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Annex E to ACE Paper 4/2007

Additional Information Provided by the Project Proponent

The project proponent has provided the following additional information –

- (a) Emission reduction benefits of the LNG Terminal Project
- (b) Visual montages – South Soko
- (c) Enhancement Plan – South Soko

EMISSION REDUCTION BENEFITS OF THE LNG PROJECT

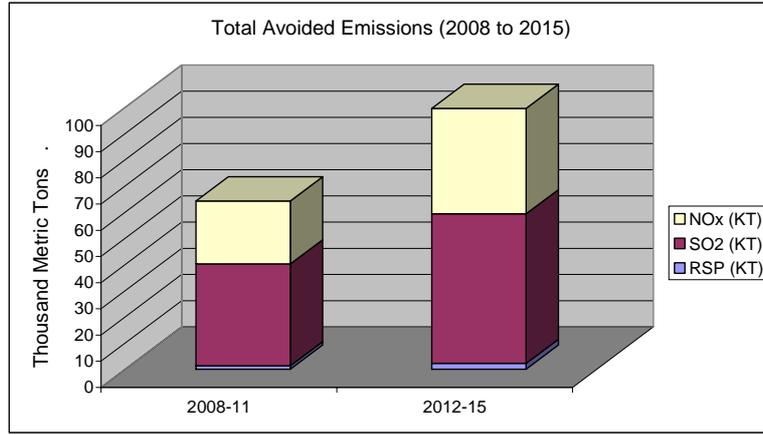
CAPCO plans to bring the LNG terminal online in 2011 and provide Black Point Power Station with around 2 million tons of LNG per annum to meet the emission caps. With regulatory and permitting certainty that this replacement gas source will be available, the consumption of Yacheng gas can be increased in the period leading up to LNG terminal completion. This will reduce the use of coal, resulting in the avoidance of 96,000 tons of SO₂, 64,000 tons of NO_x, 3,600 tons of RSP, and 21 million tons of CO₂ over the period 2008 to 2015. On this basis, the project will allow CAPCO to meet the Government's emission targets. Also, electricity supply security is assured for Hong Kong, as LNG supplies will be available in time to ensure continuity of gas supply following depletion of the Yacheng field.

To put these reductions in context with overall Hong Kong SAR emissions, the operation of the LNG terminal will avoid emissions to the atmosphere, as summarized in the following table. For example, the quantity of SO₂ avoided is approximately 17% of the total Hong Kong inventory for 2005.

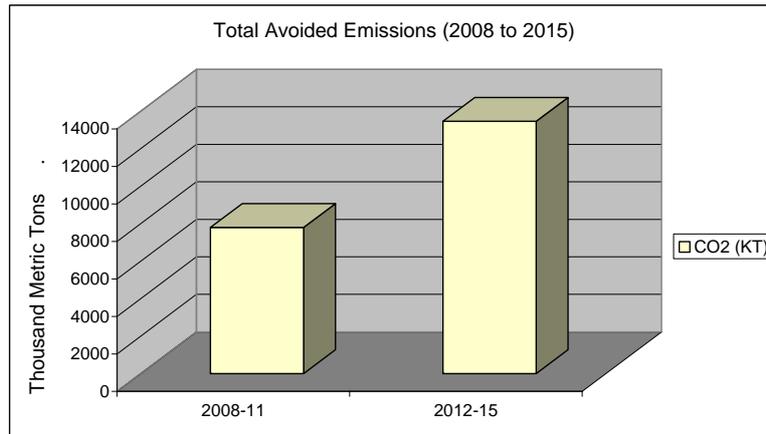
	Avoided emissions 2012 - 2015 (kt pa)	Percentage of Hong Kong emissions in 2005
RSP	0.6	8%
SO ₂	14.3	17%
NO _x	10.1	11%
CO ₂	3,363	9%

Note:
The estimated avoided CAPCO emissions are expressed as a percentage of 2005 Hong Kong emissions. However, it is important to be clear in any use of this information that the percentage of 2005 emissions only gives a sense of scale. The estimated avoided emissions are the difference between two future scenarios, with and without LNG available. CAPCO coal burn levels and coal plant emissions in the "without LNG" case may be different than the actual 2005 emissions

The following charts present the emission reduction benefits attributable to the LNG project assuming that the LNG terminal is able to receive LNG and deliver gas to the Black Point Power Station by late 2011.



