

(Translation)

Minutes of the 21st Meeting of Coastal Affairs Committee (1/2019)

Date: 3 May 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

Mr LI Hung-por

Ms LAM Yuen-pun, Phyllis

Mr CHAN Sung-ip, MH

Mr WONG Ka-wa

Mr WONG Wai-kit, MH

Mr CHENG Chit-pun

Mr LO Siu-kit, MH

Mr TAM Hoi-pong

Government Representatives:

Mr CHOW Chun-hun, Gary

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

Mr MAK Shui-wing

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

Miss NG Nei-yin

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

Ms SIU Yuen-ching, Sara

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

Mr LEUNG Kam-man

Town Planner/Tsuen Wan 2, Planning
Department

Ms TSE Pui-lam, Rosa

Executive Officer (Development), Tsuen
Wan District Office

Miss TAI Tsz-yan, Angie

Tsuen Wan District Council Secretariat Representatives:

Miss LAM Siu-yung, Daisy	Senior Executive Officer (District Council), Tsuen Wan District Office
Mr WAN Chun-hei, Leo (Secretary)	Executive Officer (District Council) 3, Tsuen Wan District Office

Attendance by Invitation:

For discussion of item 2A

Mr 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 HO Chuen-fung	Assistant Resident Engineer, Ove Arup & Partners Hong Kong Limited
Mr SZE Chun-yu	Arborist, Ove Arup & Partners Hong Kong Limited
Mr KONG Ka-man	Construction Manager, Richwell Civil Joint Venture
Mr KWOK Kwong	Site Agent, Richwell Civil Joint Venture

For discussion of item 2B

Mr TAM Wai-man	Senior Assistant Shipping Master/South, Marine Department
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For discussion of item 2C

Mr LEE Tin-shing	Senior Assistant Shipping Master/Pollution Control Unit, Marine Department
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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

Mr LAI Henry	Assistant Secretary (Harbour) 1, Development Bureau
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For discussion of item 4

Mr CHOI Wai-wing

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

Mr LEE Tin-shing

Senior Assistant Shipping Master/Pollution Control Unit, Marine Department

Absent:

Member

Mr CHOW Ping-tim

The Meeting

I Opening Remarks and Introduction

The Chairlady welcomed the Members and representatives from the government departments to the 21st 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 (the “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 1.3.2019

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 9 of the Minutes of the Meeting held on 1 March 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 TSANG Lap-kei, Freddie, Senior Engineer/2 (West) (SE/2(W));
- (2) Mr SIU Man-kit, Terry, Engineer/14 (West) (E/14 (W));
- (3) Mr LEE Wing-hang, Engineer of the Ove Arup & Partners Hong Kong Limited (OAP);
- (4) Mr HO Chuen-fung, Assistant Resident Engineer of the OAP;
- (5) Mr SZE Chun-yu, Arborist of the OAP;
- (6) Mr KONG Ka-man, Construction Manager of the Richwell Civil Joint Venture (Richwell), the Contractor engaged by the CEDD; and
- (7) Mr KWOK Kwong, Site Agent of the Richwell.

5. SE/2(W) 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 Project No. 268RS – Cycle Track between Tsuen Wan and Tuen Mun, including the latest design of the cycle track outside Pavilia Bay, alignment proposals of the cycle track outside Tsuen Wan West Railway Station and Belvedere Garden, alignment design regarding the

existing tree no. AW-T019, progress of works of the five construction sites as well as the works to be carried out in future.

(Note: Mr WONG Wai-kit joined the meeting at 3:20 p.m.)

6. The views, enquiries and suggestions of Members were summarised as follows:
 - (1) he was concerned about whether the project addressed the needs of the district rather than its value. He hoped that the department would pay attention to the choice of words so as to avoid the public misunderstanding that the District Council (DC) did not monitor the trees which were planted in the past (Mr WONG Ka-wa);
 - (2) it was learnt that super typhoons would still be prevalent in future. He suggested that the department should consider planting shrubs which possessed a greater ornamental value instead of trees at the waterfront to avoid the problems arising from the roots. If the trees had structural problems or posed potential risks, they could be removed according to the needs of the works of the cycle track (Mr WONG Ka-wa);
 - (3) he opined that it was inevitable that re-gazettal might be required and the dates of completion of works might be postponed if the design of the cycle track was refined (Mr WONG Ka-wa);
 - (4) he agreed that the width of the design as shown in Diagram 019 should be extended to 4 metres (Mr WONG Ka-wa);
 - (5) as the trees at the waterfront were planted by the Leisure and Cultural Services Department (LCSD) years ago and replanting could be arranged in future, he disagreed that the progress of the works of the cycle track would be affected by the issue of the trees and disapproved of the re-gazettal of the project (Mr KOO Yeung-pong);
 - (6) if the Transport Department (TD) did not accept a 3.5-metre-wide cycle track, he suggested that the original design of the Belvedere Garden section and Tsuen Wan West Railway Station section should be adopted so as to keep the habit of the pedestrians of the Belvedere Garden section and ensure the safety of the pedestrians on the road section at Tsuen Wan West Railway Station (Mr KOO Yeung-pong);
 - (7) he thought that Proposal 1 for the Tsuen Wan West Railway Station section was more desirable and would better fit the pedestrians' walking direction (Mr TAM Hoi-pong);
 - (8) according to section 3.8.3.1 of the Transport Planning and Design Manual, the desirable width of a cycle track was 4 metres and the minimum width of a cycle track was 3.5 metres. Therefore, a 3.5-metre-wide cycle track was in full compliance with the TD's guidelines. He opined that the TD did not approve the 3.5-metre-wide cycle track because of its lack of understanding of the situation of the road section concerned. Hence, he hoped that the representative of the TD would be invited for discussion (Mr TAM Hoi-pong);
 - (9) as tree no. AW-T148 was located at the area designated for the lift, he agreed that the tree should be transplanted. He also enquired the department about

the reasons for its failure to relocate the tree closer to its original site (Mr TAM Hoi-pong);

- (10) regarding the design of the Belvedere Garden section, he suggested that the department should consider constructing wooden boardwalks next to the upper row of trees at the road section if the department held that the footpath at the waterfront had met the standard. As the footpath at the lower part of the road section had met the standard already, the wooden boardwalks would not necessarily be constructed in compliance with the criteria for footpath which was 2 metres in width (Mr TAM Hoi-pong);
- (11) given that the area concerned was a reclaimed area and the trees in the area were planted after some time, he opined that it was not necessary to preserve all the trees, and that the need for narrowing the footpath to 2 metres in width for preserving the trees should be considered instead (the Vice Chairman);
- (12) given that the cycle track would be used for many years, he opined that the better proposals on tree replanting could be considered more flexibly with a view to facilitating the implementation of the works of the cycle track (the Vice Chairman);
- (13) regarding the design of the Tsuen Wan West Railway Station section, he was worried that the further widening of the footpath would affect the roots and soil. He thought that the department should carefully examine the necessity of the provision of a 2-metre-wide footpath and consider the replacement with wooden plates (the Vice Chairman);
- (14) regarding the width of the cycle track, the Working Group on Advance Works for Cycle Track between Tsuen Wan and Tuen Mun (Working Group on Advance Works) had earlier invited the TD to send representatives to attend its meeting, and the TD had also reiterated the design standard in its written reply. Besides, the Working Group on Advance Works had agreed to make enquiries to the Commissioner for Transport in writing as to whether the requirement of a 4-metre-wide cycle track referred to the TD's design standard or the minimum width for a cycle track (Mr LO Siu-kit);
- (15) he had made several visits to the Tsuen Wan West Railway Station section, and learnt that the pedestrians were used to using the road section. He therefore opined that it was undesirable if the footpath was only 1.5 metres in width and hoped that the TD would accept a 3.5-metre-wide cycle track. Besides, he had considered the proposal requiring the cyclists to wheel their bicycles on the road section concerned. He hoped that Members would give views on it at this meeting (Mr LO Siu-kit);
- (16) as there were bus stops and lifts near the Belvedere Garden section, he believed that people going to the Tsuen Wan West Railway Station would not follow the proposed route as shown in Diagram 16 and conflicts between pedestrians and motorists would occur if the footpath was permanently closed. He opined that the matter should be handled carefully and hoped that Members would reach a consensus at this meeting (Mr LO Siu-kit);

