

(Translation)

Minutes of the 9th Meeting of Coastal Affairs Committee (1/17-18)

Date: 5 May 2017

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 Wai-kit
Mr KOT Siu-yuen
Mr CHOW Ping-tim
Mr CHENG Chit-pun
Mr LO Siu-kit, MH
Mr TAM Hoi-pong

Co-opted Members

Mr CHUNG Ho-yin

Government Representatives:

Mr CHONG Kong-sang, Patrick

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

Mr CHAN Siu-wan, Wallace

Town Planner/Tsuen Wan 1, Tsuen Wan and West Kowloon District Planning Office, Planning Department

Mr CHUNG Tak-yau

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

Mr MAK Shui-wing

Marine Manager/Licensing and Port Formalities (2), Licensing and Port Formalities Section, Marine Department

Mr LEUNG Kam-man

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

Ms YIP King

Senior Health Inspector (Cleansing/Pest Control), Cleansing and Pest Control Section (Tsuen Wan), Food and Environmental Hygiene Department

Ms CHEUNG Tsz-yan

Health Inspector (Contract Management) 2,
Cleansing and Pest Control Section (Tsuen Wan),
Food and Environmental Hygiene Department
Executive Officer (Development), Tsuen Wan
District Office

Mr LEE Shing-fai, Henry

Tsuen Wan District Council Secretariat Representatives:

Ms 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

Absent:

Member

Mr WONG Ka-wa

Co-opted Member

Ms CHENG Choi-lin

The Meeting

I Opening Remarks and Introduction

The Chairlady welcomed the Members, Co-opted Members and government representatives to the 9th meeting of the Coastal Affairs Committee (CAC).

2. The Chairlady asked Members to note that Ms SHING Yin-man had resigned from the post of Co-opted Member due to engagement of her work. She also reminded all Members of section 28 of the Tsuen Wan District Council Standing Orders that unless otherwise agreed by the Chairlady, a Member might speak and make supplementary remarks for each agenda item once respectively at the meeting. Each Member could speak up to three minutes each time.

II Item 1: Confirmation of the Minutes of the Meeting held on 3.3.2017

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

(Note: Mr TAM Hoi-pong joined the meeting at 2:40 p.m.)

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

(A) Paragraphs 9 to 16 of the Minutes of the Meeting held on 3 March 2017: 268RS –
Cycle Track between Tsuen Wan and Tuen Mun

4. The Chairlady said that the Civil Engineering and Development Department (CEDD) submitted a written reply on the captioned matter prior to the meeting for Members' perusal.

5. The Vice Chairman said he noted that the CEDD did not provide any information for discussion at this CAC meeting. However, he hoped that the CAC would continue to follow up this agenda item to ensure that the CEDD would not attend the CAC meetings after a prolonged period of time and to discuss the design of the Ting Kau to Tsing Lung Tau section of the cycle track. Besides, Members had expressed worries about the cycle track at previous CAC meetings. He believed that the CAC had not reached a complete conclusion and had not indicated that it fully supported the cycle track. Therefore, he wished to make supplementary remarks regarding the use of the words that “the CAC’s general support was obtained” in the written reply of the CEDD.

6. The Chairlady said that it was made clear at the previous CAC meetings that as the CEDD had not conducted an extensive consultation, the CAC did not have a conclusion on the cycle track for the time being and the CAC was not in a position to indicate support or objection to the plan concerned. The CEDD was also requested to collect more information. She took this opportunity to clarify that the CAC had not indicated that it supported the cycle track. She reminded the CEDD to be careful about the use of the words of “general support”.

(Note: Mr LI Hung-por joined the meeting at 2:50 p.m. Mr CHOW Ping-tim left the meeting at 2:51 p.m.)

(B) Paragraphs 17 to 27 of the Minutes of the Meeting on 3 March 2017: Feasibility study on relocation of Sham Tseng Sewage Treatment Works to Caverns

7. The Chairlady said that after the last CAC meeting, the Drainage Services Department (DSD) had conducted a public consultation on 9 April 2017 on the Feasibility Study on Relocation of Sham Tseng Sewage Treatment Works to Caverns and she had joined the public consultation session together with two Members. Members were invited to express their views.

