

(Translation)

Minutes of the 18th Meeting of Coastal Affairs Committee (4/18-19)

Date: 2 November 2018 (Friday)
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 CHAN Sung-ip, MH
Mr WONG Ka-wa
Mr WONG Wai-kit, MH
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
Ms CHEUNG Tsz-yan	Health Inspector (Contract Management) 2, Food and Environmental Hygiene Department
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
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

Mr TSANG Lap-kei, Freddie

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

Mr SIU Man-kit, Terry

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

Mr LEE Wing-hang

Engineer, Ove Arup & Partners Hong Kong Limited

Mr HUNG Sing-ip

Resident Engineer, Ove Arup & Partners Hong Kong Limited

Mr TSE Wing-chung

Construction Manager, Richwell Civil Joint Venture

For discussion of items 2C and 2D

Ms CHAN Oi-ming

Engineer/Planning 8, Water Supplies Department

Mr WONG Kwok-chuen

Engineer/Resources Planning 2, Water Supplies Department

Mr FUNG Ming-hang

Engineer/New Territories West (Customer Services) Application 1, Water Supplies Department

For discussion of item 2F

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

For discussion of item 3

Miss CHEUNG Man-yee, Rosalind

Principal Assistant Secretary (Harbour), Development Bureau

Mr LAI Henry

Assistant Secretary (Harbour) 1, Development Bureau

Mr MOK Ying-kit, Kenneth

Project Manager (Harbour), Development Bureau

Mr LAU Raymond

Senior Project Manager 332, Architectural Services Department

Ms LAM Wai-ki, Vicky

Project Manager 376, Architectural Services Department

For discussion of item 4

Mr CHEUNG Kim-hung, Michael

Engineer/Tsuen Wan 2, Transport

Mr WONG Chek-yuet, Leonard

Department
Maintenance Engineer/Slopes (West),
Highways Department

For discussion of item 5

Mr CHOI Wai-wing

Senior Health Inspector (Cleansing &
Pest Control) 1, Food and Environmental
Hygiene Department

Absent:

Members

Ms LAM Yuen-pun, Phyllis

Mr LI Hung-por

The Meeting

I Opening Remarks and Introduction

The Chairlady welcomed the Members and representatives from the government departments to the 18th 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, a Member might 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 7.9.2018

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 20 of the Minutes of the Meeting held on 7 September 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, Senior Engineer/2 (West) (SE/2(W));
- (3) Mr SIU Man-kit, Terry, Engineer/14 (West) (E/14(W));
- (4) Mr LEE Wing-hang, Engineer of the Ove Arup & Partners Hong Kong Limited (OAP);
- (5) Mr HUNG Sing-ip, Resident Engineer of the OAP; and
- (6) Mr TSE Wing-chung, Construction Manager of the contractor Richwell Civil Joint Venture (Richwell).

5. CE/W2 of the CEDD, Engineer of the OAP and Construction Manager of the Richwell briefed the CAC on the latest progress of the Advance Works of the 268RS - Cycle Track between Tsuen Wan and Tuen Mun, including the design concept, construction arrangements and progress of the Advance Works.

(Note: Mr CHOW Ping-tim joined the meeting at 2:42 p.m. Mr MAN Yu-ming joined the meeting at 2:47 p.m. Mr CHENG Chit-pun and Mr LO Siu-kit joined the meeting at 2:49 p.m.)

6. The views, enquiries and suggestions of Members were summarised as follows:
- (1) he enquired whether the alignment simulation in Diagram 7 would be constructed along the original route which was close to the waterfront and extended to the bottom of the bridge. If yes, he would not give any comments; if no, he would raise objection because it was not a right direction to make the footpath become narrow under the design (Mr CHOW Ping-tim);
 - (2) he insisted that Proposal 2 of the road section at Tsuen Wan West Station should be adopted by the department (Mr CHOW Ping-tim);
 - (3) the design of constructing the cycle track right through the Riviera Park was unreasonable. It was believed that criticism about the design from the residents would be received in future. Besides, it was learnt from the on-site inspection that the trees at the site concerned would be felled for the construction of the emergency vehicular access. He thought that the department should take this opportunity to consider constructing the cycle track close to the jogging trail at The Pavilia Bay which had low patronage currently and would be removed shortly, and the arrangement should be implemented as soon as possible (Mr CHOW Ping-tim);
 - (4) the non-standing working group had held its first meeting earlier. A site visit was conducted on 1 November 2018. Views on the design of the cycle tracks had been given. He therefore suggested that the captioned item should be discussed at the meetings of the non-standing working group and the Members who were interested should join the non-standing working group, so that the CAC could discuss other matters (Mr LO Siu-kit);
 - (5) the CEDD provided the supplementary information of the design of Diagram 19 which was based on the widening works of Tsuen Wan Bypass by the CEDD. Besides, he thought that the footpath on the left of the cycle track at the road section concerned should be used and the cycle track should be constructed along the boundary of the construction site of the widening works of Tsuen Wan Bypass as far as possible by removing the two planters, and the construction of additional footpath was not required (Mr WONG Wai-kit);
 - (6) he hoped that the department would make attempts to improve the design of Diagrams 22 and 23 based on the Members' views expressed during the site visit, and the trees in Diagram 23 would be preserved as far as possible (Mr WONG Wai-kit);
 - (7) he learnt that the Development Bureau (DevB) and various departments would discuss the corresponding arrangements during typhoons. He hoped that the departments would consider the use of the brown railings in Diagram 9 for handling seawater inundation during typhoons within budget effectively (Mr TAM Hoi-pong);
 - (8) he expressed his grave concern and aspiration for preserving the trees in Diagram 23 (Mr TAM Hoi-pong); and
 - (9) he hoped that the department would further explain the distance between the destination and the noise barrier in Diagram 25 so as to confirm whether the

tree numbered AWT019(F) would be affected by the works (Mr TAM Hoi-pong).

7. The Chairlady said she thought that the CAC should continue to discuss the captioned agenda item, so that the department could report the major direction of the project design. However, the detailed design of each section should be discussed by the non-standing working group. She hoped that the department would give response to Members' enquiries and follow up through the non-standing working group.

(Note: Mr WONG Ka-wa left the meeting at 2:55 p.m. Mr KOO Yeung-pong left the meeting at 2:58 p.m.)