- (17) given that many people made use of the footpath at the waterfront as shown in Diagram 21, he thought that the problems arising from the narrowing of some road sections to 2 metres in width should be discussed (Mr LO Siu-kit);
- (18) as the works of the cycle track had been discussed for years, members of the public aspired for the early completion of parts of the cycle track (Mr MAN Yu-ming);
- (19) given that the trees could be replanted, he hoped that re-gazettal of the project could be avoided (Mr MAN Yu-ming);
- (20) if the original proposal of the Tsuen Wan West Railway Station section was infeasible, he thought that Proposal 1 could be implemented and would be more widely accepted. He also believed that the construction period would be shorter (Mr MAN Yu-ming);
- (21) she understood that Members hoped that the design of the cycle track would be enhanced as far as possible and that a cycle track of higher accessibility would be provided where the current situation was not affected (the Chairlady);
- (22) most of the road sections at the waterfronts in Hong Kong were 10 metres in width, whereas the road section at the waterfront in Tsuen Wan was only 5 metres in width. It was undesirable if the width of the footpath was further reduced to 2 metres due to the works of the cycle track (the Chairlady);
- (23) given that some sections of the cycle tracks in Hong Kong were only 3.5 metres in width, she was confused by the TD's insistence that the width of the cycle track should be 4 metres. She hoped that the senior officers of the TD could be invited to join the next meeting of the Working Group on Advance Works. She believed that Members would also agree that the CAC should insist on the proposed width of the cycle track (the Chairlady);
- (24) she was concerned about the design of the Belvedere Garden section which involved the permanent closure of the footpath and opined that the accessibility of the existing footpath should not be affected by the cycle track. In addition, as the design of the Belvedere Garden section would affect the feasibility of extending the covered walkway to the Belvedere Garden in future, she thought that the overall planning of the district should be taken into account when the project was under design (the Chairlady);
- (25) she hoped that the department could transplant the trees which were suitable for preservation or transplantation as far as possible; otherwise, preservation was not required. She also hoped that the department would study the possible hazards arising from the construction of the cycle track next to a big tree (the Chairlady);
- (26) she had discussed with the engineering companies the details of the compensatory planting of trees such as the methods of compensatory planting and the tree species. She thought that the department could seize the opportunity to adopt particular species of trees at the waterfront and plant the trees of thematic features and higher aesthetic value which were well-suited for growing at the waterfront (the Chairlady);
- (27) she opined that re-gazettal of the project was unwanted to avoid wasting time again (the Chairlady);

- (28) according to the respective design, only a portion of trees would remain unaffected and the efficiency would be lower than anticipated, not to mention the re-gazettal. Therefore, he could not but accept the sad truth that the trees could not be preserved (Mr WONG Wai-kit);
- (29) the department was required to make suitable compensation arrangements for the affected trees according to the legislation such as carrying out compensatory planting for the bigger trees (Mr WONG Wai-kit); and
- (30) given the special arrangements made in the project for the trees of higher aesthetic value on the road section, he held that the CAC had fully considered the impact of the works and had made appropriate arrangements (Mr WONG Wai-kit).

(Note: Mr LI Hung-por left the meeting at 3:05 p.m. Mr WONG Ka-wa left the meeting at 3:10 p.m.)

7. Arborist of the OAP responded as follows:

- (1) the consultant company did not mean that some of the existing trees at the waterfront were of no value. Comparatively speaking, however, there was a difference in the values of various kinds of trees;
- (2) as shown in Diagram 14, the trees in the front row closest to the sea were Cuban Bast and those in the middle row were Terminalia mantaly. These two species, which were more suitable to grow at the waterfront, were in the better physical conditions and structurally healthier than the African Tulip Trees which were grown next to the carriageway. In other words, the value of African Tulip Tree was relatively lower; and
- (3) from the perspective of arboriculture, the trees of relatively higher value were preserved in the current alignment design, whereas the affected trees were those of relatively lower value and poorer structural health.

8. Engineer of the OAP responded as follows:

- (1) as this part of the cycle track in the project was shorter, the consultant company originally estimated that the works could be completed in two years. Currently, the works had proceeded for about seven months. The consultant company also hoped to catch up the scheduled works progress as soon as possible;
- (2) regarding Proposal 1 for the Tsuen Wan West Railway Station section, the consultant company had discussed the best solution with the LCSD. The application of wooden plates for the 2-metre-wide footpath was conducive to providing the environment for the healthy growth of trees and reserving the maximum space for the footpath without affecting the roots. The cycle track of the road section concerned would be paved with bitumen conventionally and its width would not affect the growth of roots;
- (3) the consultant company would maintain a balance between the rights and interests of pedestrians and cyclists as far as possible. As this section of the cycle track was not long, if the cyclists were required to wheel their bicycles on this section, it would not only bring much impact to them, but also cause

chaos because some cyclists would probably occupy the footpath at the waterfront. Therefore, the consultant company did not recommend to wheel bicycles on the road section;

