

**A Summary of Issues Discussed by the EIA Subcommittee
at the EIA Subcommittee Meeting on 19 January 2007**

Need and justifications for the project

Some Members expressed much concern about the need and justifications for the project. The project proponent explained that they had examined thoroughly the possibilities of alternatives, including supply from the existing Mainland terminal and those at the planning stage. They concluded that the development of an LNG terminal in Hong Kong was the only means where all essential criteria for the project could be met.

2. On some Members' query about the projected development of ten LNG import terminals along the coast of the Mainland in the coming decade, the project proponent explained that the amount of LNG that would be imported into Mainland (should all these terminals be developed) exceeded the world's capacity to produce LNG. The Mainland authorities recognized that the development of LNG terminals throughout the Mainland had to be staggered to ensure sufficient LNG supply. Most of the proposed projects were only undergoing feasibility studies with no concrete development plans. The Guangdong Dapeng terminal was fully committed for the current and future needs of existing users. The terminal off Hainan was under great demand for local industrial uses. The two terminals proposed in the Zhuhai area were uncertain in terms of timing. It was crucial to match the timing of the terminal project with the availability of LNG supply. Certainty over the timing could only be assured by developing an LNG terminal in Hong Kong.

3. On the possibility of using receiving terminals outside Hong Kong after securing the supply source, the project proponent explained that there were practical limitations in terms of timing required for a cross-boundary project under two jurisdictions, the need to secure the commercial rights for sufficient supply and the need to construct a pipeline to the Black Point Power Station. For example, the Dapeng LNG Terminal took ten years for completion. Moreover, the pipelines from proposed terminals in Zhuhai and Dapeng would be much longer and need to pass through the Mainland Chinese White Dolphin Protection Area.

4. On the consultancy study commissioned by Sinopec to examine the feasibility of a pipeline from Coloane Island to Huangmao Island and then to Hong Kong, the project proponent confirmed that the proposal had nothing to do with them. No EIA reports had been provided other than those in the public domain and there were no commitments to construct other pipelines other than the one proposed in the EIA report.

5. On the urgency of the project and rate of depletion of the gas in Yacheng

gas field, the project proponent explained that there was a degree of uncertainty when evaluating the reserves and the gas supply could decline rapidly at the end of the plateau period. Thus, it was necessary to secure an alternative supply source in a timely manner. Regarding the validation of the gas field reserves, the Government had appointed a consultant to review the technical details provided by the proponent. Regarding users of the Yacheng gas field, CAPCO was not the only user of the gas field and the supplier had a contractual commitment to provide gas to Hainan Island, which had a high demand for industrial use.

6. On the possibility of using the existing Yacheng pipeline to source supply from the new gas field near Hainan, the project proponent explained that the new gas field was away from the Yacheng gas field which required installation of a new pipeline in the deep open sea. The construction of new connecting pipelines required shutting down of the existing Yacheng pipeline which would affect reliability of electricity supply to Hong Kong. In addition, the quality of the gas from other sources would be different from that of Yacheng and thus the Yacheng pipeline could not be used for transmitting the gas from other sources.

7. On the use of the natural gas received, the project proponent stated that the gas received from the Yacheng gas field or the future gas supply was envisaged to be used for the Black Point Power Station. The plan was to reduce the portion of coal by increasing the portion of gas for power generation in order to meet the 2010 emissions reduction targets.

8. On the import and export of power generated, the project proponent indicated that they imported power from the nuclear plant in the Mainland and exported power, mainly surplus power generated by low sulphur coal in the Castle Peak Power Station, when it was required to compensate for the shortfall in electricity generation capacity in the Mainland at this stage. Even if surplus power was not exported to the Mainland, there was still the need to use all the available natural gas for power generation to meet power demand in Hong Kong.

9. Assuming the proposed LNG terminal project did not proceed, the project proponent indicated that they would stretch out the remaining Yacheng gas capacity to ensure reliability of power supply for a certain period. With no further supply of natural gas, there would be reliability problems in electricity supply even if all the coal-fired and nuclear power units were run at full capacity. This hypothetical scenario would result in a massive increase in air emissions and the 2010 emissions reductions targets would not be met.

10. On the “LNG Feasibility Joint Study” commissioned by CLP, Shell and Total in 1992 mentioned in Section 2 in Chapter 1 of the EIA report, the project proponent explained that CLP was one of the participants in the study and they undertook to check whether the study report could be released to Members for information. The Environmental Protection Department (EPD) clarified that the study

was not commissioned by EPD. An inter-departmental working group was involved in the study.

