

(Translation)

Minutes of the 12th Meeting of Coastal Affairs Committee (4/17-18)

Date: 8 November 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
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

Co-opted Members

Mr CHUNG Ho-yin
Ms CHENG Choi-lin

Government Representatives:

Mr CHOW Chun-hun, Gary

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

Ms LEUNG Ting-fong

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

Ms CHEUNG Tsz-yan

Health Inspector (Contract Management)
2, Food and Environmental Hygiene
Department

Mr MAK Shui-wing

Marine Manager/Licensing and Port
Formalities (2), Licensing and Port
Formalities Section, Marine Department
Executive Officer (Development), Tsuen
Wan District Office

Miss TAI Tsz-yan, Angie

Tsuen Wan District Council Secretariat Representatives:

Miss 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/W2, Civil Engineering and Development Department
Mr LEE Kit-fung, Peter	Engineer/14 (NT West), Civil Engineering and Development Department
Mr LEUNG Koon-yu	Assistant Director, Ove Arup and Partners Hong Kong Limited

For discussion of item 3

Mr SZETO Wai-tun	Engineer/NTW (Distribution 1), Water Supplies Department
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For discussion of item 4

Ms YUEN Miu-chun, Christine	Senior Transport Officer/Planning/Ferry 1, Transport Department
Mr CHEUNG Chi-yeung, Fabian	Senior Transport Officer/Public Pier, Transport Department

Absent:

Member

Ms LAM Yuen-pun, Phyllis

The Meeting

I Opening Remarks and Introduction

The Vice Chairman said that he would take over the chair temporarily. The Acting Chairman welcomed the Members, Co-opted Members and government representatives to the 12th meeting of the Coastal Affairs Committee (CAC) and introduced the government representatives who joined the CAC meeting for the first time, including:

- (1) Mr CHOW Chun-hun, Gary, who replaced Mr CHONG Kong-sang, Patrick to assume the post of Assistant District Officer (Tsuen Wan) of the Tsuen Wan District Office (TWDO); and
- (2) Miss TAI Tsz-yan, Angie, who replaced Mr LEE Shing-fai, Henry to assume the post of Executive Officer (Development) of the TWDO.

2. The Acting Chairman reminded Members of section 28 of the Tsuen Wan District Council Standing Orders that unless otherwise agreed by the Acting Chairman, 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 1.9.2017

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 6 to 23 of the Minutes of the Meeting held on 1 September 2017: 268RS - Cycle Track between Tsuen Wan and Tuen Mun

4. The Acting Chairman 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/W2 (CE/W2);
- (2) Mr LEE Kit-fung, Peter, Engineer/14 (NTW); and
- (3) Mr LEUNG Koon-yu, Assistant Director of the OAP.

5. CE/W2 of the CEDD briefed the CAC on the latest progress of the phase 1 of the 268RS - Cycle Track between Tsuen Wan and Tuen Mun, including the design of the bicycle stops and entry/exit hub, the alignment of the sections of Long Beach Gardens, Ting Kau and Riviera Apartment as well as the major tasks in future.

(Note: The Chairlady and Mr CHENG Chit-pun joined the meeting at 2:44 p.m. Mr CHOW Ping-tim joined the meeting at 2:49 p.m.)

6. The Chairlady resumed the chair.

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

- (1) they were pleased to note that the CEDD was preparing to submit funding application to the Legislative Council (LegCo) for the preliminary works (Mr WONG Wai-kit, Mr KOO Yeung-pong and the Vice Chairman);
- (2) he opined that the design of the preliminary works was identical to that mentioned during the communication with the CEDD earlier. He was pleased to note that the CEDD provided Members with the designs of the road sections and toilets of the entry/exit hub (Mr WONG Wai-kit);
- (3) he hoped that the CEDD would pay more attention to the detailed design of the road section at the junction between the entry/exit hub and TW 5 park which was newly built, with a view to minimising the conflict between pedestrians and cyclists (Mr WONG Wai-kit);
- (4) he was pleased to note that a great progress was made in the design of the sections in phase 1 of the project in the discussion over the past six months, in particular, the CEDD had made adjustments in response to Members' concern over the trees on the Long Beach Gardens section (Mr WONG Wai-kit);
- (5) he opined that the proposal was acceptable. He hoped that the CEDD would communicate with the residents after gazettal, in order to further enhance the design and commence the preliminary works and phase 1 of