- (4) he had earlier inspected the location for transplanting tree no. AW-T148 in future with Members, which was proposed by the arborist of the contractor on the basis of the existing trees and their species in the area, to facilitate tree no. AW-T148 to integrate into the existing environment upon relocation;
 - (5) it was originally anticipated that tree no. AW-T148 would be removed in the project. As currently it was decided that the tree would be preserved, the consultant company needed to submit an application to the LCSD for the revised proposal regarding the tree and to obtain approval from the LCSD; and
 - (6) the consultant company would submit the application to the LCSD as soon as possible and would report to the CAC in due course.
9. The views, enquiries and suggestions of Members were summarised as follows:
- (1) he believed that tree no. AW-T019 was not planted by the Government, and opined that it was a healthy tree as indicated by its shape, appearance and physical condition. He therefore strongly requested that the tree should be preserved. However, he thought that the bend of the part of cycle track should not necessarily be 4 metres in width and hoped that the TD would accept a 3.5-metre-wide cycle track so as to provide a wider footpath at the location (Mr TAM Hoi-pong);
 - (2) if it was hoped to provide a footpath for the Belvedere Garden section, the department might consider and study the provision of wooden boardwalk between rows of trees for pedestrian use. If the footpath at the waterfront was compliant with the standard, a wooden boardwalk of 1.5 metres or below in width could be provided. This was a win-win solution which was adopted all around the world. Besides, as the location of the wooden boardwalk would only deviate slightly from that of the footpath in the original design, he believed that re-gazettal of the project was not required (Mr TAM Hoi-pong);
 - (3) as the project was already underway and the gazettal work was completed, he enquired whether it was still possible to make choices and significant changes. He also enquired whether the project could be carried out according to the original proposal so that the wholeness of the cycle track (Mr KOO Yeung-pong);
 - (4) as the section of the cycle track in the project was not long, he thought that the cyclists should only be required to wheel the bicycles at the pedestrian crossings or at the traffic lights, but not on the other road sections (Mr KOO Yeung-pong);
 - (5) the original proposal could be adopted if the original design of the project could not be enhanced. He did not understand why the proposals such as provision of wooden boardwalk were not made earlier. He also thought that the trees took priority over the people in these proposals which meant putting the cart before the horse (Mr KOO Yeung-pong);

- (6) given the large scale of the project, fine-tuning the design of the cycle track was understandable (Mr LO Siu-kit);
- (7) he was concerned about the design of the Tsuen Wan West Railway Station section as shown in Diagram 7. He opined that the department did not have a solid grasp of the pedestrian patronage of this section when carrying out the design work. If the TD disapproved the provision of a 3.5-metre-wide cycle track at the road section concerned in the end, he hoped that Members would further consider the corresponding options with a view to preventing the cycle track project from remaining stagnant due to this road section (Mr LO Siu-kit);
- (8) he opined that there was no difference between the proposal on the provision of boardwalk in the midst of the trees as shown in Diagram 15 and the revised proposal because the pedestrians would have to cross the cycle track for access to the road sections for pedestrian use under the two proposals. This would cause danger and inconvenience to the pedestrians. In addition, the proposal would affect the possibility of extending the covered pedestrian walkway to the location concerned in future and would change the habits currently adopted by the pedestrians, which was undesirable (Mr LO Siu-kit);
- (9) as the Working Group on Advance Works had not conducted site visit of the road section as shown in Diagram 21, he hoped that a site visit of the road section would be conducted in future for learning about the solution for preserving the trees and reducing the impact (Mr LO Siu-kit);
- (10) despite of the commencement of works, Members still could not reach a consensus on the design of the above-mentioned three road sections. He hoped that the works would not be suspended for this reason (Mr LO Siu-kit);
- (11) the discussion on the cycle track started years ago. It was previously conceived that the cycle track could connect Tuen Mun, Yuen Long and New Territories East. At present, however, the length of the cycle track was shortened and the design was still being considered. It was indeed a waste of time and the public demand was not met (Mr MAN Yu-ming);
- (12) he agreed that suitable trees should be preserved as far as possible. However, as the trees in question were not old and valuable trees or trees with significant historical or ecological values, compensatory planting for them should be the better option if preservation was not feasible. It was also acceptable if members of the public might need to build a new habit in light of the implementation of a new project (Mr MAN Yu-ming);
- (13) he opined that determined effort should be made to implement the Members' proposals if they were reasonable and appropriate. Worse still, the social development would be hindered due to the continuous loop of revoking previous designs and giving new ideas (Mr MAN Yu-ming);
- (14) he agreed that the design of the cycle track should be considered from a macroscopic perspective. He also enquired about the confirmed commencement date of the works of the Belvedere Garden section and about the deadline for Members to propose a clearer direction for the design for implementation of works (the Vice Chairman);

- (15) he supported the adoption of the original alignment of the cycle track so as to avoid the re-gazettal of the project and delay of works due to the trees in question (Mr CHAN Sung-ip);
- (16) it was more desirable that the trees outside Belvedere Garden which were relatively fragile and prone to damage during the passage of typhoon would be removed and the other trees would be replanted (Mr CHAN Sung-ip);
- (17) the roots of the Chinese banyan trees as shown in Diagram 7 would grow towards the roadside. If the footpath was widened, the roots would be removed altogether for safety reasons. Besides, as the trees were prone to collapse under typhoon, the road surface would be affected by then. The maintenance and repair work for wooden boardwalk was also no easy task (Mr CHAN Sung-ip); and
- (18) he supported the adoption of the original design of the cycle track at the locations shown in Diagrams 14 and 15, as well as the transplantation or removal of the affected trees (Mr CHAN Sung-ip).

(Note: Ms LAM Yuen-pun, Phyllis joined the meeting at 3:42 p.m.)

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

- (1) the works had commenced in September 2018. The CEDD had also conducted a study on Members' views and put forward proposals. It was hoped that the CAC would reach a consensus on the Belvedere Garden section at this meeting; and
- (2) as the works of the Belvedere Garden section involved transplantation of trees, construction of the cycle track and lifts as well as alteration of the footbridge, the works of this road section were the most complicated and had the tightest schedule of works.

11. Construction Manager of the Richwell responded as follows:

- (1) under the original plan, the works of the cycle track of the Belvedere Garden section should have commenced. However, as the respective problems currently remained unresolved, the Richwell had already notified the CEDD that the construction works of this road section would be postponed as far as possible despite of its urgency which should be taken note of; and
- (2) the Richwell estimated that it would take 14 months to complete the works of the cycle track of the Belvedere Garden section. In view of the unforeseeable impact brought by the rainy seasons in 2019 and 2020, it was hoped that the CAC would reach a consensus on the design of this road section at this meeting.

12. The Chairlady said that Members hoped that the current progress and the major direction of the project would not be affected and re-gazettal of the project due to the trees in question would not be required. She hoped that the department would take forward the works according to the best available proposal at present and maintain close liaison with Members of the working group concerned and district councillors of the constituencies concerned regarding the progress of various project items such as toilets

and ramps. Besides, as the width of the cycle track would affect the use of the road section concerned by residents in the long run and the 3.5-metre-wide cycle track was already adopted in some other districts, she opined that the CAC should learn more about the reasons for the TD's strict compliance with the standard, and hoped that the TD would send the senior officers to attend the next meeting of the Working Group on Advance Works.

13. The views, enquiries and suggestions of Members were summarised as follows:
 - (1) he enquired whether the CAC should send a letter to the TD regarding the width of the cycle track (Mr KOO Yeung-pong);
 - (2) in view of the TD's reservation about the construction of a 3.5-metre-wide cycle track in the discussion between the Working Group on Advance Works and the TD, the Working Group on Advance Works had consented to send a letter to the Commissioner for Transport to urge the subject officers to accept Members' views (Mr LO Siu-kit);
 - (3) he would continue to follow up on the width of the cycle track and hoped that the TD would accept the proposed width for one or two road sections of the cycle track, particularly the Tsuen Wan West Railway Station section (Mr LO Siu-kit);
 - (4) as the section of the cycle track outside Belvedere Garden was long and the scale of construction was relatively large, he hoped that the CAC would clearly indicate whether it would give its consent to the commencement of works by the contractor and the department (Mr LO Siu-kit);
 - (5) he hoped that a site visit to the location where the footpath would be narrowed to 2 metres in width as shown in Diagram 21 at the waterfront could be conducted after the meeting so as to figure out other feasible proposals. Only the original design would be adopted if there was no other feasible proposal (Mr LO Siu-kit); and
 - (6) he suggested that the TD's acceptance should be sought by appropriate means because Proposal 1 for the Tsuen Wan West Railway Station and the preservation of tree no. AW-T019 would be duly materialised upon the TD's acceptance of a 3.5-metre-wide cycle track. In addition, he thought that tree no. AW-T019 was well worth preserving, and thus hoped that Members and contractors would consider preserving the tree (Mr TAM Hoi-pong).