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

- (1) he had conducted a questionnaire survey to collect the views of residents of the area on this relocation plan. About 80% of the responding residents objected to the relocation plan because they were worried that the ancillary transport facilities might not be able to cope with the increased population (Mr CHENG Chit-pun);
- (2) the traffic on main roads connecting Sham Tseng and urban area were already close to saturation. The frequency of the ancillary traffic facilities and bus and minibus commuting service of Sham Tseng was not adequate for the residents during peak hours. Without the comprehensive and long-term traffic planning, the residents were worried that the population growth of about 4 000 people would create a very great pressure on the area (Mr CHENG Chit-pun);

- (3) last week, he, together with a district councillor of the District and the representatives of the housing estates met with the Director of Drainage Services and the Director of Planning. The representatives of the housing estates unanimously objected to the relocation plan. Besides their worries about the lack of community facilities and traffic problems arising from the relocation plan, the residents were also worried that, amongst others, the air vents of the Sewage Treatment Works would be too close to the residential areas; that harmful gases would be discharged; and that blasting works would affect buildings and slope structures. Unless the DSD could respond to and alleviate residents' worries, he would object to the relocation plan in accordance with the residents' views. He hoped that the department would respect the residents' views (Mr CHENG Chit-pun);
- (4) it was hoped that the Government would consider whether the location concerned was a suitable site with adequate ancillary facilities, such as traffic, community facilities, leisure space and parking spaces, etc. (Mr CHENG Chit-pun);
- (5) his constituency area was adjacent to the area in question of the captioned matter. Therefore, an on-street sampling survey was conducted in April this year in order to have an understanding of residents' views on the captioned matter. The findings of the survey indicated that about 70% of the respondents objected to the said relocation plan and 25% of the respondents supported the plan (the Vice Chairman);
- (6) as pointed out at the last CAC meeting, he would object to applying bundling to handle the matter because he was opposed to building houses (Mr KOO Yeung-pong);
- (7) it was believed that to a certain extent, some members of the public should support the relocation of the Sewage Treatment Works because of the foul smell it produced. However, the said relocation plan gave an impression that the purpose of relocating the Sewage Treatment Works was to vacate the land for property development. Therefore, discussion had been focused on the issues such as the ancillary traffic facilities arising from the development of the vacated land (Mr KOO Yeung-pong);
- (8) if the purpose of the said relocation plan was to build houses, there would be strong reactions from the general public. It was believed that there would be no objection to the relocation of the Sewage Treatment Works, but probably, there would be views on building houses (Mr KOO Yeung-pong);
- (9) the residents of Ma On Shan agreed to the relocation plan but they opposed to building houses afterwards. They shared the views with the residents of Tsuen Wan. It was hoped that the Government would consider whether there was a need to apply bundling for the relocation of the Sewage Treatment Works and the vacated land. Besides, a population growth would be arising from the construction of private housing, public housing or home-ownership

scheme and the ancillary traffic facilities would be affected. It was hoped that the Government would call a meeting to discuss the use of the vacated land in the relocation plan and see, for example, whether different dissenting voices would be arising from building recreation and sports facilities (Mr KOO Yeung-pong);

- (10) he was concerned about the use of the vacated land in the relocation plan. It was thought that in the current plan, private housing would be built. Without any restrictions, the developers would only package and sell their private housing projects as luxurious residences. If there were no sales restrictions on these private housing projects or no special restrictions were set in the land leases in the end, the environmental impacts of the relocation plan would not produce reasonable benefits for the general public. Thus, he objected to the relocation plan (Mr TAM Hoi-pong);
- (11) he considered that Option 2 was not ideal because it included a park, which would affect the use of sitting-out areas by residents nearby. He said that the private housing market was highly speculative at present and thought that for Option 1, it was highly probable that the private buildings finally developed would become luxurious residences for the speculative market (Mr TAM Hoi-pong);
- (12) when the relocation plan was put forth, she was a District Council (DC) Member of Sham Tseng area. According to the three public consultations and the views collected when she was the DC Member of the area, most of the feedbacks were the objection to the relocation plan (the Chairlady);
- (13) when the DSD conducted its second public consultation, the issues raised by different parties at the first consultation remained unsolved (the Chairlady);
- (14) the traffic assessment conducted for the second consultation by the DSD was not satisfactory. It was estimated that about 100 parking spaces would be additionally provided in the said relocation plan; however, in the traffic assessment, it was assumed that only 10 out of the 100 vehicles would run along Tuen Mun Road and the rest of them would run along Castle Peak Road in the morning. She thought that it was unreasonable because the residents of Sham Tseng working in Kowloon or Hong Kong did not need to detour to Belvedere Garden and Tai Chung Road Roundabout on their way to Kowloon. The indicators in the traffic assessment had put the residents off (the Chairlady);
- (15) as for the blasting works, the site of conducting blasting works was close to Golden Villa. She thought that the department concerned had not taken the views of the residents of the site into consideration (the Chairlady); and
- (16) the residents had strong views on whether the vacated land in the relocation plan would be used to build houses finally. They thought that the ancillary traffic facilities were not adequate and the department concerned had not proposed any solutions. As a result, the motorists living in Rhine Terrace

would not be able to drive from Rhine Terrace to the roundabout (the Chairlady).