(Note: The study report was provided to Members for information after the meeting.)

Site selection

11. Some Members expressed much concern about the selection of the site at South Soko on the ground that it had high marine ecological value. They queried whether the project proponent had conducted a thorough site search for the LNG terminal facility.

12. The project proponent explained that they had conducted an extensive site selection exercise since 2003 by three phases. The first phase was to include as many sites as possible which included 29 sites and the list was short-listed to seven in phase two. Based on a detailed analysis from different perspectives, including engineering, environmental, social and planning, it was concluded that both the Black Point and South Soko had strong advantages for siting the LNG terminal. South Soko was the preferred option as it would enable a replacement gas supply earlier, enabling them to meet the 2010 emissions reduction targets earlier, involve less land reclamation and the marine transit was acceptable from a societal risk point of view.

13. On the reason for conducting EIA studies on two options rather than one option, the project proponent explained that both the Black Point and South Soko had their pros and cons which had to be evaluated in detail. Given the tight time schedule and there was no sufficient information to rule out either of them, it was better to take both options forward for detailed EIA studies. Detailed quantitative risk assessment for Black Point and marine ecological assessment for South Soko were necessary, which required cooperation and integration within the study team and with relevant Government departments, before a decision could be made.

14. On the Tseung Kwan O Area 137 site, the project proponent explained that it had the advantages of a formed land and was zoned for industrial use. However, there were constraints on the turning circles, marine traffic, safety concern, the need for extensive dredging and construction of a long pipeline passing through areas with high ecological value and visual impacts to sensitive receivers in Tseung Kwan O, Siu Sai Wan and Chai Wan.

15. On the rationale behind the selection criteria that an existing marine park was regarded as an exclusive constraint while a potential marine park was regarded as a non-exclusive constraint, the project proponent explained that the starting point of the site selection was based on statutory designations of the possible sites which would constitute uncertainties and permitting risks. The assessment was based on the ecological and environmental impacts of the project. It was important to note that the EIA study concluded that the construction and operation of an LNG terminal was not

incompatible with the designation of the site as a marine park.

16. The project proponent also indicated that they had conducted an extensive site selection process and short-listed the two most promising sites at Black Point and South Soko. The other sites were considered not viable due to various reasons, including technical, environmental or social constraints. The detailed EIA studies showed that with mitigation measures and enhancement plans, the LNG terminal would be compatible and meet the high standard required of a marine park. They highlighted that the Aviation Fuel Receiving Facility (AFRF) at Sha Chau and the Cove Point LNG Terminal at the east coast of the US were located at marine parks. The frequency of vessels at the AFRF at Sha Chau was 3 times per day, which was substantially higher than in the case of the LNG Terminal at Soko.

17. Members noted that the project proponent had gone through an engagement process and consulted stakeholders, green groups and concerned groups in the site selection process, and the project profile of the EIA study indicating the selected sites for study had gone through the proper public consultation process.

Risk assessment

18. On the risk assessment associated with the Black Point option, the project proponent highlighted that an extensive study had been conducted with local and overseas experts. The assessment results presented in the EIA report were the risks that would exist after mitigation measures were implemented. Further mitigation measures would be outside the direct control of the project proponent, such as changing the escort and exclusion provisions for an LNG carrier or relocating the affected population. The key risk factors were the collision of the LNG carrier with other vessels and the grounding of carriers, which would have the potential to affect the population along the waterfront. With the implementation of all practicable mitigation measures, such as a restriction on transit times, it would not be able to reduce the risks to the acceptable region. For the Black Point option, there would be about 1 million people along the transit route of the LNG carrier in Hong Kong.

19. On the possibility of taking further mitigation measures to reduce hazard to life, the Marine Department advised Members that the way to minimize any mishap due to the transit of LNG carriers was to impose an exclusion zone for the exclusive transit of the carriers. The access route from East Lamma Channel through the Ma Wan Channel and up to Black Point and Shekou were used by vessels calling at two international container ports, oil terminals and for passenger vessels to Macau and the Mainland. Given the tremendous amount of shipping and requirement of accurate schedules for container liners, closing the channel for the LNG carriers would have serious impacts on the operation of the container ports. While the container ships at Kwai Tsing container port did not pass through the Ma Wan Channel, they used the same Western Fairway and all the way to East Lamma. In order to eliminate the collision risk, it was not possible to close only one section of the channel and the whole channel would

need to be closed. The project proponent explained that implementation of the proposed safety zone would effectively result in a complete closing of the Ma Wan Channel to south bound traffic for a 3-hour period. This would result in serious impacts on shipping operations and, because of this and other factors, the mitigation measure was considered not practicable to be implemented in Hong Kong.