8. CE/W2 of the CEDD said that the briefing at this meeting enabled the Members who did not join the non-standing working group or the site visit to understand the progress of the works. The CEDD would further discuss Members' views through the non-standing working group. Besides, the trees preserved in the design of Diagram 7 were so luxuriant and the CEDD hoped to preserve them.

9. Engineer of the OAP said that 2 to 2.5 metres of the Riveria Park would be occupied in the design of Diagram 7 with the aim to minimise the impact on the park through preserving several big trees at the planters in the middle. Besides, additional planters would be provided under the works in future for segregation of the park and the cycle track and for a better environment.

10. Mr CHOW Ping-tim said he understood that the residents hoped to preserve several big trees as mentioned above. However, he thought that as an alteration would be made to the alignment at the site concerned, the CEDD should explain the details of alteration to Members. He hoped that he could learn the altered alignment through a site visit.

11. SE/2(W) of the CEDD said that the OAP had just given the details on the widening works of Tsuen Wan Bypass which were the information taken by the CEDD during its supervision of the works in 2013. However, the works was subsequently handed over to the Highways Department (HyD) for supervision.

12. The Chairlady said she hoped that communication for the works should be maintained while the district councillors of the constituency areas should be liaised and follow-up actions should be taken actively.

(B) Paragraphs 21 to 32 of the Minutes of the Meeting held on 7 September 2018: Request for Relocation of Dangerous Vessel Berths at Rambler Channel to a Location Far Away from Residential Area to Eliminate Safety Hazard

13. The Chairlady said that the Transport and Housing Bureau (THB) and Planning Department (Plan D) had submitted the written replies on the captioned matter prior to the meeting for Members' perusal. Besides, as the agenda item was proposed by her and Mr WONG Wai-kit, the Vice Chairman was to take over the chair temporarily.

(Note: Mr CHOW Ping-tim left the meeting at 3:04 p.m.)

14. Marine Manager/Licensing & Port Formalities (2) (MM/LPF(2)), Licensing and Port Formalities Section of the Marine Department (MD) responded as follows:

- (1) the THB had previously sent representatives to attend the CAC meeting and give responses to the captioned request for relocation. The MD had nothing to add to the response given by the THB;
- (2) as the dedicated department for the management of the Tsuen Wan Dangerous Goods Anchorage (TWDGA), the MD invited the representatives of the companies of the local oil carriers berthing at the TWDGA to attend a special meeting held on 24 October 2018, during which an account for the complaints upon receipt was given and the respective concern of the Tsuen Wan District Council (TWDC) was conveyed to the representatives of the companies;
- (3) the communication and understanding between the industry and the MD were fostered through the meeting. In particular, the MD also communicated with the industry in respect of the problems such as the oil pollution control, prevention of the generation of marine floating refuse, avoidance of the emission of black smoke and noise nuisance for carrying out the more effective precautionary measures;
- (4) to avoid causing various kinds of nuisance to the residents nearby, the MD had particularly enhanced publicity and education as well as distributing relevant leaflets at the meeting in order to urge the captains, stakeholders of the oil carriers and respective companies of the oil carriers in the industry to improve the situation;
- (5) at the meeting, positive feedback from the industry was received, and it was agreed that disciplinary rules should be followed. The MD hoped that after the meeting, the industry would continuously improve the situation so as to build a harmonious relationship among the parties involved for the achievement of the objectives of the meeting;
- (6) the officers of the MD would continue to closely monitor the situation in the area and step up the inspection work; and
- (7) members of the public were advised to report the irregularities through the Government hotline 1823 when any nuisance arising therefrom was spotted.

(Note: Mr LO Siu-kit left the meeting at 3:08 p.m.)

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

16. The Chairlady resumed the chair.

(C) Paragraphs 33 to 35 of the Minutes of the Meeting held on 7 September 2018: Propose to Extend the Supply of Seawater for Flushing to Cover Tsing Lung Tau and Sham Tseng; and (D) Paragraphs 33 to 35 of the Minutes of the Meeting held on 7 September 2018: Propose to Extend the Supply of Seawater for Flushing to Cover East and North Lantau, Sunny Bay and Ma Wan

17. The Chairlady stated that the captioned items (C) and (D) fell within the same scope and would be discussed together. The Chairlady welcomed the representatives from the Water Supplies Department (WSD) who specially joined the meeting:

- (1) Ms CHAN Oi-ming, Engineer/Planning 8 (E/P 8);
- (2) Mr WONG Kwok-chuen, Engineer/Resources Planning 2 (E/RP 2); and
- (3) Mr FUNG Ming-hang, Engineer/New Territories West (Customer Services) Application 1 (E/NTW(CS) A 1).

Besides, the Lands Department (LandsD) had submitted a written reply on the captioned matter prior to the meeting for Members' perusal.

18. E/RP 2 of the WSD responded as follows:

- (1) to save the amount of fresh water used for flushing, the WSD had all along been striving to review the seawater supply network and extend the seawater supply network as far as possible on the premise of compliance with the cost-effectiveness;
- (2) in 2015, the seawater supply network of the WSD had extended to Northwest New Territories and Pok Fu Lam, of which the coverage rate was increased to 85% of the population in Hong Kong; and
- (3) the WSD would also identify other water sources for the replacement of fresh water for flushing in the areas far away from the coast whenever it was cost-effective. For example, it was planned that the reclaimed water would be used for flushing in the North East New Territories.

19. E/P 8 of the WSD responded as follows:

- (1) over the past few months, the WSD had conducted a sensitivity analysis of cost estimation of the construction of a new seawater supply system in the proposal on the extension of seawater supply. The conclusion was entailed in the ensuing sub-paragraphs;
- (2) the WSD attempted to identify other sites for the provision of a new seawater supply system (including a salt water pumping house and a salt water service reservoir). However, there were many constraints on site selection when the proposal was under consideration, say, (i) if a salt water pumping house was provided at a coastal site in the east which was close to the residential areas and beaches, the additional cost for the extraction of seawater would be incurred; and (ii) to ensure the quality of seawater, the new seawater supply system should not be in close proximity to a sewage treatment plant, etc.;
- (3) after striking a balance between site selection and technical factors, the WSD opined that despite the use of fresh water could be saved, the extension of seawater supply to Tsing Lung Tau and Sham Tseng was not cost-effective at this stage;
- (4) the WSD had reported to Members at the CAC meeting in July 2018 that the seawater supply system near Tsing Lung Tau and Sham Tseng had been saturated with no remaining capacity available for the extension of seawater supply for flushing to the vicinity of Tsing Lung Tau and Sham Tseng; and
- (5) the WSD would continue to monitor the situation of Tsing Lung Tau and Sham Tseng and conduct the review on cost-effectiveness in 5 years again, i.e. 2023.

