

(Translation)

Minutes of the 17th Meeting of Coastal Affairs Committee (3/18-19)

Date: 7 September 2018

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

Ms LAM Yuen-pun, Phyllis

Mr CHAN Sung-ip, MH

Mr WONG Ka-wa

Mr CHOW Ping-tim

Mr CHENG Chit-pun

Mr LO Siu-kit, MH

Mr TAM Hoi-pong

Government Representatives:

Mr CHOW Chun-hun, Gary

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

Mr MAK Shui-wing

Marine Manager/Licensing & Port
Formalities (2), Licensing and Port
Formalities Section, Marine Department
Health Inspector (Contract Management)
2, Food and Environmental Hygiene
Department

Ms CHEUNG Tsz-yan

Mr CHUNG Tak-yau

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

Mr LEUNG Kam-man

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

Ms TSE Pui-lam, Rosa

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

Miss TAI Tsz-yan, Angie

Executive Officer (Development), Tsuen
Wan District Office

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 WONG Chi-hung

Chief Engineer/W2, Civil Engineering
and Development Department
SE/2(W), Civil Engineering and
Development Department
Engineer/14 (West), Civil Engineering
and Development Department

Mr TSANG Lap-kei, Freddie

Mr SIU Man-kit, Terry

For discussion of item 2E

Mr NG Wing-yiu

Marine Officer/Pollution Control Unit,
Marine Department

Mr LEE Tin-shing

Senior Assistant Shipping
Master/Pollution Control Unit, Marine
Department

Ms TAM Mee-yee, Greta

Senior Environmental Protection Officer
(Water Policy & Science) 5,
Environmental Protection Department

For discussion of item 3

Ms LO Sze-yan

Engineer/Tsuen Kwai 2, Drainage
Services Department

Ms TSANG Ka-man, Carmen

Senior Environmental Protection Officer
(Regional West) 2, Environmental
Protection Department

Absent:

Members

Mr KOO Yeung-pong, MH

Mr LI Hung-por

Mr WONG Wai-kit, MH

The Meeting

I Opening Remarks and Introduction

The Chairlady welcomed the Members and representatives from the government departments to the 17th meeting of the Coastal Affairs Committee (CAC).

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

II Item 1: Confirmation of Minutes of the Meeting held on 6.7.2018

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 7 of the Minutes of the Meeting held on 6 July 2018: 268RS - Cycle Track between Tsuen Wan and Tuen Mun

4. The Chairlady welcomed the representatives from the Civil Engineering and Development Department (CEDD) to the meeting, including:

- (1) Mr WONG Chi-hung, Chief Engineer/W2 (CE/W2);
- (2) Mr TSANG Lap-kei, Freddie, SE/2(W) (SE/2 (W)); and
- (3) Mr SIU Man-kit, Terry, Engineer/14 (West) (E/14(W)).

(Note: Mr CHOW Ping-tim joined the meeting at 2:41 p.m. Mr CHENG Chit-pun joined the meeting at 2:42 p.m.)

5. CE/W2 and E/14(W) of the CEDD briefed the CAC on the latest progress of the Advance Works of the 268RS - Cycle Track between Tsuen Wan and Tuen Mun, including the length and width of the road sections concerned, the progress of processing the project contract, the arrangement of handover of sites for construction, and the work of the CEDD in progress and to be implemented.

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

- (1) he opined that the CEDD was too late to report to the CAC as the CEDD expected that the works would commence in September 2018. Besides, the information provided by the CEDD this time was not clear and thorough enough. He hoped that the CEDD would provide Members with an in-depth design of the entire road section (Mr CHOW Ping-tim);
- (2) he was concerned about the safety of the cycle track and whether it could be integrated with the park. He also indicated that the nuisance caused by bicycles had already become serious at the moment, and believed that it would become deteriorated after the cycle track was completed (Mr CHOW Ping-tim);
- (3) he urged the CEDD to explain whether the footpath in the red part of the diagram referred to a proposed or amended road section, its purpose in use and how pedestrians and bicycles would be separated. He also opined that the CEDD had to reserve enough width for the footpath for the planned use of the road section. If a footpath would be constructed by the CEDD, he suggested that the CEDD should concurrently construct a roof cover for the footpath (Mr CHOW Ping-tim);
- (4) he hoped that the CEDD would provide Members with the slides and diagrams in use by the CEDD during the briefing after the meeting for Members to explain the details to the residents (Mr CHOW Ping-tim);
- (5) he hoped that the CEDD would explain how smooth access to the road leading to the Tsuen Wan Pier could be ensured during the construction period (Mr TAM Hoi-pong);
- (6) he enquired the CEDD when the alignment of various road sections under the Advance Works could be provided (Mr TAM Hoi-pong);

- (7) he enquired the CEDD whether the users of the cycle track were expected to ride on their own bicycles or the shared bicycles, or whether the bicycle rental service would be provided at the cycle track. He also enquired how to prevent the indiscriminate parking of bicycles upon completion of the cycle track through engineering arrangements (Mr TAM Hoi-pong);
- (8) he thanked the CEDD for briefing Members on the latest progress, and thought that more road works were involved in the project. He enquired about the reasons for adoption of “new works contract” by the CEDD (the Vice Chairman);
- (9) he opined that as evaluation of contractors’ tenders by the CEDD was underway, the CEDD could facilitate Members to understand the details of the works through provision of the relevant information and tentative plans (the Vice Chairman);
- (10) he enquired the CEDD about the locations of intersecting points where the works would be carried out on the existing environment such as footpath, and the arrangements for implementation at these locations. For example, whether the intersecting points at the road section between Tsuen Wan Pier and Tsuen Wan West Station as well as the road section off Belvedere Garden were found (the Vice Chairman); and
- (11) as the starting point of the road section of the works involved the location where dragon boats were previously placed, he hoped that the departments concerned such as the Lands Department (LandsD) would advise those who still had not relocated their dragon boats to free up space from the site as soon as possible to facilitate the smooth implementation of the works (Mr CHAN Sung-ip).