14. SE/2(W) of the CEDD responded as follows:
 - (1) the dry season which was critical to the construction of works had just passed. The CEDD held that the works progress of the Belvedere Garden section was unsatisfactory;
 - (2) as Members held that the design of the provision of cycle track next to the carriageway at the Belvedere Garden section was inappropriate after thorough discussion, he hoped that the CAC would agree to the commencement of works of the Belvedere Garden section as soon as possible by the CEDD according to the original proposal; and
 - (3) the CEDD hoped that more items of the project would be completed before the onset of rainy season.

15. The Chairlady said that Members agreed to the commencement of works of the Belvedere Garden section by the department. Regarding the width of the cycle track, further discussion with the TD was required and the CAC would consider the corresponding options subject to the TD's reply.

(B) Paragraphs 10 to 19 of the Minutes of the Meeting held on 1 March 2019: Request for Relocation of Dangerous Vessel Berths at Rambler Channel to a Location Far Away from Residential Area to Eliminate Safety Hazard

16. 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) Mr TAM Wai-man, Senior Assistant Shipping Master/South (SASM/S) 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. In addition, as this agenda item was raised by the Chairlady and Mr WONG Wai-kit, the Vice Chairman would take over the chair temporarily.

17. MM/LPF(2) of the MD said that he had invited Sr Asst Shipping Master/South to attend the meeting for giving response to Members' enquiries about the private moorings (PMs).

18. SASM/S of the MD said that according to the MD's record, there was a total of 86 PMs available for use by the vessels carrying dangerous goods over the territory and 70 of them were provided in Tsuen Wan district. In addition, there was a total of 215 registered vessels carrying dangerous goods over the territory.

19. TP/TW 2 of the PlanD said that the PlanD had nothing to add.

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

- (1) in view of the dense population at the coastal areas, the problems of oil pollution and refuse dumping at sea by vessels berthing at PMs, he believed that the number of complaints received would increase subsequently followed by the intake of the housing estates at the coastal areas. He therefore enquired about the method of the relocation of PMs afar from residential area or removal of all PMs so as to relieve the worry of the residents (Mr LO Siu-kit);
- (2) the relocation of Tsuen Wan Dangerous Good Anchorage (TWDGA) afar from residential area was a demand to be addressed in the long run. Last week, she had also received relevant complaints, and therefore she hoped that the demand would be addressed progressively through certain methods. However, given that no particular follow-up work had ever been mentioned

at CAC meetings so far, she hoped that the departments would advise the CAC on the follow-ups on the demand so as to make valuable use of time at the meeting (Ms LAM, Lam Nixie); and

- (3) the number of residents moving into the newly completed housing estates along the coast would be on the rise. She therefore considered that the issue would be a matter of concern in the long run (Ms LAM, Lam Nixie).

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

- (1) the MD, which was the dedicated department for the management of traffic safety at sea, had an undeniable responsibility for the captioned subject matter. The MD would manage the safety and daily operation of the oil carriers berthing in Tsuen Wan district properly;
- (2) the MD held a meeting with the agents and captains of the oil carriers a few months ago. They undertook to strive to avoid making unnecessary noise or dumping refuse at sea; and
- (3) it would be appropriate for the representatives of other government departments to respond to the matters on planning.

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

- (1) previously there were views that the dangerous vessel berth should be provided at the natural typhoon shelter which was easily accessible (Mr CHAN Sung-ip);
- (2) if the TWDGA was relocated to other districts, other DCs might not accept it. He therefore suggested that the PlanD and Development Bureau (DevB) should consider relocating the TWDGA to other places in Tsuen Wan district such as To Kau Wan in North-East Lantau (Mr CHAN Sung-ip);
- (3) the marine fuel depot in Tsing Yi had already been relocated from Tsing Yi due to land development. Similarly, as the PMs were very close to the residential area, he hoped that the MD would relocate the ten odd PMs, which were closest to the residential area, a little towards the sea so as to keep them far away from the residential area (Mr LO Siu-kit);
- (4) the MD mentioned at the previous CAC meeting that the buoys were privately-owned. He enquired whether these buoys were used by the owners of the PMs or for rental purpose, and whether a swap could be made between the less frequently used PMs and the more frequently used PMs (Mr LO Siu-kit); and
- (5) unlike district councilors, the public might not understand that a number of departments were involved in the subject matter. They only took the view that the Government only put immense efforts in residential development but neglected the environmental hygiene and safety problems. On the other hand, given the intake of the housing estates at the coastal areas and the intense concern in the community about the approach of handling the vessels carrying dangerous goods at the TWDGA, he hoped that the MD and PlanD would consider better approach such as reduction of the area of the PMs for relieving the concern (Mr LO Siu-kit).

23. SASM/S of the MD said that the MD noted Members' views.
24. TP/TW 2 of the PlanD responded as follows:
- (1) he thought that reference could be drawn from Members' proposal on retention of the captioned marine facilities in Tsuen Wan district. If the MD considered that the marine facilities in question could be provided at the proposed locations, the PlanD would tender advice from the perspective of land planning when appropriate and continue to keep in view the locations proposed by Members;
 - (2) the PlanD understood Members' concern over the psychological threats posed to the public by the management and operation of the captioned marine facilities; and
 - (3) if the MD held that the captioned marine facilities could be relocated or moved to a location a little farther away from the residential area after the study, the PlanD was readily to tender advice from the perspective of land planning when appropriate.
25. The views, enquiries and suggestions of Members were summarised as follows:
- (1) he thought that the problem was related to the PlanD instead of the MD (Mr KOO Yeung-pong);
 - (2) he thought that the roll-out of a pilot scheme could be considered so as to learn about the views from other districts on the relocation of the TWDGA to these districts (Mr KOO Yeung-pong);
 - (3) he had suggested earlier that the departments should consider relocating the TWDGA to the places such as the former Kai Tak International Airport. In addition, Gin Drinkers Bay, which was mainly served as a cargo transshipment area currently, occupied a vast area and was more convenient given its closeness to Tsuen Wan. Besides, as it was facing the cemetery and scarcely populated, he believed that the oil carriers would not be seriously affected and suggested that the PlanD should study the relocation of some PMs to Gin Drinkers Bay (Mr KOO Yeung-pong);
 - (4) in view of the intake of more and more residents at the coastal areas, which made Tsuen Wan become different than before, he opined that the views of the public on this problem should be relayed (Mr KOO Yeung-pong);
 - (5) he enquired whether the departments would first consider relocating the TWDGA a little farther from the residential area or relocating the ten PMs, which were closest to the residential area, afar from the residential area, so that the buoys and the residential buildings would be farther away from each other (Mr LO Siu-kit); and
 - (6) given the high accessibility of the harbour near the former incinerator to the east of Gin Drinkers Bay, he suggested that the departments should consider the relocation of some PMs to Gin Drinkers Bay. He also hoped that the PlanD would discuss this matter with the DevB and study whether the land use of Gin Drinkers Bay could be change (Mr CHAN Sung-ip).

