

(Translation)

Minutes of the 10<sup>th</sup> Meeting of Coastal Affairs Committee (2/17-18)

Date: 7 July 2017

Time: 2:30 p.m.

Venue: Main Conference Room, Tsuen Wan District Office

Present:

Members

Ms LAM, Lam Nixie (Chairlady)

Mr NG Hin-lung, Norris (Vice Chairman)

Mr MAN Yu-ming, MH

Mr KOO Yeung-pong, MH

Mr LI Hung-por

Ms LAM Yuen-pun, Phyllis

Mr CHAN Sung-ip, MH

Mr WONG Ka-wa

Mr WONG Wai-kit

Mr CHOW Ping-tim

Mr CHENG Chit-pun

Mr LO Siu-kit, MH

Mr TAM Hoi-pong

Co-opted Members

Mr CHUNG Ho-yin

Ms CHENG Choi-lin

Government Representatives:

Mr CHONG Kong-sang, Patrick

Assistant District Officer (Tsuen Wan), Tsuen Wan District Office

Ms TSE Pui-lam, Rosa

Town Planner/Tsuen Wan 2, Tsuen Wan and West Kowloon District Planning Office, Planning Department

Mr CHUNG Tak-yau

Deputy District Leisure Manager (Tsuen Wan) 1, Leisure and Cultural Services Department

Mr MAK Shui-wing

Marine Manager/Licensing and Port Formalities (2), Licensing and Port Formalities Section, Marine Department

Mr LEUNG Kam-man

Land Executive/Land Management 4 (District Lands Office, Tsuen Wan and Kwai Tsing), Lands Department

Mr YIU Shi-leung

Health Inspector (Cleansing), Cleansing and Pest Control Section (Tsuen Wan), Food and Environmental Hygiene Department

Mr LEE Shing-fai, Henry

Executive Officer (Development), Tsuen Wan District Office

Tsuen Wan District Council Secretariat Representatives:

Ms LAM Siu-yung, Daisy

Senior Executive Officer (District Council), Tsuen Wan District Office

Mr WAN Chun-hei, Leo (Secretary)

Executive Officer (District Council) 3, Tsuen Wan District Office

Attendance by Invitation:

For discussion of item 2A

Mr LAM Chi-keung, Desmond

Chief Engineer/NT West 2 (NT West), Civil Engineering and Development Department

Mr TSANG Lap-kee, Freddie

Senior Engineer/2 (NT West), Civil Engineering and Development Department

Mr LEE Kit-fung, Peter

Engineer/14 (NT West), Civil Engineering and Development Department

Mr LEUNG Koon-yu

Associate Director, Ove Arup and Partners Hong Kong Limited

For discussion of item 4

Mr CHU Ho, Larry

Assistant Secretary (Harbour)1, Development Bureau

Absent:

Member

Mr KOT Siu-yuen

The Meeting

I Opening Remarks and Introduction

The Chairlady welcomed the Members, Co-opted Members and government representatives to the 10<sup>th</sup> meeting of the Coastal Affairs Committee (CAC).

2. The Chairlady reminded Members of section 28 of the Tsuen Wan District Council Standing Orders that unless otherwise agreed by the Chairlady, a Member might speak and make supplementary remarks for each agenda item once respectively at the meeting. Each Member could speak up to three minutes each time.

(Note: Mr CHENG Chit-pun joined the meeting at 2:37 p.m.)

II Item 1: Confirmation of Minutes of the Meeting held on 5.5.2017

3. The minutes of the previous meeting were unanimously confirmed by Members without amendment.

III Item 2: Matters Arising from the Minutes of the Previous Meeting

(A) Paragraphs 4 to 6 of the Minutes of the Meeting held on 5 May 2017: 268RS – Cycle Track between Tsuen Wan and Tuen Mun

4. The Chairlady welcomed the representatives from the Civil Engineering and Development Department (CEDD) and Ove Arup and Partners Hong Kong Limited (OAP) to the meeting, including:

- (1) Mr LAM Chi-keung, Desmond, Chief Engineer/NT West 2(NT West) (CE/NTW 2(NTW)) of the CEDD;
- (2) Mr TSANG Lap-kee, Freddie, Senior Engineer/2 (NT West) of the CEDD;
- (3) Mr LEE Kit-fung, Peter, Engineer/14 (NT West) of the CEDD; and
- (4) Mr LEUNG Koon-yu, Associate Director of the OAP.

(Note: Mr CHOW Ping-tim joined the meeting at 2:39 p.m.)

5. CE/NTW 2(NTW) of the CEDD briefed the CAC on the preliminary proposal on the Ting Kau section (from Approach Bay to Sham Tseng) of the 268RS – Cycle Track between Tsuen Wan and Tuen Mun (the “Preliminary Proposal”).

(Note: Mr LI Hung-por joined the meeting at 2:44 p.m. Mr WONG Ka-wa joined the meeting at 2:45 p.m. Mr MAN Yu-ming joined the meeting at 2:50 p.m.)

6. The views, enquiries and suggestions of Members were summarised as follows:

- (1) he understood that there were many difficulties in phase 1 of the project. He opined that the preliminary works and phase 1 of the project should be jointly considered and should be implemented simultaneously because they were inter-related. Otherwise, the preliminary works should only be started after the time gap between the completion of the preliminary works and the completion of phase 1 of the project were ascertained. If the CEDD could not jointly consider the preliminary works and phase 1 of the project, the preliminary works should not be started (Mr CHOW Ping-tim);
- (2) if preliminary works were completed but phase 1 of the project was not completed any time soon, he anticipated that the cycle track would be crowded with cycling lovers which led to management problems (Mr CHOW Ping-tim);
- (3) in order to facilitate Members to express their views, he enquired the CEDD whether it was confident in completing phase 1 of the project and how long it would take (Mr CHOW Ping-tim);
- (4) he wished that the CEDD would carefully consider the details of the preliminary works and the correlation between the preliminary works and phase 1 of the project, fulfil the environmental requirements and meet the expectations of residents of the housing estates. He opined that if only the