7. The Chairlady said that according to the CEDD, the works would commence in September 2018. She believed that when the CAC held its next meeting in November 2018, the works of the CEDD was already in progress. Therefore, she expected that the CEDD could report to Members at this meeting on the works arrangement of all road sections and all relevant information under the Advance Works such as the access arrangements of various road sections, the pier for ferries plying between Tsuen Wan and Park Island, as well as the residential developments to be occupied in future. She also requested the representatives of the CEDD focused on giving response to Members’ enquiries.

(Note: Ms LAM Yuen-pun, Phyllis joined the meeting at 2:56 p.m.)

8. CE/W2 of the CEDD responded as follows:
- (1) the CEDD had been explaining to the CAC about the entire project of the Cycle Track between Tsuen Wan and Tuen Mun throughout the past one to two years, and the CEDD did not intend to delay the report to the CAC on the details of the works;
 - (2) the CEDD would immediately discuss the various arrangements of the works in detail with the contractor after the contractor had duly made preparations;
 - (3) the Other Options stated in the “new works contract” were only applicable to

the more complicated projects but not applicable to this project. Hence, the CEDD selected Option A which was designed for simple projects this time and thus the procedures on the works contract could be streamlined, thereby expediting the process of problem-solving in the course of the works;

- (4) as the contractor needed to take time to make preparation, recruit staff, set up an office and carry out site formation works, the CEDD would discuss with the contractor as soon as possible and report the details of the works to Members at the CAC meeting in November 2018;
- (5) the CEDD would consider providing the roof cover for the proposed footpath according to the code of practice of the works department;
- (6) regarding the dragon boats mentioned by the Member, the CEDD noted that the persons concerned and the LandsD were currently identifying the appropriate location for relocation of the dragon boats, and the CEDD had also contacted the persons concerned directly. The CEDD would tolerate the placement of the dragon boats at the site concerned only if the progress of the works was not affected;
- (7) the CEDD would provide Members with the construction drawings which would be slightly amended for easy reference;
- (8) there were not many changes in the project and there were major changes for two locations only, including altering a footbridge. As the amount of budget of the works was relatively small, the contractor was only a holder of Licence B to whom such an alteration was a real challenge;
- (9) the CEDD envisaged that the use of their own bicycles or the shared bicycles by the cyclists would make no difference in the use of the cycle track in future. The management of the cycle track was the key issue; and
- (10) the Government was currently reviewing the management of shared bicycles and conducting a pilot scheme in Tai Po district. The CEDD would keep in view the effectiveness of the pilot scheme. However, the width and facilities of the cycle track such as parking spaces of bicycles would not be altered because of the shared bicycles.

9. SE/2 (W) of the CEDD responded as follows:

- (1) the project contents and scope of works to be carried out by the CEDD were shown in the construction drawings used in the tendering exercise and the priority of construction works would be planned by the contractor;
- (2) the CEDD would discuss with the contractor how to tie in with the users and activities in the surrounding area during the construction period, and would implement the works after the CEDD found it feasible or after the CEDD had discussed with the district councillors of the constituencies concerned. For example, the CEDD would retain the exit/entrance of the pier for ferries plying between Tsuen Wan and Park Island, but would consider allowing the contractor to carry out the construction works in phases for public access;
- (3) members of the public might wheel their bicycles into the cycle track through the entrance at Wing Shun Street in future; and
- (4) in view of the existing idea of the Advance Works, the CEDD expected that the users of the cycle track would ride on their own bicycles at first. The

CEDD would monitor the situation. When the number of users of the cycle track was on the rise, the CEDD would consider reserving more space for or widening the hubs in the next phase of construction works for provision of bicycle rental service.

