

(Translation)

Minutes of the 20th Meeting of Coastal Affairs Committee (6/18-19)

Date: 1 March 2019 (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
Ms LAM Yuen-pun, Phyllis
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
Miss NG Nei-yin	Health Inspector (Contract Management) 2, Food and Environmental Hygiene Department
Ms SIU Yuen-ching, Sara	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, 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 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 KONG Ka-man

Construction Manager, Richwell Civil Joint Venture

Mr KEUNG Ho-cheung

Site Agent, Richwell Civil Joint Venture

For discussion of item 2B

Ms YIU Yi-lun, Iris

Marine Officer/Licensing & Port Formalities (3), Marine Department

For discussion of item 2D

Mr CHOY Lap-shing, Eddie

Senior Building Surveyor/D5, Buildings Department

Ms TSANG Ka-man, Carmen

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

Ms LO Sze-yan

Engineer/Tsuen Kwai 2, Drainage Services Department

For discussion of item 3

Ms LO Sze-yan

Engineer/Tsuen Kwai 2, Drainage Services Department

Absent:

Member

Mr LI Hung-por

The Meeting

I Opening Remarks and Introduction

The Chairlady welcomed the Members and representatives from the government departments to the 20th meeting of the Coastal Affairs Committee (CAC).

2. The Chairlady reminded Members that 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 4.1.2019

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

(Note: Mr TAM Hoi-pong joined the meeting at 2:35 p.m.)

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

(A) Paragraphs 5 to 14 of the Minutes of the Meeting held on 4 January 2019: 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 SIU Man-kit, Terry, Engineer/14 (West) (E/14(W));
- (2) Mr LEE Wing-hang, Engineer of the Ove Arup & Partners Hong Kong Limited (OAP);
- (3) Mr HUNG Sing-ip, Resident Engineer of the OAP;
- (4) Mr KONG Ka-man, Construction Manager of the Richwell Civil Joint Venture (Richwell), the Contractor engaged by the CEDD; and
- (5) Mr KEUNG Ho-cheung, Site Agent of the Richwell.

(Note: Mr KOO Yeung-pong joined the meeting at 2:36 p.m.)

5. E/14(W) of the CEDD and Construction Manager of the Richwell briefed the CAC on the latest progress of the Advance Works of Project No. 268RS - Cycle Track between Tsuen Wan and Tuen Mun, including the works progress of the five construction sites and the locations of the temporary walkways and lifts.

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

- (1) he enquired about the dates of commencement of works at construction sites 4 and 5, whether the dragon boat race held at the sea off the constructions sites on 26 May 2019 would be affected, whether the waterfront was one of the locations for works or storage of equipment and whether the audience and the pedestrian flow of the dragon boat race would be affected (Mr CHAN Sung-ip);
- (2) he enquired whether the date of completion of the works would be changed due to the use of precast units and the study on preservation of trees (the Vice Chairman); and
- (3) he enquired about the correlation between the pipe liners and public toilets as stated in page 10 of presentation materials, and why the CEDD adopted the construction method in question. He further enquired whether the CEDD could report to Members the progress of the study on the trees near Belvedere Garden over which he had expressed concerns (Mr TAM Hoi-pong).

7. E/14(W) of the CEDD responded as follows:

- (1) the scope of the cycle track project only covered the walkways and planters beside Hoi On Road and the waterfront area would not be involved. After the contractor's site inspection, it was confirmed that the audience of the dragon boat race and the incoming and outgoing pedestrian flow would not be affected. The CEDD was readily to make special arrangement on the day of the dragon boat race if necessary in order to tie in with the smooth progress of the event;
- (2) the CEDD was currently reviewing the feasibility and effectiveness of the application of precast units. The CEDD would ensure that the date of completion of the works would not be affected if the precast units were adopted. Moreover, the CEDD would avoid making changes to the date

of completion of the works due to the study on tree preservation as far as practicable;

- (3) a study on the trees near Belvedere Garden was currently underway by the CEDD, together with the engineering consultants and contractors. The progress of the study could be reported at the meetings of the Working Group on Advance Works for Cycle Track between Tsuen Wan and Tuen Mun; and
- (4) the CEDD was readily to assign its staff to conduct an on-site inspection with the Members concerned to learn more about the situation.

8. Construction Manager of the Richwell said that the public toilets and sewer pipe liners were contiguous projects at construction site 4. The sewer pipe liners were used for connecting the public toilets with the existing sewerage systems nearby.

9. The Chairlady expected that the CEDD would promptly report to the CAC if the updated information was available, and that the CEDD would strive for completing the works on schedule without delay.

(Note: Mr WONG Ka-wa joined the meeting at 2:43 p.m.)

(B) Paragraphs 15 to 22 of the Minutes of the Meeting held on 4 January 2019: Request for Relocation of Dangerous Vessel Berths at Rambler Channel to a Location Far Away from Residential Area to Eliminate Safety Hazard

10. The Chairlady welcomed the government representatives who were responsible for giving response and specially joined the meeting, including:

- (1) Mr MAK Shui-wing, Marine Manager/Licensing & Port Formalities (2) (MM/LPF(2)) of the Marine Department (MD);
- (2) Ms YIU Yi-lun, Iris, Marine Officer/Licensing & Port Formalities (3) (MO/LPF(3)) of the MD; and
- (3) Ms TSE Pui-lam, Rosa, Town Planner/Tsuen Wan 2 (TP/TW 2) of the Planning Department (PlanD).