- preliminary works were completed, the cycle track would only be two kilometres long and the cyclists would be confused (Mr LO Siu-kit);
- (5) he was concerned about the section at the Ting Kau Village pedestrian footbridge which was quite narrow, so he enquired the CEDD whether the members of the public were expected to dismount and wheel their bicycles. He worried that there would be obstruction due to the Preliminary Proposal at this section of the cycle track. Therefore, he opined that the cycle track should not be broken off over there and wished that the CEDD would further consider other arrangements, e.g. the cyclists would be allowed to make a U-turn at a location where the track was wider and the cyclists would be permitted to wheel their bicycles on the carriageway of that section of the cycle track and return to the cycle track at a spot of the subsequent part of the cycle track (Mr LO Siu-kit);
  - (6) he was more confident in the project with the attendance of CE/NTW 2(NTW) of the CEDD in the meeting. He was also pleased to note that the CEDD was trying to secure resources to start the preliminary works as soon as possible and that the CEDD was vigorous to start phase 1 of the project. He wished that the CEDD would work hard to commence the preliminary works and phase 1 of the project simultaneously (Mr WONG Wai-kit);
  - (7) the construction of the section between Approach Beach and Sham Tseng was less difficult, where more cycle bridges running parallel to Castle Peak Road were used and no reclamation was involved. He opined that this was a better approach (Mr WONG Wai-kit);
  - (8) the section near Riviera Apartments was close to the residential areas. He worried that the residents would be affected and wished that the CEDD would conduct a study on proper arrangement for this section (Mr WONG Wai-kit);
  - (9) he was concerned that the section at Ting Kau Village pedestrian footbridge was not wide enough for construction of the cycle track and in fact, the residents would not wheel their bicycles. As there were fewer pedestrians in this section, he opined that the CEDD's preliminary proposal was acceptable. However, he wished that the CEDD would conduct a further study on the handrails of the pedestrian walkway and the Green Belt of this section, so as to maximise the width of the pedestrian walkway and set it as a section shared in use by cyclists and pedestrians (Mr WONG Wai-kit);
  - (10) there were many steeper and longer slopes at the sections subsequent to Ting Kau Village and thus he worried about the safety matter. He pointed out that although the CEDD's cycle track in the New Territories East had speed control facilities such as speed humps or rubber rails dividing bicycle traffic in opposite directions, such facilities might not be effective in reducing dangers arising from the steepness of the sections concerned. He enquired the CEDD about the measures on to prevention of accidents to be taken (Mr CHENG Chit-pun);

- (11) as many traffic accidents had occurred at the steep road in front of the plant of the Garden Company Limited, he opined that it would be dangerous to choose this location as the end point of the cycle track. He suggested choosing the ultimate bicycle stop and U-turn spot at the sewage treatment works in the Preliminary Proposal as the end point of the cycle track because these locations were wider and safer (Mr CHENG Chit-pun);
- (12) improvements or alignment provided by the CEDD did not adequately address the problem of required width for the cycle track. Although the CEDD indicated that the width of some sections of the cycle track would only be 3.5 metres, it insisted that the pedestrian walkway should be in a width of 2 metres. He opined that technical difficulties were caused and thus inclined to object to this project (Mr TAM Hoi-pong);
- (13) he previously suggested that the width of most of the sections of the cycle track should be 3 metres for cycle track plus 1 metre for pedestrian walkway and opined that such an arrangement would make the project more practicable or make the project more acceptable to him. However, the CEDD still insisted on the width of the cycle track and the pedestrian walkway. He enquired whether the CEDD could relax the restrictions on the width (Mr TAM Hoi-pong); and
- (14) the Foreshore and Sea-bed (Reclamations) Ordinance presumed the need for reclamation. As the Ordinance would only be involved in phase 2B of the project and the works in phase 1 of the project did not involve reclamation, he enquired the CEDD about which parts in phase 1 of the project would involve the Ordinance (Mr TAM Hoi-pong).

7. CE/NTW 2(NTW) of the CEDD responded as follows:

- (1) at the current stage, the works were implemented phase-by-phase by principle of “dealing with dispute-free sections first”;
- (2) the preliminary works had already reached the stage of gazettal. If the preliminary works and phase 1 of the project were to be completed at the same time, the progress of the preliminary works would be slowed. Therefore, the CEDD did not suggest processing these two works simultaneously and wished that it could successfully secure resources for the preliminary works and complete them as soon as possible;
- (3) regarding the section at the Ting Kau Village pedestrian footbridge, the CEDD would conduct a detailed study and maximise the width of the pedestrian walkway. The CEDD would also require the cyclists to wheel their bicycles along the pedestrian walkway. The CEDD believed that it would be a safe solution;
- (4) regarding the sections of the cycle track which were close to the residential areas, the CEDD would require the consultant company to review its detailed design as to whether the sections concerned were wide enough for construction of cycle track. If the cycle track could not be constructed, the

width of the pedestrian walkway would be maximised. However, it was expected that the cyclists were required to dismount their bicycles at these sections;

- (5) the CEDD agreed that some sections were quite steep. Tentatively, the CEDD suggested adding the speed control facilities such as the “yellow sticks” as suggested by Members. In addition, the CEDD would also consider constructing a short section of the cycle track separated from the pedestrian walkway, so that the steepness of this section of the cycle track would be different from that of the Castle Peak Road. However, the CEDD would need to conduct a detailed study and further discuss with the departments concerned;
  - (6) the CEDD noted Members’ views on the end point of phase 1 of the cycle track and wished to reach a consensus with Members. Afterwards, the CEDD would conduct the technical analysis, environmental assessment and arrange the road gazettal based on the views concerned;
  - (7) the CEDD noted Members’ views on the width of the cycle track. However, as the CEDD needed to hand over the completed cycle track to the department concerned for management, the CEDD had to construct the cycle track in accordance with the requirements under the codes of the department concerned;
  - (8) the CEDD anticipated that the departments concerned would not agree to Members’ suggestion on reserving the width of 3 metres for the cycle track and 1 metre for the pedestrian walkway. However, the CEDD would still try their best to change the width of the cycle track to the minimum of 3.5 metres, which would be more acceptable to the department concerned. Besides, the CEDD would also try to change the width of the pedestrian walkway to the minimum of 1.6 metres. The CEDD was currently discussing these changes with the departments concerned;
  - (9) currently, the CEDD would focus its resources on implementing the preliminary works first and follow up on the work of phase 1 of the project; and
  - (10) some sections of the cycle track would be constructed on the top of the waterways outlets. As these sections would be constructed on the sea, even though it was not reclamation, it was necessary to be gazetted in accordance with the Foreshore and Sea-bed (Reclamations) Ordinance.
8. The views, enquiries and suggestions of Members were summarised as follows:
- (1) he commended the CEDD for sending CE/NTW 2(NTW) to join the CAC meeting and providing the CAC with more information (the Vice Chairman);
  - (2) he was concerned about the section at the pedestrian footbridge near Approach Beach, where the pedestrians needed to cross the road. As the minibuses dashed over the road quite speedily, there might be accidents when the cyclists crossed the road without getting off and inspecting the road

condition. He therefore suggested re-locating the point for road-crossing to the spot near the U-turn spot or underneath the pedestrian footbridge because there was a minor road which served the function of prevention of potential dangers (the Vice Chairman);

