

(Translation)

Minutes of the 2nd Meeting of Coastal Affairs Committee (2/2016)

Date: 4 March 2016

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

Mr LI Hung-por

Ms LAM Yuen-pun, Phyllis

Mr CHAN Sung-ip, MH

Mr WONG Wai-kit

Mr KOT Siu-yuen

Mr CHOW Ping-tim

Mr CHENG Chit-pun

Mr LO Siu-kit

Mr TAM Hoi-pong

Co-opted Members

Mr CHUNG Ho-yin

Ms CHENG Choi-lin

Government Representatives:

Mr LEUNG Chun-hei, Winsor

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

Mr KWONG Wang-ngai, Walter

Senior Town Planner (Tsuen Wan), Planning Department

Mr LAM Chi-fai, Tony

Administrative Assistant/Lands (District Lands Officer, Tsuen Wan and Kwai Tsing), Lands Department

Mr CHUNG Tak-yau

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

Mr CHAN Pui-lun

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

Mr LEE Shing-fai, Henry

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 PUN Chung-chak, Michael
(Secretary)

Executive Officer (District Council)3, Tsuen Wan District Office

Attendance by Invitation:

For discussion of item 3

Mr MAK Shui-wing	Marine Officer (Licensing & Port Formalities) ² , Marine Department
Mr NG Lap-hay, Andrew	Marine Officer (Harbour Patrol Section) ¹ , Marine Department
Mr CHEUK kwan-kin	Marine Officer (Pollution Control Unit), Marine Department
Mr CHAN Shek-sau	Marine Inspector I (Pollution Control Unit), Marine Department
Mr LAM Heung-wing, Wayne	Environmental Protection Officer (Regional W) ²⁴ , Environmental Protection Department

Absent:

Members

Mr LAM Faat-kang, MH
Mr WONG Ka-wa

The Meeting

I Opening Remarks and Introduction

The Chairlady welcomed the Members, Co-opted Members and government representatives to the 2nd meeting of the Coastal Affairs Committee (CAC) and introduced the government representatives who joined the meeting:

- (1) Mr CHUNG Tak-yau, Deputy District Leisure Manager (Tsuen Wan)¹ of the Leisure and Cultural Services Department (LCSD);
- (2) Mr CHAN Pui-lun, Health Inspector (Contract Management)² of the Food and Environmental Hygiene Department (FEHD);
- (3) Mr KWONG Wang-ngai, Walter, Senior Town Planner (Tsuen Wan) of the Planning Department (PD);
- (4) Mr LAM Chi-fai, Administrative Assistant/Lands (District Lands Officer, Tsuen Wan and Kwai Tsing) of the Lands Department (LD);
- (5) Mr LEUNG Chun-hei, Winsor, Assistant District Officer (Tsuen Wan) of the Tsuen Wan District Office (TWDO);
- (6) Mr LEE Shing-fai, Henry, Executive Officer (Development) of the TWDO;
- (7) Miss LAM Siu-yung, Daisy, Senior Executive Officer (District Council) of the TWDO; and
- (8) Mr PUN Chung-chak, Michael, Secretary.

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

II Item 1: Terms of Reference and Composition of Members of the Coastal Affairs Committee

(CAC Paper No. 1/2016)

3. The Secretary introduced the paper.
4. The Chairlady and Mr WONG Wai-kit suggested inviting the representatives of the Marine Department (MD) to attend the meeting. Members agreed to this suggestion.

III Item 2: Establishment of Working Groups under the Coastal Affairs Committee
(CAC Paper No. 2/2016)