Besides, the Transport and Housing Bureau (THB) had submitted the written reply on the captioned matter prior to the meeting for Members' perusal.

11. The Chairlady said that as this agenda item was raised by Mr WONG Wai-kit and her, the Vice Chairman would take over the chair temporarily.

(Note: Mr CHOW Ping-tim joined the meeting at 2:45 p.m.)

12. MO/LPF(3) of the MD responded as follows:

- (1) Tsuen Wan Dangerous Goods Anchorage (TWDGA) was established in 1968 mainly for berthing of oil carriers which took refuge during typhoons and in inclement weather. The TWDGA had been operating for 50 years and the Government had taken the TWDGA into account in the course of developing Tsuen Wan;
- (2) the TWDGA was provided with private moorings (PMs) which were commonly known as the private buoys. Shipowners who needed to lay PMs were required to submit applications to the MD for approval. Shipowners using PMs were also required to pay the specified fee according to the legislation;

- (3) the oil carriers conveying dangerous goods were prohibited from sailing into typhoon shelters under the prevailing legislation;
- (4) located at the waters between Tsuen Wan and Tsing Yi, the TWDGA was an excellent port facility under the protection of a natural shelter with calm sea and sufficient water depth;
- (5) currently, a total of 70 pairs of PMs were laid at the TWDGA under permission and each pair of PMs could only be used for berthing of one vessel of the permissible length as specified. Besides, the owners of PMs might use their PMs on the basis of the practical needs;
- (6) the MD had frozen the number of new PMs in Tsuen Wan district since 2005. At present, there were a total of 24 applicants from Tsuen Wan district in the waiting list of PM spaces in Tsuen Wan district;
- (7) according to the MD's observation, 23 vessels were berthed at the area designated for PMs (PM Area) in Tsuen Wan district daily on average;
- (8) the MD would assign its staff to conduct irregular inspections at the above PM Area. The MD would take prosecution action if any contravention of the laws or non-compliance with the rules such as unauthorised use of PMs without the owners' consent was found;
- (9) if any non-compliance with the required PM standards such as deviation from the designated locations for PMs or berthing of vessels exceeding permissible size was found, the MD would take appropriate follow-up actions, that is, to issue a written notification to the PM owner and to request the party concerned to rectify the irregularity. If the PM owner failed to make rectification within a specified period, the MD would consider revoking the permission granted for laying the PM concerned;
- (10) to enhance the management and regulation of PMs, the MD had issued a notice on 21 February 2018 about the update of validity period for PMs laying permission to three years. The three-year validity period was applied to (i) the permissions granted to new PM applications, (ii) the permissions granted for ownership transfer of PMs, and (iii) the permissions granted for changes in permissible size of vessels berthed at the PMs concerned;
- (11) the PM owner should submit an application to the MD at least three months before the expiry date to extend the permission if he wished to continue to lay the existing PM upon expiry of the validity period. Upon receipt of an application, the MD would check the PM owner's record to ascertain whether the PM owner had complied with the conditions for laying PMs in the past and examine if the use of the PM under application was in compliance with the conditions for extending the permission to lay the PM. Moreover, the MD would conduct an on-site inspection to examine if the conditions of the PM under application had met the requirements for the extended use before granting permission to the extension application. Once the permission for extension was granted, the new validity period of three years would be effective from the specified date of extending the permission;
- (12) apart from the new measures mentioned above, the MD had also introduced the demerit points system for PMs on 22 June 2018 to enhance the existing law enforcement mechanism against improper use of PMs and to promote compliance with the conditions stated in the permission granted to PM users;

- (13) under the demerit points system, if the MD found that a PM owner had contravened the conditions stipulated in the written permission, a certain number of points would be given to the party concerned subject to the degree of the non-compliance. Also, the party concerned would be served with a written notification of the points given based on the non-compliance and the total number of the points given so as to remind the party concerned of the contravention for making rectification. If the PM owner did not make any rectification, the MD would issue a written notification again and increase the points given based on the contravention. If the PM owner accumulated more than 15 points within the three-year validity period, that is, the PM owner was given 16 points or above, the written permission from the MD would be revoked;
- (14) the MD held that the TWDGA had been in good operation and it took time to identify a suitable place for relocation of the TWDGA;
- (15) the MD understood that the current situation might not be in line with Members' expectation. After all, the MD had all along been taking effective environmental improvement measures to put the residents' mind at ease. The MD would continue to step up the regulatory control, patrolling and regulating measures as well as address the problems of oil pollution, noise nuisance and marine floating refuse through implementation of feasible measures including freezing of PM applications and enhanced management and control of PMs as far as possible;
- (16) regarding the overall port operation in Hong Kong at present, there was a practical need to reserve the TWDGA as an integral part of the port facilities. As the waters in the vicinity of the TWDGA was not suitable for development of dangerous goods anchorage, the Government had no relocation plan for the TWDGA at this stage. Even so, the Government had all along been trying to seek balance among the views of various sectors in the community, so that the TWDGA would be fit for the trade, the district and port development. The MD would make arrangements accordingly if there was suitable waters for the continued operation of the industry;
- (17) the THB had clearly explained the Government's position on the relocation of the TWDGA at the CAC meeting on 1 September 2017, and had taken note of Members' requests and the public aspirations. The MD had nothing to add; and
- (18) the Government would take the TWDGA into account on a need basis under the further development plan of Tsuen Wan district in the future, if any. It was believed that the bureaux and departments concerned would seek Members' views accordingly.

