

(Translation)

Minutes of the 11th Meeting of Coastal Affairs Committee (3/17-18)

Date: 1 September 2017

Time: 2:30 p.m.

Venue: Main Conference Room, Tsuen Wan District Office

Present:

Members

Ms LAM, Lam Nixie (Chairman)

Mr NG Hin-lung, Norris (Vice Chairman)

Mr MAN Yu-ming, MH

Mr KOO Yeung-pong, MH

Ms LAM Yuen-pun, Phyllis

Mr CHAN Sung-ip, MH

Mr WONG Ka-wa

Mr WONG Wai-kit

Mr KOT Siu-yuen

Mr CHOW Ping-tim

Mr CHENG Chit-pun

Mr LO Siu-kit, MH

Mr TAM Hoi-pong

Government Representatives:

Mr CHONG Kong-sang, Patrick

Ms TSE Pui-lam, Rosa

Mr CHUNG Tak-yau,

Mr MAK Shui-wing

Ms LEUNG Ting-fong

Ms TAM Ka-yan

Co-opted Members

Mr CHUNG Ho-yin

Ms CHENG Choi-lin

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

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

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

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

Land Executive/Land Management 3 (District Lands Office, Tsuen Wan and Kwai Tsing), Lands Department

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

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 2B

Mr SHUEN Chi-keung, Ivan	Chief Assistant Secretary for Transport and Housing (Transport), Transport and Housing Bureau
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Absent:

Member

Mr LI Hung-por

The Meeting

I Opening Remarks and Introduction

The Chairlady welcomed the Members, Co-opted Members and government representatives to the 11th meeting of the Coastal Affairs Committee (CAC).

2. The Chairlady reminded Members of section 28 of the Tsuen Wan District Council Standing Orders (the “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 3 minutes each time.

II Item 1: Confirmation of Minutes of the Meeting held on 7.7.2017

3. Ms TSE Pui-lam, Rosa, Town Planner/Tsuen Wan 2 (TP/TW 2) of the Planning Department (PlanD) said regarding the response of the Marine Department (MD) in paragraph 15 of the minutes of the previous meeting that the relocation of the Dangerous Vessel Berths (the Berths) had to be approved by the Town Planning Board (TPB) in accordance with established procedures, she wished to clarify that the terms of reference

of the TPB included drawing up the outline plans and the TPB's approval for the relocation of the Berths was not required.

4. The Chairlady said that the CAC had noted the clarification on the contents of the paragraph concerned in the minutes of meeting by TP/TW 2 of the PlanD. Response to the matter on the relocation of the Berths would be given by the representative of the departments concerned under matters arising from the minutes of the previous meeting.

5. 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 12 of the Minutes of the Meeting held on 7 July 2017: 268RS – Cycle Track between Tsuen Wan and Tuen Mun

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

- (1) Mr LAM Chi-keung Desmond, Chief Engineer/New Territories West 2 (New Territories 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.

7. CE/NTW 2(NTW) of the CEDD introduced to the CAC the future work of phase 1 works of the 268RS – Cycle Track between Tsuen Wan and Tuen Mun and suggestions on the alignment of the sections in Long Beach Gardens, Ting Kau and Riviera Apartment and the location of the bicycle stops of the cycle track.

(Note: Mr TAM Hoi-pong joined the meeting at 2:37 p.m. Mr WONG Ka-wa joined the meeting at 2:40 p.m. Mr WONG Wai-kit joined the meeting at 2:41 p.m. Mr CHOW Ping-tim joined the meeting at 2:47 p.m.)

8. The Chairlady enquired about the possible extension of the cycle track in Ting Kau.

9. CE/NTW 2(NTW) of the CEDD hoped that space would be reserved, so that the cycle track might be extended to the roundabout at Sham Tsz Street.

10. The Chairlady said that at the previous CAC meeting, she had said that it might be more controversial for the roundabout to serve as the end point of the cycle track because it was a traffic hub. Therefore, she hoped that the end point of the cycle track could be preceding to the roundabout. She enquired whether the cycle track would be extended to the location of the goose-shaped decorations.