5. The Secretary introduced the paper.
6. The Vice Chairman proposed setting up two Working Groups. The first one was the Working Group on Promoting the Image of the Coastal Area. The proposed terms of reference including launching various public events in Tsuen Wan to improve the environment of the harbourfront in the district; enhancing the image of the harbourfront and encouraging public involvement in planning. The second one was the Working Group on Management of Facilities in the Coastal Area. The proposed terms of reference including carrying out planning, research and management of the facilities at the waterfront and in the sea of Tsuen Wan.
7. After discussion, the CAC endorsed the establishment of the following Working Groups, including:
 - (1) the Working Group on Promoting the Image of the Coastal Area; and
 - (2) the Working Group on Management of Facilities in the Coastal Area.
8. After discussion and voting, the CAC endorsed the tenure of the Working Groups, Convenors, Vice Convenors and the Members who were concurrently the District Council Members from 4 March 2016 to 31 December 2019, and the tenures of the Members who were concurrently the Co-opted Members of the CAC from 4 March 2016 to 31 December 2017 and from 1 January 2018 to 31 December 2019 respectively. The terms of reference of the Working Groups would be drawn up at the meetings of the Working Groups and reported to the CAC.
9. Members expressed their intentions to join the Working Groups by a show of hands. The membership lists of the Working Groups were set out in Annex I.

(Post-meeting note: The Secretary invited the Members who had not joined the Working Groups at the meeting in writing to join the Working Groups after the meeting.)
10. After discussion and voting, the Convenors and Vice Convenors of the Working Groups were elected as follows:

<u>Working Group</u>	<u>Convenor</u>	<u>Vice Convenor</u>
(1) Working Group on Promoting the Image of the Coastal Area	Ms LAM, Lam Nixie	Mr KOT Siu-yuen
(2) Working Group on Management of Facilities in the Coastal Area	Mr NG Hin-lung, Norris	Mr CHENG Chit-pun

IV Item 3: Request to Address the Problem of Illegal Refuse Dumping by Vessels in the Seas of Rambler Channel Off the Belvedere Garden
(CAC Paper No. 3/2016)

11. The Chairlady particularly welcomed the following government representatives to the meeting:

- (1) Mr MAK Shui-wing, Marine Officer (Licensing & Port Formalities)² (MO(LPF)²) of the MD;
- (2) Mr NG Lap-hay, Andrew, Marine Officer (Harbour Patrol Section)¹ (MO(HP)) of the MD;
- (3) Mr CHEUK kwan-kin, Marine Officer (Pollution Control Unit) (MO(PCU)) of the MD;
- (4) Mr CHAN Shek-sau, Marine Inspector I (Pollution Control Unit) of the MD; and
- (5) Mr LAM Heung-wing, Wayne, Environmental Protection Officer (Regional W)²⁴ (EPO(RW)²⁴) of the Environmental Protection Department (EPD).

12. The Chairlady said that as this agenda item was raised by her, the Vice Chairman would take over the chair temporarily.

13. Ms LAM, Lam Nixie introduced the paper.

14. MO(PCU) responded that under marine littering, section 4D of the Summary Offences Ordinance (Cap. 228), any person who deposited or caused or permitted to be deposited any litter into the waters of Hong Kong committed an offence and was liable to a fine of \$10,000 and to imprisonment for six months. Where any litter was deposited from any vessel into the waters of Hong Kong, the owner or master of the vessel was liable to a fine of \$50,000 and to imprisonment for one year. Moreover, based on the situation of marine littering, say, the volume or quantity of the litter, the authorised law enforcement officers could issue a fixed penalty notice at a fine of \$1,500 to the offenders under the Fixed Penalty (Public Cleanliness Offences) Ordinance (Cap. 570). The government departments that were authorised to enforce this ordinance included the Agriculture, Fisheries and Conservation Department (AFCD), LCSD, FEHD, Hong Kong Police Force (HKPF) and MD. Besides conducting routine patrols and enforcement operations against marine littering, the MD also called on the general public to report illegal acts of marine littering. As it was relatively difficult to adduce evidence for prosecutions against marine littering by vessels, the MD had printed a pamphlet in 2015 which assisted members of the public to provide useful information when reporting the marine littering, such as the class, name and licence number of the vessel, etc., for MD's follow-up work. In addition, the MD had also produced a pamphlet about keeping the sea clean to appeal the public and raise their awareness on the matter. These two pamphlets were available for download at the MD's website. The members of the public could also report the problems concerning

marine litter to the MD through the government hotline 1823. Hence, the MD could handle the problems timely.

15. EPO(RW)24 said that regarding the acts of marine littering from vessel, there was no legislation could be enforced by the EPD. The colleagues of the MD had already explained clearly how such acts should be dealt with.