- the project concurrently (Mr WONG Wai-kit);
- (6) he enquired about the housing estates which would be included in the consultation on phase 1 of the project and the scope of consultation (Mr CHENG Chit-pun);
 - (7) several sections of the cycle track would be built between the coast and pedestrian walkway in the preliminary works. He hoped that the CEDD would provide sufficient signs in the detailed design to guide pedestrians to cross the cycle track for access to the waterfront (Mr LO Siu-kit);
 - (8) they hoped that the toilets of the entry/exit hub would be provided at the site closer to the big bend near Belvedere Garden. The site was spacious enough to accommodate more users. It was also closer to the people who might need to use the toilets (Mr LO Siu-kit, Mr WONG Ka-wa and the Vice Chairman);
 - (9) they hoped that the sections in phase 1 of the project which required the cyclists to wheel the bicycles could be reduced, in order to minimise conflicts (Mr LO Siu-kit and Mr WONG Ka-wa);
 - (10) there were frequent conflicts between the Police and the joggers, cyclists as well as dog walkers at the cycle tracks in other districts (Mr WONG Ka-wa);
 - (11) he hoped that the CEDD would brief Members on the subsequent sections of the cycle track, so as to facilitate Members to consider the cycle track in a more comprehensive manner (Mr WONG Ka-wa);
 - (12) he enquired about the method of placing a bicycle on the upper deck of a double-deck bicycle parker (Mr WONG Ka-wa);
 - (13) he hoped that the CEDD would conduct a large-scale consultation at the community halls in the district to understand the views of the residents in the areas concerned and enable the residents or owners' corporations of the affected housing estates to learn about the progress of the cycle track project (Mr WONG Ka-wa);
 - (14) he supported the commencement of the cycle track project. He hoped that Members would firstly discuss the major direction as to whether the cycle track was supported before discussing the details of the works (Mr KOO Yeung-pong);
 - (15) he opined that if the toilets at the entry/exit hub failed to cope with the need, another toilet could be provided near Belvedere Garden in future. It was not necessary to regard the toilets as the exclusive facilities of the cycle track (Mr KOO Yeung-pong);
 - (16) he proposed that the preliminary works should be firstly conducted. He did not agree to conduct a consultation again in order to save time (Mr KOO Yeung-pong);
 - (17) he had confidence in the cycle track. Citing his experience of going cycling at the cycle track in Ma On Shan as an example, he noted that the member of the public were self-disciplined and courteous. Therefore, he opined that there was no need to worry about pedestrians, cyclists and dog walkers would have arguments in using the cycle track (Mr KOO Yeung-pong);

- (18) he opined that it was desirable to properly increase the number of toilets at a reasonable density with the availability of adequate resources (the Vice Chairman);
- (19) he felt puzzled for the adoption of a circular design currently for the toilets of the entry/exit hub, but he had no further comment on the design because it originated from a competition (the Vice Chairman);
- (20) he was pleased to learn that the CEDD had enhanced the Yau Kom Tau section in phase 1 of the project based on the CAC's views in order to retain the trees as far as possible. He also hoped that the vehicular speed on Castle Peak Road would be maintained when the alteration for the carriageway was carried out by the CEDD (the Vice Chairman);
- (21) he opined that implementation of the cycle track project should be continued. It was not satisfactory to break the cycle track off at Ting Kai section due to the presence of bridge pillars. He enquired whether more flexible arrangements would be adopted for this section such as the provision of an unstated and shared cycle track (the Vice Chairman);
- (22) quite a number of vehicles were illegally parked on the pedestrian walkway at Riviera Apartment section on holidays. He worried that these vehicles would occupy the cycle track in future. He hoped that the CEDD would consider replacing carriageway with vehicle passing bay in order to avoid breaking the cycle track off (the Vice Chairman);
- (23) he did not raise objection to the preliminary works. He suggested that the CEDD could consider implementing the preliminary works (Mr TAM Hoi-pong);
- (24) he hoped that the CEDD would further discuss with the designer to ensure that the design of the toilets of the entry/exit hub would integrate with the surrounding environment. He also hoped that the CEDD would consider installing solar panels on the roof of the toilets of the entry/exit hub for provision of self-sufficient electricity for the toilets (Mr TAM Hoi-pong);
- (25) he had strong reservation on phase 1 of the project. He suggested that the CEDD should narrow the width of the cycle track. As most of the sections of the cycle track were 3.5 metres in width, he would not support the project (Mr TAM Hoi-pong);
- (26) he enquired about the improvement proposal of the Long Beach Gardens section (Mr TAM Hoi-pong);
- (27) there was room for narrowing down the cycle track of the Ting Kau section to facilitate the implementation of the project (Mr TAM Hoi-pong);
- (28) he raised objection to the implementation of the preliminary works. He opined that it was not appropriate to commence the preliminary works if the Tsuen Wan District Council (TWDC) had not endorsed the design of phase 1 of the project or phase 1 of the project had not entered the gazettal stage because he anticipated that there would be problems in management (Mr CHOW Ping-tim);
- (29) he enquired when the CEDD anticipated to make funding application to

the LegCo and gazette the project. Also, he requested the CEDD to provide the timetable for discussion of phase 1 of the project (Mr CHOW Ping-tim);