9. The Chairlady said that the public consultation would close on 30 April 2017. She believed that the department concerned should have already received many opposing views from residents of the area. On the basis of the information provided by the department concerned at present, she considered that the relocation plan was not under support at this stage. Given that the Members' worries were not alleviated, that the residents unanimously opposed to the relocation plan, and that the relocation plan would be discussed again at the Public Works Subcommittee ("the Subcommittee") of the Legislative Council in due course, she suggested that the CAC should send a letter of objection to the said relocation plan to the Subcommittee.

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

- (1) he agreed to the arrangement of sending a letter to the Subcommittee. It was hoped that the contents of the letter would include residents' opinions from their perspective and points of view as well as the Members' concerns, so that the views of the CAC would be expressed more concretely (Mr WONG Wai-kit);
- (2) he noted that a number of Members expressed opposing views at the last CAC meeting. He shared their views. However, he thought that sending a letter to the Subcommittee would not reach the satisfactory level of conveying these views. He suggested that a letter should be sent to the bureaux and departments concerned with a carbon copy to the Subcommittee (Mr LO Siu-kit);
- (3) Members had expressed their views on the captioned matter at the last CAC meeting. He suggested that these views should be consolidated as part of the contents of the letter (the Vice Chairman);
- (4) the residents raised objection to the plan mainly because of the concerns about ancillary traffic facilities. Other concerns included the building density and ventilation, etc. (Mr CHENG Chit-pun);
- (5) he had conducted a questionnaire survey. The findings showed that more than half of the respondents indicated that they would resolutely raise objection to the relocation plan if the vacated land in the relocation plan would be used for building houses only. However, about 40% of the respondents indicated that they would consider agreeing to the relocation plan if the Government was willing to fine-tune the options. Their demands included improving the number of ancillary traffic facilities and community facilities. Besides, they were concerned about the residential building density and the height of residential buildings in Option 1 and Option 2 (Mr CHENG Chit-pun);

- (6) he suggested that the respective traffic conditions, inadequacy of community facilities as well as the density and height of residential buildings in the options concerned should be mentioned in the letter (Mr CHENG Chit-pun);
- (7) he thought that the views of the district councillors of the constituency areas should be respected. He also thought that the CAC was right to send the letter. Besides, he agreed that the prerequisites for the use of the land in the relocation plan, such as the traffic assessment and residential building density for future discussion should be mentioned in the letter (Mr MAN Yu-ming); and
- (8) he understood that there was a situation of a tight use of land over the territory and building houses was a common wish of everyone. However, it was necessary to listen to residents' views, particularly the views of residents of the areas concerned, on how to build houses (Mr MAN Yu-ming).

11. The Chairlady concluded that, as the main purposes of sending a letter by the CAC were to clearly state its stance on the relocation plan and the reasons for objection to the relocation plan, she suggested that the contents of the letter should only include the impacts brought by the relocation plan to the traffic, the existing density and the community. Besides, the contents of the letter would be presented in bullet points for concision. The recipient of the letter was the bureau concerned and the carbon copy of the letter would be sent to the Subcommittee, with a view to clearly conveying the CAC's objection to the proposal on relocation of the Sewage Treatment Works based on the concerns of residents of the areas concerned, for example, impacts on the traffic and the community. Besides, she suggested that she would discuss the contents of the letter together with the Vice Chairman and the Secretariat and the copy of the letter would be dispatched to Members for information. Members agreed to the suggestion.

