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(ACE 35/94)
for advice

Report of the EIA Subcommittee: the 3rd Meeting on 5 July 1994 and the 4th Meeting on 1 August 1994

Studies considered at the meeting on 5 July 1994:

EIA for the Pak Shek Kok Reclamation - Public Dump

Members considered the EIA study for the proposed reclamation by public dump at Pak Shek Kok, Tai Po. The EIA study concluded that environmental impacts associated with the proposed reclamation would be kept within the relevant standards and guidelines through the use of proper design on access road alignment and seawall construction. Environmental monitoring and audit programmes will also ensure that the recommended mitigation measures are implemented.

2. The Subcommittee accepted the EIA study, though one member showed disapproval of such public dump scheme. The Subcommittee recommended the Council to endorse the EIA report, subject to the following conditions:

- there should be an independent consultant to monitor site environmental performance of the contractor, and the contractor should be required to monitor dust levels continuously;
- priority should be given to native species in planting on site;
- waste intake should adhere to permit conditions. A scheme should be devised to monitor the speed of vehicles on site and take quick actions against the offenders; and
- offenders should be given warning for the first offence and be penalised with a revoke of permit on the second offence.

3. At the request of the Subcommittee, Civil Engineering Department has prepared a report on the past enforcement action on offending drivers relating to public dumping activities (Annex 1).

EIA Study for the Route 3 Country Park Section: The Ting Kau Bridge and Approach Viaduct

4. This is an EIA on the proposed Ting Kau Bridge and Approach Viaduct, which connects with the Tai Lam Tunnel and Yuen Long Road to form the Country Park Section of Route 3. The entire Route 3 will provide about 15.5 km of dual-3 lane carriageway linking the northwest of Tsing Yi Island with Yuen Long.

5. The EIA study assessed environmental impacts associated with the road project based on a preliminary design. Practical mitigation measures were proposed and environmental monitoring and audit requirements were identified.

6. The Subcommittee accepted the EIA report and recommends the Council to endorse the EIA report subject to the following conditions:

- a further ecological survey between now and the start of the project be carried out; and
- consideration be given to compensatory tree planting.

7. Responses from the project proponent on the above conditions are at Annex 2.

EIA Study for the Route 3 Country Park Section: the Tai Lam Tunnel and Yuen Long Approach Road

8. The Tai Lam Tunnel and Yuen Long Approach Road connects with the Ting Kau Bridge and Approach Viaduct to form the Country Park Section of Route 3. This EIA study, assessed environmental impacts associated with the road project based on a preliminary design. Practical mitigation measures were proposed and environmental monitoring and audit requirements were identified. The Subcommittee was informed that a detailed EIA study would be conducted by the successful contractor at a later date.

9. The Subcommittee accepted the EIA report and recommends the Council to endorse the EIA report subject to the following conditions:

- an additional ecological survey be conducted before commencement of work;
- off-site compensatory planting at a ratio of no less than three to one;
- the future detailed EIA be submitted to this committee for consultation; and
- off-site restoration of wet land.

10. Responses from the project proponent on the above conditions are at Annex 3.

11. At Members' request, the Administration has prepared a position paper on the protection of wetland in Hong Kong (Annex 4).

EIA Study for the Tuen Mun Port Development Study

12. This EIA study was carried out as part of the Tuen Mun Port Development Feasibility Study. The main objectives of the study is to investigate the feasibility of accommodating 265 ha of land for deep waterfront industries and 68 ha of cargo working area with about 4 km quay length and possible future extension.

13. The EIA study concluded that environmental impacts associated with the proposed development would be kept within relevant standards and guidelines through the application of appropriate mitigation measures. Environmental monitoring and audit programme would also be implemented.

14. The Subcommittee accepted the EIA report and recommended the Council to endorse the report on the condition that the future detailed EIA study should be presented to the Council for consultation.

Studies considered at the meeting of 1 August 1994

EIA Study for Stonecutters Island South Shore Naval Facilities

15. According to a recent agreement between the British Government and the Government of the People's Republic of China, the existing HMS Tamar Naval Base on Hong Kong island will be replaced by new naval facilities located on Stonecutters Island.

16. Architectural Services Department commissioned a study on the environmental impacts due to construction and operation of the proposed naval facilities on Stonecutters Island. The EIA study concluded that the environmental impacts associated with the proposed development can be minimised through the use of proper design and implementation of appropriate mitigation measures and monitoring programmes.

17. The Subcommittee accepted the report and recommended the Council to endorse this study on the note that Architectural Services Department would explore the possibility of co-ordinating the implementation of the recommended ecological mitigation measures for this project with those recommended for the Government Dockyard on the north shore of the island.

18. The Subcommittee also recommended the Administration to establish a policy on providing on-site and off-site ecological compensatory measures for losses due to major development projects.

EIA Study for Shenzhen River Regulation Project - Stage 1 Work

19. Cross-border liaison with the Shenzhen Government started in 1982 to review measures to reduce pollution and prevent flooding in the Shenzhen River's catchment. This study assessed the environmental impacts of the Stage 1 work of the Shenzhen River Regulation project.

20. The study concluded that, with appropriate mitigation measures in place, the predicted residual environmental impacts could meet relevant criteria. The effects of the Stage 1 works on the ecological resources at the Mai Po and Futian Reserves were predicted to be minimal.

21. The Subcommittee accepted the report and recommended the Council to endorse this study. The Subcommittee also recommended that the consultants should look at the following issues during Stage 2 of the study:

- the cumulative impacts on the environment, especially on the loss of wetland;
- the presence of residues of pesticide in the spoil that need to be dredged; and
- alternative options for alignment and configuration of the channel.