16. The views, enquires and suggestions of Mr CHAN Sung-ip, Mr WONG Wai-kit, Ms LAM Yuen-pun, Phyllis, Mr TAM Hoi-pong, Mr MAN Yu-ming, Mr KOT Siu-yuen and Acting Chairman were summarised below:

- (1) besides the disposal of litter, some vessels would also discharge oil into the sea. It was enquired how the MD would tackle the problems concerned;
- (2) the residents of Belvedere Garden were disturbed by various problems caused by the vessels carrying dangerous goods berthing at the harbour off Belvedere Garden, such as the noise nuisance produced by the crew at work and disposal of refuse by the vessels. It was learnt from the briefing of the MD that the penalties relating to refuse disposal from vessels under the existing ordinances were rather stringent. It was opined that if there was sufficient evidence, the case could be referred to the MD to take law enforcement actions. Moreover, enquiry was raised on the number of general inspections conducted by the MD at the said location; and the number of prosecutions on refuse disposal from vessels in 2015;
- (3) it was enquired whether the photos or videos showing the appearance of the vessel and process of refuse dumping provided by members of the public could be served as valid evidence. The MD was also requested to provide a hotline number for members of the public to contact the MD when they found any vessel dumping refuse;
- (4) although the process of refuse dumping by vessel had never been witnessed in person, the act of sewage discharge from some vessels was noted. It had also been found that many different kinds of refuse were washed up onto the beach at Ma Wan;
- (5) the MD was advised to increase the frequency of promotion conducted directly to the visiting vessels; and use drones for vessel inspection to collect evidence;
- (6) the EPD was advised to formulate the ordinance for tackling the problem of sewage discharge into the sea;
- (7) enquiry was raised on whether the oil tankers at the said location were unladen;
- (8) oil leakage, which would cause pollution, was unavoidable for the vessels at berth. As the said berth was in close proximity to the residential area and packed with vessels, it was enquired whether the location was suitable for vessels to berth at; and if there was a more suitable berthing place for these vessels; and
- (9) as there would be relatively more vessels dumping refuse illegally during some periods of a day, it was enquired whether the MD had taken actions during these periods.

17. MO(PCU) responded as follows:

- (1) regarding the dates specified by Members on the paper, the MD had not received any report from members of the public via the government hotline 1823. In February 2016, there was only one complaint handled by the government hotline 1823. Where marine littering was found, he hoped that the public could call the government hotline 1823 to provide the relevant information immediately. The MD could then send staff to the site for investigation;
- (2) regarding the problem of oil pollution, according to section 47 on discharge of oil into the waters of Hong Kong under the Merchant Shipping (Local Vessels) Ordinance (Cap. 548), if any oil or mixture containing oil was discharged into the waters of Hong Kong and the discharge was from a local vessel, except for exceptional circumstances, the owner or coxswain of the vessel committed an offence and was liable on conviction to a fine of \$200,000; and
- (3) the MD would send vessel to perform patrol for 24 hours each day and enforce the relevant marine legislations, including the above marine ordinance on the prevention of oil pollution. If any vessel discharging oil into the sea illegally was found, the staff of the MD would prosecute the person in charge of the vessel in question immediately. The staff of the MD would also stand by round the clock to handle oil pollution in the sea. The members of the public could report oil incidents to the MD through the government hotline 1823, so that the MD could take actions promptly.

18. MO(HP) responded as follows:

- (1) MD had a patrol launch which conducted 24-hour patrol duties in the waters concerned by Members for control of marine traffic for vessels and enforcement of relevant marine legislations, including inspection of vessels for any illegal discharge of oil or disposal of litter;
- (2) the vessels berthing at the harbour off Belvedere Garden generally would not cause oil leakage during normal operation. Otherwise, these vessels would not get a pass in the annual inspection of the MD; and
- (3) in addition to the government hotline 1823, the Harbour Patrol Section (HPS) of the MD had also set up a 24-hour hotline and the telephone numbers were 2385 2791 and 2385 2792. If Members or members of the public found any vessel disposing litter or discharging oil illegally, they could call the above hotline and the MD would follow up. The MD had the information of the berthing locations and appearance of the vessels on hand. If members of the public could provide pictures or videos of the vessel in question, the MD could also submit these information to the court as evidence.