Emission Reductions by Year from 2008 to 2015 for NO_x, SO₂ and RSP



Emission Reductions by Year from 2008 to 2015 for CO₂

1

VISUAL MONTAGES

The purpose of this document is to provide further Visual Montages of the South Soko LNG Terminal. The montages are based on information taken from the Landscape and Visual Impact Assessment presented in the *Part 2, Section 11* of the EIA Report.

It is noted that the landscape planning elements of the LNG terminal will be further elaborated in a Landscape Masterplan to be submitted prior to construction operations.



Existing view from Cheung Sha Beach Lower.



View displaying the 3D model of the proposed development without mitigation measures.

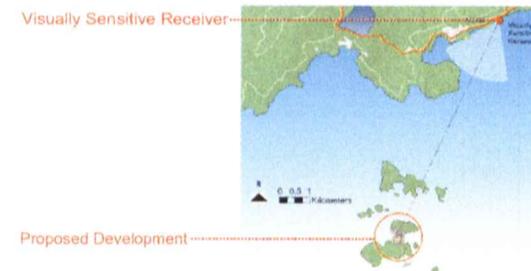
Proposed development



View displaying the 3D model of the proposed development Year 10 with mitigation measures.

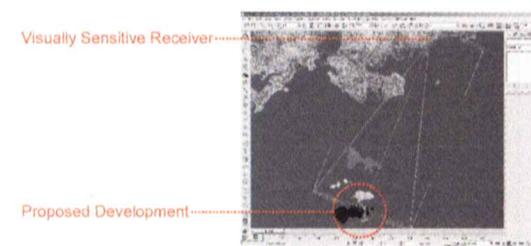
LNG Terminal South Soko Island LVIA Photomontage

Receiver 4: Cheung Sha Beach Lower



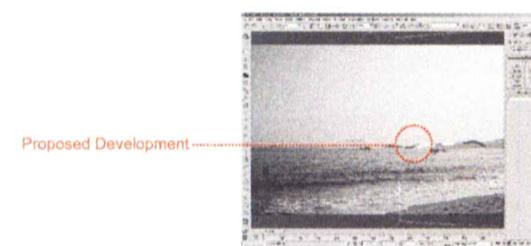
Proposed Development

Receiver 4 location map.
Distance from proposed development: 6.940 meters.



Proposed Development

3D Model displaying location of Receiver 4 and the proposed development.

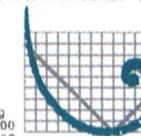


Proposed Development

3D Model displaying view of proposed development from Receiver 4.

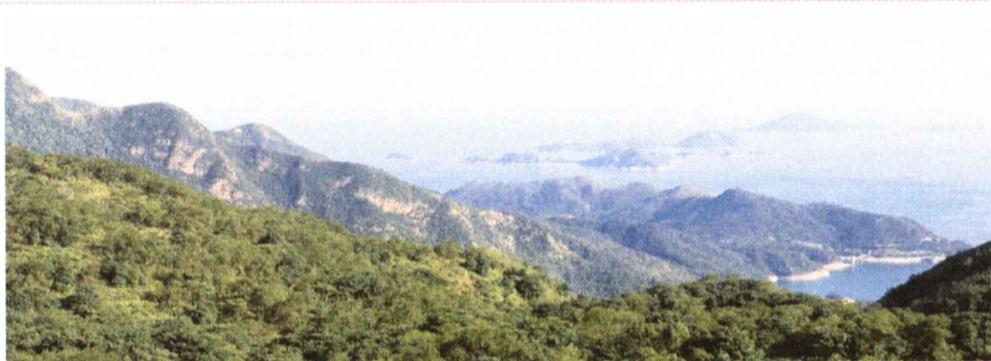
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Project No. 0018180
January 2007