- (30) he enquired about the area of the cycling training court, the number of bicycles that could be concurrently accommodated in the training court for practice and whether contractors would be arranged to provide bicycle rental service in future (Mr CHOW Ping-tim);
- (31) he hoped that the CEDD would carefully consider the design of cycle track. For example, the CEDD should consider providing toilets at the bicycle stop underneath Tsing Tsuen Bridge according to the habit of cyclists (Mr CHOW Ping-tim);
- (32) he enquired whether the preliminary works could be carried out after finalisation of phase 1 of the project if the CEDD obtained the funding for the preliminary works (Mr CHOW Ping-tim);
- (33) he agreed that the preliminary works should firstly be implemented. However, as there was Member held the opposite views, she hoped that the CEDD would take note of the views (the Chairlady);
- (34) she said that the residents of Belvedere Garden earnestly hoped that the cycle track would be completed as soon as possible. She hoped that the CEDD would seek and gauge views from the residents of other housing estates and commence the preliminary works as soon as possible. The details such as the design of the toilets could be discussed thereafter (the Chairlady);
- (35) she agreed on the suggestion of providing the toilets of the entry/exit hub at the site closer to the bend near Belvedere Garden because the road section was wider with a smaller impact. However, she had reservation on the design of the toilets of the entry/exit hub. She hoped that the design of the toilets could integrate with the surrounding environment and enquired about the details of the toilet facilities (the Chairlady);
- (36) regarding a few locations of the cycle track which were broken off in phase 1 of the project, she hoped that the CEDD would further explore the feasibility of adopting a shared cycle track and whether flexibility could be applied for the width of the cycle track at the location concerned, so as to facilitate the future management (the Chairlady);
- (37) she thanked the CEDD for fine-tuning the design of the Long Beach Gardens section based on Members' views. Besides, she enquired on the number of trees which could be retained (the Chairlady); and
- (38) she enquired about the method and details of the consultation in future (the Chairlady).

(Note: Mr WONG Ka-wa left the meeting at 3:05 p.m. Mr KOO Yeung-pong left the meeting at 3:09 p.m.)

8. CE/W2 of the CEDD responded as follows:
- (1) the CEDD planned to make funding application for implementation of the preliminary works to the LegCo in mid-2018 and expected that the works would commence in the third or fourth quarter of 2018;
 - (2) the CEDD planned to commence the works as soon as possible after completing the tendering procedures. Hence, the CEDD would take forward the preliminary works even if the finalisation of the phase 1 of the project was pending;
 - (3) the design concept of the toilets of the entry/exit hub originated from a design competition and the toilets should be provided within the area of the gazetted construction site. Hence, it would be difficult to change the location of the toilets to other place;
 - (4) there would be five water closet cubicles, five urinals and five basins in the male toilet and there would be ten water closet cubicles and five basins in the female toilet. There would be one water closet cubicle and one basin in the barrier-free toilet;
 - (5) the CEDD would conduct a study on the proposal of installing solar panels at the toilets and whether the electricity generated by the solar panels could meet the demand for electricity of the toilets. The CEDD would report the findings of the study to Members at the next CAC meeting;
 - (6) the CEDD would, according to the design of the Transport Department (TD), provide signs at the pedestrian crossings in the preliminary works as appropriate to remind cyclists to reduce speed at pedestrian crossings. The pedestrian crossings would also be provided at designated locations for pedestrians to cross the cycle track;
 - (7) the CEDD hoped that phase 1 of the project would be gazetted after gaining the support from the TWDC. The CEDD could also conduct district consultation before gazettal as requested by the TWDC;
 - (8) compared with the previous proposal, more trees could be retained in the existing proposal for the Long Beach Gardens section. However, the actual number of trees could only be confirmed after conducting a tree survey;
 - (9) the CEDD had discussed with the Leisure and Cultural Services Department (LCSD) and TD on the feasibility of adopting a shared cycle track. According to the TD, the proposal of a shared cycle track was not accepted and the LCSD would not carry out a trial run of shared cycle track in Tsuen Wan Park and Tsuen Wan Riviera Park;
 - (10) regarding the proposal on providing toilets at the bicycle stop underneath the Tsing Tsuen Bridge, the CEDD understood that there were some toilets in the Tsuen Wan Riviera Park;
 - (11) the area of the cycling training court was about 814 square metres but further study was required to confirm the number of bicycles that could be accommodated in the training court; and