11. CE/NTW 2(NTW) of the CEDD responded that some people might hope that the cycle track would be extended to the vicinity of the goose-shaped decorations to bring it closer to the town centre. However, the CEDD hoped that the Drainage Services Department would reserve enough space, so that the alignment of the cycle track would not need to be extended along the coast and along Sham Tsz Street because of the relocation of the sewage treatment works, which affected the vehicle exit of Ocean Pointe.

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

- (1) the abutment of the Ting Kau Bridge and the Riviera Apartment was dealt with in a better way than that presented at the previous CAC meeting, which allowed Members to further discuss with the residents (Mr WONG Wai-kit);
- (2) it was enquired whether the pedestrian walkway at the Long Beach Garden section could be further narrowed and whether other options were available (Mr WONG Wai-kit);
- (3) it was enquired why the Long Beach Gardens section of the cycle track would not be constructed along and immediately next to the pedestrian walkway and it was opined that the cycle track should be distant from residential estates (the Vice Chairman);
- (4) at present, as there were not so many pedestrians on the Ting Kau section, which was used mostly by bicycle users, he opined that the suggestion of closure of the pedestrian walkway was acceptable in principle (the Vice Chairman);
- (5) according to the plan of CEDD, the number of vehicle lanes at the Ting Kau section would be reduced and the bends would be sharper. He opined that it was not ideal if vehicles had to slow down at the bends accordingly. He enquired whether the Transport Department would adopt remedial measures for vehicle speed, obstruction to the drivers' views and etc. He also enquired about whether the proposal of the CEDD was feasible (the Vice Chairman);
- (6) there was not much vehicle traffic to and from the Riviera Apartment section on weekdays. However, on holidays, beach visitors would park their cars illegally at the Riviera Apartment section. Therefore, he enquired whether it was necessary to create a carriageway over there. If not, he enquired whether changing this road section to a pedestrian walkway and a cycle track would be considered (the Vice Chairman);
- (7) regarding the suggestion of conversion of the existing sloped pedestrian walkway of the pedestrian bridge at Riviera Apartment into a lift, the sloped pedestrian walkway could only be reached after climbing several steps after the conversion. Wheelchair users would not be able to use the sloped pedestrian walkway after the construction of the lift. He enquired whether the CEDD would convert the slope pedestrian walkway into a flight of stairs and whether a lift could be constructed on the other side of the pedestrian bridge (Mr CHENG Chit-pun);

- (8) it had been mentioned at the previous CAC meeting that, as the location reserved by the CEDD for the cycle track was a steep road, it was worrisome that it was dangerous to the bicycle users if the end point of the cycle track was located at the steep road. If phase 2 of the cycle track project would not be proceeded, he opined that it would be more suitable to create the end point of the cycle track beside the sewage treatment works (Mr CHENG Chit-pun); and
 - (9) she thanked the CEDD for providing sufficient information with pictures attached to the documents and responding in detail to Members' enquiries raised at the previous CAC meeting. She hoped that the CEDD would continue to report to the CAC promptly in this manner (the Chairlady).
13. Associate Director of the OAP responded as follows:
- (1) the width of the pedestrian walkway at the side of the cycle track was in general 2 metres. Due to safety reasons, the carriageway should be considerably distant from the retaining wall. Therefore, even if the pedestrian walkway at Long Beach Gardens was cancelled, some space should still be reserved;
 - (2) public facilities were densely located at the site in question. The carriageway would be closed for carrying out the maintenance work in the future, if any. At the moment, repair works were in progress and only one carriageway could be used;
 - (3) the width of the existing carriageway at the Ting Kau section was about 8 metres. In order to ensure that the views of drivers would not be obstructed, the proposed carriageway was 7.8 metres wide which was in compliance with the relevant standards. At some sections of the road, the drivers had a clear view and so the pedestrian walkways could be created;
 - (4) the sharpness of the bends mentioned above was in compliance with the requirements of the regulations concerned. There would be no safety problems;
 - (5) if the path beside Riviera Apartment was cancelled, more space would be vacated for the construction of the cycle track and pedestrian walkway; and
 - (6) the design of the lift would be in compliance with the statutory requirements of barrier-free access.
14. CE/NTW 2(NTW) of the CEDD responded as follows:
- (1) in order to reduce the impacts on existing trees, the CEDD proposed that the cycle track would be constructed along Long Beach Gardens. The CEDD would also carefully study Members' views and keep the cycle track close to the carriageway, so that the cycle track would be farther away from Long Beach Gardens; and
 - (2) the CEDD opined that if enough space could not be reserved beside the sewage treatment works, the cycle track would be constructed along the coast

and the anticipated strong opposition from the residents at coastal areas would be attracted during the construction of phase 2B of the cycle track in the future.