III Item 3: Request for Provision of an Access to Beach in Tsing Lung Tau (CAC Paper No. 1/17-18)

12. The Chairlady said that the Vice Chairman submitted the paper. She welcomed the representatives from the government departments who specially joined the meeting, including:

- (1) Ms YIP King, Senior Health Inspector (Cleansing/Pest Control), Cleansing and Pest Control Section (Tsuen Wan) (SHI(C&PC)) of the Food and Environmental Health Department (FEHD);
- (2) Ms CHEUNG Tsz-yan, Health Inspector (Contract Management) 2, Cleansing and Pest Control Section (Tsuen Wan) of the FEHD;
- (3) Mr LEUNG Kam-man, Land Executive/Land Management 4 (District Lands Office, Tsuen Wan and Kwai Tsing) (LE/LM4) of the Lands Department (LandsD); and
- (4) Mr CHUNG Tak-yau, Deputy District Leisure Manager (Tsuen Wan) 1 (DDL(M)TW)1) of the Leisure and Cultural Services Department (LCSD).

Besides, the Highways Department (HyD) and Transport Department (TD) had submitted the written replies on the captioned matter prior to the meeting for Members' perusal.

13. The Vice Chairman introduced the paper.

14. SHI(C&PC) of the FEHD said that the FEHD undertook the cleansing services for non-gazetted beaches that were not managed by the LCSD and other government departments. In 2016, the FEHD found that a large amount of refuse were washed to the non-gazetted beaches along the coast of Tsuen Wan, including the beach in Tsing Lung Tau. The FEHD arranged for the contractors concerned to carry out cleansing work immediately. The main duty of the FEHD was to ensure food safety and maintain environmental hygiene. The construction of an access from the location concerned to the beach in Tsing Lung Tau was not part of the terms of reference of the FEHD. However, the FEHD welcomed the captioned suggestion.

15. LE/LM4 of the LandsD said according to the photographs provided by the Vice Chairman, he thought that the facilities at the location concerned should be under the management of the HyD. Therefore, Members were right that the captioned matter was relevant to the HyD and TD. As regards the views of the HyD and TD on construction of an access, the TD had indicated in its reply that there was no need to construct an access; however, if other government departments needed to construct an access at the location concerned, the District Lands Office, Tsuen Wan and Kwai Tsing would make all-out efforts to tie in with the land grants.

16. DDLM(TW) 1 of the LCSD said that as the beach in Tsing Lung Tau was not a gazetted beach, the LCSD had no intention to provide any facilities at the location, including the pedestrian passageways.

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

- (1) the FEHD, LandsD and LCSD had a clear stance. However, there were doubts about the stance of the HyD which was responsible for the management of the location concerned and the TD which was responsible for the construction of the access (the Vice Chairman);
- (2) all the existing facilities on the sea embankment or at roadside were managed by the HyD. The TD had previously constructed a formal access to the beach at Dragon Beach or near Villa Alfavista. Therefore, it was hoped that the departments concerned would adopt the same method to connect other places which were without a formal access. Although the HyD and TD had not sent representatives to attend this CAC meeting, he still wished to request the HyD and TD to provide the access to the non-gazetted beaches along the sea coast through this CAC meeting (the Vice Chairman);

- (3) the construction works would be in a large scale if the roads were constructed along the sea coast for provision of an access to the beaches. An easier solution was the provision of access for each of the non-gazetted beaches for refuse clearance (Mr CHAN Sung-ip);
- (4) he opined that as for the Members' request, the biggest difficulty was not knowing which department would bear the expenditures involved (Mr CHAN Sung-ip);
- (5) it could be seen that the cleansing work was difficult because the cleansing workers needed to carry out their work with a bamboo ladder on the beaches without any access (Mr CHAN Sung-ip);
- (6) it was noted that the Vice Chairman had expressed dissatisfaction with the replies of the TD and HyD which were responsible for the captioned matter. In particular, the HyD stated in its reply that the captioned matter was not part of its terms of reference (the Chairlady);
- (7) he thanked the FEHD for following up on the problem of refuse clearance actively and persistently (the Vice Chairman); and
- (8) it could be seen from the photographs that the staff of the FEHD were currently using an informal access to reach and leave the beach without an access. It was dangerous to a certain extent. Given that the employers were obliged to provide employees with a safe working environment, and that nowadays the bamboo ladders were replaced by the more stable ladders for use by the staff in the construction sites, it was hoped that the FEHD, when proactively followed up the seaside problem, would also request the HyD and TD to provide the access concerned or explore other solutions, for example, to request the Architectural Services Department to provide access concerned to reach and leave these beaches, in order to provide a safe access to the beach for its contractor. It was hoped that the FEHD would take note of this (the Vice Chairman).