26. MM/LPF(2) of the MD responded as follows:
- (1) according to his experience from working at sea, the location of the PMs was close to the fairway for vessels to enter and exit Tsuen Wan;
 - (2) when designing the TWDGA in 1968, the departments concerned had already designated the location for all vessels to be berthed far away from the fairway. However, at present, the width of the fairway was narrowed due to the reclamation for land development. Therefore, from the perspective of navigation, there was barely space left for the relocation of PMs; and
 - (3) he would relay Members' views to the MD and study the feasibility of the views.

27. Town Plnr/TW 2 of the PlanD said that the PlanD would discuss with the MD after the meeting for providing more information for Members.

28. The Chairlady resumed the chair.

(C) Paragraphs 20 to 24 of the Minutes of the Meeting held on 1 March 2019: Request to Solve the Problem of Marine Refuse and Pollution of Rambler Channel Actively

29. The Chairlady welcomed Mr LEE Tin-shing, Senior Assistant Shipping Master/Pollution Control Unit (SASM/PCU) of the MD who specially joined the meeting and said that the Environmental Protection Department (EPD) had submitted the written reply on the captioned matter prior to the meeting for Members' perusal. Besides, as this agenda item was raised by her, the Vice Chairman would take over the chair temporarily.

30. SASM/PCU of the MD responded as follows:

- (1) apart from arranging the daily marine scavenging service, the MD also provided the domestic refuse collection service for vessels in Tsuen Wan district, with a view to reducing the chance of refuse dumping at sea from vessels;
- (2) the patrol officers of the MD carried out the irregular inspections of the cleanliness at sea in Tsuen Wan district (including Tsuen Wan and Rambler Channel) every week to ensure a clean marine environment; and
- (3) if accumulation of marine refuse occurred because of the rain, the MD would strengthen patrol and the clearance of marine floating refuse.

31. Ms LAM, Lam Nixie said it was reported that Hong Kong would be hit by typhoons more frequently in 2019. In view of the fairly serious refuse problem after typhoon and the considerable amount of complaints received, she enquired the MD whether it had made arrangements for the coming typhoon season. Besides, as she noticed that piles of refuse were accumulated at the coast, she hoped that the MD would strengthen the daily cleansing work.

32. SASM/PCU of the MD responded as follows:

- (1) marine refuse was more likely to accumulate at the sea off Tsuen Wan West Railway Station and Tsuen Wan Pier after heavy rain or typhoon in summer

in Tsuen Wan district. The MD would request the cleansing service contractors to step up the clearance of marine floating refuse in the district in the coming typhoon season;

- (2) the MD would request the cleansing service contractors to arrange large-scale refuse collection vessels for the clearance of the large marine floating refuse on the fairway, if any;
- (3) the MD would deploy small scavenging boats for the clearance of the nearshore marine floating refuse; and
- (4) Members might refer to the photos of the scavenging boats in Tsuen Wan district tabled at the meeting for reference.

33. The Acting Chairman thanked the department for giving response.

34. The Chairlady resumed the chair.

(D) Paragraphs 25 to 35 of the Minutes of the Meeting held on 1 March 2019: The Water Quality and Effluent Discharges in the Waters off Tsuen Wan Pier

35. 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 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 and BD had submitted the written replies on the captioned matter prior to the meeting for Members' perusal.

36. E/TK 2 of the DSD said that at present, the DSD continued to conduct the second stage of the study on odour-control hydrogel (hydrogel) with the Hong Kong University of Science and Technology (HKUST). Before the completion of the second stage of the study, the DSD would continue to place hydrogels at the outfalls and upstream areas of the three major stormwater box culverts in Tsuen Wan district and monitor the odour nuisance persistently.

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

- (1) the EPD had continued to carry out the investigation of the misconnection of pipelines. As at March 2019, the EPD had conducted a total of 19 investigations and identified two cases of misconnected pipelines;
- (2) the EPD had referred one of the cases involving a building to the BD for follow-up. Also, the EPD was currently getting in touch with the shop which was involved in the other identified case, so as to urge the shop to make rectifications as soon as possible; and
- (3) regarding a case of misconnected pipelines of a shop which was identified in November 2018, the EPD confirmed that rectifications had been made by the shop in the latest inspection.

38. SBS/D5 of the BD responded as follows:

- (1) there was a total of 7 cases of misconnected pipelines in buildings which were referred by the EPD. The BD had issued the statutory order for one of these cases and the advisory letter for two cases. Three cases were currently under investigation and the rectification work for one case was completed by the owner; and
- (2) the EPD clarified that in paragraphs 28 and 29 of the minutes of the CAC meeting held on 1 March 2019, “court order” should be “statutory order”.

39. The Chairlady said that the minutes of the CAC meeting held on 1 March 2019 had been confirmed by the CAC earlier and the clarification made by the BD would be recorded in the minutes of this meeting. In addition, complaints lodged by residents about the odour nuisance from drainage channels were still received from time to time currently. She learnt that the DSD was currently conducting the study on the effectiveness of hydrogel in controlling gases other than hydrogen sulphide (H₂S) with the HKUST, and thus enquired the DSD about the progress of the study on handling other odour from the effluent in the drainage channels. Besides, she enquired the DSD about the progress of the application of remote-control desludging machines in Tsuen Wan in 2019.

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

- (1) the findings of the first stage of the study indicated the positive effect of hydrogel on inhibition of the concentration of H₂S. Currently, the hydrogel which was widely placed at the aforementioned locations in Tsuen Wan shared the same formula as the hydrogel used in the above study;
- (2) in the meantime, the DSD was currently studying the ability of hydrogel in controlling other gases including volatile organic compounds. As the study was still at the experimental stage at present, the DSD would only place the hydrogel of the formula under experiment at several trial spots and would measure the concentration of gases on a monthly basis;
- (3) the findings of the second stage of the study could be reported to Members only after the completion of the study; and
- (4) the DSD was currently exploring the time for the use of remote-control desludging machines and the area which should be enclosed, and would discuss with the CEDD the actual schedule of works. The DSD would arrange for the matters such as tendering exercise as soon as possible and report to Members when new progress was made.

IV Item 3: Request for the Conduct of the Study on the Application of Marine Biotechnology for Supporting the Natural Purification of Seawater in Tsuen Wan
(CAC Paper No. 1/2019)

41. The Chairlady said that she submitted the paper and welcomed Mr LAI Henry, Assistant Secretary (Harbour)1 (AS(H)1) of the DevB who specially joined the meeting. Besides, as this agenda item was raised by her, the Vice Chairman would take over the chair temporarily.