15. The views, enquiries and suggestions of the Members were summarised as follows:
 - (1) he had always been concerned about the width of the cycle track and enquired whether the CEDD had adopted his view that the cycle track should be constructed in the minimum width (Mr TAM Hoi-pong);
 - (2) he enquired about the width of the cycle track at the Ting Kau section and the impacts on the trees when the cycle track at Long Beach Gardens was constructed close to the pedestrian walkway. He opined that site visits might be conducted for understanding of the suggestions of the CEDD (Mr TAM Hoi-pong);
 - (3) he enquired how many trees would be affected respectively by keeping the cycle track close to residential estates and by keeping it close to the carriageway (Mr WONG Wai-kit); and
 - (4) he enquired about how CEDD would deal with this section of the cycle track if the residents did not agree to the proposed plan by the CEDD (Mr WONG Wai-kit).

16. Associate Director of the OAP responded as follows:
 - (1) the standard width of cycle tracks was in general 4 metres;
 - (2) the width of the cycle track at the Long Beach Gardens section was 4 metres. After closing the existing pedestrian walkway on the northern side, the width of the space available at the location of the bridge abutment of the Ting Kau section would be about 5.5 metres (including the bridge abutment); and
 - (3) it was necessary to seek views from departments concerned on whether members of the public would be affected if the pedestrian walkway on the northern side was cancelled before the proposal was confirmed.

17. CE/NTW 2(NTW) of the CEDD responded as follows:
 - (1) less trees would be affected by the currently proposed Long Beach Gardens section of the cycle track. The CEDD would provide data after the meeting;
 - (2) if the residents of Long Beach Gardens had strong views against the proposed plan, the CEDD would consider all the opinions gauged in the consultation before deciding whether the cycle track concerned would be cancelled. Tentatively, it was suggested that this section of the cycle track should be constructed in accordance with the minimum width requirement of 3.5 metres;
 - (3) the CEDD still needed to study its suggestions on the Ting Kau section with the departments concerned. The CEDD hoped that confirmation would be made as to whether the departments concerned agreed to the CEDD's suggestions in reporting to Members at the next CAC meeting; and

- (4) the CEDD noted the views of the residents of Long Beach Gardens. However, the CEDD also wished to collect the views of other parties on the road section concerned at this stage. Tentatively, the CEDD suggested that the cycle track should be constructed in front of Long Beach Gardens in a minimum width of 3.5 metres in order to minimise space taken up by the cycle track.
18. The views, enquiries and suggestions of the Members were summarised as follows:
- (1) the residents of Long Beach Gardens would not allow the CEDD to adversely affect the trees because of the construction of the cycle track. The CEDD should be more pragmatic and prepare the corresponding options for the possible opposition from the residents (the Chairlady);
 - (2) she understood and agreed to the wish of the CEDD to reserve land at the roundabout at Sham Tseng from the departments concerned at this stage for future consideration. However, she stressed that she did not agree to the extension of the cycle track to this location (the Chairlady);
 - (3) if the CEDD wished to extend the cycle track to the roundabout preceding to the Sham Tsz Street, in view of the gradient of this road section, impacts on the traffic and the anticipated strong views of the residents, she hoped that the CEDD would consult Members first on this short road section (the Chairlady);
 - (4) although trees would be affected by the alignment of the works proposal, the trees of Long Beach Gardens should not be affected lightly. He hoped that the CEDD would consider alternatives such as vertical greening, so that district councillor of the constituency areas could have more room to discuss with the residents (the Vice Chairman);
 - (5) he hoped that the CEDD would consider again the construction of cycle track at the Long Beach Gardens section with existing underground facilities. He hoped that the CEDD would consider construction of cycle track along the retaining walls (Mr TAM Hoi-pong); and
 - (6) he hoped that the CEDD would provide, as it had done for the Long Beach Gardens section, a floor plan showing trees that would be affected at the Ting Kau section. It was also hoped that the CEDD would explain to Members the impacts of its proposals on the trees (Mr TAM Hoi-pong).
19. CE/NTW 2(NTW) of the CEDD said that the CEDD would study alternative proposals that would be acceptable to the residents and discuss with Members at the next CAC meeting. Besides, the CEDD would study again on, as far as possible, making use of the space of pedestrian walkways opposite Long Beach Gardens with the existing underground facilities, so as to facilitate the construction of the cycle track along Long Beach Gardens while minimising the impacts brought to the trees. The CEDD would also provide the number of trees that would be affected at the Ting Kau section.