13. TP/TW 2 of the PlanD said that the PlanD had given response to the CAC regarding the land use planning at a previous CAC meeting and had nothing to add for the time being.

14. The views, enquiries and suggestions of Members were summarised as follows:
- (1) the PlanD was responsible for making approval on the numbers of housing estates under development and the potential residents at the waterfront, and therefore it should be held responsible for this matter to a certain degree. For example, the site of the marine fuel depot in Tsing Yi was once an ideal site for relocation purpose, but the marine fuel depot was relocated only

- after the development of numerous residential buildings in Tsing Yi. He was therefore surprised at the PlanD's reply which stated that the TWDGA was not a problem (Mr LO Siu-kit);
- (2) the CAC had all along been exploring the ways to reduce the number of PMs, but it was worrisome that transfer of PM ownership was allowed, as indicated by the MD just a moment ago (Mr LO Siu-kit);
 - (3) he had repeatedly mentioned about the problems including the oil pollution and marine refuse of the TWDGA. He enquired the MD about the number of demerit points records of the PMs and the number of inspections in the TWDGA, the operating mechanism of the demerit points system and the regulation of existing PMs under the new legislation, and requested the MD to provide the relevant data (Mr LO Siu-kit);
 - (4) according to his observation, the number of the PMs near the waterfront in Tsuen Wan was ever-increasing. He hoped that the MD would provide the information of the locations of all PMs in the waters of Tsuen Wan (from Tsuen Wan waterfront to Hong Kong Garden), including the moorings for vessels conveying dangerous goods and for other vessels (Mr WONG Ka-wa);
 - (5) there was no other development in the vicinity of the TWDGA when the TWDGA was established in 1968. The PlanD had submitted the papers on planning for constructing a large number of buildings at the waterfront of Tsuen Wan during the last two terms of the Tsuen Wan District Council (TWDC). Till present, however, the PlanD had not yet responded to the question about the situation of vessels conveying dangerous goods raised by him and another Member. Besides, it seemed that planning of the waters was beyond the statutory purview of the PlanD (Mr WONG Ka-wa);
 - (6) he agreed that no suitable site for relocation had been identified at present. Nevertheless, according to the figures provided by the MD, the existing number of PMs was more than double the number of vessels berthing in Tsuen Wan district. For this reason, he opined that the MD should reduce at least one-third of the number of PMs, and had to remove the PMs which were laid close to the residential area (Mr WONG Ka-wa);
 - (7) he understood that vessels should anchor along the shore, but he believed that feeder service might be arranged and other stakeholders might also negotiate with the operators of the vessel service (Mr WONG Ka-wa);
 - (8) he requested the MD to provide the figures of registered vessels conveying dangerous goods and the data on the anchorages of other vessels conveying dangerous goods over the territory so as to learn about the demand and supply of PMs and the appropriateness of the request for reducing the number of PMs (Mr WONG Ka-wa);
 - (9) if the number of registered vessels conveying dangerous goods exceeded the number of PMs available for berthing of these vessels, it would be unjustifiable for Members to request the MD to reduce the number of PMs. On the contrary, if the number of the PMs was more than that of such vessels, the MD might reduce the number of the PMs (Mr WONG Ka-wa);
 - (10) he believed that the conditions of the written permissions which were drawn up 50 years ago as adopted by the MD might be outdated (Mr MAN Yu-ming);
 - (11) nowadays, the waterfront of Tsuen Wan and Tsing Yi had a high density of

- buildings and the surrounding environment was very different from the past. He thought that the TWDGA was no longer a quality sheltered natural harbour as it was in the old days. He also agreed that it was difficult to identify a suitable site for relocation of the TWDGA, but the relocation of the TWDGA should not be postponed indefinitely (Mr MAN Yu-ming);
- (12) although a demerit points system had been implemented, there was no decline in the use of the PMs (Mr MAN Yu-ming);
 - (13) the life of the residents in Tsuen Wan and Tsing Yi was priceless. He opined that it was not difficult for the MD to persuade the members of the trade that the oil carriers should sail to the sites farther away from the waterfront (Mr MAN Yu-ming);
 - (14) she hoped that the MD would pay attention to the length of the reply. The long technical jargons should not be repeated time and again to save time (Ms LAM, Lam Nixie);
 - (15) she thought that Members might wish to obtain more relevant data (Ms LAM, Lam Nixie);
 - (16) she enquired the MD whether the PMs could be relocated to a site farther away from the residential area at the waterfront and when the relocation work could be completed (Ms LAM, Lam Nixie);
 - (17) he enquired whether only twenty-odd vessels were berthed in the waters of Tsuen Wan district, and about the distribution of the 70 pairs of PMs as mentioned by the MD, and how far a PM was away from each other (Mr WONG Wai-kit);
 - (18) he enquired whether the unauthorised vessels were berthed at the PMs if the number of vessels berthing at PMs under observation exceeded the number provided by the MD. He also enquired whether corresponding enforcement action could be taken against the unauthorised occupation of the PMs (Mr WONG Wai-kit);
 - (19) he enquired whether there was any mechanism of revocation of the written permissions of the unused PMs (the Acting Chairman);
 - (20) since the PMs involved ownership and transfer of ownership, he enquired whether the written permission granted for laying PMs was time-bound, and about the conditions, nature and policies concerned (the Acting Chairman); and
 - (21) as seas and oceans were public resources, he enquired whether the written permissions for laying PMs could be used for speculation (the Acting Chairman).