42. Ms LAM, Lam Nixie introduced the paper.

43. AS(H)1 of the DevB responded as follows:

- (1) the Enhancement of Tsuen Wan Waterfront which was proposed by the Tsuen Wan District Council (TWDC) would be implemented in two phases;
- (2) Phase 1 of the Enhancement of Tsuen Wan Waterfront would be implemented with the funding of \$500 million allocated for the first stage of the harbourfront enhancement project as announced in January 2017. The scope of works would cover a section of waterfront which was 700 metres in length along Hoi On Road. The DevB had briefed the CAC on the design of the enhancement works in November 2018 which was unanimously supported by Members. The works subsequently commenced in January 2019 and would be completed in stages by the DevB before the waterfront was open for public use. The waterfront area near Serenade Cove which was 100 metres in length would also be handed over to the organiser of the dragon boat race for use in late May 2019. During the construction period, the DevB would keep pace with the construction works of the cycle track nearby with a view to minimising the impact of the two projects on the residents nearby. It was anticipated that all the works would be completed in late August 2020;
- (3) the DevB had briefed the CAC on the conceptual design of Phase 2 of the Enhancement of Tsuen Wan Waterfront in November 2018 which mainly comprised two zones, namely “The Square” and “The Corridor”. In February 2019, the Financial Secretary had announced in The 2019-20 Budget that \$6 billion would be earmarked for allocation of funds for the Waterfront Enhancement of Victoria Harbour. Also, the Harbourfront Commission had endorsed the allocation of funds of \$6 billion for nine projects in various districts over the territory, including Phase 2 of the Enhancement of Tsuen Wan Waterfront. He hoped that the works which covered an area of over one hectare would be implemented under the public works project;
- (4) the DevB was aware that the CAC highly valued the local engagement in harbourfront affairs. In this connection, the DevB was making preparation for organising workshops together with the Harbourfront Commission, Members of the TWDC and relevant departments in May 2019 so as to facilitate the preparatory work and exchange of ideas for the public engagement in mid-2019;
- (5) after the public engagement exercise, the DevB would conduct a technical feasibility study in the second half of 2019. The DevB also hoped that an introduction of the DevB’s detailed design to the TWDC would be arranged between 2020 and 2021 and that the works would commence in 2022;
- (6) the DevB was currently making arrangement for Ms LAM, Lam Nixie and the representatives of the Harbourfront Commission to further acquire from the university professor the scientific and technical concepts in relation to the Member’s proposal on the application of marine biotechnology advocated by

- the university professor involving specialties in science; and
- (7) the application of marine biotechnology facilities to facilitate the development of the marine ecosystem and the public's appreciation of the coastline ecosystem in the proposal echoed the Government's direction of bringing diversity to the waterfront areas and promoting affinity for water. The Harbour Office of the DevB adopted an open attitude to the proposal at this stage and would consider the application of such facilities in Phase 2 of the project according to the actual design and specifications of the facilities.
44. The views, enquiries and suggestions of Members were summarised as follows:
- (1) as the dragon boat race would be held on 26 May 2019, he enquired whether the railings at the landing staircases for competitors would be provided during Phase 1 of the works and enquired about the progress. Also, he enquired whether temporary preventive measures would be provided to ensure the safety of the participants (Mr CHAN Sung-ip);
 - (2) he enquired whether the DevB would consider incorporating thematic characteristics into Phase 2 of the works for attracting visitors from districts other than Tsuen Wan district (Mr LO Siu-kit);
 - (3) if the preliminary design of the three zones was scrutinised on the basis of the nature of a park, the three zones seemed to be the three non-thematic and monotonous zones of sports facilities (Mr LO Siu-kit);
 - (4) he enquired whether two DC facilities would be demolished due to the works of the DevB. He opined that it was undesirable if the DC funds were allocated to the demolition of these facilities. He hoped that the DevB would make use of its funding of \$6 billion for demolition of these facilities (Mr LO Siu-kit);
 - (5) he learnt from the previous meeting that two DC facilities would be relocated, but he had just realised that the relocation of these facilities should be settled by the DC funds. He thus enquired whether the DevB could incorporate the relocation of these DC facilities into its project and handle them altogether (Mr WONG Wai-kit);
 - (6) she welcomed the DevB for adopting an open attitude to the application of marine biotechnology. She believed that if the application of the new technology was successful, the direction as indicated by Members could be achieved through attracting the public outside Tsuen Wan district to visit Tsuen Wan for its natural environment of educational values whereas benefits were brought to the residents of the next generation (Ms LAM, Lam Nixie);
 - (7) "The Retreat", "The Square" and "The Corridor" were only the names of the three zones. Despite of the uniqueness of each of the three zones, they belonged to the same project and were not three individual zones (Ms LAM, Lam Nixie);
 - (8) during the discussion of the design of "The Retreat", "The Square" and "The Corridor" at the previous meeting, only the funding allocation of \$30 million was secured. Also, the preliminary design and ideas for the area outside the section at Belvedere Garden were only provided by the staff members who were willing to offer design for free by invitation (Ms LAM, Lam Nixie);

- (9) given that additional funding had been secured, she believed that the detailed design of “The Square” and “The Corridor” could be accomplished. She also hoped that Members would cherish the opportunity to give views on the serviceable facilities of the waterfront, the fundamental elements in “The Square” and “The Corridor” and the current obstacles (Ms LAM, Lam Nixie); and
- (10) she agreed that it was unreasonable to use DC funds for the relocation of the two DC facilities and hoped that the DevB would continue to follow up on the matter after the meeting (Ms LAM, Lam Nixie).

45. The Acting Chairman said that he supported the idea of marine park and that many Members of the Harbourfront Commission also hoped that a harbourfront with affinity for water would be constructed. He learnt that European and American countries adopted biotechnology such as the culture of inedible mussels for cleansing the channels. Currently, new technologies were adopted in Tsuen Wan by the DSD to tackle the odour nuisance at the waterfront. Tsuen Wan district might consequently become the district which was more advanced in the technology for cleansing and the scholars or technicians would launch pilot schemes in the district. This could in turn help solve the existing problem in Tsuen Wan district. He opined that the idea of marine park deserved further exploration and believed that it was not difficult to construct the relevant facilities, and the management of the facilities, users of the technology and maintenance work could be dealt with at a later stage. In addition, he said that the theme of the discussion paper was the support of the natural purification of seawater in Tsuen Wan through the application of marine biotechnology, and that the matter about the funding allocation in The 2019-20 Budget to Tsuen Wan was also mentioned in the discussion paper. He hoped that Members would speak in inspect of the aforesaid themes and that the representative of the DevB would provide relevant information for Members who had enquired about the technical issues after the meeting.