- (3) he opined that it was not ideal to break off the cycle track because of the abutments of the pedestrian footbridge at the Ting Kau Village section. He wished that the CEDD would conduct a further study and make reference to other technical options such as reducing the number of abutments or separating the existing abutments to reduce the space occupied, so as to allow the cycle track to pass through without interruption (the Vice Chairman);
- (4) when circumstances permitted, the width requirements of 4 metres for cycle track and 2 metres for pedestrian walkway should be complied with. Although such requirements would not have much impact on the difficulty of the construction of the cycle track or the construction progress, it might bring a greater impact on the future use of the cycle track, e.g. a wider cycle track at steeper sections was required. He wished that the CEDD would conduct a further study (the Vice Chairman);
- (5) it might be difficult to widen the pedestrian walkway because both sides of the Ting Kau Village section were carriageways. As the road was too narrow, disputes might easily occur between other road users and dismounted cyclists who were wheeling their bicycles. He enquired the CEDD about the design of this section of the cycle track (Mr CHAN Sung-ip);
- (6) as the CEDD was of the view that it might be difficult to complete the subsequent sections of the cycle track, the CEDD should give more thoughts on the matter. As many cyclists would use the proposed cycle track, the CEDD should consider how to protect their safety (Mr WONG Ka-wa);
- (7) he suggested that the CEDD should consider changing the carriageway at the Ting Kau Village to one-way traffic and installing traffic lights, so as to facilitate the cyclists to ride on the carriageway, which in turn, avert the break-off of the cycle track or the need for cyclists to wheel their bicycles (Mr WONG Ka-wa);
- (8) when cyclist rode with friends to the end point of the Preliminary Proposal, the cyclist would continue the journey to Tuen Mun and Yuen Long without making a U-turn. On the other hand, the cyclists who rode with their family members would probably stay at Sham Tseng and spend there. Therefore, it was necessary to consider how to deal with the cyclists who were interested in going to Sham Tseng and spend there. For example, whether spaces would be available for parking bicycles to allow cyclists to spend there (Mr WONG Ka-Wa);
- (9) she opined that the technical difficulties in the construction of the Ting Kau Village section of the cycle track could be solved by other solutions, such as an elevated bridge connecting to the pedestrian footbridge or elevating the cycle track to a level higher than that of the pedestrian footbridge and solving

- the safety problems by dealing with the rails properly (Ms LAM Yuen-pun, Phyllis);
- (10) she supported the CEED to comply with the 4-metre width requirement of the cycle track as far as possible (Ms LAM Yuen-pun, Phyllis);
  - (11) after completion, the cycle track might be the cycle track with the most beautiful scenery in Hong Kong or among other places. Besides benefiting the residents of the area, it might also attract formal cycling competitions to be held at this cycle track and the development of tourist industry would be fostered. Therefore, she wished that the cycle track could be completed (Ms LAM Yuen-pun, Phyllis);
  - (12) she opined that tentatively, the existing alignment was viable at this stage. However, as the residences in the vicinity of Ting Kau were scattered, she believed that the district councillor of the constituency areas did not have an opportunity to seek the residents' views in recent years. Therefore, she was concerned about the views of these affected residents (the Chairlady);
  - (13) she understood that there might be difficulties in widening the Ting Kau Village section. Therefore, she hoped that the CEDD would carry out more technical studies to improve the existing abutments, so that the cycle track would not be broken off. Meanwhile, the CEDD should pay attention to the cost-effectiveness (the Chairlady);
  - (14) she believed that the cycle track was primarily for leisure and recreation and should have nothing to do with the track in professional cycling competitions (the Chairlady);
  - (15) she believed that the cycle track would help improve the current chaotic traffic condition. Currently, some unskilled cyclists or families would ride on the sides of carriageways. As the speed of vehicles on carriageways could reach 70 to 80 kilometres per hour, it was dangerous for them and this was not the cyclist-friendly environment. She believed that the cycle track would be more suitable for them and the benefits of the preliminary works could also be continued (the Chairlady); and
  - (16) she agreed to relocate the end point at the bicycle stop and U-turn spot at the more preceding section of the cycle track. Besides, the residents of Sham Tseng had indicated earlier that they had reservation over extending the cycle track to Sham Tseng because there were many residents in Sham Tseng. However, they suggested that Sham Tseng should serve as a bicycle stop of the cycle track because the cyclists might want to stay at Sham Tseng for having meals or going shopping. She hoped that the CEDD would adopt the residents' suggestion that the cyclists would be allowed to dismount and wheel their bicycles at that section and a study of this suggestion would be conducted together with the future alignment plans (the Chairlady).

(Note: Mr CHOW Ping-tim left the meeting at 3:17 p.m.)

9. CE/NTW 2(NTW) of the CEDD responded as follows:
- (1) he thanked Members for their suggestions. Tentatively, the CEDD opined that the road-crossing point at the pedestrian footbridge near Approach Beach could be moved to a location at the subsequent section of the cycle track, so that the car drivers and cyclists would be farther apart from each other;
  - (2) there were great technical difficulties in constructing the cycle track at the Ting Kau Village section. The CEDD would conduct a study again. The CEDD opined that it might be necessary to re-build the pedestrian footbridge and as the span of the bridge was too long, technical difficulties arose. The consultant company would take time to conduct a study on the matter and the CEDD would report to the CAC when appropriate;
  - (3) the CEDD hoped that the steeper sections of the cycle track would be designed in accordance with the standard requirements because the sections which were narrow and steep were dangerous;
  - (4) the CEDD would study Members' views on the Ting Kau Village section in details and the CEDD hoped that at least the pedestrian walkway would be widened. However, a further study was required as to whether the cycle track should be broken off;
  - (5) the CEDD did not agree to the suggestion on changing the carriageway at the Ting Kau Village to one-way traffic because it would affect the existing road users and the villagers from access;
  - (6) he thanked Members for their views on the location of the end point in the Preliminary Proposal. The CEDD opined that at this stage the end point could be set at the location of the sewage treatment works as suggested by Members;
  - (7) the width requirement of the cycle track would be complied with as far as practicably possible; and
  - (8) the CEDD welcomed the district councillor of the constituency areas to relay the views collected from residents in the vicinity of Ting Kau, so as to enable the CEDD to formulate the more suitable options by taking the residents' views into consideration when studying the abutments of the pedestrian bridge at Ting Kau Village in detail.

(Note: Mr LI Hung-por left the meeting at 3:35 p.m.)