ERM

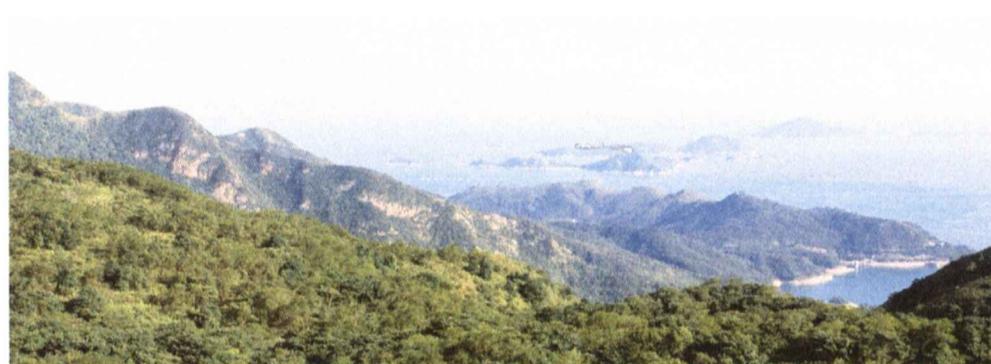


Existing view from Big Buddha.



Proposed development

View displaying the 3D model of the proposed development without mitigation measures.



View displaying the 3D model of the proposed development Year 10 with mitigation measures.

LNG Terminal South Soko Island LVIA Photomontage

Receiver 7: Big Buddha

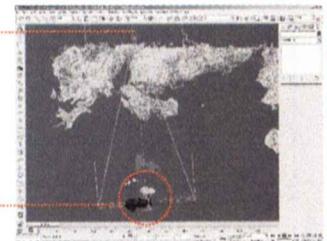
Visually Sensitive Receiver



Proposed Development

Receiver 7 location map.
Distance from proposed development: 9,519 meters.

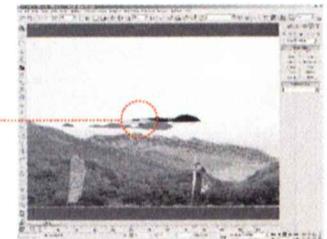
Visually Sensitive Receiver



Proposed Development

3D Model displaying location of Receiver 7 and the proposed development.

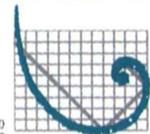
Proposed Development



3D Model displaying view of proposed development from Receiver 7.

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Existing view from North Soko Bay.



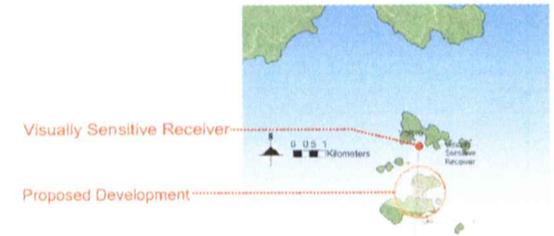
View displaying the 3D model of the proposed development without mitigation measures.



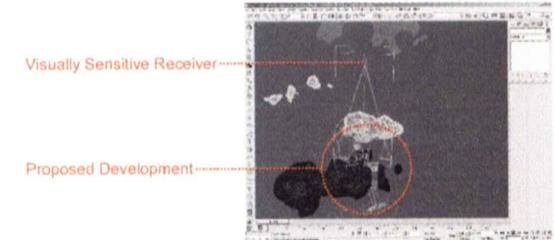
View displaying the 3D model of the proposed development Year 10 with mitigation measures.

