters was really too many and they were close to the residential area; so, in the long run, she suggested the department to find another location for the mooring of vessels to reduce their impact on the residents living near the shore. Furthermore, the laws regulating the emission of dark smoke from vessels were out of date; as a result, the Marine Department was unable to enforce the law effectively. Nonetheless, she hoped that the department would take note of Members' comments and strengthen patrol and law enforcement actions.

21. A Member enquired whether the Marine Department had the authority to request seagoing vessels to moor farther away from residential areas.

22. Mr. LI of the Marine Department responded that the department had all along instructed vessels not to moor within 500 metres of Butterfly Beach to minimise the adverse effects on the swimmers.

23. A Member said as the existing laws might not deal with certain complaints related to noise (such as short duration of noise at night), he/she reckoned that the department should review the existing laws and strengthen public education.

24. Mr. LI of the Marine Department responded that noise control was not within the Marine Department's terms of reference, but in its daily work, it would continue to remind the people of the vessel trade to reduce noise emission from vessels.

25. Mr. YEUNG of the EPD responded that regarding complaints on short duration of noise, the law enforcement officers might not be able to arrive at the scene in time to deal with the case, he concurred that strengthening publicity and education were more effective.

26. The Chairlady summarised that we could not totally rely on law enforcement to tackle noise issues, she requested the relevant departments to strengthen publicity and educational work, and in the long term, consider relocating the public cargo loading area to other places farther away from residential areas.

(C) **Request for Improvement to the Problem of Marine Refuse at Tuen Mun Promenade**

**(EHDDC Paper No. 14/2018)**

**(Written reply from Leisure and Cultural Services Department)**

**(Written reply from Food and Environmental Hygiene Department)**

27. The Chairlady welcomed Mr. CHEUK Kwan-kin, Marine Officer (Pollution Control Unit) and Mr. LEE Tin-shing, Acting Senior Assistant Shipping Master (Pollution Control Unit) of the Marine Department, and Ms. Greta TAM, Senior Environmental Protection Officer (Water Policy & Science) of the EPD to the meeting.

28. The first proposer of the paper said the marine refuse at Tuen Mun Promenade had seriously worsened the hygiene situation there with its wide coverage. Although the relevant department had been constantly cleaning the area, the hygiene situation was still bad. The two ferry companies that operated nearby had also indicated their worry about the marine refuse intimidating the safety of their vessels' navigation at sea. Therefore, he hoped that apart from carrying out regular cleaning, the relevant departments would also strengthen publicity and educate the vessel operators not to throw rubbish into the sea while sailing the vessels, and that they would discuss with the relevant departments of Mainland China about measures to reduce the amount of marine refuse drifting into Hong Kong waters.

29. Another Member said the Government had used large machinery (such as the Eagle Machine) to remove marine refuse many years ago, he did not understand why the work was now contracted out to boat operators which only used small fishing nets for regular cleaning; obviously, the former was much effective than the latter in removing refuse. In addition, he pointed out that many large construction works were being carried out at Lantau Island and was worried that some people might dump rubbish or construction waste into the sea, he viewed that the relevant department should strengthen law enforcement actions against that.

30. Mr. CHEUK of the Marine Department responded that the department not only arranged scavenging boats to remove drifting marine refuse at that location every day, but also deployed Sea Cleaner Class scavenging vessels to clean up marine refuse offshore of Tuen Mun District, and carried out monthly joint operation with the Leisure and Cultural Services Department ("LCSD") in clearing refuse drifting near the shoreline between Tuen Mun Ferry Pier and Typhoon Shelter. In addition, the department enhanced the patrolling actions near the shore; once the officers located accumulated refuse at sea, they would immediately instruct contractors to clear it. If refuse was discovered at the seawall of Tuen Mun Promenade, the department would notify the LCSD and if necessary, together they would carry out a joint cleaning operation. Also, the department had drawn the contractor's attention to the refuse accumulated there and at the seawall area; and if necessary, the department would allocate more resources and scavenging

boats to do cleaning at those places.

31. Mr. CHEUK of the Marine Department said further that the department regularly distributed pamphlets to vessel operators in different sea areas (including Tuen Mun Typhoon Shelter, boat mooring zones, River Trade Terminal, Hong Kong-Zhuhai-Macao Bridge, the construction site of Tuen Mun – Chek Lap Kok Link and its vicinity), advising them not to dump refuse into the sea. The department also promoted the message of keeping the harbour clean in its routine working meetings with the people of the trade. The department had 8 different types of scavenging vessels in Tuen Mun District to do cleaning under different circumstances. The removal of refuse near the shore would normally use small boats with fishing nets.