10. The views, enquiries and suggestions of Members were summarised as follows:
- (1) he did not agree to the suggestion of setting the end point of the cycle track at the bicycle stop and U-turn spot because it would be more dangerous to cyclists who wanted to go to Sham Tseng or go to the cycle track from Sham Tseng (Mr LO Siu-kit);
  - (2) the location of the end point in the Preliminary Proposal was acceptable. However, the CEDD should study how the steepness of the cycle track of the

- respective section could be reduced. He also opined that it was undesirable to break off the cycle track (Mr LO Siu-kit);
- (3) he suggested that the CEDD should consider extending the end point of the cycle track to Sham Tsz Street for cyclists' entry to Sham Tseng and for enabling the cyclists who were interested in heading to Yuen Long to continue their journey. Sham Tsz Street was quiet and suitable for serving as the starting point or end point of the cycle track. He suggested the CEDD to conduct the site visit and further studies (Mr LO Siu-kit);
  - (4) according to paragraph 3.8.3 of the Transport Planning and Design Manual of the Transportation Department, the width of cycle track could be designed as 1.5 metres plus 1.5 metres, which was about 3 metres wide, for the narrowest roads. Many sections of the Ma On Shan Cycle Track were only 3 metres wide. He opined that this was the result upon adaption to the actual road conditions. However, the Manual did not clearly specify the conditions for pedestrian walkways. Besides, he supported the CEDD in attempting to construct a 1.6-metre wide pedestrian walkways (Mr TAM Hoi-pong);
  - (5) in general, he objected to the project. However, if the project was implemented, he hoped that the project would be taken forward under the direction as proposal by him (Mr TAM Hoi-pong);
  - (6) the elevated facilities were not required to be in compliance with the Foreshore and Sea-bed (Reclamations) Ordinance. Thus, he enquired whether the support structures of the waterways outlets were constructed along the highways or on the sea bed (Mr TAM Hoi-pong);
  - (7) he opined that it was worth considering Sham Tsz Street Park to serve as the end point of the cycle track and it was a better option than the location of the end point in the Preliminary Proposal. However, the CEDD should take notice that the Sham Tsz Street Park had been included in Option 2 of the relocation plan of the sewage treatment works. He did not agree to the Option 2 (Mr TAM Hoi-pong);
  - (8) he thanked the CEDD for giving more thoughts on the design of the cycle track. He supported the cycle track proposal and opined that there would be a complete cycle track connecting the New Territories East and the New Territories West upon completion. The proposed cycle track would also have a more attractive scenery than the cycle tracks in Tolo Harbour and it might be more popular. Therefore, he opined that safety of the cycle track would be of the utmost importance. The width of the cycle track should be designed based on the principle of safety and the cycle track should be constructed according to the standard requirements where practicably possible (Mr KOO Yeung-pong);
  - (9) there were some very narrow sections in the Tai Po Cycle Track where the cyclists were required to wheel their bicycles. He opined that it was difficult to avert this situation but the cycle track should not be broken off at a number of sections (Mr KOO Yeung-pong);

- (10) it was very difficult to design the cycle track because it ran via the housing estates. However, he believed that the construction of the cycle track was technically viable. The works following the completion of the preliminary works and phase 1 of the project, particularly the works in the subsequent sections, might be easier to complete. The greatest difficulty might be arising from the construction of the intermediate sections of the cycle track (Mr KOO Yeung-pong); and
- (11) it was right to express views on the end point of the cycle track or the design of bicycle bridges. However, he hoped that the details should not be overly discussed and the discussion should be forward-looking with an aim in completing the project without wasting time (Mr KOO Yeung-pong).

11. CE/NTW 2(NTW) of the CEDD responded as follows:

- (1) the CEDD tentatively opined that the suggestion of extending the cycle track to the area behind the sewage treatment works at Sham Tseng might require reclamation to widen the road section for construction of the cycle track and pedestrian walkway. The CEDD noted earlier that Members raised objection to reclamation. Therefore, the CEDD wished to know whether Members supported the suggested proposal on alignment. The CEDD would take follow-up action if Members supported the proposal on alignment;
- (2) the CEDD noted Member's views on the width of the cycle track. However, the CEDD reiterated that the cycle track would have to be handed over to the department concerned for management after its completion. Therefore, it was not possible to carry out any construction works after which the department concerned was not willing to undertake the management work;
- (3) the abutments of the cycle track bridges would only be constructed at the high water line but not directly on the sea bed. However, the CEDD would study again whether the construction of abutments of the cycle track bridges should be in compliance with the requirements of the Foreshore and Sea-bed (Reclamations) Ordinance and would report to Members later; and
- (4) the CEDD thanked Members for their views and support. The CEDD would adopt the principle of "dealing with dispute-free sections first" and try to secure resources to start the preliminary works as soon as possible. After that, the CEDD would proceed with the relevant procedures for phase 1 of the project in order to construct a more complete cycle track heading to Shen Tseng for Tsuen Wan West.

12. The Chairlady said that Members supported the preliminary works and the majority of the Members supported phase 1 of the project. She hoped that the CEDD would make amendments according to Members' views. As the representatives of the CEDD had not provided the details of road sections at front entrances of residential estates at the previous CAC meetings, it was difficult for the CAC to give views on this aspect. She hoped that the representatives of the CEDD could provide the clearer information at the

next CAC meeting. Besides, she also hoped that the representatives of the CEDD could explain at the next CAC meeting the procedures for the preliminary works after they were gazetted. She also noted that the CEDD would follow up and reply to Members after the meeting. The Chairlady thanked the CEDD for being more proactive and continuously reporting to the CAC on their progresses since the CAC started following up on this matter last year. She also thanked the CEDD for sending CE/NTW 2(NTW) to join the meeting to explain in detail to the Members and thus expediting the process of handing the captioned matter.

(B) Paragraph 18 to 27 of the Minutes of the Meeting on 5 May 2017: Request for Relocation of Dangerous Vessel Berths at Rambler Channel to a Location Far Away from Residential Area to Eliminate Safety Hazard

13. The Chairlady said that the CAC had sent letters to the Development Bureau (DevB) and Transport and Housing Bureau (THB), and the written replies from the DevB and THB were received prior to the meeting. The written reply from the THB was distributed to Members for perusal on 29 June 2017 and the written reply from the DevB had also been distributed to Members for perusal.

14. The Vice Chairman said that the Marine Department (MD) indicated at the last CAC meeting that it wished to relocate the dangerous vessel berths at Rambler Channel (the Berths). From the written reply of the DevB, it was understood that the MD would need to submit application to the DevB and the DevB would take action in concert with the MD. He enquired the MD about the latest development of this matter.

15. Marine Manager/Licensing and Port Formalities (2) (MM/LPF(2)) of the MD responded that the relocation plan of the Berths involved territory-wide planning and a proposal on selection of the relocation site should be submitted by the Planning Department (PlanD) to the Town Planning Board (TPB). Relocation of the Berths could be considered only after approval from the TPB was obtained in accordance with established procedures. Currently, the MD had not identified a suitable relocation site for the Berths yet.