20. E/NTW(CS)A 1 of the WSD responded that in general, an application for water supply would be processed with reference to the land grant provisions of the development plan and the feasibility of water supply by the WSD. If it was stated in the land lease that the WSD was not required to provide seawater for flushing for the housing estate, the housing estate was required to make in-house arrangement for the water supply for flushing. Thus, the WSD would not consider the provision of seawater for flushing for these housing estates for the time being, so as to pool its resources to the replacement with the use of seawater for flushing in housing estates which were using fresh water currently.

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

- (1) the priority for the extension of seawater supply for flushing should be given to the vicinity of Tsing Lung Tau and Sham Tseng based on the number of households and cost-effectiveness. He hoped that if the seawater supply was extended to Sham Tseng, it should be extended to Ma Wan at one go. He thought that as the proposal was a livelihood project, it was necessary to keep on striving for it and the extension of seawater supply for flushing should be implemented by the department (Mr TAM Hoi-pong);
- (2) he hoped that the WSD would further discuss whether the estimation tallied with the current circumstances. He did not understand why the WSD calculate the cost-effectiveness of the project so meticulously. He also thought that the project would bring about an increase in the self-sufficiency ratio in water resources which involved the public interest. He thus disagreed that only the cost-effectiveness was taken into consideration (Mr TAM Hoi-pong);
- (3) after the passage of typhoon “Mangkhut” in Hong Kong, the discharge of sewage into the sea from the sewage treatment plant in Sai Kung was detected. It could be seen that the capacity of public facilities should not be exhausted. He thus opined that the remaining capacity of the water supply facilities in Tsuen Wan West in case of contingency should be calculated. If the capacity was taken into consideration, he believed that the extension of seawater supply for flushing to the vicinity of Tsing Lung Tau and Sham Tseng was worthwhile (Mr TAM Hoi-pong);
- (4) as the pumping station of Park Island did not occupy an extensive area, he was puzzled by the WSD for its failure to identify an appropriate location for construction of a pumping station. He hoped that the WSD would provide the relevant photos and data to reveal its difficulties (Mr TAM Hoi-pong);
- (5) he thought that at present, the keynote of the captioned agenda item was whether the cost-effectiveness was only built upon money and construction cost, and that the WSD should consider from the perspective that the project would benefit the people’s livelihood or the overall operation of Hong Kong, instead of purely from the perspective on money (the Vice Chairman);
- (6) he welcomed the arrangement of the provision of reclaimed water for flushing in North East New Territories as mentioned by the WSD, and believed that it would be easier to make arrangement of the provision of reclaimed water for the regions which were currently using fresh water for flushing. He hoped

that the department would consider whether such an arrangement was applicable to the captioned areas (the Vice Chairman); and

- (7) Members hoped that the method for saving fresh water would be sought and the self-sufficiency ratio in water resources would be increased whereas the use of seawater for flushing was not compulsory (the Vice Chairman).

22. E/RP 2 of the WSD responded that he understood Members' views on the calculation of the cost-effectiveness of individual areas. Regarding the major direction of water conservation as agreed by Members, the WSD would continue to study the replacement of fresh water with other water resources for flushing on the premise of compliance with the cost-effectiveness.

23. E/P 8 of the WSD responded that the WSD had studied the availability of locations which induced lower construction costs for the provision of the facilities. The traditional seawater supply system extracted seawater through a salt water pumping station and delivered the seawater to a salt water storage tank and then distributed the seawater to households. Although the facilities of a seawater supply system did not occupy an extensive area, the cost-effectiveness of the two proposals on the extension of seawater supply system was comparable to each other. Therefore, the provision of the traditional seawater supply system was not cost-effective.

(E) Paragraphs 36 to 42 of the Minutes of the Meeting held on 7 September 2018: Request to Solve the Problem of Marine Refuse and Pollution of Rambler Channel Actively

24. The Chairlady said that the Environmental Protection Department (EPD) had submitted a written reply on the captioned matter prior to the meeting for Members' perusal. Besides, as the agenda item was proposed by her, the Vice Chairman was to take over the chair temporarily.

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

- (1) the MD had specifically instructed the contractors to pay more attention to the marine floating refuse accumulated in the Rambler Channel, and would allocate resources or send additional vessels for clearance according to the actual needs;
- (2) the MD would continue to closely monitor the cleanliness of the Rambler Channel and carry out the inspection and prosecution work; and
- (3) members of the public were advised to report through the Government hotline 1823 when illegal marine littering was spotted.

26. Ms LAM, Lam Nixie enquired whether the MD only managed the marine floating refuse, not including the refuse which were washed to the stone crevices. The problem of marine refuse had become serious after the passage of the typhoon in Hong Kong previously. She had also made attempts to assist in the clearance of foam plastics with some Members, and hoped that the MD would explain the corresponding measures to Members.

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

- (1) the MD undertook the clearance of the marine floating refuse. The MD would collaborate with the Food and Environmental Hygiene Department (FEHD) to handle the marine floating refuse which floated into the gaps of the stones, seawalls or breakwaters due to the ebb and flow of tides;
- (2) if a significant amount of refuse was accumulated at the seawalls or breakwaters, the MD would conduct joint operations with the relevant departments through the contractors engaged by the respective departments to clear the refuse;
- (3) the MD would send the small vessels in daily routine and assign officers to clear the refuse accumulated at the seawalls along the coast when it was safe; and
- (4) the clearance of refuse which was washed ashore would be undertaken by the department concerned.