46. AS(H)1 of the DevB responded as follows:

- (1) the DevB highly valued the safety of the participants of the dragon boat race and would ensure that sufficient safety facilities were provided during the handover of the site. The DevB would also assign the staff of the Architectural Services Department who were responsible for the project to liaise with Members in respect of the dragon boat race;
- (2) Members of the Harbourfront Commission had all along been working on the distinctive features of each section of the Victoria Harbour waterfront which was totally 73 kilometres in length. It was hoped that the design of this section of the waterfront might stand out from other waterfronts in Tsuen Wan district, say, the waterfront of the Tsuen Wan Park, with a view to enhancing the diversity and attractiveness of the waterfronts in the district;
- (3) the DevB would liaise with the Tsuen Wan District Office in respect of the District Minor Works after the meeting for learning about the details of the project so that the most desirable method could be adopted in implementation of work; and
- (4) the proposal on the application of marine biotechnology was one of the

directions which might be considered at the workshop held in May 2019 by the Harbourfront Commission and relevant departments for the planning of public engagement. The DevB aimed to gauge views widely from various parties at the workshop and to truly achieve the objective of place-making while collecting public views in the district through public engagement, so that the residents and employees of the district as well as the members of the public from other districts could truly benefit from the development of Phase 2 of the project. Meanwhile, the attractiveness of the waterfront could also be enhanced.

47. Mr LO Siu-kit learnt that the DevB had made efforts to create the design of the waterfront, but he hoped to provide additional themes for the design for enhancing the attractiveness of the waterfront would be drawn up. He noted that all parties were striving to enhance the waterfront as far as possible. He hoped that the design would feature the affinity for water and iconic facilities in Tsuen Wan so that Tsuen Wan could stand out with its distinctive quality of place and the advantage brought by the West Rail Station in the district. For instance, consideration could be given to the provision of a dragon boat training centre and the public could experience dragon boating for making dragon boat the symbol standing for Tsuen Wan. Consideration could also be given to the provision of a venue for canoeing for the public to regain the lost joy. Besides, the Chief Executive had attended the ribbon-cutting ceremony of the dragon boat race last year, indicating that the promenade of Tsuen Wan was being valued.

48. AS(H)1 of the DevB responded as follows:

- (1) the DevB agreed with the Members' aspirations to achieve the goal of making this section of waterfront different from others. The DevB would take Members' proposals into consideration when conducting the design; and
- (2) the enhancement of the affinity for water had been taken into consideration in the Phase 1 in addition to the Phase 2 of the project, including the paving of short concrete blocks after the demolition of the existing fences on the rubble mount at the waterfront which was 370 metres in length. The design was also adopted for the waterfront promenade of the West Kowloon Cultural District currently.

49. The Chairlady resumed the chair.

(Note: The Vice Chairman left the meeting at 4:55 p.m.)

V Item 4: About the Coastal Cleanliness of the Bays in Ma Wan
(CAC Paper No. 2/2019)

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

- (1) Mr LEUNG Kam-man, Land Executive/Land Management 4 (District Lands Office, Tsuen Wan and Kwai Tsing) (LE/LM4) of the Lands Department (LandsD);

- (2) Mr CHOI Wai-wing, Senior Health Inspector (Cleansing & Pest Control)1 (SHI(C&PC)1), Food and Environmental Hygiene Department (FEHD);
- (3) Miss NG Nei-yin, Health Inspector (Contract Management) 2 (HI(CM)2) of the FEHD; and
- (4) Mr LEE Tin-shing, Sr Asst Shipping Master/Pollution Control Unit of the MD.

Besides, the EPD, LandsD and FEHD had submitted the written replies on the captioned matter prior to the meeting for Members' perusal.

51. Mr TAM Hoi-pong introduced the paper.

52. LE/LM4 of the LandsD said that the FEHD was responsible for the cleanliness of government land while the LandsD would send a letter to the managers of the private land to remind them of the cleanliness of the land concerned. Law enforcement action would be carried out by the FEHD if the situation was not improved.

(Note: Ms LAM Yuen-pun, Phyllis left the meeting at 4:59 p.m.)

53. SHI(C&PC)1 of the FEHD responded as follows:

- (1) the details of the frequency of cleansing and amount of refuse in Pak Wan and Shek Tsai Wan were set out in the paper submitted to the CAC by the FEHD;
- (2) the FEHD would step up the cleansing work from June to September 2019 in the light of past experience and anticipated amount of refuse in future and would carry out the cleansing work 4 times a week;
- (3) according to the record, Kung Tsai Wan was government land which was leased or allocated, i.e. the land was leased to the relevant parties or organisations. Generally speaking, the cleansing work of Kung Tsai Wan should be undertaken by its tenants or users; and
- (4) the FEHD would closely monitor the cleanliness of the bays entailed in the discussion paper. The FEHD would also step up and increase the frequency of cleansing work according to the inclement weather conditions and after typhoon season.

54. SASM/PCU of the MD responded as follows:

- (1) the MD carried out the daily cleansing work in Ma Wan, including the sea and coastal waters off Ma Wan Island;
- (2) the scavenging vessels of the MD conducted patrol and clearance of marine floating refuse at the sea off Ma Wan Island in the morning and afternoon every day;
- (3) the MD also deployed the foreshore cleansing teams to the coastal waters of Ma Wan every month to clear the marine refuse at the foreshore area;
- (4) as the MD found that refuse was more likely to accumulate at the coastal waters of Pak Wan, the foreshore cleansing teams mainly carried out duties in the north of Ma Wan. The foreshore cleansing team also undertook the cleansing work at other locations in Ma Wan; and

- (5) it was learnt by the staff of the MD from the inspection of the coastal area of Ma Wan recently that the depth of water of the areas off Kung Tsai Wan was inadequate. Hence, the scavenging vessels were unable to sail near the coast to clear refuse. Nevertheless, the clearance of the floating refuse at the waters nearby would be conducted by the MD.

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

- (1) he enquired whether the department had conducted a study on the source of refuse on the aforesaid beaches so that the problem could be tackled at source (Mr KOO Yeung-pong);
- (2) he enquired whether the department had deployed staff to conduct cleansing on the beaches concerned. He was also concerned about the safety of the cleansing staff on the shore (Mr KOO Yeung-pong);
- (3) the refuse problem and hygiene problem were identified in Kung Tsai Wan (including the typhoon shelter) which was a leased land. He enquired the LandsD and FEHD about the organisations or the departments which were the lessees so as to figure out the parties responsible for the cleansing work of Kung Tsai Wan (Mr TAM Hoi-pong);
- (4) he enquired the MD whether the foreshore cleansing teams were under the management of the MD or the outsourced contractor and enquired about the approach of cleansing (Mr TAM Hoi-pong); and
- (5) he agreed that there were many shallow waters and different types of refuse in Kung Tsai Wan. He enquired the MD about the approach of handling the refuse in the shallow waters (Mr TAM Hoi-pong).

56. SASM/PCU of the MD responded as follows:

- (1) the Government had set up an inter-departmental task force to tackle the problem of marine refuse. As the EPD had published the study reports on the problem of marine refuse, it would be more appropriate for the EPD to give response to the enquiries about the source of marine refuse;
- (2) the foreshore cleansing teams were the contractors engaged by the MD for the provision of marine scavenging service which was the outsourced service. They were generally deployed to carry out the clearance of marine refuse at foreshore areas in various waters in Hong Kong;
- (3) given that Hong Kong had a long coastline, the foreshore cleansing teams carried out the daily scavenging work in various coastal waters in Hong Kong including the coastal waters of Ma Wan and thus their workload was very heavy. Besides, under good weather and sea conditions, the foreshore cleansing teams could reach the foreshore areas more easily for carrying out the clearance of marine floating refuse;
- (4) working vessels could safely sail only in the waters of adequate water depth, and so could the foreshore cleansing teams safely navigate the vessels to foreshore areas for clearance of marine floating refuse; and
- (5) as indicated in the MD's nautical charts and other information, the location of Kung Tsai Wan was not a gazetted typhoon shelter. Also, due to the inadequate depth of water, not even the small vessels of the foreshore

cleansing teams could approach the waters to carry out their work. There were practical difficulties in carrying out the clearance work. Nevertheless, the MD would undertake the clearance of marine floating refuse in the waters near Kung Tsai Wan as far as possible under the safe conditions and according to the time of high and low tides.