20. The views, enquiries and suggestions of the Members were summarised as follows:
- (1) he opined that the progress of the cycle track was not satisfactory. As many difficulties had already been arising from phase 1 of the project, it would be equally difficult to complete the construction of the entire cycle track (Mr CHOW Ping-tim);
 - (2) if the CEDD still could not tender alternative proposals at the next CAC meeting, the CAC could consider the proposal to put the cycle track end at Ting Kau in order to avoid unnecessary delay of the project and hiring of the consultant company by the CEDD to study the same difficulties for years (Mr CHOW Ping-tim);
 - (3) the length of the road of the preliminary works was short and the CEDD should complete other sections of the cycle track as soon as possible. Otherwise, the roads would be overwhelmed by pedestrians and vehicles on Sundays and holidays. This would create enormous pressure on the district (Mr CHOW Ping-tim);
 - (4) if the CEDD was still unable to provide solutions for the difficulties arising from the implementation of the project after the next two CAC meetings, he would propose to shelve this project, so that other projects in the Tsuen Wan district would not be hindered (Mr CHOW Ping-tim);
 - (5) when many difficulties had already been encountered in phase 1 of the project, he hoped that the CEDD would prepare coordination work for the preliminary works to tie in with the situation, so that all the ancillary transport facilities and surrounding environment would not be affected. For example, whether the preliminary works should commence only after a clear direction had been established for phase 1 of the project and the project should be implemented in accordance with the situation in Hong Kong (Mr LO Siu-kit);
 - (6) the cycle track project had been discussed for about ten years. He believed that Members did not wish to shelve the cycle track project when phase 1 of the project had reached the detailed design stage (the Vice Chairman); and
 - (7) before the commencement of the construction works of the cycle track, the CEDD, on the one hand, still needed to take time to settle the matters such as environmental assessment and gazettal. On the other hand, the CEDD would also need to deal with problems including the remedial measures for the trees affected by the project and for potential nuisances caused to residents. As the tasks of these two aspects were not in conflict with each other, he suggested that the CEDD should handle them concurrently, so that the project could be in compliance with the requirements on environmental assessment, which, in turn, facilitated the communication with residents (the Vice Chairman).

(Note: Mr WONG Ka-wa left the meeting at 3:19 p.m.)

21. The Chairlady said that when the CEDD had not provided detailed information on phase 1 and 2 of the project, Members once said they hoped that the CEDD would start the construction of the cycle track on the principle of “dealing with dispute-free sections first”. Besides, the CEDD had still not collected views on the proposed options for the cycle track from the public since the last consultation which was conducted many years ago. Regardless of the unresolved problems on cycle track, she thanked the CEDD for explaining to Members on road sections with difficulties encountered and answering Members’ enquiries in detail, which provided information for Members to propose direction and collect views from the public in an easier way.

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

- (1) the CEDD would try its best to implement the preliminary works and phase 1 of the project. It was hoped that the alignment plan of phase 1 of the project could be confirmed as soon as possible, so that the CEDD could proceed with the environmental impact assessment and gazettal;
- (2) the CEDD opined that difficulties were found in the sections of Long Beach Gardens and Ting Kau in phase 1 of the project. If Members and other departments had no problem with the CEDD’s proposal at the next CAC meeting, the CEDD would be able to confirm the alignment of the phase 1 of the project and proceed with the next step of environmental assessment; and
- (3) if the initial environmental assessment results indicated that there were no serious impacts arising from the construction of phase 1 of the cycle track, the CEDD hoped that phase 1 of the project would be gazetted as soon as possible under support from the Tsuen Wan District Council.