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

- (1) the road section of the cycle track under the Advance Works were discussed five to six years ago. Although the discussion on the project focused on Stage 1 Works in recent years, the arrangement for pedestrians accessing to the waterfront by crossing the cycle track was once brought up for discussion. He believed that it could probably be discussed after the contractor had undertaken the works (Mr LO Siu-kit);
- (2) as it was a rather long period between the current and the next CAC meeting, he proposed to set up a non-standing working group to follow up on the matters related to the Advance Works so as to facilitate the interested Members to continue to discuss the item (Mr LO Siu-kit);
- (3) noting that the construction period of the works was about two years, he hoped that the CEDD would give more details on the impacts on the residents and roads in the areas during the construction period (Mr MAN Yu-ming);
- (4) bicycle-sharing was an important issue. Even if there were no shared bicycles in future, the CEDD should still be forward-looking in considering the management of parking spaces of bicycles for the cyclists using their own bicycles. Otherwise, the parking problem of bicycles alike that of the shared bicycles would recur (Mr MAN Yu-ming);
- (5) the preparation of the CEDD was inadequate this time. He thought that the CEDD should get well prepared before attending the CAC meeting and should not shirk its responsibility to the contractor (Mr CHOW Ping-tim);
- (6) he was discontented with the CEDD's comment that Members could not understand the construction drawings. He thought that the tendering exercise which was conducted by the CEDD was not associated with Members' perusal of the construction drawings. The CEDD should submit the well-prepared construction drawings to Members for perusal. Also, the presentation of the project plans by the CEDD to Members should be aided by the three-dimensional design and diagrams with detailed information as well as various methods such as animation for Members' full understanding of the CEDD's project plans before giving views that were overlooked by the CEDD and for monitoring of the CEDD (Mr CHOW Ping-tim);
- (7) the cycle track would cause a great impact on the district. He opined that the CEDD, instead of only remaining static in introducing the concepts of the project, should clearly explain every details to Members. For example, which department would undertake the management of the aforesaid access in red and the road section at Riviera Gardens in future, as well as the latest design of the road section from Riviera Gardens to Belvedere Garden (Mr CHOW Ping-tim);
- (8) he did not oppose the formation of a non-standing working group which, if formed, should convene a meeting as soon as possible, so that Members would

- be made known of the commencement of the works timely (Mr CHOW Ping-tim);
- (9) he did not object to the formation of a non-standing working group. He thought that the details of the works could be discussed more flexibly (Mr TAM Hoi-pong);
 - (10) he enquired whether the area on the left at the lower left corner of the diagram referred to the sea; if yes, the footpath would be near the coast. He also enquired whether this design would be adopted throughout the entire road section. If this arrangement was adopted by the CEDD, it would be a big problem for the pedestrians to cross the cycle track because there were many joggers in this area. He hoped that the CEDD would pay more attention to this problem (Mr TAM Hoi-pong);
 - (11) he hoped that the CEDD would attach importance to and pay close attention to the problem of shared bicycles. For example, the users of shared bicycles might ride in Tsuen Wan Park managed by the Leisure and Cultural Services Department (LCSD) and parked the shared bicycles illegally inside the park. The CEDD should enhance communication with the LCSD (Mr TAM Hoi-pong);
 - (12) he reiterated that he supported the initiatives on promotion of cycling. However, more thoughts should be given to the construction of a cycle track in this densely populated city and at the waterfront currently in use (Mr TAM Hoi-pong);
 - (13) he hoped that the CEDD would continue to provide more information to and exchange more ideas with the CAC on this project (the Vice Chairman);
 - (14) he supported the formation of a non-standing working group for discussion with the CEDD and the contractor to be appointed in future and for better understanding of the details of the project (the Vice Chairman);
 - (15) the information prepared by the staff of the CEDD such as the alignment and sections of the cycle track duly displayed in diagram no. A3 was sufficient for Members' explanation of the project design to the residents. It also served as the answer to the enquiries raised by some Members at the meeting and facilitated Members to further understand the details before giving more constructive comments for improving the project consequently, as well as explaining the project details to the residents who raised questions about the project (the Vice Chairman);
 - (16) he agreed to the formation of a non-standing working group to follow up the item (Mr WONG Ka-wa);
 - (17) the past three terms of the TWDC had been holding discussion on the cycle track, and the previous chairpersons had expressed discontent with the performance of the CEDD. He thought that the CEDD was challenging the bottom line of the TWDC (Mr WONG Ka-wa);
 - (18) he believed that it would be difficult for the CEDD to carry out the works without the assistance of Members because there were many people who were jogging or walking their pets all day long and there were construction works in progress in some works sites as well as cycling activities in the vicinity of the construction area (Mr WONG Ka-wa);

- (19) he hoped that the CEDD would learn Members' views on the road section which was too narrow by listening to the recording of the previous CAC meeting and explain in detail to Members at the meeting. The CEDD should not discuss the above issues with Members only after the contractor was engaged. In his opinion, there would be little room for discussion by that time because the contractor might refuse to make any changes due to the fact that the relevant details were specified in the tender (Mr WONG Ka-wa); and
- (20) he hoped that progress could be made for the works because the entire cycle track might not only cover the road sections of the Advance Works (Mr WONG Ka-wa).

(Note: Mr CHOW Ping-tim left the meeting at 3:12 p.m.)

11. The Chairlady said that the CEDD did not prepare sufficient diagrams and information, thereby failing to provide the information that Members wanted to know. In her opinion, the CEDD could at least provide the preliminary diagrams of the various road sections at this CAC meeting. Besides, prior to this CAC meeting, she had arranged staff to remind the CEDD to prepare detailed information for the meeting. For this reason, she was disappointed with the performance of the CEDD. She indicated that it was necessary for Members to explain to the residents the locations of accesses of all the works, the relevant arrangements and the construction periods of various parts of the project. In fact, Members only requested the CEDD to provide simple information such as the relevant dates of the works and the impacts on residents brought by the works, with a view to facilitating the communication with the residents. Besides, she said that the CAC was formed and the representatives from the CEDD were requested to join the CAC meetings in order to serve the purpose of following up the cycle track project. She hoped that the CEDD would follow up the cycle track project at the pace as it did previously, and prepare adequate information, diagrams and presentation materials for briefings. In addition, she enquired about the reasons for the CEDD's failure to advise her of the locations of placing the works materials, unlike the LCSO which had advised her. She added that the CAC would form a non-standing working group to follow up the matter in particular with the CEDD. She also requested the CEDD to give immediate notification to the CAC after awarding the contract, and the meeting of the working group under the CAC would be convened as soon as possible. Furthermore, she reminded the CEDD that if the Advance Works which involved a shorter road section could not be handled properly by the CEDD, it would be difficult to commence the works of the remaining two road sections.