(Note: Mr KOO Yeung-pong left the meeting at 3:04 p.m.)

15. MO/LPF(3) of the MD responded as follows:

- (1) the number of berthing vessels had remained unchanged for many years. The 23 vessels were the oil carriers which were not required to convey fuel oil and berthed at the TWDGA until the next business deal;
- (2) the TWDGA was the triangular area on the nautical chart. The PMs in the TWDGA were mainly for the oil carriers to take refuge during typhoons and in inclement weather. The oil carriers were berthed at the TWDGA when typhoon signal no. 3 or above was hoisted or when there was no business deal;
- (3) the number of PMs in Ting Kau, which was included in the PM Area of

- Ting Kau, was eliminated from that of the TWDGA. In Ting Kau, there were 83 pairs of PMs in 1994 and 63 pairs of PMs at present. It could be seen that the number of PM did not increase;
- (4) the MD intended to increase the PMs for Class IV Vessels, that was, the PMs for private pleasure vessels, in Ting Kau;
 - (5) the PMs were subject to property rights and bore ownership identification. Only the owners were allowed to lay the PMs under the written permissions granted by the Government;
 - (6) the marine floating refuse and oil pollution had nothing to do with the demerit points system. Only the PMs were involved in the above-mentioned demerit points system. Even if the oil carriers at the PMs were used to carry fuel oil with a low flash point, the demerit points system aimed to ensure that the PM owners would properly maintain the PMs for safe mooring of the vessels;
 - (7) although no new PM owners basically laid PMs in Tsuen Wan district. The demerit points system and the newly introduced validity period of three years would be applicable to the PMs under the transfer of their ownership to another person or in the event of the change of the size of the vessel;
 - (8) basically, the permissions granted to the PMs in the past were valid permanently. However, the MD had informed the trade through the Local Vessels Advisory Committee that the MD's would conduct review three years after the demerit points system and the newly-introduced validity period became effective. By that time, the MD would study the extension of the mechanism to cover the written permissions of the existing PMs at other anchorages; and
 - (9) the MD could provide Members with the figures of the registered oil carriers over the territory and the data of the PMs available for berthing of the registered oil carriers after the meeting.

(Note: Ms LAM Yuen-pun, Phyllis joined the meeting at 3:15 p.m.)

16. MM/LPF(2) of the MD responded that there were 70 PMs in the TWDGA available for berthing of oil carriers at present, and there were usually about 16 to 23 vessels without business deals in the TWDGA. Also, all the 70 PMs were in use and not only 23 vessels were berthed at the TWDGA during the passage of typhoon, that was, when typhoon signal no. 8 or above was hoisted.

17. The views, enquiries and suggestions of Members were summarised as follows:
- (1) he enquired whether the MD meant that the 70 pairs of PMs had been granted to respective owners. He also enquired whether the situations of other dangerous vessel anchorages were the same, given that the 23 vessels were usually berthed at the TWDGA and the respective vessels were berthed at the remaining PMs during typhoons (Mr CHAN Sung-ip);
 - (2) he believed that it was not feasible to discourage the PM owners from transferring ownership because there were 24 applicants in the waiting list (Mr LO Siu-kit);
 - (3) he enquired whether the liquefied petroleum gas (LPG) vessels or oil carriers, which were different kinds of vessels, were berthed at the TWDGA (Mr LO Siu-kit);

- (4) unlike the situation in the past, the Government had given the green light for development of considerable number of residential properties along the coast. Nowadays, the waterfront areas were densely populated and the anchorage had posed potential hazard to the residents during inclement weather. The MD's attention should be drawn to the consequences brought by the oil carrier which was blown to the coast during typhoon (Mr LO Siu-kit);
- (5) he hoped that the MD would learn about the troubleshooting of the problem in other districts and reduce the number of the PMs as far as practicable with a view to striking a balance between the commercial interests and the safety of residents (Mr LO Siu-kit); and
- (6) he enquired whether the MD possessed the data on the vessels using the PMs so as to examine the sublet of the PMs from the PM owners to other companies (Mr LO Siu-kit).