16. The views, enquiries and suggestions of Members were summarised as follows:

- (1) it would be difficult to identify a suitable relocation site for the Berths and he would further discuss this matter with the MD. He opined that there might be suitable locations near Ma Wan. However, it took time to discuss with the fishermen (Mr CHAN Sung-ip);
- (2) compared with the aerial photographs taken in 1997, 2007 and 2017, it could be seen that there were fewer buoys at the Berths in the past than at present. Currently, there were many buoys along the Ting Kau coast. In view of the increasing number of buoys at the Berths, he enquired the MD when the location was changed into dangerous vessel berths and whether the MD had

- obtained approval from the Tsuen Wan District Council (TWDC) to increase the number of buoys (Mr LO Siu-kit);
- (3) he was concerned about the methods on reduction of the number of buoys and the situation of the seaside being polluted by the Berths. However, he had not seen any progress made by the MD on these matters. He hoped that the MD could provide at the next CAC meeting the information on how the number of buoys could be increased, when the number of buoys were increased, and when the location concerned was changed into a dangerous goods storage area (Mr LO Siu-kit);
  - (4) he hoped that the departments and bureaux joining the meeting would note this important view of requesting the Berths to be relocated. He also hoped that the CAC would follow up on this agenda item (Mr WONG Wai-kit);
  - (5) the Berths were not compatible with the development of the Tsuen Wan community and the use of waterfront. Therefore, he hoped that the Berths would be relocated to a more suitable location (Mr WONG Wai-kit);
  - (6) he and another DC Member had put forth this matter at a TWDC meeting. The departments concerned gave the same replies as they did at present (Mr WONG Ka-wa);
  - (7) there were increasing number of buoys at the Berths. He hoped that the department would provide information on the number of locations in Hong Kong which were still available for dangerous vessels to moor, so as to understand whether the dangerous vessels were using the Berths because their original berths had been cancelled (Mr WONG Ka-wai);
  - (8) he supported the suggestion of relocation of the Berths by the MD (Mr CHUNG Ho-yin);
  - (9) he understood that the MD would take time to select a relocation site. He enquired whether the MD would conduct inspections of the Berths or set up restrictions during the interim period before the completion of site selection (Mr CHUNG Ho-yin);
  - (10) Members were concerned about the captioned matter which was a problem that had been existed for a long time. He hoped that the MD would be accountable to the TWDC and strengthen inspections and regulatory control in order to ensure the safety before the Berths were relocated (Mr MAN Yu-ming);
  - (11) he understood that relocating the Berths would be a difficult task. However, the Berths were indeed a safety hazard to the district. He hoped that the MD would coordinate with different parties to deal with its relocation (Mr MAN Yu-ming);
  - (12) the population of Tsuen Wan was increasing and its surrounding area such as Tsing Yi were also developing continuously. He was worried and found it difficult to understand the reasons for the MD to increase the number of buoys at the Berths (Mr MAN Yu-ming);

- (13) the MD responded to this matter proactively and indicated support for relocating the Berths at the last CAC meeting. At this CAC meeting, however, the MD responded that the relocation of the Berths should be proposed by the PlanD. She enquired the MD about its role in the captioned matter (the Chairlady); and
- (14) she and other Members had raised this matter at different meetings in the past, but no progress had ever been made. She hoped that the department would explain to the CAC on how the captioned matter could be followed up (the Chairlady).

17. MM/LPF(2) of the MD responded as follows:

- (1) he thanked the CAC for studying the suitable relocation sites for the Berths;
- (2) the Berths were established in 1968. The MD had frozen applications for additional buoys 12 years ago. It was believed that what Members had seen in Ting Kau were buoys for high-speed passenger vessels during typhoons;
- (3) the MD noted the views that the Berths were not compatible with the present environment of Tsuen Wan. The MD would tie in with the relocation exercise if there was a suitable relocation site;
- (4) it was believed that the DevB had a role to play in the relocation plan of the Berths. When the CAC was established last year, the MD had played its role by explaining to Members its work in connection with pollution problems and safety issues of the Berths;
- (5) the MD would send staff to inspect the oil carriers from time to time. The oil pollution prevention facilities of these vessels would be inspected and promotion leaflets would be distributed to urge the persons-in-charge of the vessels to pay attention to ensure safety during their operations and avoid pollution and not to dump rubbish into the sea;
- (6) dangerous vessels moored in Sham Shui Po had not moved to the Berths.
- (7) the Merchant Shipping (Local Vessels) Ordinance came into effect in 2007 and eight designated bunker areas were delineated. Apart from supplying fuel to ocean-going vessels or passenger vessels at the designated anchorages, the Kwai Chung Terminal and Ocean Terminal, the oil carriers could only provide bunker service at the eight designated bunker areas. Currently, there were designated bunker areas near the typhoon shelters in Sham Shui Po, Yau Ma Tei and Tuen Mun, but the oil carrier berths in Tsuen Wan were not a designated bunker area;
- (8) at present, there were 70 buoys in the Berths for oil carriers to take shelter at times of typhoon signal no. 3 or above. The oil carriers would not carry fuel oil when taking shelter from typhoons. In general, after loading oil at the oil depots in Tsing Yi, these vessels would sail to designated terminals or designated bunker areas to provide bunker service to other vessels;
- (9) the MD had conducted surveys and observations after the last CAC meeting. It was found that an average of 7 to 16 oil carriers temporarily moored at the

Berths, which amounted to 10% to 20% of all vessels moored there. However, the MD did not have information on the amount of oil carried by the vessels or the time they moored; and

- (10) the MD would inspect the oil carriers moored at the Berths to ensure that these vessels were manned by an adequate number of crew members and that their safety certificates and vessel licences were valid. Also, the MD would distribute promotion leaflets to these vessels and request them not to dump rubbish into the sea, discharge black smokes, produce noises or discharge dirty water into the sea.

18. Town Planner/Tsuen Wan 2 (TP/TW 2) of the PlanD said that the management of harbour facilities were under the purview of the THB and MD according to the understanding of the PlanD. The above-mentioned bureau and department would take the lead on the site selection for the Berths. The DevB and PlanD would play the role in tying in with the land administration and planning involved in the matters concerning the Berths, if any. Regarding the relocation of the Berths in Tsuen Wan, the PlanD would perform its task in land planning in concert with the MD after receiving the relevant information.

19. The Chairlady said that the CAC wished to know the stance of the PlanD on relocation of the Berths.

20. TP/TW 2 of the PlanD said that the PlanD would tie in with the site selection and land planning. She would relay Members' views to the PlanD.