23. The Chairlady thanked the CEDD for giving responses and thanked Members for giving views.

(Note: Mr CHOW Ping-tim left the meeting at 3:27 p.m. Mr MAN Yu-ming left the meeting at 3:29 p.m.)

(B) Paragraphs 13 to 23 of the Minutes of the meeting held on 7 July 2017: Request for relocation of Dangerous Vessel Berths at Rambler Channel to a location far away from residential areas to eliminate safety hazard

24. The Chairlady welcomed the representatives from the government departments to the meeting, including:

- (1) Mr SHUEN Chi-keung Ivan, Chief Assistant Secretary for Transport and Housing (Transport) (CAS for TH(T)) of the Transport and Housing Bureau (THB);
- (2) Mr MAK Shui-wing, Marine Manager/Licensing and Port Formalities (2) of the MD (MM/LPF(2)); and
- (3) TP/TW 2 of the PlanD.

The Chairlady said that the MD and PlanD had submitted written replies prior to the meeting.

25. CAS for TH(T) of the THB responded as follows:

- (1) the official name of the Dangerous Vessel Berths at Rambler Channel was “Tsuen Wan Dangerous Goods Anchorage” (TWDGA);
- (2) the port and maritime industries of Hong Kong played an important role in boosting the economy of Hong Kong. Hong Kong had always served as a port since its establishment and developed into a famous regional hub. In terms of container throughputs, Hong Kong to date ranked the fifth in the world;
- (3) ancillary facilities were indispensable for port development. Among these facilities, oil carrier was an important and integral part in fulfilling the port function of supplying fuel to the ocean-going vessels arriving Hong Kong in need;
- (4) under the existing ordinances, oil carriers could not enter typhoon shelters because of the goods they carried;
- (5) situated between Tsuen Wan and Tsing Yi Island, the TWDGA was a naturally sheltered water area. This water area was calm and windless and the water was deep enough. In the past, large oil tankers had also been berthed at Nga Ying Chau. Since 1968, this water area had been a very good berthing place and typhoon shelter for oil carriers;
- (6) the Government had hired a consultant to assess in detail the risks of oil carriers operating at the TWDGA. According to the consultancy report, the permitted diesel oil and marine fuel in oil carriers at berths were not easily combustible. Therefore, the potential risks concerned were very low;
- (7) with the rapid development of Tsuen Wan district, the density of residential buildings along the coast had been increasing continuously. The residents’ ever-growing demand for their living environment could be understood;
- (8) the TWDGA had been in operation for 50 years. Its existence had also been taken into consideration when Tsuen Wan was under development;
- (9) for years, the MD had been taking various measures to minimise the impacts of the TWDGA on the residents nearby; and
- (10) the Government opined that the TWDGA was operating in good order. Currently, there was no need and no plan to relocate the TWDSA.

26. MM/LPF(2) of the MD said that he had nothing to add to the remarks of the representative of the THB and a reply had already been submitted at the meeting regarding Members’ enquiries at the previous CAC meeting. Besides, he said that the clarification of the PlanD was correct and served to elucidate the overall policy of the Government. The MD supported the views of the representative of the THB.

27. TP/TW 2 of the PlanD said that she had nothing to add to the remarks of the representative of the THB and MM/LPF(2) of the MD. She also noted that the MD had agreed to the clarification by the PlanD in the minutes of the previous CAC meeting.