19. MO(LPF)2 stated that after receiving calls from the general public through the 24-hour hotline set up by the HPS of the MD, the MD would send staff for investigation immediately if the vessel reported was still at the scene. The MD would also carry out follow-up work if it was provided with sufficient information by the general public.

20. EPO(RW)24 responded as follows:

- (1) regarding the suggestion on formulating legislation to handle the discharge of sewage in the sea, he would ask the colleagues concerned of the EPD to follow up; and
- (2) regarding the problem of coastal marine refuse, the Government had set up the Working Group on Clean Shorelines in 2012 to explore and resolve the problem of marine refuse. In 2013, the EPD had commissioned a consultant to carry out a study on coastal marine refuse and it had been completed in April 2015. The consultant advised taking five measures, including conducting publicity campaigns to engage the community to support and participate, promoting educational messages to target groups, swimmers, students and community, providing support measures and facilities to reduce refuse from entering the marine environment, enhancing efforts to remove refuse from the marine environment and engaging public participation to report marine littering and refuse problem, etc. There were a total of eight government departments in the Working Group, including the EPD. The EPD was mainly responsible for assisting the organisers of the Shorelines Cleanup Day to contact the relevant government departments and updating the information on the Clean Shorelines website. In addition, the EPD had organised the Clean Shorelines Roving Exhibition at Lido Beach in October 2015, showcasing the work of the Working Group and the results of the study on marine refuse, improvement measures against marine refuse, the impacts of marine refuse on the environment and messages of keeping the shorelines clean with the help from the public. The EPD would also assist voluntary bodies in planning and organising activities for the Shorelines Cleanup Day.

21. The views, enquires and suggestions of Mr LO Siu-kit, Ms LAM, Lam Nixie, Mr KOT Siu-yuen, Mr CHENG Chit-pun, Mr TAM Hoi-pong, Mr KOO Yeung-pong, Mr WONG Wai-kit, Mr CHUNG Ho-yin and the Acting Chairman were summarised below:

- (1) gratitude was expressed to the MD for providing a 24-hour service hotline. Enquiry was raised to the MD whether the said hotline could be disclosed; and if the MD would send vessel to the location concerned for investigation immediately where a call was made to the hotline;
- (2) it was hoped that the representatives from the MD would provide the number of prosecutions in 2015 or 2016 at the next CAC meeting and endeavour to follow up on the problems of illegal disposal of litter or discharge of oil. The MD was requested to submit the number of prosecutions to the CAC regularly, so as to show that the MD had taken law enforcement actions;
- (3) over the past four years, proactive law enforcement action taken by the MD was barely noticeable. Enquiry was raised on the schedule, the vessel and manpower arrangements of the MD's patrol launches patrolling at Rambler Channel;
- (4) the MD should distribute the said pamphlets to Members for reference;
- (5) regarding the photos provided in the paper, it was enquired whether the MD had attempted to identify the vessels;