[Post-meeting note: About the enquiry of a Member about construction companies dumping construction waste into the sea, as the Waste Disposal Ordinance (Chapter 354) was not enforced by the Marine Department, it was not appropriate for it to reply to the enquiry.]

32. The Chairlady enquired whether the Marine Department had made any prosecution on vessels illegally dumping refuse.

33. Mr. CHEUK of the Marine Department responded that the department regularly carried out law enforcement actions in the water areas in Tuen Mun. On 18 March this year, the department had issued a fixed penalty ticket to a crew member in the water areas in Tuen Mun. If any citizen discovered any person illegally discarding refuse into the sea, he/she might call the government hotline 1823 to report it. In this regard, the department had printed pamphlets to inform the public about the supporting information to be provided in reporting cases of illegally dumping refuse into the sea. Citizens could get the pamphlets from the department's branch offices or download them from the internet.

34. Ms. TAM of the EPD responded that according to the Marine Refuse Study of 2013-14, over 80 per cent of the marine refuse originated from local land areas, among which the majority was generated from coastal and recreational activities. The study also pointed out that the accumulation points of marine refuse on shorelines were mainly determined by geographical factors, prevailing wind (south-westerly wind in the rainy season, north-easterly wind in the dry season) and ocean currents; among them, prevailing wind had the most marked effect. Furthermore, the refuse that accumulated along the shoreline would be flushed into the sea by summer rain whereas some refuse might be carried into the waters and coastlines of Hong Kong by the Pearl River current. Generally speaking, after a typhoon or heavy rain, various locations in Tuen Mun, Tsuen Wan, the Southern District and Outlying Islands might be more susceptible to the accumulation of refuse. Tuen Mun Promenade was situated in western Hong Kong and the Waterfront Promenade faced south, the drifting marine refuse outside the Tuen Mun Ferry

Pier would be blown onshore by the south or south-westerly wind in summer. The drifting refuse in the vicinity of Tuen Mun Typhoon Shelter would also be affected by wind and current and be carried onshore at the nearby promenade or the seawall.

35. Ms. TAM of the EPD said further that the Government was very concerned with the problem of marine refuse, and had set up the Working Group on Clean Shorelines in 2012, which formulated long-term strategies to tackle the marine refuse problem in Hong Kong by adopting a three-pronged approach, namely reducing waste generation at source, reducing the amount of refuse entering the marine environment, and removing refuse from the marine environment. Members of the working group would continue to adopt various improvement measures, including publicity and educational activities, enhanced cleaning and encouraging citizens to report cases of dumping of marine refuse and refuse accumulation. Regarding publicity campaigns and public education, the department serving as the Secretariat of the working group, co-organised the Shoreline Cleanup Day with non-government organisations and community groups, recruited volunteers to clean beaches every month and provided subsidy for shoreline-cleaning related activities through the Environment and Conservation Fund, aiming at increasing citizens' awareness on environmental protection.

36. Ms. TAM of the EPD said further that concerning the cooperation with Guangdong province, through the Hong Kong-Guangdong Marine Environmental Management Special Panel under the framework of Hong Kong-Guangdong Joint Working Group on Sustainable Development and Environmental Protection, the department was able to enhance exchange and communication with Guangdong province on matters related to the marine environment, review the operation of the notification and alert system on marine refuse issues and the cross-border drifting marine refuse notification mechanism. This panel was set up in 2016, through which, the department had reviewed with the government of Guangdong province about the arrangement and cooperation on handling cross-border major marine environmental incidents (including the "palm stearin" incident of 2017) with a view to improving the existing mechanism.

37. The Chairlady said she had inspected the Tuen Mun Promenade and found a lot of marine refuse (such as beverage carton) printed with Simplified Chinese words, but the results of the consultant on marine refuse study did not reveal that; so, she enquired how the study was conducted.

38. Ms. TAM of the EPD responded that the above study employed the usual international method of conducting site surveys at over 30 locations in Hong Kong. The refuse collected at each location was counted and sorted into five categories (namely, shoreline and recreation activities, ocean and water channel activities, activities related to smoking, dumping waste and medical/personal hygiene). Among them, refuse with Simplified Chinese words made up

around 5%.