- (12) the CEDD usually would carry out the consultation work for the housing estates near the road sections gazetted including the housing estates in Sham Tseng. The housing estates in Tsing Lung Tau might not be included at the present stage. However, if the CAC hoped that the consultation work would be conducted in the housing estates in Tsing Lung Tau such as Hong Kong Garden, the CEDD would readily tie in with the CAC's request.

9. The views, enquiries and suggestions raised by Members were summarised as follows:

- (1) he said that although the cycle track involved in the preliminary works was shorter-length, there were still some sections alike those in phase 1 of the project where the cyclists had to wheel their bicycles works. Hence, conflicts were more likely to occur at the sections of the cycle track in the preliminary works than those in phase 1 of the project (Mr CHOW Ping-tim);
- (2) he hoped that the CEDD would consider providing additional toilets based on the number of bicycle parking spaces at the entry/exit hub and next to the bicycle stop underneath the Tsing Tsuen Bridge as well as the habit of cyclists (Mr CHOW Ping-tim);
- (3) he enquired about the number of bicycles that could be accommodated in the cycling training court and whether contractors would be arranged to provide bicycle rental service in the future (Mr CHOW Ping-tim);
- (4) he hoped that the 100-metre section broken off at the cycle track in the Ting Kau section would be replaced by a shared cycle track, so that the cyclists could continue to ride bicycles without violating the law for smooth operation of the cycle track (Mr WONG Wai-kit);
- (5) he hoped that the toilets of the entry/exit hub could be built as close to Belvedere Garden as possible because it was uncertain whether there was sufficient resource for construction of another toilet in future. He suggested that the CEDD should further discuss with Members on the arrangement of toilets after the meeting (Mr WONG Wai-kit);
- (6) he hoped that the cycle track project would commence within the current term of the TWDC (Mr WONG Wai-kit);
- (7) he hoped that the CEDD would endeavor to provide the toilets of the entry/exit hub at the westernmost location where practicable. If it was difficult to do so, the CEDD might consider providing the toilets between the trees and cycling training court (Mr LO Siu-kit);
- (8) he opined that it was not practicable to request the Police to abstain from enforcing the law at the section of the cycle track broken off in the Ting Kau section. He hoped that the cycle track would be intact as far as possible, in order to avoid causing problems to law enforcement officers in districts and putting the TWDC in the middle of conflicts when they arose (Mr LO Siu-kit); and

- (9) he was pleased to note that there was a more substantial breakthrough in phase 1 of the project compared to the design earlier. He hoped that the CEDD would continue to make efforts to ensure that the road section in phase 1 of the cycle track project would be built (Mr LO Siu-kit).
10. CE/W2 of the CEDD responded as follows:
- (1) the CEDD would conduct a site visit with the Members concerned at the Tsing Tsuen Bridge and brief them on the situation;
 - (2) the stalls providing bicycle rental service might be built in future when necessary, subject to the agreement of the LCSD. The CEDD would contact the Members concerned after the meeting. The CEDD hoped that the toilets would be provided at the westernmost location within the gazetted construction area as far as possible, so that a proposal which Members were satisfied with could be made; and
 - (3) the CEDD would relay Members' views on the broken section of the cycle track in the Ting Kau section to the relevant departments for consideration. The CEDD would endeavour to explore other better solutions.
11. The Chairlady said that the majority of the Members supported the CEDD's report and was pleased to note that there were improvements when the CEDD reported on the progress to the CAC every time. She hoped that the CEDD would provide more design options for the toilets at the entry/exit hub, so that Members could consider whether the toilets could integrate with the surrounding environment. Also, she enquired Members whether an enquiry on the reasons for rejecting the shared cycle track as suggested should be made to the TD in writing.
12. Mr LO Siu-kit suggested that CE/W2 of the CEDD should firstly study other better proposals before deciding whether an enquiry was to be made to the TD in writing.
13. The Chairlady said that she would study whether an enquiry was to be made to the TD in writing in due course. She hoped that the CEDD would communicate with the departments concerned whether reference could be made to the situation of the trial run of a shared cycle track which was under implementation in other districts and would consider launching a trial run of a shared cycle track in Tsuen Wan.
- (B) Paragraphs 24 to 33 of the Minutes of Meeting held on 1 September 2017: Request for Relocation of Dangerous Vessel Berths at Rambler Channel to a location far away from residential areas to eliminate safety hazard
14. The Chairlady said that the Transport and Housing Bureau (THB) and Planning Department (PlanD) had submitted the written replies on the captioned matter prior to the meeting for Members' perusal.