(Note: Mr WONG Wai-kit left the meeting at 3:00 p.m.)

IV Item 4: Request for Relocation of Dangerous Vessel Berths at Rambler Channel to a Location Far Away from Residential Areas to Eliminate Safety Hazard

(CAC Paper No. 2/17-18)

18. The Chairlady said that the paper was submitted by her and Mr WONG Wai-kit. She welcomed the representatives from government departments who specially joined the meeting, including:

- (1) Mr MAK Shui-wing, Marine Manager/Licensing and Port Formalities (2) (MM/LPF(2)) of the MD; and
- (2) Mr CHAN Siu-wan, Wallace, Town Planner/Tsuen Wan 1 (TP/TW 1) of the PlanD.

The Development Bureau (DEVB) had submitted a written reply on the captioned matter prior to the meeting for Members' perusal. As this agenda item was proposed by her and Mr WONG Wai-kit, the Vice Chairman was to take over the chair temporarily.

19. Ms LAM, Lam Nixie introduced the paper.

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

- (1) the Tsuen Wan Dangerous Goods Anchorage (TWDGA) had been operated since 1968 mainly for oil carriers to moor and take shelter from typhoons;
- (2) the vessel owners should submit prior application to the MD for mooring buoy. The MD's approval should be obtained before a private mooring buoy for a vessel was placed at the TWDGA. According to requirement of legislation, the vessel owners also had to pay a prescribed fee for this;
- (3) at present, a total of 70 oil carriers moored at the TWDGA. According to the records, the MD had not provided additional buoys since 12 years ago. The application concerned had been frozen already;
- (4) on the overall operation of the harbour of Hong Kong, there were practical needs to retain the TWDGA as a part of the harbour facilities. At present, there was no suitable water area for developing into the dangerous vessel berths. Therefore, the Government did not have any immediate plan to relocate the TWDGA at the present stage; and
- (5) the Government had all along been committed to striving a balance among the divergent views from various sectors of our society. It was hoped that the TWDGA could tie in with the development of the industry, the districts and the harbour. If there was a suitable water area for the industry to continue to operate the oil carriers, the MD would make all-out efforts to tie in with the relocation plan of the TWDGA.

21. TP/TW 1 of the PlanD said that if the MD considered that it was necessary to relocate the TWDGA, the PlanD would tie in with the MD in the planning of land.

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

- (1) the same request had been made many times in the past (Mr KOO Yeung-pong);
- (2) the oil depots in Tsuen Wan had already been re-developed into residential properties. At present, Tsuen Wan had a very dense population that was close to the Dangerous Vessel Berths. He enquired whether there was any safety indicator, and about the safety index for the distance between the Dangerous Vessel Berths and residential properties (Mr KOO Yeung-pong);
- (3) the present population structure of Tsuen Wan was different from that in 1968. The reclamation works were carried out persistently for building houses. However, the locations of the mooring buoys of the TWDGA had

- remained unchanged. He thought that the TWDGA had become closer to residential area (Mr KOO Yeung-pong);
- (4) he had suggested in the past that the Dangerous Vessel Berths should be relocated to the typhoon shelter off Hei Ling Chau. He also thought that the departments concerned should review again whether there were other suitable locations for relocation of the Dangerous Vessel Berths to be relocated to (Mr KOO Yeung-pong);
 - (5) he enquired whether the number of dangerous vessels had increased in recent years, and about the mooring locations for these dangerous vessels (Mr KOO Yeung-pong);
 - (6) she enquired about the mooring locations of the additional dangerous vessels (Ms LAM, Lam Nixie);
 - (7) a letter on this matter had been sent to the MD in the past. At that time, the MD replied that there was no intention to relocate the Dangerous Vessel Berths. He was disappointed with it (Mr CHENG Chit-pun);
 - (8) at present, the seaside of Tsuen Wan was packed with buildings. He opined that thoughts should be given to whether dangerous vessels should moor at the seaside of Tsuen Wan (Mr CHENG Chit-pun);
 - (9) three years ago, a vessel loaded with dangerous goods stranded at Sham Tseng. It was fortunate that there was no leakage of dangerous goods and no accident was caused. However, as the location of the stranded vessel was very close to residential area, he worried about the consequences if an accident occurred (Mr CHENG Chit-pun);
 - (10) he enquired whether the Dangerous Vessel Berths should be accessible by vehicles or whether they were not to be located on outlying islands. If it was necessary to provide the access to the carriageways, the sparsely populated places such as Sunny Bay or Sham Shui Kok on Lantau Island could be taken into consideration the sites for the Dangerous Vessel Berths (Mr CHENG Chit-pun);
 - (11) the DC had discussed the matter concerned many years ago. The Belvedere Garden area had developed from a rural area in the past into a densely populated area with many tall buildings. The safety index for this area was obviously very much different from the past (Mr MAN Yu-ming);
 - (12) given the ever-increasing population density and no updates for the corresponding safety measures or guidelines, there was a potential impact on the district as if a time bomb was placed in the waters of Tsuen Wan (Mr MAN Yu-ming);
 - (13) he enquired the MD about the suitable sites for relocation and the relevant conditions of relocation. He hoped that the MD would consider the factor of the personal safety. He worried that in case an accident occurred, there would be disastrous consequences and it would be too late to regret by that time (Mr MAN Yu-ming);