39. Mr LEE of the FEHD responded that regarding a Member's suggestion to increase the frequency of cleaning the shoreline, the department had already amended the terms of the contracts entered with the cleaning contractors by increasing the frequency of cleaning from once a month to once a week, effective from June this year.

40. Ms. Jacqueline LAU of the LCSD responded that regarding a Member's suggestion to strengthen the cleaning of refuse at the seawall, the department had discussed about it with the Marine Department before the meeting, they also agreed to enhance joint operations if necessary.

41. The Chairlady summarised that as the typhoon season was approaching, she hoped that the relevant departments would strengthen cleaning, publicity, education and law enforcement for the sake of precaution.

## **V. Reporting Items**

### **(A) Water Quality of Tuen Mun Beaches** **(EHDDC Paper No. 15/2018)**

42. Members noted the report.

43. Mr YEUNG of the EPD supplemented that in the last meeting, a Member said as many vessels passed through the Castle Peak Bay, the water quality in that area should be worse than Cafeteria Old Beach. In this regard, the department had taken the geometric means of the E.coli count from November 2017 to February 2018 for Castle Peak Bay Beach, Cafeteria New Beach and Cafeteria Old Beach, and confirmed that the water quality for Cafeteria New Beach and Cafeteria Old Beach was indeed better than Castle Peak Bay Beach, which was in line with the Member's observation.

### **(B) Progress Report on Major Public Works Projects in Tuen Mun District (as at 15 February 2018)** **(EHDDC Paper No. 16/2018)**

44. Members noted the report.

45. A Member said since 2012, only three footbridges had been retrofitted with lifts in Tuen Mun District; so, the Member requested the relevant department to speed up the progress of the relevant works. Furthermore, when the Secretary for Transport and Housing visited Tuen Mun District earlier, he mentioned that an additional \$8 billion would be allocated to the 18 districts for retrofitting lifts at the footbridges of the districts. He/she enquired whether the CEDD was

aware of the said initiative and whether it could provide the relevant information. Another Member said the public housing estate at Area 54 was due for population intake, but the implementation of the construction of some of the main roads in that area was still awaiting study by the department; so, the Member urged the department to complete the study as soon as possible so as to optimise the ancillary facilities of that area.

46. Ms Cheryl CHAM of the CEDD responded that according to the information provided by the Highways Department (“HyD”), the HyD consulted the Traffic and Transport Committee of TMDC in May 2017 and selected three footbridges to be implemented in the next phase of the UA Programme. In September of the same year, a consultant was commissioned to carry out feasibility study. Once results of the study were available, the department would report to the TMDC. Regarding the road development of Area 54, she said the department would consider implementing suitable plans according to the development and transport demand of the area.

47. A Member said apart from the public housing estates and Home Ownership Scheme Estate, there were also private residential buildings in Area 54; so, it was crucial to complete the relevant road study as soon as possible. Another Member reiterated that since the UA Programme was rolled out in 2012, only three footbridges had been retrofitted with lifts in Tuen Mun District; so, the Member requested the CEDD to speed up the progress of the relevant works. Furthermore, when the Secretary for Transport and Housing visited Tuen Mun District earlier, he mentioned that an additional 400 million dollars would be allocated to the district for retrofitting lifts to the footbridges. He enquired whether the team responsible for the above project in CEDD had the relevant information.

[The Chairlady left the meeting at this juncture and the meeting was chaired by the Vice Chairman. ]

48. Ms CHAM of the CEDD responded that she would pass Members’ comments about the study of Road L7 in Area 54 to the relevant team. Concerning the UA Programme, apart from the three completed projects mentioned by the Member, the HyD was implementing seven projects under the “Original Programme” whereas the CEDD was implementing two projects under the “Expanded Programme”. The HyD expected that the aforesaid projects would be completed in the middle of 2019, whereas those of the CEDD would be completed in the second half of 2018. As for the additional fund allocation provided by Transport and Housing Bureau for the retrofitting of lifts at footbridges, she would make enquiries with the relevant department before providing the information to Members.