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

- (1) the breakwaters as mentioned by Members were under the CEDD's management. Accumulation of refuse was found along the breakwaters from Riviera Gardens to Tsuen Wan West Station as well as those in the vicinity of Park Island Pier and Belvedere Garden. He therefore took this opportunity to relay the situation to the MD and hoped that the MD would follow up and handle the problem (Mr WONG Wai-kit);
- (2) there was a serious problem of refuse accumulation. It was difficult to clear the fragmented foam plastic refuse due to the ebb and flow of tides. She enquired the MD whether the refuse clearance machine was available for the officers to clear the refuse safely (Ms LAM, Lam Nixie);
- (3) she hoped that the environment of the Tsuen Wan waterfront would be improved. It was undesirable that the joint operations for the clearance of refuse were not arranged currently. She was worried that the residents would be dissatisfied with the failure to clear refuse after taking possession of their flats. She hoped that the department would arrange one or two joint operations after the CAC meeting for the clearance of the refuse at the above locations and discuss the frequency of carrying out the cleansing work afterwards (Ms LAM, Lam Nixie); and
- (4) he hoped that the department would improve the design of the canvas at the outfalls (Mr TAM Hoi-pong).

29. The Acting Chairman stated that the agenda item was a discussion about the problem of marine refuse in Rambler Channel. He suggested that Members should put forward the proposal on the improvement of the design of the canvas at the outfalls under "Any Other Business" for the follow-up by the MD.

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

- (1) he thanked Members for their understanding of the difficulties and dangers encountered in the clearance of refuse at breakwaters by the department. When the MD arranged the cleansing work of the contractors, the safety of the staff was taken into consideration and the proper equipment such as

anti-skid shoes and life jackets should be provided for the staff in compliance with the requirements stipulated in the legislation on occupational safety and health by the Labour Department;

- (2) despite the fact that there were many difficulties in arranging the joint operations, he would convey the situation pinpointed by the Members to the Pollution Control Unit of the MD for follow-up; and
- (3) the breakwaters in some places, which were probably not under the management of the FEHD, might be undertaken by other relevant departments such as the CEDD or Drainage Services Department (DSD).

31. The Acting Chairman requested the MD to follow up on this agenda item with the two district councillors of the constituency areas concerned.

32. The Chairlady resumed the chair.

(F) Paragraphs 43 to 50 of the Minutes of the Meeting held on 7 September 2018: The Water Quality and Effluent Discharges in the Waters off Tsuen Wan Pier

33. The Chairlady 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 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 a written reply on the captioned matter prior to the meeting for Members' perusal.

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

- (1) the two samples of odour-control hydrogel (the "hydrogel") from the Hong Kong University of Science and Technology (HKUST) were provided for Members' reference;
- (2) since late 2016, the DSD had liaised with the HKUST to conduct a study on the effectiveness of the use of hydrogel in the inhibition of the generation of a common odour namely Hydrogen Sulfide (H₂S) in the drainage system. The generation of H₂S in the drainage system was reduced through the inhibition of the growth of anaerobic bacteria in the drainage system by the hydrogel;
- (3) the study project would be conducted by the DSD in ten trial sites in Kowloon and South New Territories, including two trial sites at the water outlets of the box culverts at Tai Chung Road and Ma Tau Pa Road in Tsuen Wan district. The DSD would monitor the changes in the concentration of H₂S through regular testing of air;
- (4) during the first stage of the pilot study, the DSD collected the data on odour control by hydrogel in the drainage system which indicated a positive effect on the inhibition of the concentration of H₂S by hydrogel;
- (5) to further develop the effectiveness of hydrogel in odour abatement, the second stage of the study by the DSD and the HKUST had commenced in early 2018, in which the effective coverage of hydrogel under different environments and the effectiveness of hydrogel in the inhibition of the

generation of other odours such as the volatile organic compounds commonly found in waste were studied. The second stage of the study would be completed in late September 2019; and

- (6) a dangling bag in the water containing hydrogel would be tied to the step iron of the manhole with a nylon rope by the DSD.

35. SEPO(RW)2 of the EPD said that the EPD had nothing to add for the time being.

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

- (1) there was media coverage on the odour from Tsuen Wan Pier a few days ago. He also noticed the odour during a site visit earlier. He hoped that the department would study whether the anticipated effect was achieved through mounting the canvas at the outfalls (Mr TAM Hoi-pong);
- (2) hydrogel denoted a direction which was worth exploration, but it only addressed the symptoms instead of solving the problem at root. He opined that the department should study the source of odour for the adoption of the right remedy to improve the odour problem. If the problem was related to the connection of pipelines in the town centre, he hoped that the department would consider carrying out an underground inspection for all pipelines in order to learn whether there was any misconnection of pipelines (Mr TAM Hoi-pong);
- (3) he enquired about the operating principle of the hydrogel and the impact brought to the air or the fish if swallowed (Mr CHENG Chit-pun);
- (4) he understood that hydrogel had a smell. He enquired whether the smell would be released from the hydrogel after they were put at the outfalls, or whether the hydrogel would become odourless after having the chemical reaction with H₂S (Mr CHENG Chit-pun);
- (5) he enquired about the operating principle of hydrogel, and whether it was a consumable which should be replaced regularly (the Vice Chairman);
- (6) he enquired how the hydrogel was mounted at the outfalls by the department, and whether the installation works of hydrogel was required when the study was successful in future (the Vice Chairman);
- (7) he enquired whether the department had acquired the preliminary data on the effectiveness of hydrogel in reducing the amount of H₂S in drainage system, and about the percentage of the area of coverage under the current study over the total area affected by odour. He also enquired whether the department would file a patent on hydrogel in future, and about the application of hydrogel after the study proved a success (the Vice Chairman);
- (8) he enquired about the shelf life and cost of hydrogel. He also enquired whether another gas would be released after the absorption of odour by the hydrogel, and about the impact brought to the water quality or other living things, etc. (Mr MAN Yu-ming); and
- (9) she enquired about the composition of hydrogel, the shelf life of hydrogel and the handling of the used hydrogel (the Chairlady).

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

- (1) the principle of hydrogel was the inhibition of the generation of the smell of

- H₂S through the chemical reaction of anaerobic bacteria;
- (2) the DSD was still studying the shelf life of hydrogel, and the hydrogel should be replaced regularly;
 - (3) the DSD was studying the effective coverage of hydrogel through the second stage of the study, with a view to exploring the density of the hydrogel to be placed;
 - (4) a dangling bag in the water containing hydrogel would be tied to the step iron of the manhole with a nylon rope;
 - (5) it was believed that no toxic substance was released from the hydrogel. The DSD would further confirm the details with the HKUST; and
 - (6) he agreed that the hydrogel had a smell which conceivably would not aggravate the existing odour.