15. Mr MAK Shui-wing, Marine Manager/Licensing & Port Formalities (2) (MM/LPF(2)), Licensing and Port Formalities Section of the Marine Department (MD) said that the MD shared the view of the THB.

(Note: Mr CHOW Ping-tim left the meeting at 3:35 p.m.)

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

- (1) he said that as learned from the aerial photographs he bought, the number of buoys at the piers in 2017 was more than that in 1997. Thus, he enquired whether the MD could provide the aerial photographs of buoys near the dangerous vessel berths (the “berths”) at Rambler Channel and Ting Kau in order to learn the changes of the coast over the past 20 years (Mr LO Siu-kit);
- (2) he enquired about the purpose of buoys near Ting Kau. He worried that the beaches nearby would be affected by oil and wastes generated by the vessels at berth (Mr LO Siu-kit);
- (3) she still received complaints lodged by the public about noise nuisance caused by the berths recently. She worried about the impact brought by various problems at the berths on the residents currently and after the in-take of residents in future in the vicinity (the Chairlady); and
- (4) she requested the MD to provide the aerial photographs (the Chairlady).

17. MM/LPF(2) of the MD said that the MD did not keep the aerial photographs.

18. Ms TSE Pui-lam, Rosa, Town Planner/Tsuen Wan 2 (TP/TW 2), Tsuen Wan and West Kowloon District Planning Office of the PlanD said that Members could request the Lands Department (LandsD) for provision of the aerial photographs.

19. Ms LEUNG Ting-fong, Land Executive/Land Management 3 (District Lands Office, Tsuen Wan and Kwai Tsing) (LE/LM3) of the LandsD said that Members could purchase the relevant aerial photographs at the Survey and Mapping Office of the LandsD anytime on a need basis.

20. The Chairlady hoped that the MD would pay attention to and deal with the problems such as noise nuisance at the berths.

IV Item 3: Propose to Extend the Supply of Seawater for Flushing to Cover Tsing Lung Tau and Sham Tseng
(CAC Paper No. 16/17-18)

21. The Chairlady said that the Vice Chairman submitted the paper and welcomed Mr SZETO Wai-tun, Engineer/NTW (Distribution 1) (E/NTW(D1)) of the Water Supplies Department (WSD) who specially joined the meeting. Besides, the LandsD had submitted a written reply on the captioned matter prior to the meeting for Members’ perusal.

22. The Vice Chairman introduced the paper.
23. E/NTW(D1) of the WSD responded as follows:
- (1) the fresh water provided for flushing on a temporary basis generally originated from the water mains of drinking water;
 - (2) it was stated in the land leases of some housing estates at the waterfront that seawater or drinking water for flushing would not be provided by the WSD;
 - (3) the WSD would from time to time study and review the areas without seawater for flushing. The latest cost-effectiveness study was conducted in 2013 and the findings revealed that it was not cost-effective to extend the supply of seawater for flushing to Tsing Lung Tau and Sham Tseng. The WSD would conduct a review in 2018 again;
 - (4) the feasible proposals of replacing fresh water with seawater for flushing included construction of a new system of seawater supply or extension of the existing system of seawater supply in Tsuen Wan; and
 - (5) the WSD would conduct an overall study on provision of seawater for flushing and would not rule out the possibility of providing seawater supply system to the areas concerned or switching to use seawater for flushing in some private housing estates when appropriate. However, the WSD had not put in place the relevant construction projects yet for the time being before a final decision was made.
24. The views, enquiries and suggestions of Members were summarised as follows:
- (1) he supported the direction of the discussion paper in general. He opined that the WSD should consider and study the feasibility of the proposal in the paper because there were many housing estates in the vicinity of Sham Tseng (Mr TAM Hoi-pong);
 - (2) he enquired how the WSD would pump seawater for flushing and the number of households in the territory or Tsuen Wan using fresh water for flushing (Mr TAM Hoi-pong);
 - (3) he proposed that when conducting the review, the WSD should consider supplying seawater for flushing for more places within the entire area such as Ma Wan and Tsing Yi in order to achieve an optimal cost-effectiveness (Mr TAM Hoi-pong);
 - (4) he opined that this agenda item was worthy of discussion because the use of fresh water for flushing involved precious drinking water with high processing cost (Mr LO Siu-kit);
 - (5) he enquired whether amendments to the land leases of the housing estates concerned were required if the WSD provided seawater for flushing for these housing estates in future because the resources of the whole building were involved (Mr LO Siu-kit);
 - (6) he opined that if seawater was used for flushing, the costs of maintenance and repair of the pipes might be higher due to the damages caused to the machinery and pipes by the salinity of sea water (Mr CHAN Sung-ip); and