- (6) as some residents were living in high-rise buildings, the number or name of the vessel might not be read in the photos taken by them;
- (7) it was enquired whether the staff of the MD had found any vessel dumping refuse during patrol; if yes, whether they had yelled to stop the act immediately; if not, the reasons for that;
- (8) it was enquired again if the MD had taken actions during the periods in which more vessels dumping refuse illegally were found;
- (9) although the MD had carried out patrolling for 24 hours, illegal disposal of litter was not found. Members had also provided the time and location where the illegal disposal of litter took place, but the MD failed to take follow-up action as well as providing the number of prosecutions and provided just a hotline number. Hence, dissatisfaction with the MD was expressed for the matters concerned;
- (10) marine refuse would not only give rise to hygienic problem, but also cause danger. For example, large-scale refuse might be trapped into the propeller of vessel;
- (11) enquiry was raised on the arrangement of the MD's patrol launches and whether "undercover" operations would be conducted;
- (12) marine refuse bins were placed in some coastal areas of foreign countries. These bins would rotate automatically and create a flow of water, bringing with it the refuse and oil in the sea. As the manufacturing cost of these bins was low and manual operation was not required, it was suggested that the MD should consider installing this kind of marine refuse bin;
- (13) it was suggested that the EPD could install large refuse bins and recycling facilities near the berth of the pier so as to discourage the members of the public to dump refuse into the sea due to convenience;
- (14) the dragon boat race, which had been held in Tsuen Wan since 2013, was very well-received by the public with over 1 000 participants. It was hoped that the MD would strengthen the patrol duties and clearance of marine refuse in the following few months so that the image of the district and running of the race would not be affected;
- (15) owing to the increase in the population in close proximity to the coastal areas in Tsuen Wan, it was suggested that the berth for vessels carrying dangerous goods should be relocated, say, the typhoon shelter outside Hei Ling Chau;
- (16) enquiry was raised on whether the MD had a patrol launch designated for patrolling at Rambler Channel and the response time for marine refuse complaint of this patrol launch;
- (17) it was suggested that the MD should take proactive actions, such as conducting promotion and education by distributing pamphlets to the crew, reminding them that if they dumped refuse into the sea again, the MD would institute prosecution against them. Also, it was opined that the MD should institute prosecution if necessary, as a warning to others;
- (18) it was opined that the provision of the hotline for the members of the public to report on the sewage discharge problem was a passive approach. The members of the public were not obligated to monitor the sea for 24 hours. It was hoped that the representatives from the MD would report the number of patrols at the next CAC meeting; and

(19) according to section 51A on inspection of local vessel emitting dark smoke under the Merchant Shipping (Local Vessels) Ordinance (Cap. 548), if the authorised departments had reasonable grounds for suspecting that a local vessel contravened the ordinance and emitted dark smoke, the departments might direct the owner or coxswain of the vessel, or the owner's agent, to deliver the vessel to the Director for inspection within the time and at the place specified to ascertain whether dark smoke emitted from the vessel. Hence, enquiry was raised to the MD whether the illegal discharge of oil would be handled by adoption of similar approach.

22. MO(LPF)2 responded as follows:

- (1) the MD had established a HPS 24-hour control centre with 25 patrol launches, conducting patrol in different areas of Hong Kong waters. One of the patrol launches would patrol in the waters of Rambler Channel and Kwai Chung Container Terminal. Its main duty was to control the traffic of vessels entering or exiting the areas concerned. After the MD received a complaint call, the patrol launch should be able to arrive at the site to handle the complaint within one hour, provided that it was not undertaking special tasks or handling accidents at that time;
- (2) the general public could call the 24-hour hotline mentioned above; and
- (3) he would prepare the information concerning prosecution and give supplementary response at the next CAC meeting.

23. MO(PCU) responded as follows:

- (1) the marine floating refuse might not always be disposed from vessels. The refuse might be disposed into the sea from the shore, or the refuse on the shore might be brought into the sea by the wind, tide or rain. Moreover, the refuse might be washed into the sea by the stormwater drains;
- (2) it was more difficult to locate marine floating refuse and oil at night;
- (3) the MD had carried out publicity and educational activities in various areas regularly. For example, the MD had distributed promotional pamphlets near the oil barges and piers in Tsuen Wan district on 1 March 2016 for public education and publicity. The office for handling licence renewal of vessels had also prepared pamphlets and posters as references for the person in charge of the vessel. He also brought with him pamphlets for Members' reference today;
- (4) the marine cleansing contractors of the MD had three vessels to clean up marine refuse in Tsuen Wan. The scope of service covered the Kwai Chung Container Terminal, Rambler Channel, Tsing Yi North and the area from Ma Wan to Ting Kau and the working hours were from 8:00 a.m. to 6:00 p.m. If members of the public found any marine refuse, they could call the HPS hotline or government hotline 1823, so that the MD could arrange the contactors to send vessels for cleanup;
- (5) in 2015, the MD had conducted 11 anti-marine littering operations in Tsuen Wan. During the operations, no member of the public had been found in breach of the ordinances;

- (6) in 2015, the MD had found a marine oil incident in Tsuen Wan. The location of incident was at the Rambler Channel Public Cargo Working Area. The contractors had handled the incident immediately;
- (7) the marine refuse bin was in the trial stage without any tangible product yet. The MD would pay attention to the effectiveness of the marine refuse bin and whether it was suitable for use in Hong Kong waters; and
- (8) the Pollution Control Unit (PCU) of the MD would step up its work on publicity and education. At the berth of oil barges, the PCU reminded the public to pay attention to marine cleanliness and not to discharge oil and dispose litter into the sea.