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

- (1) a previous study of the EPD indicated that the possible sources of pollution included the misconnection of channels or the leakage of old pipelines;
- (2) all the outfalls discussed under the captioned agenda item were the outlets of the storm water drains. It thus could not be ruled out that the pollutants which were washed into the storm water drains from the streets at the upstream during raining or cleansing were found at the outlets of the downstream;
- (3) the EPD had continued to identify the misconnected channels and instructed the party concerned to handle these channels if detected. However, it was inevitable that the pollutants in the streets were conveyed to the storm water drains, and there was odour if the organic substances were accumulated at the outfalls; and
- (4) the study currently conducted by the DSD aimed at reducing the odour problem caused by the pollutants which could not be completely blocked from entering the storm water drainage system.

39. Mr TAM Hoi-pong hoped that the department would give response to his enquiry on the canvas design, and thought that the anticipated function of the canvas was not actualised under the design. Besides, he enquired whether the department would regularly assign the professionals to clear the pollutants accumulated at the three outfalls.

40. E/TK 2 of the DSD responded that on design, the joins between the canvas in separation might bring about a visual phenomena that the canvas were damaged. The DSD would conduct a further study on the improvement of the canvas design. The DSD would carry out the cleansing work for the two box culverts before and after the rainy season every year. However, the staff deployed by the DSD for taking up the cleansing work were exposed to danger in the box culverts during the rainy season. Therefore, the DSD needed to make arrangements subject to the ebb and flow of tides accordingly.

41. The Chairlady said that she proposed the interim measure on the use of canvas at the meetings because the construction of the dry weather flow interceptors had become abortive during the previous term of the District Council due to the lack of funding from

the Legislative Council (LegCo) which was under filibusters. As the CAC was very interested in hydrogel, she enquired whether the DSD could invite the experts from the HKUST to attend the next CAC meeting and brief Members on the principle of the hydrogel. Besides, she enquired about the trial sites of hydrogel, and whether the trial test could be carried out in Tsuen Wan district first.

42. E/TK 2 of the DSD responded that the DSD designated two trial sites in Tsuen Wan currently, and would try to liaise with the HKUST regarding the CAC's request for inviting the representative of the HKUST to attend the CAC meeting. The DSD anticipated that the second stage of the study would be completed in late 2019.

43. The Chairlady said that the captioned agenda item was about a relatively major problem in Tsuen Wan town centre. The CAC hoped that progress could be made in improving the odour and that the DSD would invite the subject officer of the HKUST to attend the next CAC meeting and report the progress to Members.

IV Item 3: Harbourfront Enhancement at the Tsuen Wan Waterfront

(Briefed by the Development Bureau)

44. The Chairlady welcomed the representatives from government departments who specially joined the meeting, including:

- (1) Miss CHEUNG Man-ye, Rosalind, Principal Assistant Secretary (Harbour) (PAS(H)) of the DevB;
- (2) Mr LAI Henry, Assistant Secretary (Harbour)1 of the DevB;
- (3) Mr MOK Ying-kit, Kenneth, Project Manager (Harbour) of the DevB;
- (4) Mr LAU Raymond, Senior Project Manager 332 (SPM332) of the Architectural Services Department (ArchSD); and
- (5) Ms LAM Wai-ki, Vicky, Project Manager 376 (PM376) of the ArchSD.

45. PAS(H) of the DevB and PM376 of the ArchSD briefed Members on the design features and material dates of Phase 1 of the Tsuen Wan harbourfront enhancement as well as the preliminary design concepts of Phase 2 of Tsuen Wan harbourfront enhancement.

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

- (1) he enquired whether a landing step connecting the sea and the coast could be provided at the rubble mound in Design Feature 1 to facilitate the competitors of the dragon boat races to go ashore, and whether the annual dragon boat race in the district would be affected by the enhancement works (Mr CHAN Sung-ip);
- (2) he enquired whether the weeds inside the railings at the rubble mound would be cleared and the bend at the said site would be straightened concurrently under the enhancement works (Mr WONG Wai-kit);
- (3) he enquired whether the transparent roof covers of the arbours in the design were made of glass and were served as the rain shelters (Mr WONG Wai-kit);
- (4) he enquired about the project items of Phases 1a and 1b of the enhancement works respectively so as to get an idea of the project items which would be

completed in the third quarter of 2019. Besides, he enquired whether the enhanced areas could be opened in stages, and whether the existing recreational and sports facilities under the management of Tsuen Wan District Office and TWDC would be relocated to the fitness corners (Mr WONG Wai-kit);

- (5) he supported the arrangement of first enhancing the waterfront promenade and then enhancing other places, so that members of the public could enjoy the enhanced waterfront as soon as possible (the Vice Chairman);
- (6) he hoped that the DevB would make use of real wood as far as possible, and thought that the use of a large amount of recycled timber might not make it appealing (the Vice Chairman);
- (7) he suggested that the DevB should consider the use of concrete of better quality or other materials for the construction of the bend and the disconnection of the extensive wooden strips as designed so as to create the more satisfactory effect (the Vice Chairman);
- (8) he supported the current design with the wider use of glass and iron because, in his opinion, it was more modern (the Vice Chairman);
- (9) he agreed that the design of association with water should be highlighted, and hoped that the DevB would create the stronger affinity for water through exploring the landscaping in Phase 2 of enhancement works (the Vice Chairman);
- (10) the DevB could draw reference from the sizeable weaving woven architectural features in foreign countries, and explore whether such features could be adopted in the design of Phase 2 of enhancement works (the Vice Chairman);
- (11) he supported the approach of the more accessible waterfront (Mr TAM Hoi-pong);
- (12) he believed that the contractor was required to purchase the wood from other countries for making the benches. He hoped that the DevB would make use of the potential materials for optimal use in Hong Kong as far as possible such as the trees perished in typhoons, and study the concept of timber stockpile (Mr TAM Hoi-pong);
- (13) he was worried that the soil and the growing space for tree roots in the respective site would be affected by Design Feature 3, and hoped that the DevB would give it a second thought (Mr TAM Hoi-pong);
- (14) he opined that the ordinary people were probably unable to realise that the design concept of the railings in Design Feature 4 was based on the woven threads. He suggested that a simpler design should be adopted (Mr TAM Hoi-pong);
- (15) she agreed with the major direction in design, and was pleased to note that the DevB proactively responded to her request for the more appealing waterfront in Tsuen Wan (the Chairlady); and
- (16) she hoped that the DevB would explain to Members whether Phase 2 of enhancement works would be affected by the outcome of Phase 1 of enhancement works (the Chairlady).