- (7) he was concerned about the cost of building a desalination plant in Tseung Kwan O by the WSD (Mr CHAN Sung-ip).

25. E/NTW(D1) of the WSD responded as follows:

- (1) the WSD would provide Members with the information on the users of using seawater for flushing after the meeting;
- (2) regarding the study of cost-effectiveness, the WSD would make an overall consideration at a regional level, including whether the quality of seawater in the area concerned met the basic requirements;
- (3) there were many reasons for the absence of sea water supply for flushing in some regions. For example, residents in some regions were reluctant to change their existing habit of using fresh water for flushing, and seawater mains could not be connected to some regions because of limited infrastructure. The WSD would consider supplying seawater for flushing to the areas where seawater supply for flushing was not available if it was cost-effective;
- (4) the WSD was not clear about whether amendments should be made to the terms of land leases;
- (5) the maintenance cost of the ancillary facilities was higher due to the greater corrosiveness of seawater. Hence, it was necessary to study the relevant cost-effectiveness;
- (6) owing to expensive electricity tariffs, the cost of desalination was very high in the past. Although the electricity tariffs and operating costs were relatively lower at present, the cost was still higher than that of fresh water. Under the “strategy” of exploring the new water resources, Hong Kong should develop the advanced desalination technology; and
- (7) the WSD would remove the large refuse in the sea with screens and carry out sterilisation of seawater as appropriate to ensure that the quality of seawater was compliant with the standard of seawater for flushing.

26. LE/LM3 of the LandsD said that the terms of each land lease were different. Hence, in order to ascertain the use of seawater for flushing was in compliance of or in violation of the relevant terms of the land lease, the relevant terms of individual land lease should be examined. If it was considered that the provision of water for flushing in a housing estate might be in breach of the terms of the land lease after legal advice was sought, the owners of the housing estate concerned could submit application for amendment of the relevant terms in the land lease to the respective DLO when necessary.

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

- (1) he hoped that discussion on this agenda item would be continued at the next CAC meeting. The WSD was requested to provide the results of and the relevant factors of consideration in the cost-effectiveness study conducted in 2013 at the next CAC meeting. The WSD was also requested to give a more detailed briefing on the pumping system of seawater in Tsuen Wan such as the locations of pumping seawater and

- quantity of supply as well as whether it could meet the needs arising from the population growth in future (the Vice Chairman);
- (2) he hoped that the WSD would submit paper or give explanation at the next CAC meeting about the supply or pumping of seawater for flushing in Tsuen Wan district, so as to facilitate the extension of seawater supply for flushing by the WSD (Mr TAM Hoi-pong); and
 - (3) the more expensive pipes would be used for supply of seawater. He hoped that the WSD would illustrate the relevant factors of consideration (Mr TAM Hoi-pong).

28. E/NTW(D1) of the WSD said that the WSD would provide Members with supplementary information at the next CAC meeting.

29. The Chairlady said that this agenda item was related to the long-term development and planning of Tsuen Wan. As the WSD should provide a dozen of supplementary information and Members were very interested in this agenda item, the discussion would be continued under the matters arising from the minutes of the previous meeting. She also requested the representative of the WSD to further explain the relevant details and provide supplementary information to Members at the next CAC meeting.

V Item 4: The Current Status and Future Development of Tsuen Wan Pier
(CAC Paper No. 17/17-18)

30. The Chairlady said that Mr TAM Hoi-pong submitted the paper. She welcomed the representatives from the TD who specially joined the meeting, including:

- (1) Mr CHEUNG Chi-yeung, Fabian, Senior Transport Officer/Public Pier (STO/PP); and
- (2) Ms YUEN Miu-chun, Christine, Senior Transport Officer/Planning/Ferry 1 (STO/P/F1).