21. The views, enquiries and suggestions of Members were summarised as follows:

- (1) the vessels berthed at the Berths should not carry any fuel oil for bunkering. He enquired whether the MD would verify if the vessels carried the fuel oil for bunkering when carrying out inspections and whether the inspections concerned were carried out in accordance with relevant laws and regulations. He also enquired whether the MD enforced the relevant laws and regulations and the details of the penalties. In addition, he enquired whether the MD had found moored vessels carrying full loads of fuel oil for bunkering during its inspections in the past (Mr WONG Wai-kit);
- (2) the Department could consider Tso Wan, which was in the vicinity of Tang Lung Chau of Lantau Island as a relocation site. However, it was necessary to discuss further with the fishermen. He suggested that the DevB should provide nautical charts to the MD for reference (Mr CHAN Sung-ip);
- (3) the MD was irrelevant to the captioned matter because the existing locations of the Berths were not decided by the MD (Mr WONG Ka-wa);
- (4) currently, vehicles carrying dangerous goods were not permitted to use tunnels and carparks. Dangerous goods without certification were also not permitted to be kept in storehouses. Therefore, he enquired whether the

- distance between dangerous goods on the sea and the residential areas was stipulated under the legislation (Mr WONG Ka-wa);
- (5) Tsuen Wan was a satellite town 50 years ago. He enquired whether the Berths should be located in Tsuen Wan continuously and whether the MD had set a limit for the amount of fuel oil carried by vessels at the Berths as well as the duration of mooring (Mr WONG Ka-wa);
  - (6) he hoped that the matter would be discussed continuously at the CAC meetings and that the MD would provide at the regular meetings of the CAC the number of vessels moored at the Berth daily (Mr WONG Ka-wai);
  - (7) he enquired the MD whether the number of buoys at the Berths had increased between 1968 and 2005; if yes, the number of times of such increases, or whether there was no increase between 1968 and 2017 (Mr LO Siu-kit);
  - (8) he enquired the PlanD whether consideration had been given to the situation that there were so many buoys at the Berths, which were so close to Tsuen Wan West MTR Station when conducting the town planning. As this dangerous goods storehouse was in the sea, he hoped that the PlanD would provide more substantial planning information, so that Members would be able to know whether they could request the MD to relocate the Berths on the grounds of the existence of such a dangerous goods storehouse (Mr LO Siu-kit);
  - (9) in general, the Berths were not for mooring of vessels. He enquired how the MD would deal with the situation that the vessels moored at the Berths overnight and whether it had relevant records for follow-up actions (Mr LO Siu-kit); and
  - (10) he believed that Members had many queries about the procedures or figures in relation to the captioned matter. He hoped that the MD and PlanD would provide the written replies on the relevant policies and figures which Members wished to know, so as to facilitate the follow-up action of the CAC (the Vice Chairman).

(Note: Mr MAN Yu-ming left the meeting at 4:03 p.m.)

22. MM/LPF(2) of the MD responded as follows:

- (1) currently, there were no hard rules in the provisions on the use of private buoys by the approved oil carriers as to whether the mooring vessels were carrying fuel oil. In principle, the MD permitted that the vessels moored for a short stay before sailing to designated locations to provide fuel bunker service to other vessels;
- (2) according to the MD's observation, there was a daily average of 7 to 16 vessels moored for short stays at the Berths, which amounted to 10% to 22% of the 70 buoys there;
- (3) there were no hard rules in the renting provisions on the time and duration for the vessels to moor;

- (4) the Berths were primarily for vessels to moor and take shelter at times of typhoon signal no. 3 or above, but not for vessels to moor when carrying a full load of fuel oil. However, vessels might moor for a short stay because of operational needs; and
- (5) the number of buoys had increased between 1968 and 2005. However, in 2005, the MD had frozen the applications for new buoys.

23. The Chairlady concluded that the CAC had a common view on carrying out the studies on the options of relocation of the Berths as soon as possible. She hoped that the MD and the PlanD would conduct further study after the meeting on the captioned matter in particular on the respective ordinances and provide the supplementary information on enforcement of the regulations concerned. She also hoped that the MD would provide information regarding Members' enquiries such as the number of increased buoys. Members had clearly indicated that they did not wish to see the number of buoys was on the rise. In addition, as Members and she had frequently found vessels moored at the Berths for a very long time, she hoped that the MD could reply after the meeting on the exact duration time for a short stay of the vessels, so that Members could monitor the situation more effectively. She said that this matter would be discussed continuously under matters arising from the minutes of the previous meeting.

IV Item 3: Review on Fund Allocation for the Coastal Affairs Committee  
(CAC Paper No. 7/17-18)

24. The Secretary introduced the paper.

25. The Chairlady suggested that the funds allocated to the two Working Groups under the CAC should be combined for more effective use of resources, so that an attractive activity could be organised. In the previous year, the Working Groups under the CAC had completed their preliminary work, which included the briefing and organising of experimental activities. She hoped that more practical activities would be organised in the current year, so that the residents in Tsuen Wan could enjoy the Tsuen Wan waterfront more.

26. The Vice Chairman said that he had earlier reported the work of the CAC in the previous year to the Harbourfront Commission (HC) and noted that members of the HC were supportive of the CAC's direction to gradually increase the scale of activities at Tsuen Wan waterfront. He hoped that an activity could be organised through combining the funds allocated to the two Working Groups and the direction of the previous year could be adopted, so as to explore more new directions for the Tsuen Wan waterfront.

27. After discussions and voting, Members approved the re-allocation of \$100,000.00 of District Council Funds allocation from the Working Group on Promoting the Image of the Coastal Area to the Working Group on Management of Facilities in the Coastal Area.

The Working Group on Management of Facilities in the Coastal Area would thus have a total fund allocation of \$200,000.00.

V Item 4: Request for Better Use of Dedicated Funding on Harbourfront Development for the Purpose of Enhancement of the Waterfront Promenade of Tsuen Wan District

(CAC Paper No. 8/17-18)

28. The Chairlady said that Mr WONG Wai-kit and she submitted the paper and she welcomed Mr CHU Ho, Larry, Assistant Secretary (Harbour) 1 (AS(H)1) of the DevB, who specially joined the meeting. Besides, the DevB and the HC had submitted the written replies on the captioned matter prior to the meeting and they were distributed to Members for perusal. As this agenda item were raised by her and Mr WONG Wai-kit, the Vice Chairman was to take over the chair temporarily.