12. CE/W2 of the CEDD responded as follows:

- (1) he apologised for not giving a clearer explanation previously. The CEDD did not mean that Members were unable to understand the construction drawings. The original intention of the CEDD's statement was that the construction drawings were in different scales and it would take time for the CEDD to select the construction drawings required by Members;
- (2) the CEDD welcomed the formation of a non-standing working group under the CAC to follow up on the Advance Works because there would be increasing tempo in the progress, changes and co-ordination after the works commenced;

- (3) he stressed that under the “new project contract”, the CEDD expected that the Advance Works would be completed through concerted efforts of all parties concerned and the various problems of the project could be identified as early as possible. Besides, the contractors and engineers could take the initiative to give comment on the locations of placing the works materials; and as to whether there was a need to provide pedestrian crossings; and
- (4) he noted that Members hoped that the CEDD would handle the comments on the Advance Works properly.

13. The Chairlady said that if one of the key features of the report currently made by the CEDD was to brief Members on the advantages of the “new project contract”, the CEDD should further explain the details of the “new project contract”. She also hoped that the CEDD would avoid using professional terminology and prepare a copy of the construction drawings used in the presentation for Members’ full understanding of the works progress and clear perusal of the plans.

14. Senior Executive Officer (District Council) of the Tsuen Wan District Office asked whether Members would like to propose the name and terms of reference of the non-standing working group as recommended.

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

- (1) he suggested that “Advance Works” should be incorporated into the name of the non-standing working group, and that the terms of reference were to follow up the progress and details of the Advance Works (Mr LO Siu-kit); and
- (2) he enquired whether the contractors were required to attend the meetings of the working group of the same type in the past, and whether the contractor of this project had been informed of the need to maintain such frequent exchanges with Members (Mr TAM Hoi-pong).

16. CE/W2 of the CEDD said that the CEDD had made arrangement for exchange between the contractor and Members.

17. After discussion, Members endorsed to form the Working Group on Advance Works for Cycle Track between Tsuen Wan and Tuen Mun (Non-standing Working Group) and its terms of reference were to follow up on the progress and details of the Advance Works of the cycle track.

18. Members expressed their intention to join the Working Group on Advance Works for Cycle Track between Tsuen Wan and Tuen Mun by a show of hands.

(Post-meeting note: On 10 September 2018, the Secretariat invited the Members who could not express their intention at the meeting in writing to join the Working Group on Advance Works for Cycle Track between Tsuen Wan and Tuen Mun (Non-standing Working Group). The membership list was set out at Annex I.)

19. The Chairlady recommended Mr LO Siu-kit for the office of the Convenor of the working group. Members unanimously endorsed the recommendation.

20. The Chairlady reminded the CEDD to invite the parties concerned including the consultants to send representatives to attend the meetings of the Working Group on Advance Works for Cycle Track between Tsuen Wan and Tuen Mun (Non-standing Working Group) for explaining the progress of the Advance Works to Members and giving response to Members' enquiries.

(B) Paragraphs 8 to 10 of the Minutes of the Meeting held on 6 July 2018: Request for Relocation of Dangerous Vessel Berths at Rambler Channel to a Location Far Away from Residential Area to Eliminate Safety Hazard

21. The Chairlady said that as the agenda item was proposed by her and Mr WONG Wai-kit, the Vice Chairman was to take over the chair temporarily.

22. The Acting Chairman said that the Transport and Housing Bureau (THB) and Marine Department (MD) had submitted the written replies on the captioned matter prior to the meeting for Members' perusal.

23. Ms TSE Pui-lam, Rosa, Town Planner/Tsuen Wan 2 (TP/TW 2) of the Planning Department (PlanD) said that the PlanD had nothing to add since the CAC meeting in September 2017. The PlanD was pleased to provide the relevant information if Members had comments on other planning matters.

24. Marine Manager/Licensing & Port Formalities (2), Licensing and Port Formalities (MM/LPF(2)) Section of the MD said that the MD had submitted the written reply on the captioned matter prior to the meeting for Members' perusal and had nothing to add.

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

- (1) the problem had not been resolved yet. Followed by the resident intake in Tsuen Wan, she believed that the new residents might have different views (Ms LAM, Lam Nixie);
- (2) some residents had the aspiration for the relocation of the dangerous vessel berths at Rambler Channel (the "berths"). She opined that the routine replies given by the THB and MD were unsatisfactory. She hoped that the MD would provide the information of the subject officer who could further follow up on the item and advise the CAC of the approach of the further follow-up work and making proposals, with a view to making progress on this matter for the CAC (Ms LAM, Lam Nixie);
- (3) it seemed that apart from the surrounding areas of Ma Wan, there was no appropriate location for relocation of the berths in Tsuen Wan, the New Territories West and the outlying islands. He also believed that the Development Bureau (DevB) would disapprove of the relocation of the berths to Kau Yi Chau. Thus, the MD's failure to identify a suitable place for relocation was understandable, but he thought that the MD might consider seeking advice from the DEVB and Plan D (Mr CHAN Sung-ip);