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

- (1) the vessels concerned were oil carriers rather than vessels conveying LPG. The oil loaded by the vessels was the fuel oil with a low flash point for the large ocean-going vessels;
- (2) 70 pairs of PMs matched only 70 vessels instead of 140 vessels because the front and the back buoys formed a pair to maintain the stability of the berthed vessel under strong wind;
- (3) when typhoon signal no. 8 or above was hoisted, all oil carriers would be berthed at the 70 pairs of PMs for taking refuge during the typhoon;
- (4) over 60 passenger waterjet crafts normally plying between Hong Kong and Macao would be berthed in the waters of Ting Kau; and
- (5) according to the MD's record, permission was given to the berthing of 70 oil carriers only which took refuge in the TWDGA during typhoon and in inclement weather conditions. Not all kinds of vessels were permitted to be berthed in the TWDGA. Vessels permitted for berthing in the TWDGA had been registered with the MD and the designated shipowners had paid the rental as required.

19. The Chairlady resumed the chair.

(C) Paragraphs 26 to 33 of the Minutes of the Meeting held on 4 January 2019: Request to Solve the Problem of Marine Refuse and Pollution of Rambler Channel Actively

20. The Chairlady said that the MD and EPD had submitted a written reply on the captioned matter prior to the meeting for Members' perusal. The Chairlady also said that as this agenda item was raised by her, the Vice Chairman would take over the chair temporarily.

21. MM/LPF(2) of the MD said that the MD had nothing to add.

22. Ms LAM, Lam Nixie said that on 20 February 2019, she received the footages from the residents who complained about the failure of scavenger vessels to provide marine refuse scavenging service when passing the waters with marine floating refuse. It was undesirable that this did not happen for the first time and the residents expressed grave concern over the refuse clearance by the scavenger vessels. Besides, following the progressive intake of residents in housing estates along the coast, there was a rising

trend in the number of relevant complaints received by Members and it was anticipated that more and more residents would walk along the waterfront off MTR Tsuen Wan West Station, she enquired the MD about the effective monitoring measures on scavenger vessels for clearance of marine refuse.

23. MM/LPF(2) of the MD said that he would relay Members' views to the Pollution Control Unit of the MD for consideration, and would respond to Members at the next CAC meeting.

24. The Chairlady resumed the chair.

(D) Paragraphs 34 to 47 of the Minutes of the Meeting held on 4 January 2019: The Water Quality and Effluent Discharges in the Waters off Tsuen Wan Pier

25. The Chairlady welcomed the government representatives who specially joined the meeting, including:

- (1) Mr CHOY Lap-shing, Eddie, Senior Building Surveyor/D5 (SBS/D5) of the Buildings Department (BD);
- (2) Ms TSANG Ka-man, Carmen, Senior Environmental Protection Officer (Regional West) 2 (SEPO(RW)2) of the Environmental Protection Department (EPD); and
- (3) Ms LO Sze-yan, Engineer/Tsuen Kwai 2 (E/TK 2) of the Drainage Services Department (DSD).

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

26. E/TK 2 of the DSD responded that the DSD had briefed Members in detail on the research findings of the odour control hydrogel (the "hydrogel") at a previous CAC meeting. The DSD would continue to place the hydrogels at the outfalls and upstream areas of the three major stormwater box culverts in Tsuen Wan and monitor the odour nuisance next year.

27. SEPO(RW)2 of the EPD said that the EPD would continue to investigate the misconnection of pipelines and take follow-up actions as soon as possible.

28. SBS/D5 of the BD said that the improvement works of misconnected pipelines for the buildings involving seven cases of drainage improvement works were underway. The BD had issued the court order for one of these cases to request the owner to carry out the rectifications and had issued the advisory letter for one case. The repair works for the defective drainage had been completed for one case while further investigation was required in one case.

29. The Chairlady enquired the BD about the number of aforementioned cases in progress pending for the court orders, and the time required for its preparation to apply court order by the BD. In the last CAC meeting, Members expressed concern over the time required to handle a case, and the BD had dealt with odour nuisance in the past. She also enquired the BD about the number of cases under investigation at present, the progress of investigation of those cases, and the time required to initiate the prosecution proceedings.

30. SBS/D5 of the BD said that the cases of pipeline misconnection of buildings were more complicated because they were found in the aged buildings where the pipeline connection at scene might deviate from the original design and other factors such as unauthorised building works on podiums or obstruction in rear lanes were involved. Moreover, the owners' corporations of most of these buildings were not formed. The BD therefore needed to take longer time to conduct the investigations, including carrying out the full colour water tests and inspections through opening the manholes.

(Note: Mr WONG Ka-wa left the meeting at 3:30 p.m.)

31. The Chairlady said that she received complaints about odour nuisance every day and there would be a major intake of residents to Tsuen Wan. Even though the corresponding measures on odour problem from other departments were readily available, the prosecution work was of considerable importance. She hoped that the problem could be resolved at source and that the departments would regularly report to the CAC on the figures about the progress of cases under investigation.

32. SBS/D5 of the BD said that the BD would discuss the submission of the investigation findings to the CAC with the EPD.

33. The Vice Chairman stated that he had attended the briefing session on hydrogel organised by the DSD after the last CAC meeting. Having learnt that the progress achieved by the DSD on studying hydrogel and its ceaseless efforts in tackling the odour problem, he thought that the DSD was deserved for appreciation. He noted that the DSD was also studying the use of hydrogel in suppressing odours from other gases, so he hoped that the DSD would brief the CAC on the new progress, if any. The DSD might also introduce the details to Members by submission of discussion papers, or reporting to Members under the Matters Arising from the Minutes of the Previous Meeting.