29. Ms LAM, Lam Nixie and Mr WONG Wai-kit introduced the paper.

30. AS(H)1 of the DevB responded as follows:

- (1) the new harbourfront enhancement initiative was introduced in paragraph 127 of the 2017 Policy Address. The Government would partner with the HC and implement harbourfront enhancement initiatives through a dedicated team with dedicated funding. Also, \$500 million had been earmarked for the first stage for taking forward harbourfront development;
- (2) the HC had provided guidelines and advice on the formulation, study, prioritisation and implementation of harbourfront enhancement projects;
- (3) the DevB would establish a dedicated Harbour Office to support the work of the HC and make use of the dedicated funding to implement projects concerned;
- (4) if the total amount of the projects advocated by the HC did not exceed \$500 million, resources would be allocated to individual projects within the Government. However, these projects would still need to be implemented in accordance with public works procedures and guidelines concerned;
- (5) since February this year, the HC and its task forces had been discussing projects that could be implemented with the dedicated funding at their respective meetings. Members of the HC had agreed on a set of guiding principles for screening projects concerned, which included the land involved could be used immediately or would be released very soon; the location concerned was close to the harbourfront and the works concerned would extend or improve the harbourfront promenade; the scale of the works concerned could be borne by the dedicated funding; aspirations in the area were noted and it was opined that the proposal would help improve the local environment; as well as no alternative source of funding was available;
- (6) the HC also noted that a funding allocation plan on enhancement of sports and recreational facilities was mentioned in the 2017 Policy Address. This

plan involved a number of projects within the areas of the harbourfront, such as conducting feasibility studies on improving the Tsuen Wan Riviera Park and Tsuen Wan Park;

- (7) after careful consideration, the HC agreed to implement six projects with the dedicated funding, including one consultancy study, three short-term work projects implemented in the form of category D item, and two relatively large-scale capital projects;
- (8) regarding Tsuen Wan district, the HC proposed to work with the TWDC to enhance the waterfront off the area from Bayview Garden to Tsuen Wan West MTR Station. The primary purpose was to increase and improve existing facilities, which enhanced citizens' experience in using this section of the waterfront. It also aimed to facilitate citizens and organisations to make use of the waterfront and organise diversified activities, so as to enhance the vibrancy of the waterfront;
- (9) as citizens were using this section of the waterfront every day, the HC did not wish to close the entire section of the waterfront for construction works. Thus, it was hoped that this would be implemented in form of short-term projects. The HC would also work with the TWDC to complete the works as soon as possible for public's use. Besides, the projects should also take a full consideration to the future works to be implemented in that section of the waterfront, which were the two capital projects of construction of additional cycle track and improvement on the facilities for water pollution;
- (10) when demarcating the scope of works for projects to be discussed, the HC had already considered the outcomes of site inspection on the Tsuen Wan waterfront conducted in May 2014 by its Task Force on Harbourfront Development in Kowloon, Tsuen Wan and Kwai Tsing (the Task Force) and the exchange of ideas between the Task Force and the TWDC. The HC had also considered the CAC Members' views on enhancing the Tsuen Wan waterfront expressed at the 3<sup>rd</sup> CAC meeting in May 2016;
- (11) the DevB was currently liaising with departments concerned on the details and implementation plans of the works. The DevB would consolidate Members' views on the project at the meeting and relay them to the Task Force; and
- (12) after drawing up a concrete work scope with details, the DevB would seek views from the TWDC again.

(Note: Mr CHENG Chit-pun left the meeting at 4:12 p.m. Ms CHENG Choi-lin left the meeting at 4:13 p.m.)

31. The views, enquiries and suggestions of Members were summarised as follows:
  - (1) as the waterfront section proposed for enhancement was out of the scope of facilities of the Leisure and Cultural Services Department, this funding would

- be very useful for its enhancement. He opined that the section under selection was a very good pick (Mr WONG Wai-kit);
- (2) he noted that the HC would implement the work project in form of category D item and the estimated costs were about \$30 million (Mr WONG Wai-kit);
  - (3) he suggested that toilets should be built at this waterfront section because currently the location concerned had no toilet. When activities were organised at the location, participants had to go to either the Tsuen Wan West MTR Station, the stadium or the cooked food market for a toilet, which were very far away (Mr WONG Wai-kit);
  - (4) one of the projects on provision of covers to pedestrian walkways undertaken by the Highways Department this year was to build a covered pedestrian walkway at the area from the Tsuen Wan West MTR Station to a nearby section of Hoi On Road. Therefore, it was hoped that a covered pedestrian footbridge to connect the said pedestrian walkway and Belvedere Garden phase 3 would be built under the proposed enhancement project, so that the residents nearby could walk directly to and from the Tsuen Wan West MTR Station (Mr WONG Wai-kit);
  - (5) as many citizens came to this waterfront section for carrying out activities, consideration should be given to provision of additional recreation and sports facilities or roll-out of the projects on widening and improving the scenery of the waterfront promenade or its environment (Mr WONG Wai-kit);
  - (6) it was hoped that the CAC would continue to discuss with the HC and DevB on how to make good use of the above-mentioned resources to improve the waterfront promenade in Tsuen Wan (Mr WONG Wai-kit);
  - (7) temporary toilets were installed in 2008 on this waterfront section. However, they were discontinued and removed because of the odour produced. Residents had always hoped that permanent toilets would be built at the waterfront section concerned to improve environmental hygiene condition (Ms LAM, Lam Nixie);
  - (8) there was enough space for provision of toilets. Thus, the use of the waterfront section concerned by citizens would not be seriously affected (Ms LAM, Lam Nixie);
  - (9) the constituency area of Belvedere Garden was very close to the Tsuen Wan West MTR Station. However, there was no toilet and covered pedestrian walkway on the way to the Tsuen Wan West MTR Station. The residents were affected by hot weather or rainy days and their health was affected. If the users of commercial buildings at Chai Wan Kok Street were also included, tens of thousands of residents would be benefited from the installation of covered pedestrian walkway (Ms LAM, Lam Nixie);
  - (10) the covered pedestrian walkways should be equipped with power supply and various activities could be held at the rectangular space of the access. However, limited by the lack of power supply, only cycling and dragon boat

- races had been organised in the past. Therefore, it was hoped that power supply would be installed (Ms LAM, Lam Nixie);
- (11) it was hoped that an emergency vehicular access could be installed at this waterfront section to allow access of ambulances when needed, so that the safety of residents participating in large-scale activities at the location could be ensured (Ms LAM, Lam Nixie);
  - (12) she opined that the DevB could conduct more studies on proposals such as the additional recreation and sports facilities. She also opined that Members were welcomed to express their views at the meeting and after the meeting (Ms LAM, Lam Nixie);
  - (13) they were pleased to learn that Tsuen Wan district was allocated with the funding to enhance the waterfront (Mr WONG Ka-wa, Mr LO Siu-kit and the Acting Chairman);
  - (14) there were beaches close to the seashore and urban areas in Tsuen Wan. Therefore, he opined that more enhancement work could be conducted for the waterfront of Tsuen Wan. He hoped that the future enhancement work would extend to other sections of the waterfront of Tsuen Wan (Mr WONG Ka-wa);
  - (15) he opined that the amount of allocated funding was not very high in proportion to the land area of Tsuen Wan. He hoped that the DevB would consider increasing resources allocated to Tsuen Wan, so as to carry out more works in enhancing the waterfront (Mr LO Siu-kit);
  - (16) he opined that it was indeed necessary to construct the covered pedestrian walkway because the proposal could attract citizens to participate in leisure activities at the waterfront promenades without worries. Currently, there was no appropriate venue for citizens to take shelter on rainy days at the waterfront promenades (Mr LO Siu-kit);
  - (17) the number of participants and popularity of the dragon boat races were growing. There were also growing numbers of international competitions organised at the Tsuen Wan waterfront. Therefore, he hoped that the DevB would provide assistance to projects that featured Tsuen Wan characters or specific themes. For example, the DevB could consider providing facilities such as covers, tables and chairs to facilitate organisation of activities. This would further enhance the attractiveness and popularity of Tsuen Wan waterfront (Mr LO Siu-kit);
  - (18) apart from the facilities proposed by Members, many other work projects such as the cycle track would be implemented at the waterfront soon. However, he hoped that the existing activities such as dragon boat races would be organised continuously and concurrently. He opined that a master design plan was thus required so as to reflect everyone's view (the Acting Chairman);
  - (19) he noted that \$500 million was available for the six designated work projects. If the work projects were to be completed as soon as possible, work projects could proceed as category D item but a ceiling would be incurred for the