20. On the consequences of a collision of an LNG carrier with other vessels, the project proponent indicated that research showed that there would be potential for a fire event resulting in burning which would extend over some distance affecting the people along the waterfront. While collision cases involving LNG carriers were very rare, the risk assessment was based on the likelihood of future events and the significance of the consequences of passing an LNG carrier through a densely populated area. The Government had very strict criteria on risk management.

21. On the frequency of collision along the LNG route to Black Point site, the Marine Department advised Members that there were about two incidents associated with ocean-going vessel vs ocean-going vessel in the previous five years, one of which resulted in loss of life. While one more shipment per week would be acceptable in terms of marine traffic, a collision incident might lead to significant consequences as the hazard to life was in the As Low As Reasonably Practicable region.

22. On overseas cases of LNG carriers passing through densely populated areas, the project proponent explained that a thorough analysis had been conducted on waterways and mitigation measures around the world. The most distinct characteristics of Hong Kong, as compared with those of overseas cases including Osaka and Toyko, were the high density of marine traffic and high rise buildings with a large population along the waterfront. They highlighted that there were different risk criteria in different countries. Regarding overseas practices, the Marine Department advised Members that similar new projects in other countries would try to site the terminals away from populated areas to minimize hazard to life.

23. On the reason for using large carriers in the analysis, the project proponent explained that the smaller the size of the carriers, the higher the risks as the frequency of transit would be increased given that both types would have hazard effects on the population along the waterfront. The choice of the size of the carriers to be used would depend on a number of factors, including economic considerations, port size and flexibility required.

24. On the possibility of using the Tonggu waterway, the project proponent explained that it was stated in the EIA report that the Tonggu waterway was not considered a viable option for the transit of LNG carriers. The original EIA report on the Tonggu waterway was rejected in 2005. For the newly proposed alignment, it would be a unidirectional channel of 210 m wide and 15.8 m deep. The minimum requirement, according to the guidelines of the PIANC International Navigation Association, for an LNG carrier would be 250 m wide for an unidirectional channel and thus incremental

construction dredging of 10 million m³ would be required to widen the width and maintenance dredging would be 0.5 million m³ per year. The incremental additional dredging, which had not been discussed with the relevant authorities, would have substantial adverse environmental impacts as the rate of sedimentation deposition in the area was very high. Most of the dredging area and transit would be in the core area of the Pearl River Estuary White Dolphin Nature Reserve and thus approval from the State Government level would be required. Moreover, a unidirectional channel would be less preferred for LNG carriers for safety reasons. The provision of a bidirectional channel would require intensive additional dredging.

25. On the risk assessment in the context of the EIA Ordinance, EPD advised Members that the objective of the EIA Ordinance was to assess impacts on the environment, including the people and wild life in the natural environment. The recent judgment of the Court of Final Appeal on an EIA case under the EIA Ordinance indicated that hazard to human life should be the highest level of concern and a high standard of hazard assessment should be adopted.

26. Members noted that risk assessments on human and marine lives were conducted by the project proponent for both Black Point and South Soko options. The risk assessment for South Soko concluded that no unacceptable risks were foreseen.

Ecological impacts

27. Some Members expressed much concern about the ecological impacts of the project, in particular on Chinese White Dolphins (“dolphins”) and Finless Porpoises (“porpoises”). Considering that Soko Island was a potential marine park, they were concerned about whether the project would be compatible with the existence of a marine park.

28. On the habitat area of dolphins and porpoises, the project proponent indicated that information from long-term studies showed that Soko Island was not a primary habitat for dolphins and porpoises and that the area was used by these marine mammals seasonally. The dolphin habitat area extended to the Pearl River Estuary, south west of Macau and western Hong Kong waters with a total population size of about 1,200 to 1,300. The porpoise habitat area extended to the east and south of Hong Kong. Agriculture, Fisheries and Conservation Department (AFCD) confirmed that the population size of dolphins was fairly stable in the past years with about 1,200 in the entire Pearl River Delta including Hong Kong waters. Of this number, depending on the seasons, there were some 90 to 200 of them found in Hong Kong waters.