- (4) he learnt that the parking of liquefied petroleum gas vehicles at residential developments and the car parks therein was not allowed. He thus enquired whether the planning on the waters was under the purview of the PlanD in order to understand whether the CAC could seek assistance from the PlanD (Mr WONG Ka-wa);
- (5) the potential safety hazard which had existed for more than a decade was always on the agenda of the TWDC of the past few terms. Members were worried about the level of hazard of oil carriers (Mr MAN Yu-ming);
- (6) he was concerned about the potential hazard brought by the berthing location of oil carriers to the safety of residents in Tsuen Wan South, Belvedere Garden and the newly-built housing estates as well as Tsing Yi. He was worried about department's failure to arrange for relocation of the berths (Mr MAN Yu-ming);
- (7) he enquired the MD about the fuel load of oil carriers. He opined that it would be disastrous if accidents happened (Mr MAN Yu-ming);
- (8) he agreed that the MD could do little about the relocation of the berths. However, as the surrounding areas of the berths were densely populated and would become populous, he thought that the Government, when considering its town planning, should not neglect the safety of the residents at the waterfront of Tsuen Wan and Tsing Yi due to the lack of appropriate location for relocating the berths (Mr MAN Yu-ming);
- (9) the captioned matter involving the safety of residents deserved the CAC's prime concern. He hoped that the Chairlady would consider a suitable platform for expression of views on the captioned matter (Mr MAN Yu-ming);
- (10) she agreed about Members' views. If the appropriate location for relocating the berths was unavailable at present, other methods such as reclamation should be considered so as to remove the potential safety hazard (Ms LAM Yuen-pun, Phyllis); and
- (11) to ensure the public safety, the identification of the more suitable platform for relaying the views should be taken into account, with a view to requesting the senior officials of the Government to deliberate over the captioned matter (Ms LAM Yuen-pun, Phyllis).

26. The Acting Chairman said he believed that continuing to request PlanD to follow up the captioned matter would not be effective because the PlanD's power was conferred by the Town Planning Ordinance which was not applicable to the facilities which were already in use. In the light of the MD's claim at the previous CAC meeting that the MD would also like to relocate the berths if an appropriate location was available, he opined that the CAC might mainly liaise with the MD. He agreed about Members' views and enquired whether the MD had considered other methods to solve the problem. He also thought that some remote places far away from residential areas might become the appropriate locations for relocating the berths after the provision of facilities. He hoped that the MD would provide the feasible locations for relocation for Members to follow up through the CAC.

27. TP/TW 2 of the PlanD said that the PlanD exercised its powers pursuant to the Town Planning Ordinance, including planning of land use onshore according to the outline

zoning plans. It was not authorised to administer the planning on the waters or the facilities already in use and their management. However, if such planning on the waters or the facilities already in use were related to the landing planning, the PlanD would give advice to and tie in with it as far as possible.

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

- (1) he thanked Members for understanding the situation of the MD;
- (2) the MD, which was a dedicated department for the safety control of maritime traffic, would administer the safety of maritime traffic according to the law; and
- (3) as indicated by the representative of the THB at the CAC meeting in September 2017, the relocation of the berths involved the Government's policy. The MD believed that only the bureaux of higher level were to make the decision. Therefore, the MD was unable to give substantive reply at present.

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

- (1) it seemed to give the MD a hard time by requesting it to arrange for the relocation of the berths (Mr LO Siu-kit);
- (2) he learnt from the discussion at the previous CAC meetings that oil carriers were only berthed at the berths for a short period of time. Currently, however, he still received residents' complaints about the frequent berthing of oil carriers at the berths. He therefore thought that the MD could consider adopting the administrative measures to ensure that oil carriers were only berthed at the berths for a short period of time (Mr LO Siu-kit);
- (3) he enquired the MD how the berthing period of oil carriers was defined; whether the MD had monitored the berthing period of oil carriers; how the residents could know whether an oil carrier was loaded with oil; whether the MD had considered installing the closed-circuit television (CCTV) systems for monitoring the berthing of oil carriers; and whether the MD had formulated the relevant control measures (Mr LO Siu-kit);
- (4) a number of proposals on relocation of the berths were discussed in the past including reclamation which, however, could not be carried out in Victoria Harbour due to the restrictions imposed by the law. Given that relocation could not be carried out for the time being, the MD should ensure that oil carriers would only be berthed at the berths for a short period of time with a view to easing the residents' mind (Mr LO Siu-kit);
- (5) he understood that there were difficulties in relocating the berths. He hoped that the MD would install the CCTV at the waterfront area for long-term monitoring (Mr WONG Ka-wa);
- (6) he hoped that the MD would take law enforcement actions and provide Members with the relevant data (Mr WONG Ka-wa);
- (7) he enquired whether the MD could gradually cancel the licence on mooring buoys near the residential sites. He also hoped that the MD would provide the information on the month in 2019 in which the MD would consider granting renewal approval to the licence for hiring the mooring buoys. He