Besides, the PlanD, Architectural Services Department and CEDD had submitted the written replies on the captioned matter prior to the meeting for Members' perusal.

31. Mr TAM Hoi-pong introduced the paper.

32. TP/TW 2 of the PlanD said that according to the Approved Tsuen Wan Outline Zoning Plan, two sites outside Tsuen Wan West Station (Area TW 5) were zoned "Other Specified Uses" and annotated as "Pier" sites. The PlanD kept an open mind towards the improvement on the pier facilities and would tie in with the improvement plans to be proposed by the bureaux and departments in future and provide views on the planning.

33. STO/P/F1 of the TD responded as follows:

- (1) there were two public piers or public landing steps outside Tsuen Wan West MTR Station at present. The public pier outside Tsuen Wan West MTR Station were currently in use by the ferries to and from Park Island.

- The public landing steps in Tsuen Wan would be used when the contingency plan on closure of Tsing Ma Bridge was activated;
- (2) in case traffic problems arose at the land links connecting to Lantau Island, the TD would, under the contracts entered with ferry operators, require the ferry operators to carry passengers to and from Lantau Island with emergency ferries in an emergency;
 - (3) some areas at Tsuen Wan Public Pier were used by the ferries of a dedicated passenger ferry service plying between Tsuen Wan and Park Island. To cater for the need of the fleet under Park Island Transport Company Limited (PITCL), the PITCL had provided pontoons, seats, fans and passengers information display boards at this public pier for the passengers. Public toilets were also provided opposite the pier. It was evident that the basic facilities were substantially available near the public pier; and
 - (4) the electricity tariffs of lighting at the public pier was borne by the Government and the costs of pontoons for vessels plying Tsuen Wan and other ancillary facilities under its management were borne by the PITCL. In the past, the electricity supply of the pontoons and other facilities of the PITCL came from its own generators. To reduce the operating cost of the PITCL, the TD had altered the power system of the public pier earlier under the assistance of the CEDD and Electrical and Mechanical Services Department. As a result, the PITCL had its separate electricity meter at the public pier since early 2017. In addition, the China Light and Power Company Limited provided electricity supply for the pontoons and other ancillary facilities of the PITCL.
34. STO/PP of the TD responded as follows:
- (1) except for the area dedicated for use by ferries operating the passenger ferry service plying between Tsuen Wan and Park Island, the other parts of Tsuen Wan Public Pier were available for use by other vessels;
 - (2) the findings of a survey conducted by the TD between 7:00 a.m. and 8:00 p.m. on 5 and 17 September 2017 revealed that the pier was used by other vessels only on 5 September 2017 and that only the vessels plying Park Island had used the pier for the rest of the survey period. It showed that the public pier could meet the public needs at present;
 - (3) the landing steps of Tsuen Wan were also available for public use near the public pier;
 - (4) it was difficult to support the redevelopment of the public pier with its utilisation rate; and
 - (5) according to the information provided by the CEDD, the pier, being structurally sound at present, could only be used by vessels which were 35 metres in length of a displacement tonnage of 380 tonnes.
35. MM/LPF(2) of the MD said that the MD was dedicated to the safety control of maritime traffic. The MD had nothing to add as the piers in Tsuen Wan were under safe use according to the past records.

36. The views, enquiries and suggestions of Members were summarised as follows:
- (1) he enquired about the definition of public landing steps and how the departments determined the design standard of piers (the Vice Chairman);
 - (2) he enquired how the public landing steps could accommodate the large vessels rented by the departments during emergency (Mr TAM Hoi-pong); and
 - (3) he hoped that the departments would give forward-looking consideration to the upcoming in-take of more than 10 000 residents in Tsuen Wan (Mr TAM Hoi-pong).

37. The Chairlady said she hoped that the departments would provide further details of public landing steps and state clearly whether the Tsuen Wan Pier was still a location covered by the contingency plan during the closure of Tsing Ma Bridge.

(Note: Mr LO Siu-kit left the meeting at 4:16 p.m.)