- (14) he enquired whether the traders and vessel owners would refuse to relocate because of the increase on freight charges and various costs if the Dangerous Vessel Berths was relocated to a remote place. He opined that the town development should not be achieved at the expense of residents' lives and properties. He hoped that departments concerned would consider this seriously (Mr MAN Yu-ming);
- (15) apart from Members' suggestions, building a typhoon shelter-like facility in the north of Kau Yi Chau for dangerous vessels to moor should also be considered. This site was close to the oil depots on north-eastern Tsing Yi. It was convenient for vessels to go there and load oil. It was also convenient for crew members to go to Tsing Yi and Hong Kong Island (Mr CHAN Sung-ip);
- (16) he learnt that the vessels mooring at the Dangerous Vessel Berths should have already emptied their oil loads. However, in the long run, a study on relocation of the Dangerous Vessel Berths should be conducted. He suggested that the CAC should send a letter of enquiry on the captioned matter to the bureaux concerned (Mr CHAN Sung-ip);
- (17) in 1997, the Government considered the reclamation at the location of the Dangerous Vessel Berths. However, it was not put into practice due to the Protection of the Harbour Ordinance. Therefore, he thought that a letter of enquiry on the intended sites for relocation of the Dangerous Vessel Berths at that time should be sent to the bureaux concerned. As the Government should have conducted the studies on relocation sites for the Dangerous Vessel Berths, he thought that his suggestion was more appropriate than making suggestion on the sites for relocation of the Dangerous Vessel Berths by the CAC (Mr LO Siu-kit);
- (18) compared to the past, there were more buildings and premises along the seaside in Tsuen Wan. The number of residents had also increased substantially. This had brought about a greater need to deal with the problem of drainage pollution. Besides, dangerous vessels also caused a lot of pollution (Mr LO Siu-kit);
- (19) at present, the coastline, the role and the development of Tsuen Wan were all different from those in 1968. She was concerned about the present level of safety (Ms LAM, Lam Nixie);
- (20) she thought that population density should be a factor which is relatively more important in calculation of risk indices (Ms LAM, Lam Nixie);
- (21) she hoped that the MD would provide figures on the amount of oil storage of the TWDGA at the peak time as well as the distance between the residential area and the Dangerous Vessel Berths. She thought that it was necessary to review the amount of daily oil storage of the Dangerous Vessel Berths. She worried that the ecology would be affected due to the pollution problem caused by, inter alia, the oil leakage (Ms LAM, Lam Nixie);

- (22) there was a fire accident caused by cooking hob in Chai Wan earlier. A number of vessels were burnt. If those vessels were dangerous vessels in Tsuen Wan, the situation would have been very serious. It was worrisome (Ms LAM, Lam Nixie);
 - (23) she enquired whether population projections in the area concerned and relative risk levels had already been taken into consideration when the risk indices were calculated. She thought that the safety standard should be reviewed again thoroughly (Ms LAM, Lam Nixie); and
 - (24) the requirements and standards in the past were very different from those at present. Therefore, it was hoped that the departments concerned would provide relevant figures which were relevant to the safety and human lives (Ms LAM, Lam Nixie).
23. MM/LPF(2) of the MD responded as follows:
- (1) at present, the MD had frozen the number of vessels at the TWDGA at 70. Except for some oil carriers providing oil bunker service to local vessels and oil carriers that would take shelters on the Mainland at times of typhoons in Hong Kong, the MD would not accept any new local licence applications for oil carriers;
 - (2) under the existing legislation, the oil carriers were not permitted to moor at typhoon shelters;
 - (3) before 1997, the MD had considered relocating the TWDGA to Ping Chau, which was located at the east of Lantau Island. However, this relocation plan was shelved due to various reasons, including the harbour development and no reclamation in the Victoria Harbour after the establishment of the Harbourfront Commission;
 - (4) the MD was of the view that the TWDGA should be relocated, but it was not easy to identify a suitable site for relocation, i.e. a site which was fit for the smooth port development and supported by the industry;
 - (5) if the bureau decided to relocate the TWDGA, the MD would make all-out efforts to tie in with the relocation exercise;
 - (6) the MD conducted a risk assessment in 1998, but the results of the risk assessment had probably become invalid after all these years. On the other hand, however, the figures of the relevant changes were not available at the moment; and
 - (7) as the MD was dedicated to the port traffic safety management, it welcomed the relocation of the TWDGA. However, the MD had not identified any suitable site for relocation of the TWDGA at present.