- proposed that the impact caused by cancellation of the licence on mooring buoys should be handled by the industry (Mr WONG Ka-wa);
- (8) he understood that the MD might find it difficult to handle the relocation of the berths, but the potential safety hazard should be removed. In the long run, it was difficult to convince the residents to be confident in the safety of the berth. He therefore opined that the bureaux should address the benefits of the residents in Tsuen Wan and relocate the berths (Mr MAN Yu-ming);
 - (9) the oil carriers would be berthed at the berths only when they were waiting for loading fuel. He hoped that the MD would consider granting permission for oil carriers to enter the berths based on the location of loading fuel. He also enquired whether the MD could negotiate with the industry for arranging the oil carriers to leave immediately after loading fuel at sea (Mr MAN Yu-ming);
 - (10) he believed that the potential safety hazard could be removed without carrying out reclamation and relocation of the berths if the cost problem of the industry could be successfully solved (Mr MAN Yu-ming);
 - (11) after loading fuel at the marine fuel depot in the morning, the oil carriers fueled the large cargo ships berthed in the harbour. The oil carriers berthed at the berths in the evening were generally loaded with oil which was inflammable. It was believed that it was not too dangerous (Mr CHAN Sung-ip);
 - (12) it was a good thing to relocate the berths, but he believed that the discussion on the appropriate site for relocation with the responsible bureau was required (Mr CHAN Sung-ip);
 - (13) she agreed about Members' views on the proposed removal of mooring buoys to a location farther away from the residential area even if the berths could not be relocated for the time being (Ms LAM, Lam Nixie);
 - (14) it was believed that it was not too dangerous because the oil carriers berthed at the berths were generally not fully loaded with oil (Ms LAM, Lam Nixie); and
 - (15) the residents who were moving into the residential area in the near future could clearly see the vessels which committed marine littering. The MD, however, should monitor the vessels instead of depending on the residents who assumingly were able to record each and every details of the vessels committing marine littering. She was also concerned about the measures to be taken by the MD for tackling the problems of noise nuisance and marine littering from vessels at the berths, with a view to reducing the negative impact on residents (Ms LAM, Lam Nixie).

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

- (1) he thanked Members for their valuable comments;
- (2) the MD had difficulty in considering the relocation of the berths;
- (3) being a working department, the MD might follow up and consider Members' proposals such as the installation of CCTV for enhanced surveillance, removal or relocation of some buoys, exploration of the more effective ways to monitor the berthing period of oil carriers as well as handling of problems of refuse and noise nuisance; and

- (4) the MD would study Members' views with the officers concerned, and might invite the officers of the Harbour Patrol Section or Pollution Control Unit of the MD to attend the next CAC meeting in order to explain the details to Members.

31. The Acting Chairman requested the MD to follow up the problem at the working level and reminded the MD of submitting the information such as the validity of mooring buoy licence upon renewal for follow-up by the CAC at the next meeting.

32. The Chairlady resumed the chair.

(C) Paragraphs 11 to 20 of the Minutes of the Meeting held on 6 July 2018: Propose to Extend the Supply of Seawater for Flushing to Cover Tsing Lung Tau and Sham Tseng; and (D) Paragraphs 11 to 20 of the Minutes of the Meeting held on 6 July 2018: Propose to Extend the Supply of Seawater for Flushing to Cover East and North Lantau, Sunny Bay and Ma Wan

33. The Chairlady stated that the captioned items (C) and (D) fell within the same scope and would be discussed together. Besides, the Water Supplies Department (WSD) and Lands D had submitted the written replies on the captioned matter prior to the meeting for Members' perusal.

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

- (1) he was discontented with the written reply of the WSD and opined that the explanations provided was not detailed enough. He also pointed out that in the previous CAC meetings, he had already mentioned that problems such as a lot of underlying social cost were implied in the overall cost-effectiveness (the Vice Chairman);
- (2) he opined that the WSD should consider arranging supply which did not involve reservoir or fresh water for Sham Tseng and Tsing Lung Tau and Ma Wan, such as seawater. He had expressed the views to the Director of Water Supplies (DWS) during his last visit to the TWDC, and the DWS had indicated on other occasions that the request would be followed up and reviewed (Mr TAM Hoi-pong);
- (3) he did not agree about the WSD's calculation of cost-effectiveness. He suggested that a letter of invitation to the CAC meeting in November 2018 with respect to the aforesaid review should be sent to the WSD, and that this agenda item could be discussed at the CAC meetings (Mr TAM Hoi-pong);
- (4) the construction of fresh water main on the basis of the existing population in the East and North Lantau and Sunny Bay was not justifiable, not to mention the extension of seawater supply for flushing to cover these areas (Mr CHAN Sung-ip); and
- (5) he believed that Hong Kong Disneyland would suffice to cope with the needs of flushing water in the park. In Ma Wan, the developer of Park Island had provided the in-house facilities. He estimated that only some villages in Ma Wan used fresh water for flushing. Therefore, he was more concerned about the extension of the supply of seawater for flushing to cover Tsing Lung Tau

and Sham Tseng under sustainable development (Mr CHAN Sung-ip).

35. The Chairlady said that the CAC would issue the letters of invitation to the upcoming meeting to the departments concerned to send their representatives to attend the meeting each time. She hoped that the Secretariat would include the Members' views on urging the WSD to report the situation when the letter of invitation to the CAC meeting was sent to the WSD next time.

(Note: Mr WONG Ka-wa and Mr LO Siu-kit left the meeting at 3:57 p.m.)