47. PAS(H) of the DevB responded as follows:

- (1) the DevB attached importance to the harbourfront enhancement of Tsuen Wan waterfront, and hoped to seek Members' views on Phase 2 of enhancement works as soon as possible after the commencement of Phase 1 of enhancement works;
- (2) Phase 2 of enhancement works was greater in scale, more comprehensive and more thorough. As the construction cost of Phase 2 of enhancement works exceeded the ceiling of the rate of minor works, application for funding from the LegCo was required. The DevB would actively strive for the funding;
- (3) she noted Members' proposal on the provision of landing steps at the rubble mound. However, owing to the limited funding for Phase 1 of enhancement works, the DevB would consider the feasibility of the proposal during Phase 2 of enhancement works;
- (4) the DevB noted Members' proposal on the adoption of the landscaping for creation of the stronger affinity for water, and would take the proposal into consideration in Phase 2 of enhancement works;
- (5) the DevB would coordinate the details of the commencement of the works with the Members concerned so as to ensure the smooth running of activities such as the dragon boat races;
- (6) the weeds outside the railings at the rubble mound were under the scope of Phase 1 of enhancement works. The glass roof covers of the arbours were useful in keeping out wind and rain;
- (7) the enhancement works was roughly divided into Phase 1a which comprised the part outside Serenade Cove and Phase 1b which comprised the remaining parts. The enhancement works was comprised of Phases 1a and 1b. The enhanced areas upon the completion of Phase 1a of enhancement works would first be open for public use, with a view to reducing the impact of the works on members of the public; and
- (8) the recreational and sports facilities which had been constructed and proposed for provision by the TWDC would be maintained and relocated to the fitness corners, so that a conglomeration of the existing recreational and sports facilities could be formed.

48. SPM332 of the ArchSD responded as follows:

- (1) the ArchSD received many views on the design of the arbour including simplification of the design of the arbour for a proper weight ratio during the consultation. To this end, the ArchSD currently adopted the fibreglass strips for the construction of fences, benches and arbours;
- (2) the density of fibreglass strip was lower than that of real wood and the weight of the fibreglass strip was about 20% lighter than that of oak. Therefore, the use of glassfibre strips could create a lighter structural weight and an airier appearance;
- (3) given that the harbourfront enhancement at Tsuen Wan waterfront would be carried out in at least two phases, the ArchSD adopted the fibreglass strips instead of the real wood from different batches which were likely in different colours in order to ensure the consistent use of materials for the works in different phases;
- (4) the ArchSD would consider Members' views on the incorporation of more

- concepts from the textile industry in design when conducting the enhanced design for Phase 2 of enhancement works in future; and
- (5) the planters in the existing fences would be arrayed outwards. In the course of the construction works, the resident site supervisor would also ensure that the tree roots in the respective site would not be damaged due to the works.
49. PM376 of the ArchSD responded as follows:
- (1) in Phase 1 of enhancement works, several access ramps would be provided at the entire waterfront for the pedestrian access to the waterfront through crossing the cycle track from Hoi On Road. Therefore, actually, there were gaps between the benches beside the planters. The arrangement of wooden strips in the design would create an effect of stage curtain;
 - (2) the ArchSD had studied different proposals on the design of railings for a long time. The standard precast modules under design, each of which was about two metres long, would be adopted for the construction of the railings along the seawall; and
 - (3) each module was made up by only three components including a handrail, a rectangular frame and the woven threads shaped by the curved steel strips. The three-dimensional steel strips would be arranged in double rows back-to-front along the seawall. The linear patterns would vary following the movement of the pedestrians. Besides, the ArchSD would request the constructor to provide the railing samples for study and refinement of the design when the railings were under construction.
50. The views, enquiries and suggestions of Members were summarised as follows:
- (1) the area in front of the entry/exit hub of the cycle track was more spacious. He hoped that the DevB would facilitate more people to participate in activities apart from strolling, jogging and enjoying the scenery at the waterfront through design such as the creation of a small event space in the said area or a children's play zone in part of the landscaped area for the more effective use of the said area. He hoped that he could further discuss his proposal with the DevB in the next stage of work (the Vice Chairman);
 - (2) he understood that the DevB had made rigorous efforts to figure out the concept from the textile industry for the railings. As the glass railings gave the sea view over the harbourfront, he believed that it was more attractive and it might not be necessary to attract the attention of residents through the design of railings. He therefore hoped that the DevB would consider whether it was necessary to adopt the concept from the textile industry for the design of railings (the Vice Chairman);
 - (3) he learnt that the Government had set up an inter-departmental team on typhoon preparedness to study the ways of the enhancement of the coast in future. He enquired about the level of typhoon that the design could withstand. He thought that the glass railings were ineffective in resisting strong winds and big waves, and believed that a design of porosity would be better (Mr TAM Hoi-pong);
 - (4) he enquired whether the concrete blocks in Design Feature 1 were connected. He thought that it would be more satisfactory if there was a gap for about

- every 10 groups of concrete blocks, so that the users did not need to cross the benches and the residents could enjoy the sea view (Mr TAM Hoi-pong);
- (5) the design of Phase 2 of enhancement works was related to the cycle track, but the details of the cycle track were still under alteration, and the district councillors of the constituency areas had given views on the curvature at the respective section of the cycle track. He hoped that the DevB would coordinate with the CEDD (Mr TAM Hoi-pong);
 - (6) there were many booths in the respective site for the dragon boat race, which was also a venue for a number of activities. He hoped that the DevB would learn more about the respective site from Members so as to ensure that the space available for activities would be maintained despite the expansion of the greening space (Mr TAM Hoi-pong);
 - (7) he enquired whether the DevB could provide the breakdown of the funding allocation of \$30 million (Mr TAM Hoi-pong);
 - (8) he was thankful and satisfied with the reply of the DevB. He hoped that the railings in Design Feature 2 could be made of glass, and enquired whether the glass railings could be adopted at the moment (Mr WONG Wai-kit);
 - (9) she enquired whether the footbridge at Belvedere Garden was served as the line of demarcation between the works sites of Phase 1a and Phase 1b of enhancement works. She hoped that the DevB would provide Members with a map showing the scope of works of the two phases in due course (the Chairlady);
 - (10) she had no strong views on the fences, and hoped that the enclosed and stretching fences for greater coherence would be built (the Chairlady);
 - (11) unlike Heng Fa Chuen, Rambler Channel was a typhoon anchorage which was not smashed by big waves (the Chairlady); and
 - (12) there was a certain level of risks when engaging in activities outside the concrete blocks. She thought that the concrete blocks had the same function as the railings which could be passed through more easily. Therefore, no gaps should be reserved for these concrete blocks which were not the benches for the purpose of separation (the Chairlady).