24. The views, enquiries and suggestions of Members were summarised as follows:
- (1) it was suggested in 1997 that the Dangerous Vessel Berths was to be relocated to and a typhoon shelter was to be built on Tang Lung Chau near Ma Wan. However, he objected to the suggestion at that time on the grounds that there were boats of fishermen and fish farmers near the said site and that the said site was close to Tung Wan Beach which was the only standard public beach in Tsuen Wan West (Mr CHAN Sung-ip);
 - (2) he suggested that the MD should consider building facilities such as the typhoon shelter at the north of Tai Kau Yi Chau. This could not only avoid impeding the development of the artificial island, but also get around the limitations of the coast boundaries (Mr CHAN Sung-ip);
 - (3) she was pleased to note the response of the MM/LPF(2) of the MD. She also believed that the reply of the DevB indicated that it was waiting for the MD to take the initiative to make a request to relocate the Dangerous Vessel Berths (Ms LAM Yuen-pun, Phyllis);
 - (4) as the relocation of the TWDGA would bring impacts on the natural environment, fishery and residents and an extensive consultation should be conducted, it was suggested that the MD should forward the captioned matter to the DevB. She also hoped that the MD would take the initiative to convey to the DevB that there was a need to relocate the Dangerous Vessel Berths (Ms LAM Yuen-pun, Phyllis);
 - (5) he thought that the Tsuen Wan seaside was not suitable for dangerous vessels to moor. Therefore, there was a need to identify a more suitable location for them (Mr KOO Yeung-pong);
 - (6) he hoped that legislative amendments would be under study for the change of the use of the typhoon shelter off Hei Ling Chau, so that it would become a typhoon shelter for the exclusive mooring of dangerous vessels (Mr KOO Yeung-pong);
 - (7) in foreign countries, as the oil depots were under protection and relevant to the national security, a dedicated officer was assigned to undertake the management of and safeguarded the oil depot-related areas (Mr KOO Yeung-pong);
 - (8) in his opinion, it was unacceptable that the Dangerous Vessel Berths were set up in Tsuen Wan in the first place because there was no other suitable location for dangerous vessels to moor. He hoped that the bureau concerned would seriously review the handling of dangerous vessel mooring (Mr KOO Yeung-pong);
 - (9) she hoped that the representative of the MD would relay to his department and the bureaux concerned his view that the Dangerous Vessel Berths should be relocated (Ms LAM, Lam Nixie);

- (10) she enquired whether the MD could provide the CAC with the figures on the amount of oil storage at the Dangerous Vessel Berths at the peak time. Besides, most of the residents of Tsuen Wan district might not know that the vessels moored at the Dangerous Vessel Berths were the dangerous vessels. She thought that if they knew that those vessels were the dangerous vessels, they might express their views on it (Ms LAM, Lam Nixie); and
- (11) she suggested that the CAC should send a letter to the Transport and Housing Bureau (THB) and DevB to express Members' views on the captioned matter (Ms LAM, Lam Nixie).