project costs. Therefore, he enquired whether it was possible to break up the project into smaller ones, such as to implement the project in phases in the master design plan (the Acting Chairman);

- (20) a detailed consideration should be given on the features of Tsuen Wan waterfront, such as whether the sculptures could reflect the characteristics of Tsuen Wan. The features of the waterfront also referred to the better arrangement on the use of space, such as both dragon boat races and cycling could take place at the Tsuen Wan waterfront. When arrangements were duly made for all aspects of the Tsuen Wan waterfront, Tsuen Wan waterfront would become a multi-purpose waterfront. It could be considered whether this would serve as a characteristic of Tsuen Wan waterfront (the Acting Chairman);
- (21) she enquired whether it should be proposed by the TWDC or Task Force when there was a need to draw up a master design plan. She also enquired about the procedures to propose the master design plan and the estimated timetable (Ms LAM, Lam Nixie); and
- (22) she hoped that the DevB would briefly introduce the procedures for dealing with the work projects under category D, so that the TWDC would have a better understanding on the entire workflow and the processing of the procedure could be expedited (Ms LAM, Lam Nixie).

32. AS(H)1 of the DevB responded as follows:

- (1) the projects concerned would be dealt with in accordance with the guidelines of the HC. The DevB would relay the views of the CAC to the Task Force. The DevB could not respond to the suggestions of Members one by one because the actual work contents would be determined by the Task Force or another designated working group established later;
- (2) it was technically feasible to conduct town design studies for the entire area. However, in general, it would take long to complete the planning for the entire waterfront and a greater scale of work projects would be involved. This was not in line with the current project objective to carrying out short-term enhancements;
- (3) when the HC agreed to the project concerned, it had already taken into consideration the site visits mentioned earlier and the Members' views and requests raised at the meetings. The Task Force in general agreed that most places at the Tsuen Wan waterfront were open for public use and support were obtained from the general public for organising activities at the location. Members also shared the views on the lack of recreation and sports facilities and ancillary facilities at the site and there was a need of enhancement to elevate citizens' experience;
- (4) if Members had more comprehensive views on the planning of the entire waterfront after completion of capital work projects such as the cycle track, they could express their views for discussion with the HC; and

- (5) it was noted that Members in general already had an initial view on the enhancement needed for the concerned waterfront section, including the adding of toilets, covered pedestrian facilities, recreation and sports facilities, power supply facilities and emergency vehicular access. The DevB would relay Members' views to the Task Force for consideration on the actual works contents. The DevB would discuss with the TWDC again after initial proposals had been drawn up. The HC would also invite Members to discuss details of the projects when necessary.

(Note: Mr WONG Ka-wa left the meeting at 4:40 p.m.)

33. The views, enquiries and suggestions of Members were summarised as follows:

- (1) he hoped that the communication with the new-term Task Force would be started as soon as possible, so that the Task Force could learn the views of the TWDC. He also hoped that the dedicated funding would be used for projects prioritised by the TWDC and the work projects would start as soon as possible. He hoped that these works would be completed in one or two years (Mr WONG Wai-kit);
- (2) the power supply facilities and the emergency vehicular access were under preparation. He wished to communicate with Members concerned after the meeting before relaying to the HC on whether the provision of the two facilities was required, so as to pool efforts to deal with the other facilities (Mr LO Siu-kit); and
- (3) the preparation on projects for power supply facilities and the emergency vehicular access were already underway, while the other Working Group of the TWDC was also dealing with the addition of covered pedestrian walkways. Therefore, he suggested that these three items should be excluded and priority should be given to the installation of the toilets (Mr CHAN Sung-ip).

34. The Acting Chairman noted that the DevB would relay Members' views to the new-term Task Force. He hoped that the CAC would maintain close communication with the DevB and HC because the objective of the establishment of the CAC was to deal with coastal affairs. The CAC was pleased to maintain communication and take follow-up actions during and after its meetings.

35. The Chairlady resumed the chair.

#### VI Item 5: Work Progress Reports of Working Groups under Coastal Affairs Committee

##### (A) Working Group on Promoting the Image of the Coastal Area

36. The Chairlady said that the Vice Chairman had previously, on behalf of the Working Group, introduced to the Task Force of the HC the publication entitled "Brief on

Tsuen Wan Waterfront Event Space” which was jointly prepared and published by the Working Group and local organisation as well as the work of the CAC in the previous year. She was pleased to learn that the enhancement of Tsuen Wan waterfront facilities was included in the scope of the dedicated funds on the study on promoting waterfront development.

(B) Working Group on Management of Facilities in the Coastal Area

37. The Vice Chairman said that he had previously, on behalf of the Working Group, shared the outcomes with the Task Force of the HC on the Tsuen Wan Promenade Placemaking Project which was co-organised by the Working Group and a local organisation. Members of the Task Force of the HC were very supportive of “building the waterfront development together” concept. The concept referred to step-by-step implementation of experimental activities that involved residents’ participation, so that consensus would be achieved gradually and residents’ aspiration on the future use of the waterfront would be collected. The Working Group would hold a meeting in due course to discuss the effective use of the fund in a total of \$200,000 for the current year and the activity plans with potential local co-organiser. He hoped that Members would spare some time to join the meeting.

VII Item 6: Any Other Business

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

- (1) Amount of Marine Floating Refuse Collected by Marine Department in Tsuen Wan District  
(CAC Paper No. 9/17-18);
- (2) Promotion and Anti-Marine Littering Operation in Tsuen Wan  
(CAC Paper No. 10/17-18); and
- (3) Final Statement of Coastal Affairs Committee as at 22.06.2017  
(CAC Paper No. 11/17-18).

VIII Adjournment of Meeting

39. The Chairlady reminded Members that the next meeting was scheduled on 1 September 2017 and the deadline for submission of paper was 17 August 2017.

40. There being no other business, the meeting was adjourned at 4:50 p.m.

Tsuen Wan District Council Secretariat

1 August 2017