34. E/TK 2 of the DSD said that the DSD would consider reporting to the CAC under the Matters Arising from the Minutes of the Previous Meeting or submitting a discussion paper if the latest information was available.

35. The Chairlady said that the BD and DSD would submit the supplementary information to Members.

IV Item 3: Request to Use the Sludge Cleaning Robot Immediately to Clear the Storm Water Drains of the Tsuen Wan Harbourfront for Stepping Up the Clearance Work and Improving the Odour Problem of the Harbourfront
(CAC Paper No. 22/18-19)

36. The Chairlady said that she submitted the paper and welcomed Ms LO Sze-yan, E/TK 2 of the DSD who would give response and specially joined the meeting. The Chairlady also said that as this agenda item was raised by her, the Vice Chairman would take over the chair temporarily.

37. Ms LAM, Lam Nixie introduced the paper.

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

- (1) the DSD currently carried out desludging in Lai Ying Street, Cheung Sha

- Wan with the remote-control desludging machines;
- (2) to this end, a submersible excavator was put into a stormwater drain through its manhole to clear the sludge inside the stormwater drain with a remote-control panel on the ground level. The images inside the stormwater drain taken by the submersible excavator with two cameras were transmitted to the monitor of the remote-control panel to serve the monitoring purpose, thereby facilitating the engineering staff to sweep the sludge inside the stormwater drain towards the manhole;
 - (3) the DSD collected the sludge by a grab dredger from the stormwater drain through the manhole and stored the sludge temporarily in the specific skids. Subsequently, the DSD would arrange dump trucks for delivery and disposal of sludge in landfills;
 - (4) the safety crisis was averted because the engineering staff were not required to enter the culverts;
 - (5) the DSD planned to carry out desludging at the outfalls of box culverts of Tai Ho Road and Ma Tau Pa Road in Tsuen Wan by adoption of the remote-control desludging machines in the second half of 2019. However, as the areas around the outfalls of the two box culvert at the waterfront would be enclosed for reservation of a site for the desludging process, the DSD needed to negotiate with the CEDD on the cycle track project prior to the finalisation of the detailed timetable of the desludging process; and
 - (6) the DSD would continue to identify the upstream locations of box culverts which were suitable for carrying out the said desludging process.
39. The views, enquiries and suggestions of Members were summarised as follows:
- (1) they were pleased to learn that the DSD employed the above new method for sludge treatment (Mr LO Siu-kit and Ms LAM, Lam Nixie);
 - (2) he hoped that the DSD would carry out desludging as soon as possible because many new residents would move into the buildings at the locations concerned in the next few months (Mr LO Siu-kit);
 - (3) if the DSD could provide the timetable of desludging process, he believed that the local community could make coordination regarding the locations of the cycle track project (Mr LO Siu-kit);
 - (4) the residents had been annoyed by the odour problem for a long time and more and more residents would move into the housing estates at the locations concerned progressively. Also, the waterfront was a popular place for organising activities. Therefore, Members often received residents' complaints about the odour problem (Ms LAM, Lam Nixie);
 - (5) she welcomed the use of remote-control desludging machines and hoped that the DSD would carry out desludging as soon as possible (Ms LAM, Lam Nixie);
 - (6) she enquired the DSD about the effectiveness of using remote-control desludging machines in Cheung Sha Wan and how the DSD assessed the effectiveness of the desludging process (Ms LAM, Lam Nixie);
 - (7) he thanked the DSD for providing a new solution to tackle the odour problem and conduct sludge treatment in culverts in Tsuen Wan district (Mr WONG Wai-kit);
 - (8) he enquired whether the DSD could also use the remote-control desludging machine for removing sludge from the culvert at Tai Chung Road, and

about the reasons for excluding Tai Chung Road from its plan (Mr WONG Wai-kit); and

- (9) he opined that the DSD's performance was proactive. He understood that the new desludging process was safer than before, but it seemed that the manpower required for operating the remote-control desludging machine was not fewer than that for manual operation in the past. He therefore enquired the DSD how the effectiveness of the new desludging process was assessed when compared with the manual sludge clearance operation adopted in the past, and requested the DSD to provide the method of calculating the cost-effectiveness of the new desludging process (the Acting Chairman).

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

- (1) the DSD's primary objective of using the remote-control desludging machines to clear sludge at the above locations in Cheung Sha Wan was to ensure that the drainage capacity of the box stormwater drains thereat was maintained. The DSD adopted the same method to clear the sludge accumulated over the years in the underground box culverts in Tsuen Wan, with a view to maintaining the drainage capacity of the box stormwater drains and understanding its effectiveness in suppressing odour;
- (2) the remote-control desludging machines had been put into operation at the locations concerned in Cheung Sha Wan since December 2018 and a good progress was made. The desludging would be completed in mid-April 2019;
- (3) a large area of the project site was required for the desludging process. Currently, the CEDD had set up a construction site of the cycle track project outside the culvert outfall on Tai Chung Road and the construction sites at Tai Ho Road and Ma Tau Pa Road had not been set up yet. The DSD would consider carrying out the desludging process at the outfalls on Tai Chung Road after making discussion with the CEDD on the feasibility of the proposed desludging process; and
- (4) the new desludging process lasted for longer hours because it was not affected by the weather, although the operation of the desludging machine and grab dredger during the desludging process by the engineering staff was required. Therefore, it was more efficient than manual clearance of the sludge.