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

- (1) on the map, it could be seen clearly that the TWDGA was extremely close to Tsuen Wan. It was not located between Tsuen Wan and Tsing Yi (Mr LO Siu-kit);
- (2) from aerial photographs taken in 1997, it could be seen that there were fewer vessels at the TWDGA. Therefore, enquiries had been raised to the MD time and again about the increased number of berthing buoys. However, the MD only replied that the number of berthing buoys had been increased and did not provide the exact figures. In fact, the number of berthed vessels had been increasing all the time (Mr LO Siu-kit);
- (3) the waterfront of Tsuen Wan was developing continuously, followed by the in-take of more residents. The oil vessels brought about oil pollution and refuse. They also carried dangerous goods. He expressed his worries on it (Mr LO Siu-kit);
- (4) given that oil carriers were not allowed to enter typhoon shelters because they were dangerous, he enquired why Tsuen Wan was under planning on the one hand, but approval on applications for oil carriers to be berthed in Tsuen Wan was consistently made on the other. He enquired whether the MD had sought Members' view on the increased number of berthed vessels (Mr LO Siu-kit);
- (5) if the number of berthed vessels could return to the situation in 50 years ago or in 1997, it might be acceptable to the Members. However, Ting Kau was now full of berthed vessels while the nearby areas were mostly residential areas (Mr LO Siu-kit);
- (6) relocation of the TWDGA was discussed when land reclamation was being planned some years ago. However, the plan concerned was subsequently shelved because it was not possible to carry out reclamation works at Rambler Channel. He hoped that the THB could relay the views of Members and reduce the number of berthed vessels (Mr LO Siu-kit);
- (7) the TWDGA was becoming increasingly incompatible with the developments of the local communities and environment in vicinity of Tsuen Wan. Therefore, he hoped that the MD would consider Members' views (Mr WONG Wai-kit);
- (8) there was an increase on the number of vessels which were berthed at the TWDGA, but the MD did not do much to regulate the vessels, making it difficult for Members to respond to residents' enquiries about whether there were any risks at the TWDGA. This was undesirable (Mr WONG Wai-kit);
- (9) as the MD had considered relocating the TWDGA in 1996, it should continue to identify a suitable location. He hoped that the THB would consider re-

- starting a study and carry out consultation on a plan to relocate the TWDGA (Mr WONG Wai-kit);
- (10) he said he was disappointed by the response of the THB (Mr KOO Yeung-pong);
 - (11) since the 1940s, the reclamation works for Tsuen Wan had been carried out for many times. Tsuen Wan had also served as a place for storing fuel oil. He found it strange that, after the oil depots had been relocated and moved out of Tsuen Wan, the oil carriers were still berthed in Tsuen Wan (Mr KOO Yeung-pong);
 - (12) he agreed that the TWDGA was important. However, the development of the waterfront of Tsing Yi and Tsuen Wan had made it totally different from it was 50 years ago. He expected that there would be a number of dissenting voices when more residents moved into Tsuen Wan in the future (Mr KOO Yeung-pong);
 - (13) he agreed with the query of Member about why the low-risk oil vessels were not permitted to enter typhoon shelters. Therefore, he had suggested the Government to set up a typhoon shelter for oil carriers at Hei Ling Chau. However, the MD said that the location had been used for berthing vessels (Mr KOO Yeung-pong);
 - (14) he hoped that the THB would first perform a study to find out whether Tsuen Wan was the only place in Hong Kong that was suitable for oil carriers to be berthed. Only if this was true could the THB indicate that there was no plan to relocate the TWDGA (Mr KOO Yeung-pong);
 - (15) for the well-being of the potential residents in Tsuen Wan in the future, and in consideration of the changed environment brought about by the increased population, DC Members had expressed views at different meetings of the TWDC on how to improve different kinds of facilities in vicinity, such as transport facilities while views on marine safety were put forward via the CAC (the Chairlady);
 - (16) this matter had been discussed many times by the TWDC. As more residents would move into Tsuen Wan and thus brought about changes to the environment, she opined that the department could more actively consider the suggestions concerned (the Chairlady); and
 - (17) some residents had told DC Members about their concerns. She hoped that the representative of the THB would carefully listen to the views of Members and residents. She hoped that a study on relocation would be restarted and the THB could discuss its feasibility with persons concerned after the meeting (the Chairlady).

(Note: Mr LO Siu-kit left the meeting at 3:43 p.m.)