51. PAS(H) of the DevB responded as follows:

- (1) the DevB could provide the information on the approximate scope of works of Phases 1a and 1b of enhancement works for Members in due course;
- (2) due to the resource constraint of Phase 1 of enhancement work, the replacement with the costly glass material was probably infeasible. However, Members' views on the design of railings in the theme zones, namely, "The Square" and "The Corridor", if any, could be explored during Phase 2 of enhancement works;
- (3) Members' views on the provision of more facilities in the "The Corridor" zone could be explored in the next phase, i.e. Phase 2 of enhancement works;
- (4) the wind force in the construction area was not at the upper level, and the materials currently adopted in the design were compliant with the standards. Thus, it was believed that there would not be a big problem during the typhoon; and
- (5) the concept of woven threads would be applied to the railings in Phase 1 of

enhancement works. The DevB was readily to discuss with Members the incorporation of the concept from the textile industry into the theme areas of “The Square” and “The Corridor” in Phase 2 of enhancement works.

52. SPM332 of the ArchSD responded that the high-cost glass railings had been adopted in various regions in Hong Kong, including the waterfront promenades in Kwun Tong and Central and Western district. The ArchSD hoped that the railings embedded with local features of Tsuen Wan district would be introduced in the waterfront of Tsuen Wan which would be the distinctive waterfront among all. Two major requirements in design including visual permeability and district-based features had been incorporated into the current design of railings.

53. The Chairlady said she believed that the DevB could provide a general breakdown of the funding allocation, and she was satisfied with the completion of project items in use of the funding. The CAC unanimously agreed with the commencement of the project, and Members were welcome to express their views in the course of works for consolidation. In addition, she hoped that the DevB would further follow up the Members’ views on the provision of landing steps.

V Item 4: Remould the Coastal Design of Tsing Lung Tau Expand the Public Space along the Waterfront
(CAC Paper No. 14/18-19)

54. The Chairlady said that the Vice Chairman submitted the paper. She welcomed the representatives from government departments who were responsible for giving response and specially joined the meeting, including:

- (1) Mr WONG Chek-yuet, Leonard, Maintenance Enginner/Slopes(West) (ME/S(W)) of the HyD;
- (2) Mr CHUNG Tak-yau, Deputy District Leisure Manager (Tsuen Wan) 1 (DDLMTW1) of the Leisure and Cultural Services Department (LCSD); and
- (3) Mr CHEUNG Kim-hung, Michael, Engineer/Tsuen Wan 2 (E/TW 2) of the Transport Department (TD).

55. The Vice Chairman introduced the paper.

56. ME/S(W) of the HyD responded as follows:

- (1) the concrete wall as mentioned by the Member was the additional seawall which was built on the retaining wall under the management of the HyD to serve the purpose of preventing the inundation of water onto the road surface;
- (2) the HyD explained that there was no concrete wall at the elevated sections of the road. The HyD held that a further study on the removal of the concrete wall was required; and
- (3) under the prevailing trend of greenhouse effect, the design parameters for coastal shield had been increased. Thus, the HyD anticipated that difficulties would be encountered in the exploration of the removal of the concrete wall.

57. DDLM(TW)1 of the LCSD responded as follows:

- (1) currently, there were three pieces public open space in Tsing Lung Tau and Tsuen Wan under the management of the LCSD, namely, Tsing Yuen Children's Playground, Choi Yuen Garden and Ka Loon Garden for the residents nearby to carry out daily recreational activities;
- (2) according to the "Projections of Population Distribution 2018-2026" of the Plan D, the current population in Tsuen Wan district was about 310 000. Also, according to the "Hong Kong Planning Standards and Guidelines" (HKPSG), the public open space of about 63 hectares should be provided for Tsuen Wan district. Currently, there were about 87 hectares of public open space in Tsuen Wan district. Thus, the recommendation in the HKPSG had been fulfilled; and
- (3) apart from the projects of the existing programmes, the LCSD did not have any plan to provide additional public open space in Tsuen Wan district for the time being.

58. E/TW 2 of the TD said that the TD did not object to the Member's proposal. However, if the proposal was implemented, the TD was required to ensure the safety of the road users including the safety during the construction period.

59. The Vice Chairman said that the focus of the discussion paper was the expansion of public space in the waterfront. If his proposal would give rise to safety issue, he would not insist further; however, he hoped that the department would draw reference from the design of the public open space at the waterfront in Tuen Mun and explore the feasibility of the elevation of the areas in the public open space for the prevention of the lowering of the relative horizontal level and the height of the concrete wall. He understood that the concrete wall was erected for the prevention of the waves, but it seemed that such huge waves had never struck since the concrete wall was constructed over 10 years ago till present. He thus thought that a review on the design parameters of the concrete wall and the purpose of the design for precaution against the 100-year return period huge waves should be conducted. He believed that no residents would risk going there if such huge waves struck. Therefore, the department should consider whether the safety of the residents would be threatened, and whether the passers-by at the waterfront who were swept away by the huge waves whipped up in the sea was commonly spotted, if the concrete wall was replaced with railings.

60. ME/S(W) of the HyD responded as follows:

- (1) the HyD could explore and review whether adjustment could be made to the design of the concrete wall. However, the HyD was a dedicated department for maintenance. If an overall enhancement works was involved, the HyD was required to request the dedicated department for design and construction to consider arranging a review on the entire works;
- (2) in the past, the railings were installed along the waterfront near the seawalls at the waterfront promenade in Tseung Kwan O South. However, the design of the damaged waterfront facilities was reviewed after they were damaged by the typhoon in 2014. During the site visit of the waterfront promenade in 2018 conducted by the officers of the HyD, it was found that the railings

were replaced with the similar type of concrete wall which was in use at the waterfront of Tsing Lung Tau in Tsuen Wan;

- (3) he agreed that the aesthetic design of the concrete wall was not satisfactory, but the concrete wall was in line with the trend of the enhancement of wave prevention facilities; and
- (4) although the residents might not go to the waterfront when there were huge waves, the protection for various equipment and facilities at the captioned site would also be taken into consideration when the design of works was conducted.