24. MO(HP) said that the ordinance concerning inspection of local vessel emitting dark smoke was enacted on 18 July 2014. The adoption of similar approach on handling oil pollution would be subject to the power conferred by the Director of Marine.

25. EPO(RW)24 stated that the EPD would discuss with the relevant departments on the feasibility of installing large refuse bins and recycling facilities near the berth of the pier.

26. The views, enquires and suggestions of Mr LO Siu-kit, Ms LAM, Lam Nixie and Mr CHENG Chit-pun were summarised below:

- (1) it was opined that the photos provided in the paper, which were taken on 10 February 2016, clearly showed that some vessels were discharging sewage. It was enquired whether these photos were favourable enough for the MD to take actions; or were taken for reference only;
- (2) as Ramble Channel lay within Victoria Harbour, it was enquired whether the measures for protecting the Victoria Harbour area would be more stringent;
- (3) enquiry was raised on the details of the MD's licensing scheme; and whether a penalty mechanism had been set up, say, vessels would not be permitted to berth in Hong Kong waters again after being deducted certain points;
- (4) it was observed that vessels mainly adopted two approaches to refuse disposal, i.e. the vessels would dispose refuse at the berth directly, and meanwhile the engines of the vessels would generate noise; or the vessels would dispose refuse before preparing to leave the berth. It was enquired if the MD had any solutions to address the problems;
- (5) the MD was requested to provide a report on the number of prosecutions on a monthly basis;
- (6) enquiry was raised again to the MD on the arrangements concerning the patrol launch and whether the patrol launches would disguise as an ordinary vessel to conduct "undercover" operations. It was also suggested that the MD should arrange a team of staff to carry out the "undercover" operations and handle the oil pollution problem; and
- (7) it was opined that if the number of prosecutions was too small, the deterrent effect would be insignificant.

27. MO(PCU) responded as follows:

- (1) upon receiving a complaint on marine oil pollution, the MD would arrange staff to take oil samples from the sea surface and vessel concerned for comparison;
- (2) as regards the photos taken on 10 February 2016 provided by Members, the MD had not received any report on 10 February 2016. The staff of the MD had not found oil pollution when conducting patrol;
- (3) as regards carrying out prosecution actions, the MD had conducted 11 anti-marine littering operations in Tsuen Wan in 2015. During the operations, the uniformed staff of the MD did not find that any member of the public were in breach of the ordinances; and
- (4) the MD would continue to enhance the publicity and education and conduct anti-marine littering operations.

28. The Acting Chairman asked the representatives of the MD to duly prepare the relevant information and report the details of law enforcement before the next CAC meeting.

V Item 4: Any Other Business

29. Mr LO Siu-kit stated that as fire engines and ambulances could not enter the coastal area to handle accidents, he hoped that the CAC would follow up on the suggestion of providing an emergency vehicular access and sanitary facilities in the coastal area.

30. Mr CHAN Sung-ip said that he hoped that the CAC would explore the feasibility of relocating the berth for vessels carrying dangerous goods in Tsuen Wan, say, relocating the berth in question to Kau Yi Chau or the typhoon shelter off Hei Ling Chau.

31. The Chairlady said that Members could submit papers for discussion at the meeting of the Working Group on Management of Facilities in the Coastal Area.

32. Members noted the contents of the following information paper:

- (1) Dates of Meetings of Coastal Affairs Committee between May 2016 and March 2017
(CAC Paper No. 4/2016)

VI Adjournment of Meeting

33. The Chairlady reminded Members that the next meeting was scheduled on 6 May 2016 and the deadline for submission of paper was 20 April 2016.

34. There being no other business, the meeting was adjourned at 4 p.m.

Tsuen Wan District Council Secretariat
8 April 2016