38. STO/PP of the TD responded as follows:
- (1) in general, a pier referred to a facility protruding from shore to sea whereas landing steps were steps built at a seawall/the shore without any facilities protruding from shore to sea; and
 - (2) as the technical requirement and consideration about construction of piers or landings involved maritime engineering fell beyond the TD's purview, the TD was unable to provide the relevant information at the moment.
39. STO/P/F1 of the TD responded as follows:
- (1) the contingency traffic plan prepared for the closure of Lantau link was still applicable. Under the contingency plan, the landing in Tsuen Wan was only one of the embarkation points and the TD designated embarkation points in other districts;
 - (2) when it was necessary to activate the contingency plan on Lantau link, the TD would require the ferry operators to arrange for vessels suitable for use at various piers;
 - (3) to provide the aforesaid emergency ferry services, the TD had regularly arranged with ferry operators for site inspection and emergency exercise with a view to ensuring the safety of all vessels under arrangement and the proper berthing of such vessels at the piers concerned. The latest emergency exercise was conducted in late 2016;
 - (4) at the meeting of the Transport and Transport Committee under the TWDC held in May 2017, the TD had stated its measures to meet the needs of the new residents upon residential in-take in future. The TD understood Members' concern and would closely monitor the development in Tsuen Wan West;
 - (5) the TD understood that the West Rail Line service would be one of the most convenient means of transport. Since January 2016, the seven-car trains had been replaced by eight-car trains gradually with a view to

increasing the passenger capacity. It was expected that it would take about 30 months for replacement and testing of all trains. Upon completion of the conversion works, the overall passenger capacity of the West Rail Line could be increased by about 14%;

- (6) the TD and bus companies had reviewed the anticipated population growth of the region in future, with a view to discussing on the necessity to examine the public transport services in the district; and
- (7) in the past three years, the TD did not receive any applications from ferry operators for operating new ferry services plying between Tsuen Wan West and other places. The TD would carefully examine the feasibility of a proposed ferry service, if any, and would actively consider such proposal with the departments concerned.

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

- (1) the public landing steps were provided in various places in Hong Kong, which aimed to allow ferry passengers to safely disembark from and embark to vessels;
- (2) vessels over 35 metres long were prohibited from berthing at piers or landing steps constructed by the Government in accordance with the existing legislation. For vessels with a total length less than 35 metres, the maximum displacement tonnage would be about 380 tonnes;
- (3) the length of a vessel was a matter of concern if such vessel was to be berthed at the landing steps. If the vessel was too long, it might damage the landing steps during berthing. Compared with the landing steps, a pier was provided with more complicated facilities including disembarking facilities such as gangplanks with handrails and was managed by the TD as well as maintained by the CEDD. An example was the piers in Central. On the other hand, the Kowloon Public Pier was an example of public landing steps;
- (4) in Tung Chung, emergency ferries could berth at the Tung Chung New Development Ferry Pier and a pier for the ferries operating the passenger ferry service plying via Tuen Mun, Sha Lo Wan, Tung Chung and Tai O; and
- (5) it was stipulated in the contracts signed between the TD and ferry operators that, if the railway service was disrupted and could not carry passengers plying Lantau Island, the operators had to provide the service stated in the contracts by deploying vessels to carry the public to disembark in Tung Chung within a short time. The Kowloon Public Pier would also be used for provision of emergency ferry services.

41. The Chairlady thanked the departments for giving response.

(Note: Mr KOT Siu-yuen left the meeting at 4:27 p.m.)

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

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

42. The Chairlady reported that the “Tsuen Wan Sea-front Night’s Dream Music Festival” concert, which was co-organised by the Working Group on Promoting the Image of the Coastal Area, Working Group on Management of Facilities in the Coastal Area and local organisations, would be held at the Central Plaza in Tsuen Wan Park from 8 to 13 February 2018. She hoped that Members would take part in the concert actively and invite residents to watch the concert.

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

43. The Vice Chairman reported that that the “Tsuen Wan Sea-front Night’s Dream Music Festival” concert, which was co-organised by the Working Group on Management of Facilities in the Coastal Area, Working Group on Promoting the Image of the Coastal Area and local organisations, would be held at the Central Plaza in Tsuen Wan Park from 8 to 13 February 2018. The major activities would be staged from 9 to 11 February 2018, i.e. Friday to Sunday. He invited Members to stay tune to the activities.

VII Item 6: Any Other Business

44. 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. 18/17-18);
- (2) Promotion and Anti-Marine Littering Operation in Tsuen Wan
(CAC Paper No. 19/17-18); and
- (3) Financial Statement of Coastal Affairs Committee as at 24.10.2017
(CAC Paper No. 20/17-18).

VIII Adjournment of Meeting

45. The Chairlady reminded Members that the next meeting was scheduled on 5 January 2018 and the deadline for submission of paper was 18 December 2017.

46. There being no other business, the meeting was adjourned at 4:33 p.m.

Tsuen Wan District Council Secretariat

30 November 2017