VI Item 5: Request the Government to Strengthen the Management of the Non-gazetted Beaches

(CAC Paper No. 15/18-19)

61. The Chairlady said that Mr TAM Hoi-pong submitted the paper. She welcomed the representatives from government departments who were responsible for giving response and specially joined the meeting, including:

- (1) Mr CHUNG Tak-yau, DDLM(TW)1 of the LCSD;
- (2) Mr CHOI Wai-wing, Senior Health Inspector (Cleansing & Pest Control)1 (SHS(C&PC)TW1) of the FEHD; and
- (3) Ms CHEUNG Tsz-yan, Health Inspector (Contract Management) 2 (HI(CM)2) of the FEHD.

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

62. Mr TAM Hoi-pong introduced the paper.

63. DDLM(TW)1 of the LCSD responded as follows:

- (1) there were eight gazetted beaches in Tsuen Wan district, including Approach Beach, Ting Kau Beach, Lido Beach, Casam Beach, Hoi Mei Wan Beach, Anglers' Beach, Ma Wan Tung Wan Beach and Gemini Beaches. The lifeguard service for Gemini Beaches was not available;
- (2) the LCSD undertook the daily cleansing work of all gazetted beaches. The cleansing staff were stationed at each gazetted beach to carry out the daily cleansing work. Thus, the cleanliness of the gazetted beaches was satisfactory;
- (3) the LCSD had provided additional resources to address the serious condition of marine refuse in recent years. For example, a floating boom was introduced in Hoi Mei Wan Beach to prevent marine refuse from being washed ashore. The floating boom was effective in greatly improving the cleanliness of the beach;
- (4) the beach which was south to the Ma Wan Pier was under the purview of the LCSD, but a direct land access to the beach was currently not available. The cleaning staff of the LCSD were required to risk climbing over the rocks to reach the beach. Therefore, the LCSD could only deploy the cleaning staff to carry out the cleansing work on the beach one or two times a week; and
- (5) the LCSD noted that if the refuse was blown by strong wind to the beach which was in the south of Ma Wan, the beach might become dirty. The

LCSD would enhance the cleansing work as far as practicable.

64. SHS(C&PC)TW1 of the FEHD responded as follows:
- (1) the FEHD was responsible for handling the refuse on ungazetted beaches. The contractors of the FEHD would carry out the regular cleansing work on the ungazetted beaches in Tsuen Wan district at a frequency from at least once every three months to at most four times a week;
 - (2) the officers of the FEHD would conduct the inspection on the ungazetted beaches once a week to monitor the performance of the contractors and review the cleanliness of the ungazetted beaches;
 - (3) the FEHD had regularly deployed officers to carry out the cleansing work on the ungazetted beach next to the Ma Wan Pier, i.e. Tung Wan Tsai. In October 2018, the FEHD had arranged the cleansing work for the beach three times a week;
 - (4) the FEHD noted that there was an increase in the marine refuse after the passage of typhoon “Mangkhut”. The cleansing work on the ungazetted beaches in Tsuen Wan district were stepped up within three weeks subsequent to the passage of the typhoon. At present, the cleanliness of the ungazetted beaches in Tsuen Wan district had generally remained normal; and
 - (5) the FEHD thanked the district councillors of the constituency areas and volunteers for their assistance in clearing the refuse.

65. Mr TAM Hoi-pong enquired whether the LCSD could manage the ungazetted beaches, whether a diagram of the areas under the purview of the LCSD could be provided for him, and whether the beach situated between the Ma Wan Pier and Tung Wan was managed by the LCSD.

66. DDLM(TW)1 of the LCSD responded that the LCSD could provide the Member with the relevant gazetted diagram. The areas shown in the gazetted diagram comprised of the zones under the future development as anticipated by the LCSD, including those pending for development.

67. The Chairlady said that the Member concerned could enquire the departments about the details after the meeting. She thanked the cleaning staff for performing cleaning duties at the remote areas three times a week.

VII Item 6: Work Progress Report of Working Groups under Coastal Affairs Committee

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

68. The Chairlady said that the “Tsuen Wan Sea-front Night’s Dream Music Festival”, which was co-organised by the Working Group, the Working Group on Management of Facilities in the Coastal Area and a local organisation, would be held at the Central Plaza in Tsuen Wan Park from 20 to 23 December 2018, i.e. before the Christmas to provide free Chinese and Western orchestral and music performances to the public. She hoped that Members who were unable to join the music festival last year would take part in the activity this year and invite the residents to enjoy the concert.

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

69. The Vice Chairman said that this year, the “Tsuen Wan Sea-front Night’s Dream Music Festival” concert would be co-organised by the Working Group, the Working Group on Promoting the Image of the Coastal Area and a local organisation. He had nothing to add to the Chairlady’s remarks on the activity.

(C) Working Group on Advance Works for Cycle Track between Tsuen Wan and Tuen Mun (Non-standing Working Group)

70. The Secretary said that the Working Group had held the first meeting on 12 October 2018, and the representatives of the CEDD had explained the design concept of the advance works to Members. Besides, the Working Group had also conducted a site visit with the officers of the CEDD on 1 November 2018 and given views on various aspects including the alignment of the cycle track, emergency vehicular access and tree preservation.

VIII Item 7: Any Other Business

71. 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. 16/18-19);
- (2) Promotion and Anti-Marine Littering Operation in Tsuen Wan
(CAC Paper No. 17/18-19); and
- (3) Financial Statement of Coastal Affairs Committee as at 18.10.2018
(CAC Paper No. 18/18-19).

IX Adjournment of Meeting

72. The Chairlady reminded Members that the next meeting was scheduled on 4 January 2019 and the deadline for submission of paper was 17 December 2018.

73. There being no other business, the meeting was adjourned at 5:10 p.m.

Tsuen Wan District Council Secretariat
29 November 2018