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

- (1) the DSD might carry out the manual desludging twice a year. She enquired about the increase in frequency of carrying out desludging after the remote-control desludging machine was newly adopted (Ms LAM, Lam Nixie); and
- (2) he believed that no works item of the cycle track project was being carried out in the construction site on Tai Chung Road for the time being. He hoped that the DSD could proactively negotiate with the CEDD and would strive for using the remote-control desludging machine on Tai Chung Road (Mr WONG Wai-kit).

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

- (1) the DSD had started using the remote-control desludging machines at the

locations in Cheung Sha Wan since December 2018, and the desludging process would be completed in April 2019. The DSD estimated that it would take about six months to carry out desludging for the two culverts;

- (2) clearing sludge manually was less effective than clearing sludge with remote-control desludging machines. Owing to the safety concern posed by the ladders inside culverts, the DSD could only make arrangement for manual desludging during dry seasons;
- (3) it was believed that the accumulation of sludge inside the box culverts would be reduced after the adoption of the remote-control desludging machines and the dry weather flow interceptors; and
- (4) the DSD would monitor the effectiveness of the new desludging method and decide on the frequency of using the remote-control desludging machines in the future according to the actual circumstances so that the use of cycle track would not be interrupted.

43. The Chairlady resumed the chair.

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

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

44. 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, was held in December 2018. The photos of the Festival were readily available. Members who were interested might contact the Working Group. The residents were enthusiastic in participating in the Festival as they did in the past, and there were no empty seats in the concerts. Many residents stood by the side or took a seat in the other facilities of the park to watch the concerts. However, due to the budgetary constraint, additional chairs were not provided. The Working Group hoped that the Festival would be organised again in the years ahead.

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

45. The Vice Chairman said that the “Tsuen Wan Sea-front Night’s Dream Music Festival” was held in December 2018. The Working Group welcomed Members to put forth their views or new ideas for improving the activity arrangements next year.

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

46. Mr LO Siu-kit said that the Working Group had held the second meeting on 9 January 2019 for the continued discussion of the Advance Works for Cycle Track between Tsuen Wan and Tuen Mun and follow-up on the on-site inspection. The representatives of the CEDD had put forth several proposals and briefed on the advantages of using precast units in the project.

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

- (1) he enquired when the Working Group meetings would be convened and whether the meeting schedule of the Working Group would be drawn up (Mr CHOW Ping-tim);
- (2) he was concerned about the cycle track project which was an important works item. He opined that the Working Group should hold regular

- meetings so that Members could express their opinions and the departments concerned would regularly report to and provide information for Members. As a number of problems would arise during the construction period, he thought that the CEDD might give an account of various information to Members at the meetings. Moreover, as Members were not able to conduct daily inspection of the works progress, the details of the project given by the departments would be clearly stated in the minutes of the Working Group meetings (Mr CHOW Ping-tim);
- (3) he supported the preparation of the meeting schedule of the Working Group which was formed to serve the purpose of reducing the CAC's time for discussing the subject matters for discussion or deliberation during the construction period. Besides, the engineering consultants might make preliminary proposals only, and Members therefore needed to discuss with the contractors and solve the problems of the project at Working Group meetings (the Vice Chairman);
 - (4) the CEDD had all along been following up on Members' views since the last Working Group meeting. The CEDD had also reported to Members at this CAC meeting on the progress of the project and the study on trees in the vicinity of the location of the proposed lift-retrofitting works. The Working Group meeting was not arranged because no further progress was made by the CEDD (Mr LO Siu-kit);
 - (5) the Working Group intended to hold a meeting before each CAC meeting as far as possible and had been liaising with the CEDD and closely monitoring the progress of the project. However, as the CEDD was still conducting a study on the alignment of cycle track at the locations grown with trees which was proposed by the Working Group at its previous meeting, no further progress for discussion by Members was made at this stage. Moreover, the CEDD would report the latest status of the cycle track project at the CAC meetings and the contents might overlap with that of a Working Group meeting (Mr LO Siu-kit);
 - (6) after conducting the on-site inspection earlier, Members had given views and a number of matters should be addressed and supported by the Leisure and Cultural Services Department. The Working Group meetings would be convened if updated information was available. Members were also welcome to approach him for bringing up the discussion items at the Working Group meetings and/or the urgency for convening the Working Group meetings. Any Working Group meeting convened beyond the above-mentioned situations might cause a waste of time for participating Members and deviate the mode of work of a non-standing working group. Therefore, the Convenor of the Working Group (WG Convenor) would decide whether it was necessary to convene a meeting subject to the availability of new information in a paper submitted by the department concerned (Mr LO Siu-kit);
 - (7) he expressed dissatisfaction with the uncertainty of the dates of the Working Group meetings because the WG Convenor would first read the information concerned prior to each and every Working Group meeting for making his decision as to whether convening a Working Group meeting or not. If the Working Group drew up a meeting schedule, Members could spare time to take part in the meetings (Mr CHOW Ping-tim);
 - (8) the tenure of office of a non-standing working group lasted for eight

months only. He opined that if the interval between two Working Group meetings was longer than that between two CAC meetings, the Working Group would not be able to follow up the engineering problems effectively. Therefore, the discussion of these problems at the CAC meetings instead of forming the non-standing working group should be considered (Mr CHOW Ping-tim);