29. CAS for TH(T) of the THB responded as follows:

- (1) the risk assessment was completed in 1994. During the risk assessment period, the number of buoys at the TWDGA was 66 and was 70 by 2005. Since then, the MD had frozen the application for additional buoys. The number of buoys had remained unchanged up till present;
- (2) the buoys in the vicinity of Ting Kau were not for use by oil carriers. They were for high-speed Hong Kong-Macau vessels to berth and take shelter from typhoons;
- (3) the THB had noted the views and expectations of the residents and the CAC;
- (4) the TWDGA was mainly for oil carriers to take shelter from typhoons. On normal days, only a small number of vessels taking short stays there. According to the statistics provided by the MD, there were usually no less than 7 and no more than 16 short-stay vessels;
- (5) fuel oil carried by oil carriers was not easily combustible. Potential risks were very low. On normal days, there were not many vessels berthed at the TWDGA. These vessels would not carry out dangerous operations at the TWDGA;
- (6) the previous study on relocating the TWDGA was to tie in with the reclamation plan for Tsuen Wan. Yet, the relocation proposal was shelved due to the very strong opposition. Currently, the sea area had become smaller and there was a rising demand for the environment from members of the public. If the relocation of TWDGA was proposed again, it would trigger an even stronger opposition than that in the past;
- (7) environment-related issues could be dealt with by measures such as strengthening supervision, inspection and management;
- (8) it was hoped that Members could help explain to the residents the functions of the TWDGA and its low potential risks, so that the worries of the residents could be alleviated;
- (9) the MD had implemented all practicable measures such as freezing application for buoys. The Government would not increase the number of buoys for use by oil carriers and rule out the possibility of reducing the number of the buoys in accordance with the trends in port development in the future;
- (10) the Government was not inflexible and would timely conduct reviews in accordance with the social and port development needs. The existence of the TWDGA, or otherwise, might also be subject to such future reviews; and
- (11) based on the consultancy report, the Government considered that the potential risks of the TWDGA were very low. The TWDGA was operating in good order. There was no need and no plan to relocate the TWDGA at present. However, the department concerned would continue to make every effort and adopt all practicable measures to improve the environment and alleviate residents' worries.

(Note: Ms LAM Yuen-pun, Phyllis left the meeting at 3:55 p.m.)

30. The views, enquiries and suggestions of the Members were summarised as follows:
- (1) while the population of the district was increasing, the risks would also increase accordingly. Therefore, he requested the THB to actively study re-starting the plan to relocate the TWDGA (Mr CHUNG Ho-yin);
 - (2) even if a study were to be started, it would still take time to review and proceed with the work to be done in the next step. Therefore, he enquired whether the MD would enhance inspections and administrative actions such as restricting the amount of fuel oil carried by berthed vessels so as to put the mind of the residents at ease (Mr CHUNG Ho-yin);
 - (3) he believed that the pamphlets provided by the MD at the meeting were of promotional value. However, he had reservation over its effectiveness in actual practice (Mr CHUNG Ho-yin);
 - (4) he hoped that the THB would work out a solution to Members' views that the current location of the TWDGA was not ideal (Mr WONG Wai-kit);
 - (5) if the THB opined that the TWDGA was safe, he hoped that the THB would provide a hot-line for public enquiries (Mr WONG Wai-kit); and
 - (6) besides safety concerns, the daily operation of berthed vessels at the TWDGA such as the repair work, use of megaphones and disposal of refuse also affected the residents nearby. Although the MD had been sending staff to carry out inspections, he believed that the vessels would not change their daily operational practices (Mr WONG Wai-kit).

31. The Chairlady noted three key points made by the representative of the THB, including the risks of the facilities were not high, the facilities were operating in good order and a relocation study would take time but might not yield any conclusion. Before the CAC started to discuss the cleanliness problem of the waterfront, the MD was not managing the facilities well. As a result, complaints were triggered and the CAC should undertake to deal with the matter. Although improvements had been made currently, she hoped that the department would manage the place well before problems arose. She had mentioned at the CAC meetings for many times that the overall environment of Tsuen Wan had changed because a large number of residents had moved into the district. There were also many residential buildings. She opined that the THB should not refuse to carry out a study and turn down Members' request to re-start a relocation study on the TWDGA on the grounds that there was no suitable site for relocation at the moment. She hoped that the THB would discuss the matter again. If the THB considered that it was not possible to re-start the study, she hoped that the THB would state its reasons in writing and guarantee that the facilities concerned were safe.

32. CAS for TH(T) of the THB responded as follows:
- (1) the THB had noted Members' requests and public expectations. The THB had explained clearly at the meeting the position of the Government on relocation of the TWDGA. No further supplementary remarks would be made; and
 - (2) if the Government had a plan of further developing Tsuen Wan district in the future, the TWDGA would certainly also be taken into consideration according to the needs. It was believed that the policy bureaux or departments concerned would seek views from the CAC.