[Post-meeting note: As the residential buildings near Road L7 of Area 54 were still at the stage of early development, from the point of view of transport demand, there was no immediate need for

the construction of Road L7. Furthermore, the road widening works between Tsz Tin Road and Road L7 (the Tsing Lun Road road extension project) had already been completed, which could cope with the increased traffic flow upon completion of the development of Area 54, Tuen Mun. CEDD would review the transport demands related to Road L7 and if the urgency of construction was confirmed, the department would commence the relevant preparation work. Concerning the UA Programme, as of the end of April 2018, of the 9 projects under the “Original Programme”, three projects (structure numbers NS108, NS99 and NF114) were already open for use by the public. Two other projects (structure numbers NF100A and NF101) were scheduled for use by the public on 17 May 2018. As regards the remaining 4 projects (structure numbers NF31, NF127, NF206 and NF407), they were under construction and were expected to complete between the second half of 2018 and the third quarter of 2019.]

49. A Member suggested that the diagrams attached to the progress report submitted by the department should be enlarged to the maximum for Members’ easy reference.

50. The Vice-Chairman hoped that the representative of CEDD would take note of Members’ comments.

(C) **Report of Food and Environmental Hygiene Department**  
**(EHDDC Paper No. 17/2018)**

51. Members noted the report.

52. Mr LEE of the FEHD supplemented that in Tuen Mun District, two aqua privies remained to be converted into flushing toilets and the works were expected to be complete in the middle of 2018.

53. A Member said aedes albopictus would of course, spread dengue fever, but Japanese vector mosquitoes would also spread Japanese encephalitis; so, the Member enquired whether the FEHD had followed up on the ovitrap index for Japanese vector mosquitoes.

54. Mr LEE of the FEHD responded that the ovitrap index could not reflect the quantity of eggs sorted by the type of mosquito. Generally speaking, if the ovitrap index was high, then the number of various types of mosquitos was also high.

55. A Member said many residents in the district liked to feed birds, leading to their gathering; but their droppings would spread disease and affect our environmental hygiene. She enquired whether the FEHD had made any prosecutions against bird feeding and the number of prosecutions.



56. Mr LEE of the FEHD responded that in Tuen Mun District, there were three blackspots for bird-feeding. If the FEHD discovered citizens feeding birds, it would issue penalty ticket to them on the ground of fouling of public places. As regards the number of prosecutions, he would provide the information after the meeting. Furthermore, bird-feeding complaints would usually be resolved by giving advice or issuing penalty tickets.

57. A Member said more and more citizens were dumping industrial waste into the refuse collection points of villages and requested the FEHD to post up circulars to remind them not to indiscriminately dump industrial waste.

58. Mr LEE of the FEHD responded that the FEHD was making banners for warning citizens not to indiscriminately dump industrial waste and would arrange special duty squads to carry out prosecutions relating to the relevant offences at night.

**(D) Progress Report of Local Public Works and Rural Public Works as at February 2018**  
**(EHDDC Paper No. 18/2018)**

59. Members noted the report.

60. A Member said at the Pai Lau construction sites of Siu Hang Tsuen and Po Tong Ha, the hoarding along the site boundary had been removed, the villagers would like to know if there was still any unfinished work yet to be done in the site. In addition, she said the village representative had informed her that there was a small slope near Pai Lau and was worried that flooding might occur during the rainy season, she hoped the department would have good prevention measures against flooding.

61. Mr LEUNG Kam-wai, Senior Inspector of Works of Tuen Mun District Office (“TMDO”) responded that the Pai Lau construction works of Siu Hang Tsuen and Po Tong Ha were complete and currently they were doing drainage and landscaping works, which were scheduled to be completed in April 2018. He also said that the drainage works should be able to effectively prevent flooding there.

62. A Member said since the drainage and landscaping works could only commence after the Pai Lau construction works had been completed, he/she requested the TMDO to closely liaise with the relevant department with a view to the early commencement of the drainage and landscaping works.

63. Mr. LEUNG of the TMDO responded that as Area 54 (near Siu Hang Tsuen and Po Tong Ha) was undergoing extension works, the drainage and landscaping works had to wait until the extension works were completed.

[The Chairlady returned to the meeting at this point of time and resumed the chair.]

**(E) Reports of Working Groups under EHDDC**  
**(EHDDC Paper No. 19/2018)**

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

64. Members noted the report.

65. The convener of the above working group said the works at Site 2 of Area 54 was nearly completed and residents were gradually moving in. CEDD would continue to study and implement the land levelling, roads and drainage works of that area.