29. On the impacts of the project on marine mammals, the project proponent highlighted that with mitigation measures in place, the impacts would be relatively minor and short-term, primarily during the construction phase. The residual impacts on marine mammals would also be relatively minor. Very detailed long-term studies conducted on the impacts of the AFRF on the ecology of Sha Chau Marine Park showed

that dolphins tended to avoid the works areas during the construction phase but their population returned to the pre-construction levels within several months of completion of the works. AFCD confirmed that the dolphin population remained stable after the construction phase of the AFRF in Sha Chau.

30. On the cumulative impacts of different projects in the South Lantau area on marine mammals, the project proponent indicated that they recognized the importance of assessing the cumulative impacts on marine life. They pointed out that the Black Point site area was close to an important dolphin habitat in the Lung Kwu Chau.

31. On the impacts of noise generated by the construction works and vessel movements on dolphins and porpoises, the project proponent indicated that the impacts would be insignificant. The industrial noise was at the lower frequency range while the auditory sensitivity of dolphins and porpoises was at the higher frequency range. While they could hear the higher end of the frequency of industrial noise, including dredging, piling and vessel movements, the noise would have insignificant impacts on them. Evidence from the US showed that dolphins lived well in areas frequented by tankers. For example, the Urmston Road Channel between Castle Peak Power Station and Lung Kwu Chau was a prime feeding ground for dolphins throughout the year despite the large number of vessels moving in the area.

32. On the disturbance to the marine environment, the project proponent explained that detailed dive survey round the entire Soko Island and benthic surveys in Tung Wan, Sai Wan and along the pipeline route were conducted. Results showed that most of the coastline where the works would take place were artificial shorelines. Reclamation at Sai Wan would be in between the old reclamation area for the detention centre, disturbing only about 265 m rocky and 35 m sandy shoreline. The seabed area was not pristine and was disturbed by frequent trawling activities.

33. On the impacts of the project on the functions of the potential marine park, the project proponent highlighted that the operational phase impacts, including the cooled water discharge, would not compromise the function of the potential marine park. The day to day operations of the LNG facility which were fairly benign would occur mainly on land. The vessel would only dock at the terminal once a week and the terminal would be manned by a small workforce of 50 to 60. A comprehensive package of environmental enhancement measures was proposed for both marine conservation and upgrading of terrestrial facilities. There were successful examples of industrial facilities and conservation areas co-existing within the same area including the AFRF within the Sha Chau Marine Park and the Cove Point LNG Terminal in the US operated for 30 years in the middle of a 1000 ha Nature Reserve.

34. The project proponent indicated that major activities of the project would be on the land and limited activities and facilities would be in the sea. They had taken AFCD's advice to shift the location of the jetty from the north to south, reduce the reclamation area from 13 ha to 0.6 ha and implement a number of mitigation measures

which would mitigate the impacts of the operation on the future marine park. In view of the high ecological value of the area, due consideration had been given to assess the ecological impacts and the package of appropriate ecological mitigation measures. AFCD advised Members that all ecological concerns had been duly addressed and adequate on-site and off-site mitigation measures would be employed to reduce the ecological impacts to the maximum practicable extent. That being the case, the LNG terminal should be able to co-exist with a marine park.

35. On some Members' concern about the commitment to taking forward the marine park proposal, EPD advised Members that the proposal for designating Soko Island as a marine park had not been shelved. The major issue to be resolved was resources allocation. The proposal would be taken forward once the issue was resolved.

36. On some Members' view that a gazetted marine park should be a "no-go area" for development, EPD advised Members that under the EIA Ordinance, a proposed development in an existing or gazetted proposed country park or an existing or gazetted proposed marine park was regarded as a designated project and would require the application of an Environmental Permit. Even if Soko Island had been a gazetted marine park, it was still possible for the project proponent to propose the LNG terminal at Soko Islands, subject to the need to go through the EIA process to demonstrate the environmental acceptability of the project.

Water quality impacts

37. Some Members were concerned about the impacts of the project on the water quality affecting the marine environment. EPD confirmed that the EIA report complied with the water quality objectives (WQOs). On their query about the standards of the WQOs, EPD advised Members that the WQOs were based on the beneficial uses of different water bodies. There were different water quality control zones in Hong Kong with different sensitivity and characteristics. More stringent standards were applied to more ecologically sensitive areas.