- (9) he hoped that the progress of the cycle track project would be followed up at the bimonthly meetings of the CAC instead of the Working Group meetings with unknown dates of meetings which, in his opinion, was less preferable. If a detailed discussion on the cycle track project at the next CAC meeting was made, he hoped that the Chairlady would not need to fit in with the agenda of the Working Group by omitting or breaking off the discussion (Mr CHOW Ping-tim);
- (10) he opined that the views on convening Working Group meetings subject to the information updates given and the views on convening Working Group meetings on a regular basis were equally justifiable. After all, he expressed the grave concern about the row of trees outside Belvedere Garden. Even though the CEDD had told him that a study on the arrangements for the trees was still underway, he opined that the CEDD should be requested to submit a proposed arrangement. He therefore suggested that the WG Convenor should convene a meeting in late April 2019 prior to the CAC meeting in May 2019 (Mr TAM Hoi-pong);
- (11) he proposed that the Working Group should consider scheduling its meetings one or two weeks before the CAC meetings so that the CEDD or contractors could report the latest status to the Working Group. By that time, the Working Group might figure out whether the CEDD would submit information to the Working Group and whether Members would put forth discussion items. The WG Convenor would then decide as to whether the information submitted by the CEDD would be discussed at the Working Group meetings before the CEDD reported to the CAC, or the CEDD could directly report to Members on the latest progress at the CAC meetings for effective use of the discussion time at meetings (the Vice Chairman);
- (12) the Working Group had held a meeting on 9 January 2019 after the last and before this CAC meeting. Moreover, only one of the working groups under the TWDC had drawn up its meeting schedule for one year. Members might tender views on requiring all working groups to draw up their meeting schedules over the year to the Finance and In-house Working Group, if necessary. However, the dates of meetings were subject to changes even if the meeting schedule was confirmed. For this reason, it was not necessary to draw up a meeting schedule. He also hoped that Members would not make such a request due to individual circumstances (Mr LO Siu-kit);
- (13) the WG Convenor would decide as to whether a meeting was convened according to the actual need for discussion of the proposed items. He opined that Members of the Working Group might express dissatisfaction to the departments concerned at the CAC meetings, but they should note that the Working Group mainly discussed the technical issues or the problems arising from dissenting views. He hoped that Members would respect the meeting arrangement of the Working Group made by the

Convenor. He welcomed the Members who were interested in the Convenor's arrangement to join the Working Group. Otherwise, Members might consider competing for the WG Convenor in the future (Mr LO Siu-kit);

- (14) it was reasonable to uphold divergent views at meetings. He also agreed that each working group adopted its mode of operation. However, as the Working Group was formed under the CAC, he hoped that the WG Convenor might keep abreast of the times and take Members' advice (Mr CHOW Ping-tim); and
- (15) the election of the WG Convenor should not be involved in the issue of convening Working Group meetings, and it was not necessary to discuss the operation of election at this meeting. In his opinion, it was likely that the elements of democracy of the meeting were undermined (Mr CHOW Ping-tim).

(Note: Mr WONG Wai-kit, Mr CHAN Sung-ip and Mr TAM Hoi-pong left the meeting at 4:00 p.m., 4:05 p.m. and 4:10 p.m. respectively.)

48. The Chairlady said she agreed that the CAC should not avoid discussing any single item. She suggested that Members should make good use of time at the meetings to express their opinions. In addition, she and the Vice Chairman were unable to attend the previous meeting of the Working Group. She agreed that the Working Group might draw up its meeting schedule. She also suggested that the WG Convenor should consider deciding the date of meeting of the Working Group by next Friday.

VI Item 5: Any Other Business

49. The Chairlady said some residents learnt that some people who went fishing at the waterfront had consumed the fish caught. She therefore hoped that the signs would be displayed at the waterfront to remind the members of the public that the fish caught in the waters might be contaminated and was not for consuming. She hoped that the department concerned would consider how to follow up the residents' request.

50. 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. 23/18-19);
- (2) Promotion and Anti-Marine Littering Operation in Tsuen Wan
(CAC Paper No. 24/18-19);
- (3) Financial Statement of Coastal Affairs Committee as at 14.02.2019
(CAC Paper No. 25/18-19); and
- (4) Dates of Meetings of Coastal Affairs Committee between May 2019 and September 2019
(CAC Paper No. 26/18-19).

VII Adjournment of Meeting

51. The Chairlady reminded Members that the next meeting was scheduled on 3 May 2019 and the deadline for submission of paper was 15 April 2019.

52. There being no other business, the meeting was adjourned at 4:15 p.m.

Tsuen Wan District Council Secretariat
8 April 2019