57. LE/LM4 of the LandsD responded as follows:

- (1) as observed at the scene, the water depth of Kung Tsai Wan, which was enclosed by sea walls at both sides, was shallow. The land which looked alike the beach in most of the area enclosed by the sea walls would be exposed during low tides;
- (2) the areas in the waters of Kung Tsai Wan were government land, while the areas behind the stilt houses at the north were private land. However, some of the beach areas along the stilt houses were also the government land. The staff of the FEHD could clear the refuse in some of these areas during low tides. The staff of the FEHD could request the Lands D to provide the relevant maps if necessary; and
- (3) the LandsD had issued letters to the owners of the private land to remind them of the cleanliness of the areas concerned.

58. SHI(C&PC)1 of the FEHD responded as follows:

- (1) it was more appropriate for the EPD to give response to the enquiries about the source of marine refuse because the EPD had all along been studying the source of marine refuse;
- (2) the outsourced cleansing teams engaged by the FEHD would pay attention to safety when clearing refuse on the beaches. Also, the FEHD would instruct the staff to carry out the cleansing work after a safe condition was ensured;
- (3) it was learnt that when the land was leased, the Government should have formulated the terms and conditions, including the clearance of refuse by tenants in the land concerned. He believed that the relevant government departments might carry out follow-up actions if the tenants violated the relevant terms and conditions; and
- (4) the FEHD was readily to undertake the clearance of refuse on non-gazetted beaches.

59. The Chairlady thanked the departments for giving response.

VI Item 5: Funds Allocation for Coastal Affairs Committee 2019/20
(CAC Paper No. 3/2019)

60. The Secretary introduced the paper.

61. The CAC approved the funds allocation of DC Funds (Community Involvement Project) in 2019/20 as follows:

<u>Programme</u>	<u>* Allocation Available for Use</u> (<u>\$</u>)
(1) Working Group on Promoting the Image of the Coastal Area	0.00
(2) Working Group on Management of Facilities in the Coastal Area	216,000.00
Total:	<u>216,000.00</u>

* The allocation included 5% deficit budget.

62. Members endorsed that the Secretariat was authorised to approve the applications made by the relevant organisations for the change of activity names, venues, dates and time according to the approved applications on their own initiative without making amendment to the approved financial budgets whereas the approved amounts of funds remained unchanged.

VII Item 6: Application for District Council Funds as regards Activities Co-organised by the Working Group on Promoting the Image of the Coastal Area, the Working Group on Management of Facilities in the Coastal Area and District Organisation
(CAC Paper No. 4/2019)

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

64. The Chairlady stated that she had made declarations of her membership of the Working Group on Promoting the Image of the Coastal Area and the Working Group on Management of Facilities in the Coastal Area which were the nominal post titles. Therefore, she could continue to chair the meeting and to participate in the discussion, decision-making and voting of the matter. Besides, the Chairlady determined that the Members who were concurrently the Members of the Working Group on Promoting the Image of the Coastal Area and Working Group on Management of Facilities in the Coastal Area could participate in the discussion, decision-making and voting according to section 48(12) of the Standing Orders.

65. Mr KOO Yeung-pong made declaration of his Vice Chairmanship of Grandmaster Orchestral Music Society. The Chairlady determined that the Members who held substantive positions in the applicant organisation of the activity should remain silent during the discussion and could not participate in the decision-making or voting of the funding application concerned according to section 48(12) of the Standing Orders.

66. After discussion and voting, the CAC endorsed one funding application as follows:

<u>Name of Activity</u>	<u>Applicant Organisation</u>	<u>Amount Approved (\$)</u>
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(1) Tsuen Wan Sea-front Night's Dream Music Festival	Grandmaster Orchestral Music Society	216,000.00
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VIII Item 7: Work Progress Report of Working Groups under Coastal Affairs Committee

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

67. The Chairlady said that the application for District Council Funds for a total of one activity called the “Tsuen Wan Sea-front Night’s Dream Music Festival” concert, which was co-organised by the Working Group with the Working Group on Management of Facilities in the Coastal Area and a local organisation, had been submitted by the Working Group and endorsed by the CAC. She hoped that Members would continue to support the activity this year.

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

68. Mr CHENG Chit-pun said that the application for District Council Funds for the activity called the “Tsuen Wan Sea-front Night’s Dream Music Festival” concert, which was co-organised by the Working Group with the Working Group on Promoting the Image of the Coastal Area and a local organisation, had been endorsed by the CAC. The activity would be held at the Central Plaza in Tsuen Wan Park from 3 July to 7 July 2019 for provision of free cultural and entertainment programmes for the public.

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

69. Mr LO Siu-kit said that the Working Group had held the third meeting on 26 April 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 representative of the CEDD reported on the progress of the works and put forth proposals in response to Members’ views, including the planters outside Riviera Gardens for separating Tsuen Wan Riviera Park and the cycle track, the cycle track outside Tsuen Wan West Railway Station, the footpath next to the cycle track outside Ocean Pride, the cycle track outside Belvedere Garden as well as the existing tree no. AW-T019. Members had also given views on the proposals and urged the CEDD to continue to follow up. Besides, regarding the alignment of the section outside Tsuen Wan West Railway Station, the CEDD had adopted the design of a 3.5-metre-wide cycle track and a 2-metre-wide footpath; however, as indicated in its written reply, the TD insisted that the cycle track should be 4-metre-wide in compliance with its standard. In this regard, the Working Group agreed to send a letter to appeal the TD for its acceptance at discretion of the adoption of the minimum standard of a 3.5-metre-wide cycle track for some sections in the Advance Works for Cycle Track. In addition, the last meeting of the Working Group was scheduled in June 2019. Members could put forth the matters for follow-up to the Working Group, if any, as soon as possible so as to seek consensus on the design of the cycle track.

70. The Chairlady thanked the Convenor of the Working Group, given the significant amount of views and items for discussion involved in the work of the Working Group.

IX Item 8: 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. 5/2019);
- (2) Promotion and Anti-Marine Littering Operation in Tsuen Wan
(CAC Paper No. 6/2019); and
- (3) Financial Statement of the Coastal Affairs Committee Funds 2018-19
(CAC Paper No. 7/2019).

X Adjournment of Meeting

72. The Chairlady reminded Members that the next meeting was scheduled on 5 July 2019 and the deadline for submission of paper was 19 June 2019.

73. There being no other business, the meeting was adjourned at 5:25 p.m.

Tsuen Wan District Council Secretariat
12 June 2019

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

Working Group on Promoting the Image of the Coastal Area

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

Working Group on Management of Facilities in the Coastal Area

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

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

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