(E) Paragraphs 21 to 32 of the Minutes of the Meeting held on 6 July 2018: Request to Solve the Problem of Marine Refuse and Pollution of Rambler Channel Actively

36. The Chairlady welcomed the representatives from government departments responsible for giving response and specially joining the meeting, including:

- (1) Mr MAK Shui-wing, MM/LPF(2) of the MD;
- (2) Mr NG Wing-yiu, Marine Officer/Pollution Control Unit (MO(PCU)) of the MD;
- (3) Mr LEE Tin-shing, Senior Assistant Shipping Master/Pollution Control Unit of the MD; and
- (4) Ms TAM Mee-ye, Greta, Senior Environmental Protection Officer (Water Policy & Science) 5 (SEPO(WP&S)5) of the Environmental Protection Department (EPD).

Besides, as the agenda item was proposed by her, the Vice Chairman was to take over the chair temporarily.

37. MO/(PCU) of the MD responded as follows:

- (1) after the previous meeting, the MD had provided Members with the return of refuse collected by the MD, information on anti-marine littering operation in Tsuen Wan, return of promotional activities and the MD's detailed report on publicity and education including photos;
- (2) the MD was currently preparing for the display of banners on the contractor's scavenging vessels and other related vessels for publicity and reporting purposes; and
- (3) the MD had the grave concern over the clearance of marine refuse. The MD would continue to perform the daily marine refuse cleansing service and would step up patrols or anti-marine littering operations in the waters of Tsuen Wan district according to the actual situation. Moreover, the MD would continue to conduct publicity and education for crews on vessels, with a view to maintaining a clean marine environment in the district.

38. SEPO(WP&S)5 of the EPD responded as follows:

- (1) the Hong Kong-Guangdong Marine Environmental Management Special Panel held a meeting on 18 July 2018 and briefed on the work of Guangdong and Hong Kong during 2017;
- (2) according to its report, the Government of Guangdong Province had taken various measures in 2017 to combat the problem of marine refuse, prevent

illegal solid waste dumping into the sea, and properly perform the duties to prevent and control the cross-boundary marine floating refuse in Guangdong and Hong Kong; and

- (3) Hong Kong would continue to tackle the problem of marine refuse through the adoption of a three-pronged strategy and the concerted efforts of various government departments.

39. Ms LAM, Lam Nixie said that recently, it was reported in the news coverage that quite a massive amount of abandoned plastic bottles had drifted to Hong Kong. She enquired whether the EPD had formulated preventive measures and how it would handle the situation, or whether the EPD would only notify the Government of Guangdong Province about the problem. She also wished to know how the Government of Guangdong Province and the departments concerned in Hong Kong would handle the situation.

40. SEPO(WP&S)5 of the EPD responded as follows:

- (1) the EPD had noted the recurrence of heavy rain recently and the departments concerned had taken the relevant measures;
- (2) as revealed in a study report of the EPD earlier, most of the marine refuse originated from the land and the waste accumulated on the shore or at storm-water drains were washed into the sea during heavy rain;
- (3) the EPD had already issued the relevant practice notes to the departments concerned. Before the typhoon, the departments concerned first carried out the relevant preventive measures such as removal of refuse from refuse bins to avoid scattering of refuse during typhoon. In addition, the timely mobilisation of staff under the departments concerned for carrying out clearance work was facilitated through the EPD's notification to the departments concerned of the places susceptible to typhoons or rainstorms; and
- (4) the Government of Guangdong Province had adopted various measures to combat the problem of marine refuse, including the implementation of joint law enforcement operations, establishment of a mechanism against illegal handling of waste, regulation on the management of disposal of various kinds of waste and enhancement of surprise inspections at sea, etc.

41. The Acting Chairman said that the CAC would continue to follow up this agenda item.

42. The Chairlady resumed the chair.

IV Item 3: The Water Quality and Effluent Discharges in the Waters off Tsuen Wan Pier (CAC Paper No. 10/18-19)

43. The Chairlady said that Mr TAM Hoi-pong submitted the paper and welcomed the representatives from government departments who specially joined the meeting, including:

- (1) Ms LO Sze-yan, Engineer/Tsuen Kwai 2 (E/TK 2) of the Drainage Services Department (DSD); and

- (2) Ms TSANG Ka-man, Carmen, Senior Environmental Protection Officer (Regional West) 2 (SEPO(RW)2) of the EPD.

Besides, the WSD had submitted the written reply on the captioned matter prior to the meeting for Members' perusal.

44. Mr TAM Hoi-pong introduced the paper.

45. E/TK 2 of the DSD responded as follows:

- (1) there were a total of three major storm-water box culverts at the waterfront of Tsuen Wan. The outlets were located at Tai Chung Road, Tai Ho Road and Ma Tau Pa Road respectively;
- (2) the DSD would inspect the inlets of the aforesaid major box culverts prior to the start of the rainy season every year, including February 2018, in order to check and properly clear the refuse, dead branches and gravels in the inlets. Besides, the DSD would also carry out inspections after heavy rain during the rainy season;
- (3) the DSD would further step up the inspections and clearance of the refuse, with a view to reducing the amount of refuse washed from the inlets to the outlets when it rained; and
- (4) there were probably a number of sources of the odour, such as the refuse, misconnected drains and illegal effluent discharged from the upstream areas. The DSD would notify the EPD to conduct law enforcement if the illegal effluent discharge from construction site was detected.