38. On some Members' concern about the impacts on corals, the project proponent explained that the maximum discharge volume of the water cooling system would be 18,000 m³ per hour and the discharge would be about 100 m from the shoreline and about 10 m below the jetty. The corals were mainly narrow bands at the water surface area along the shoreline. The temperature change at the coral area would be less than 0.5 degree Celsius and thus the impacts would be insignificant.

39. On some Members' concern about the temperature difference of 12.5 degrees Celsius mentioned in the EIA report, the project proponent explained that the water quality impact assessment was based on water quality and hydrodynamic models calibrated for the Soko area. The temperature difference of 12.5 degrees Celsius referred to the temperature of effluent leaving the vaporizing unit and not the drainage in the temperature of marine waters. The rapid current velocity at the discharge beneath the sea

would have rapid dilution and dispersion effects and the temperature difference of effluent would only be 2 degrees Celsius from the ambient within 200 m from the outflow point and the chlorine concentration would only be 0.01 mg/l at 300 m from the outflow point. EPD confirmed that the modeling results on water quality assessment in the EIA report were validated.

40. On some Members' concern about the temporary exceedance of WQOs arising from suspended solids elevations during dredging and the reason for using trailer dredger instead of grab dredger, the project proponent explained that the trailer dredger was mainly used at the western Lantau section as it was necessary to provide a larger trench for additional rock armour protection in view of the heavy marine traffic. The trailer dredger could be more accurate and efficient than the grab dredger and would minimize over-dredging. They highlighted that the exceedance would be over very short intervals and localized and not considered sufficient to cause an unacceptable deterioration of water quality. The modeling assumed 24-hour operation but actual dredging works would be only 12 hours a day. Moreover, WQOs were not specifically designed for protection of marine life. AFCD advised that dolphins were air breathing animals with high mobility and would not be directly affected by suspended solids level elevations. Mitigation measures such as silt curtains would be used to minimize the impacts at specific sites where necessary.

41. On the impacts of chlorine in discharged water and ecotoxicity assessment, the project proponent indicated that the concentration of chlorine at the discharge would be 0.3 mg/l which was much lower than the general required standard of 1 mg/l. EPD advised that the standard used was based on concentration rather than overall loading. The general concentration standard for residual chlorine at the discharge was 1 mg/l and the standard adopted in the EIA study for the water cooling discharge system of Hongkong Electric Company's Gas-fired Power Station was 0.3 mg/l.

42. On some Members' concern about the forming of foaming at the outlet of the discharge system, the project proponent confirmed that no foaming would be formed at the discharge point.

43. On a Member's query about the use different assessment criteria for heavy metals with reference to Table 6.3 of Section 6 in Part 2 of the EIA report, the project proponent explained that international assessment criteria were used as no local criteria were available. They undertook to look into the reason for using different sets instead of one set of assessment criteria.

Landscape and visual impacts

44. Some Members were concerned about the landscape and visual impacts of the industrial facility in the natural environment. The Planning Department advised Members that from the EIA perspective, landscape and visual impacts had to be assessed from the angles of the sensitive receivers. The landscape and visual impacts of the

project after taking mitigation measures as proposed in the EIA report were considered acceptable in complying with the EIA Ordinance and the Technical Memorandum on the EIA process. EPD advised Members that under the Technical Memorandum, the assessment should only be based on environmental grounds but not on land use grounds.

45. Some Members commented that South Soko was one of the very few outlying islands remained undeveloped. The Planning Department advised Members that the project site was not a virgin land without development. The central part of the island had been formed and used as a detention centre for Vietnamese refugees. The project site was not covered by any Outlying Zoning Plan at this stage. The land use compatibility issue had to be dealt with under the planning process.

46. On some Members' query about the planning strategy for South Soko and South Lantau with reference to the South West New Territories (SWNT) Development Strategy Review, the Planning Department advised Members that the Soko Islands were proposed as "Conservation Area" under the Recommended Development Strategy of the SWNT Development Strategy Review in 2001. However, the LNG proposal had not come into scene. For South Lantau, the planning intention for the area was to preserve the existing natural environment and development therein should be low-density and low-rise.

47. On some Members' concern about the cut slope behind the tanks, the project proponent explained that there would be bench planting and landscaping at the cut slope. A landscape master plan would be submitted for landscaping implementation during and after the construction works.

48. On some Members' concern about the height of the tanks, the project proponent indicated that the tank height had been reduced to a level lower than the hilltop so that the tanks would not be visible from the other side of the hill and South Lantau.