33. The Chairlady thanked the THB for giving response.

IV Item 3: Application for District Council Funds as regards Activities Co-organised by the Working Group on Promoting the Image of the Coastal Area, the Working Group on Management of Facilities in the Coastal Area and District Organisation (CAC Paper No. 12/17-18)

34. The Secretary introduced the paper.

35. The Chairlady said that she and the Vice Chairman were the Members of the Working Group on Promoting the Image of the Coastal Area and Working Group on Management of Facilities in the Coastal Area. She proposed that Mr CHAN Sung-ip took over the chair temporarily. Members agreed to this proposal.

36. The Secretary read out the list of Members who were concurrently the Members of the Working Group on Promoting the Image of the Coastal Area and the Working Group on Management of Facilities in the Coastal Area, so as to indicate that they had made declaration on their membership. The membership list was set out in Annex 1.

37. Mr KOO Yeung-pong declared interest as the Vice Chairman of Grandmaster Orchestral Music Society. The Acting Chairman determined that the Member who had declared other interests could remain in the meeting as an observer but he could not discuss or vote on the matter, and that the Members who were concurrently the Members of the Working Group on Promoting the Image of the Coastal Area and Working Group on Management of Facilities in the Coastal Area could discuss and vote on the matter.

38. After discussion and voting, the CAC approved one funding application as follows:

<u>Activity</u>	<u>Co-organiser/ Applicant Organisation</u>	<u>Amount Approved (\$)</u>
(1) Tsuen Wan Sea-front Night's Dream Music Festival	Grandmaster Orchestral Music Society	200,000.00

39. The Chairlady resumed the chair.

V Item 4: Work Progress Report of Working Groups under Coastal Affairs Committee

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

40. The Chairlady reported that the application for District Council Funds for a total of one activity, which was co-organised by the Working Group with the Working Group on Management of Facilities in the Coastal Area and a local organisation, had been submitted by the Working Group and endorsed by the CAC. The Chairlady thanked Members for their support.

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

41. The Vice Chairman reported that an activity co-organised by the Working Group with the Working Group on Promoting the Image of the Coastal Area had been endorsed by the CAC. The activities concerned would be held on the dates indicated in the application form. He hoped that the Members would spare some time to attend the activities, particularly the performances held on Saturday and Sunday.

VI Item 5: Any Other Business

42. Mr WONG Wai-kit said that he had received residents' enquiries about the work progress of the MD in cleaning up the shipwreck in the water area of Northern Tsing Yi. He hoped that the MD would provide Members with relevant information.

43. MM/LPF(2) of the MD said that the MD was currently dealing with the shipwreck matter. The MD would provide Members with information on the relevant work progress after the meeting.

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

- (1) Amount of Marine Floating Refuse Collected by MD in Tsuen Wan District (CAC Paper No. 13/17-18);
- (2) Promotion and Anti-Marine Littering Operation in Tsuen Wan (CAC Paper No. 14/17-18); and
- (3) Financial Statement of Coastal Affairs Committee as at 17.08.2017 (CAC Paper No. 15/17-18).

VII End of the Meeting

45. The Chairlady reminded Members that the next meeting was scheduled on 8 November 2017 and the deadline for submission of paper was 24 October 2017.

46. There being no other business, the meeting was adjourned at 4:10 p.m.

Tsuen Wan District Council Secretariat
10 October 2017

Coastal Affairs Committee
Membership Lists of Working Groups in 2016-2019

Working Group on Promoting the Image of the Coastal Area

Convenor : Ms LAM, Lam Nixie
 Vice Convenor : Mr KOT Siu-yuen
 Members : Mr KOO Yeung-pong, MH
 Mr NG Hin-lung, Norris
 Mr WONG Wai-kit
 Mr CHOW Ping-tim
 Ms CHENG Choi-lin

Working Group on Management of Facilities in the Coastal Area

Convenor : Mr NG Hin-lung, Norris
 Vice Convenor : Mr CHENG Chit-pun
 Members : Mr MAN Yu-ming, MH
 Ms LAM Yuen-pun, Phyllis
 Ms LAM, Lam Nixie
 Mr WONG Ka-wa
 Mr WONG Wai-kit
 Mr LO Siu-kit, MH
 Ms CHENG Choi-lin

Note: The tenure of the Co-opted Members is from 4 March 2016 to 31 December 2017.