66. The Chairlady announced that the above report was endorsed.

**(F) Other Government Departments' Progress Reports as at 25 February 2018**  
**(EHDDC Paper No. 20/2018)**

(i) Drainage Improvement Works in Tuen Mun District by Drainage Services Department

67. Members noted the report.

(ii) Report on Environmental Monitoring of Mud Pit V

68. Members noted the report.

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

69. Members noted the report.

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

70. Members noted the report.

71. The Chairlady welcomed Mr. FUNG Yuk-ming, Engineer/New Territories West (Distribution 2) of the Water Supplies Department (“WSD”) to the meeting. With respect to the comments made by the EHDDC earlier about the notification mechanism for urgent incidents, she asked whether Members had other comments.

72. A Member said the water mains replacement and rehabilitation works at Wu Chui Road

were complete and the relevant chart of Wu Chui Road and Lung Mun Road provided by the WSD also clearly showed the details of the works. As many other locations in Tuen Mun District had water mains bursts from time to time, he asked if the WSD could also provide the charts and work progress reports of other replacement and rehabilitation works ongoing in the district. In addition, he said the paper did not contain contract details of the water mains replacement and rehabilitation works after March 2018 and requested the WSD to provide supplementary information to let Members know the works progress.

73. Mr CHOW Hing-yu of the WSD responded that the WSD had adopted a risk-based approach in drawing up the Improvement of Water Mains contract on 28 November 2017 (Contract No. 3/WSD/17), making assessment and repairing water mains with higher risks of bursting. Once the WSD confirmed that the said water mains replacement and rehabilitation works were needed, it would list the details in the report.

74. A Member hoped that in the future, besides providing details of the water mains replacement and rehabilitation projects in the form of a list, the WSD would also provide the relevant charts for Members' reference.

75. Mr. CHOW of the WSD responded that he would prepare the relevant charts after the meeting; but the commencement and completion dates of the works were not available until he had obtained confirmation from the relevant department.

76. The Chairlady requested the WSD to provide the relevant charts in the next meeting and timely report the works progress to the EHDDC.

WSD

(G) **Air Quality Health Index of Tuen Mun Air Quality Monitoring Station**  
**(EHDDC Paper No. 21/2018)**

77. Members noted the report.

78. Mr YEUNG of the EPD supplemented that in the last meeting, a Member enquired about EPD's arrangement in measuring vehicle emission. He said to prevent drivers from taking detour routes upon knowing locations of the roadside monitoring stations, the EPD merely disclosed names of the sub-districts in which roadside monitors were installed, but not their exact locations. In this regard, he briefly introduced the operation of the roadside stations, and said the EPD had selected a total of 100 locations in Hong Kong to carry out remote monitoring, among them about one quarter were in New Territories West, including Yuen long, Tuen Mun, Kwai Tsing and Tsuen Wan. Every day, the EPD would randomly pick not more three from those 100 monitoring stations to carry out monitoring work and would from time to time review the distribution of the monitoring stations. The said operation would cover different districts in

Hong Kong, including Tuen Mun.

79. A Member said the paper showed that the air quality in January and February 2018 was overall worse than January and February 2017, and enquired whether the EPD would take measures to improve the air quality.

80. Mr YEUNG of the EPD responded that in January 2018 there were more days with conditions that were unfavourable to the disbursement of pollutants, so the data was worse than last year. In general, air quality monitoring required data collected during a long period to reflect the actual situation, and according to the data recorded at the air quality monitoring stations in Tuen Mun District for 2015-2017, the main pollutants were sulphur dioxide, nitrogen dioxide and suspended particles. The average concentration had now been reduced by 4% - 20%. As for ozone, there had not been much improvement, but the EPD would continue to take various measures to reduce the emission of pollutants.

#### **VI. Any Other Business**

##### **(A) Visit to Tuen Mun WEEE.PARK, the Waste Electrical and Electronic Equipment Treatment and Recycling Facility**

81. The Chairlady said the EPD had earlier written to the Chairman of the TMDC to invite all Tuen Mun district councillors and members of the EHDDC to visit the Tuen Mun WEEE.PARK, the Waste Electrical and the Electronic Equipment Treatment and Recycling Facility on 12 April 2018. She reminded the participants of the visit to assemble at the passing place of Parklane Square Phase 2 at 2 p.m. on that day.

#### **VII. Date of next meeting**

82. There being no other business, the meeting ended at 11:49 a.m. The next meeting would be held at 9:30 a.m. on 25 May 2018 (Friday).

Tuen Mun District Council Secretariat

Date: 21 May 2018

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