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

- (1) the oil carriers moored at the TWDGA were mainly for taking shelter from typhoons. Usually, the oil carriers would no longer moor at the TWDGA after loading oil. In general, the oil carriers loaded oil at the oil depots in Tsing Yi every morning and delivered the entire oil loads to ocean-going vessels or other vessels in need. After that, the oil carriers returned to moor at the TWDGA ;
- (2) the MD would learn more about from the staff members concerned in the MD and consult the shipmen on whether oil would be stored on vessels moored at the TWDGA and the amount of the oil in question. It was hoped that the relevant figures could be reported at the next CAC meeting;
- (3) as regards the Members' suggestion on the relocation of the TWDGA to Tai Kau Yi Chau, he would consult the staff members of planning and development in the MD in order to learn about the development plan formulated for the waters of Hong Kong, if any;
- (4) if the CAC put forth the request of relocation of the TWDGA to the bureau concerned in writing, he believed that the relocation plan would likely be re-examined. The MD would make all-out efforts to tie in with it. However, there was no suitable site for relocation of the TWDGA at the moment; and
- (5) at times of typhoons in the past two or three years and, in particular, the Hong Kong-Zhuhai-Macau Bridge and the Third Runway were currently under construction, a large number of vessels arrived to take shelter from typhoon at the Hei Ling Chau Typhoon Shelter. The MD estimated that 300 vessels would take shelter there. Besides, some fishing vessels and river trade vessels from the Mainland would also arrive to take shelter from typhoon at the Hei Ling Chau Typhoon Shelter. The summer typhoon season of this year was around the corner and it was estimated that most of the vessels carrying out works in the waters of the Third Runway would take shelter from typhoon at the Hei Ling Chau Typhoon Shelter.

26. The Acting Chairman concluded that as Members supported the relocation of the Dangerous Vessel Berths which was currently located at the Tsuen Wan seaside and the MD also pointed out that there was a need to relocate these berths, the CAC would send a letter of suggestion to the Planning and Lands Branch of the DevB and THB on this captioned matter of relocation of dangerous vessel berths at Rambler Channel which had been discussed by the CAC. Working together with Ms LAM, Lam Nixie, he would continue to follow up on this matter after the meeting and send the copies of the letter to Members for their information. Members agreed to the above suggestions and arrangements.

27. The Chairlady resumed the chair.

V Item 5: Funds Allocation for Coastal Affairs Committee 2017/18
(CAC Paper No. 3/17-18)

28. The Secretary introduced the paper.

29. The CAC approved the funds allocation of DC Funds (Community Involvement Projects) in 2017/18 as follows:

<u>Programme</u>	<u>*Allocation Available for Use (\$)</u>
(1) Working Group on Promoting the Image of the Coastal Area	100,000.00
(2) Working Group on Management of Facilities in the Coastal Area	100,000.00
Total:	<u>200,000.00</u>

*The allocation included 5% deficit budgets.

30. 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.

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

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

31. The Chairlady said that the Brief on Tsuen Wan Waterfront Event Space (the "Brief") jointly prepared and published by the Working Group and a local organisation had been uploaded to the TWDC website for public browsing. Besides, the Working Group had dispatched the copies of the Brief to the DevB and the organisations that

frequently organised activities in Hong Kong for reference. It was hoped that these organisations would organise more activities in Tsuen Wan.

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

32. The Vice Chairman said that the “Tsuen Wan Promenade Placemaking Project” co-organised by the Working Group and a local organisation had been completed smoothly. A meeting would be convened in due course to discuss the suggestions on improving the Tsuen Wan seaside and the activities to be organised for the current year. The Working Group welcomed Members to put forth ideas on the activities, so that the Working Group could make good use of the funds allocated for the year.

(Note: Mr LO Siu-kit left the meeting at 3:48 p.m.)

VII Item 7: Any Other Business

33. Mr CHAN Sung-ip said that the Eye-dotting Ceremony of the International Dragon Boat Race cum Carnival would be held on 20 May 2017. The dragon boat race would be held on 21 May 2017. He hoped that Members would enthusiastically take part in these events.

34. The Chairlady said that the amount of refuse on beaches would be on the surge during the typhoon season. She hoped that the FEHD would pay attention to it and get prepared to clear the refuse from the beaches.

35. 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. 4/17-18);
- (2) Promotion and Anti-Marine Littering Operation in Tsuen Wan
(CAC Paper No. 5/17-18); and
- (3) Funds Allocation for the Coastal Affairs Committee for 2016-17.
(CAC Paper No. 6/17-18).

VIII End of the Meeting

36. The Chairlady reminded Members that the next meeting was scheduled on 7 July 2017 and the deadline for submission of paper was 22 June 2017.

37. There being no other business, the meeting was adjourned at 3:52 p.m.

Tsuen Wan District Council Secretariat
29 May 2017