Waste management

49. On some Members' concern about the disposal of contaminated sediments, the project proponent explained that they were aware of the diminishing capacity of the disposal site at East Sha Chau. If this disposal site was not available, they would work closely with the Marine Fill Management Committee of the Civil Engineering and Development Department (CEDD) and EPD to identify suitable sites to fulfill the requirements. EPD confirmed that the sediments could not be permitted to be disposed of at landfill sites. On top of the existing disposal site, an EIA report on the extension of the East Sha Chau disposal site had been approved. Relevant parties would consider the project proponent's request for mud disposal based on the overall demand. Under the existing system, the dredging works could not proceed before the disposal issue was agreed by CEDD.

Construction and operational impacts

50. On some Members' concern about the use of sea-based pipeline route, the project proponent explained that the land-based route had been explored and found not feasible as it would involve numerous cuttings in the country parks and extensive widening of existing roads, including Tung Chung Road. The tunnel route option was also not viable as it would involve numerous sensitive receivers, archeological sites, sites of special scientific interest, longer construction period, dredging for access channels and reclamation of 3 ha to accommodate tunnel boring machines. The sea-based option was preferred in view of its shorter-term and less environmental impacts.

51. On some Members' concern about the sewage treatment facilities for the construction workers and construction site runoff during the construction phase, the project proponent explained that the sewage treatment plant had to be designed and operated with the discharge standards under the Water Pollution Control Ordinance and detailed design would be submitted at a later stage.

52. On the number of storage tanks required, the project proponent explained that the initial phase would involve the construction of two tanks with an expansion capacity to three tanks. The modelling conducted was based on the maximum capacity. The tank size would be optimized during the engineering design but would not exceed the size proposed in the EIA report.

53. On some Members' concern about the impacts of the submarine pipelines on fishing activities with particular reference to the complaints of the fishing community on a recent project, AFCD advised Members that the major reason for the complaints was the alleged change in configuration of the sea bottom after the works which, if taking place, could affect fishing especially trawling activities. For the current project, a geophysical survey would be conducted to ensure that restoration works would be done properly. The project proponent undertook that seabed configuration would be restored properly after the pipeline installation works.

54. On some Members' concern about the operation of the water cooling system on the Amphioxus, the project proponent confirmed that the impacts on the Amphioxus would be minimal because the water intake was at the surface (and Amphioxus lived close to/in the sediments) and the outfall was remote from the area where Amphioxus was recorded.

Archeological and cultural heritage

55. On some Members' concern about the rescue of artifacts on the site, the project proponent explained that detailed surveys had been conducted both inside and

outside the project site. Excavation works would take about six to nine months before construction and would be conducted in accordance with the requirements laid down by the Antiquities and Monuments Office. The Antiquities and Monuments Office would play an important role in the rescue activity and provide close supervision. During the construction phase, licensed archeologists would be on the site.

56. On some Members' question about the presence of indigenous villages and private lots, the project proponent confirmed that they had been in consultation with the local representatives and the Lands Department in relation with the private lots and graves. There were no villages on the site.

Environmental monitoring

57. On the means of environmental monitoring, the project proponent indicated that visual monitoring would be undertaken during the construction phase at the exclusion zone around the dredging and piling area by qualified dolphin observers. Longer term monitoring would be conducted through vessel based line transect surveys.

58. Some Members suggested that should the EIA report be approved, the project proponent should be required to set up an Environmental Monitoring Committee, including representatives of concerned groups, stakeholders, experts and Members of the ACE. Some Members suggested that an Environmental Management System should also be in place on top of the Environmental Monitoring and Audit Programme submitted by the project proponent.

Environmental enhancement plan

59. On some Members' concern about the timetable and funding for the environmental enhancement plan, the project proponent undertook to provide funding and resources to work closely with the country and marine park authority, AFCD and stakeholders to implement the enhancement measures, in particular for the planned marine park. The discussion would take place early to formulate concrete plans. EPD advised Members that resources for the operation, including patrolling and law enforcement of marine parks, would be from government funding. There would be areas for cooperation with private sectors and non-government organizations when the Soko Marine Park proposal was taken forward.

60. On the environmental enhancement measures for the marine park, AFCD advised Members that should the EIA report be approved, conditions would be stipulated in the Environmental Permit specifying the enhancement proposals. The details of the enhancement measures, including artificial reefs, biodiversity surveys and other educational facilities and activities, would be worked out by the project proponent for the Administration's agreement.