46. SEPO(RW)2 of the EPD responded as follows:

- (1) the muddy water found at the inlet of the drain might be resulted from the effluent discharged from the construction sites nearby, whereas the muddy water found during heavy rain might be caused by the rainwater which washed the gravel along the drain to the inlet;
- (2) it was difficult to ascertain the source of pollutant on the basis of the odour or the observation at the outlet of the drain; and
- (3) the odour might be caused by some decayed organic substances deposited and accumulated inside a storm-water box culvert, which were washed to the inlet/outlet by rain water during heavy rain and had thus caused the odour.

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

- (1) many years ago, he had already learnt that there were many cases about misconnection of drains in the district. He thus enquired about the progress of improving the situation and whether the more serious odour problem in rainy days was due to the unimproved situation of misconnection of drains (Mr MAN Yu-ming);
- (2) she learnt from other Members that in the past, the pebbles had once been placed by industrial buildings in the water due to the sewage disposal to control the production of pollutants and release of toxic substances. As the result was not satisfactory, the dry weather flow interceptors were adopted. However, she was worried about what further actions could be taken if the odour problem

still existed after the dry weather flow interceptors were put in place. She enquired whether the EPD had any other solutions (the Chairlady);

- (3) he enquired the department whether the dry weather flow interceptors could be fragrant with scent (Mr CHAN Sung-ip);
- (4) he agreed that the dry weather flow interceptors were conducive to reducing the odour problem but doubted whether they could completely improve the situation. He also opined that the Member had made good suggestion of making the dry weather flow interceptors be fragrant with scent. He suggested that the departments should consider using the natural substances with deodorising properties such as the bamboo charcoal (Mr TAM Hoi-pong);
- (5) he estimated that the odour might be related to the shops in the light of the locations of refuse and effluent identified (Mr TAM Hoi-pong);
- (6) he enquired whether misconnection of box culvert was in breach of the legislation; if yes, what the penalties were. He also enquired when the box culverts were inspected by the DSD recently and what progress was made (Mr TAM Hoi-pong); and
- (7) he enquired whether the department could adopt some measures such as provision of additional mesh filters at the outlets for improving the situation. He also enquired whether the outlets of outfalls were managed by the DSD (Mr TAM Hoi-pong).

48. E/TK 2 of the DSD responded as follows:

- (1) the DSD was responsible for the management of the outlets of outfalls;
- (2) during dry weather, the sewage entering a storm-water drainage system would be diverted to a foul sewer by the device in a dry weather flow interceptor. Then, the sewage would be discharged into the sea after being processed by a sewage treatment works. However, the sewage treatment works would be overloaded when the said arrangement proceeded on rainy days;
- (3) the dry weather flow interceptors were conducive to reducing the accumulation of sewage sediment inside the storm-water drainage systems, thereby reducing the amount of sediment being washed out on rainy days; and
- (4) the DSD was currently collaborating with the Hong Kong University of Science and Technology to conduct a study on odour-control hydrogel and the selected sites included Tsuen Wan district and Kowloon West region. The DSD would timely report on the progress of the study.

49. SEPO(RW)2 of the EPD said that the EPD carried out colour test regularly to check whether the drains of shops and buildings were connected properly. In case misconnection of drains was identified, the EPD would require the persons-in-charge concerned to carry out rehabilitation of the drains, with a view to reducing the accumulation of pollutants inside storm-water drains due to misconnection of drains.

50. The Chairlady said that it was the first time for her to learn about the odour-control hydrogel and the testing in progress from the DSD. She hoped that the DSD would give prior notification to the TWDC when it carried out the relevant testing in future. Moreover, the discussion of this agenda item would be continued under “Matters Arising

from the Minutes of the Previous Meeting”. She hoped that the DSD would explain what was odour-control hydrogel to Members, the progress of study, the duration of the pilot scheme, the effectiveness and expected results at the next meeting.

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

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

51. The Chairlady said 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 organisation, would be held at the Central Plaza in Tsuen Wan Park from 20 to 23 December 2018. The programmes included the display of artistic staging, Chinese and Western orchestral and music performances as well as musical performances by local organisations and organisations of schools. She hoped that Members would take part in the activity enthusiastically.

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

52. The Vice Chairman said 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 organisation, would be held from 20 to 23 December 2018. He hoped that Members would actively take part in the activity enthusiastically.

VI Item 5: Any Other Business

53. 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. 11/18-19);
- (2) Promotion and Anti-Marine Littering Operation in Tsuen Wan
(CAC Paper No. 12/18-19); and
- (3) Financial Statement of Coastal Affairs Committee as at 23.8.2018
(CAC Paper No. 13/18-19).

VII Adjournment of Meeting

54. The Chairlady reminded Members that the next meeting was scheduled on 2 November 2018 and the deadline for submission of paper was 18 October 2018.

55. There being no other business, the meeting was adjourned at 4:30 p.m.

Tsuen Wan District Council Secretariat
8 October 2018

Coastal Affairs Committee
Working Group on Advance Works for Cycle Track
between Tsuen Wan and Tuen Mun (Non-standing Working Group)
Membership List

Convenor : Mr LO Siu-kit, MH
Members : Mr KOO Yeung-pong, MH
Mr NG Hin-lung, Norris
Mr LI Hung-por
Ms LAM Yuen-pun, Phyllis
Ms LAM, Lam Nixie
Mr WONG Ka-wa
Mr WONG Wai-kit, MH
Mr CHOW Ping-tim
Mr TAM Hoi-pong