LNG Terminal South Soko Island LVIA Photomontage

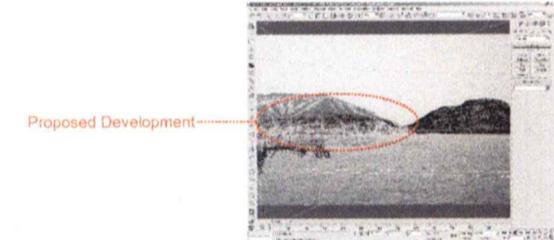
Receiver 10: North Soko Bay



Receiver 10 location map.
Distance from proposed development: 944 meters.



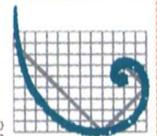
3D Model displaying location of Receiver 10 and the proposed development.



3D Model displaying view of proposed development from Receiver 10.

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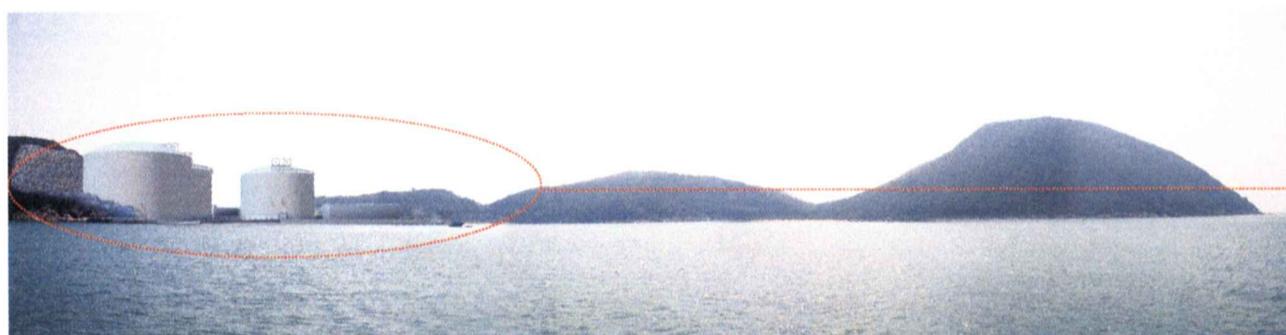


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Existing view from South Soko Island.



View displaying the 3D model of the proposed development without mitigation measures.

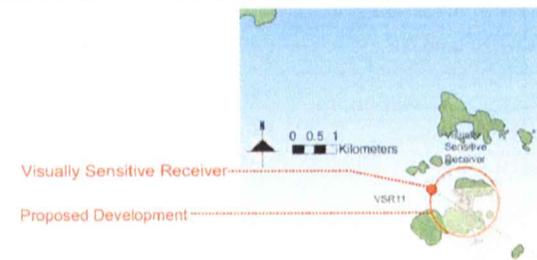


View displaying the 3D model of the proposed development Year 10 with mitigation measures.

LNG Terminal South Soko Island LVIA

Photomontage

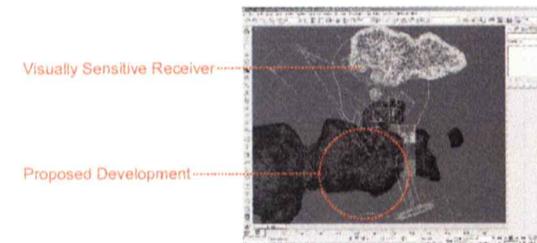
Receiver 11: South Soko Island



Visually Sensitive Receiver

Proposed Development

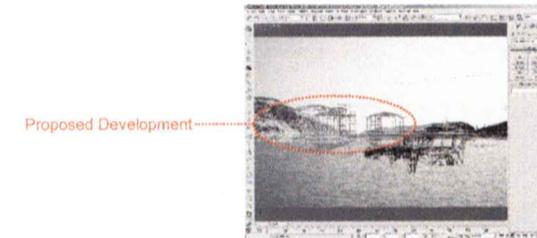
Receiver 11 location map.
Distance from proposed development: 417 meters.



Visually Sensitive Receiver

Proposed Development

3D Model displaying location of Receiver 11 and the proposed development.



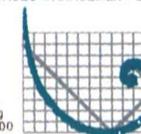
Proposed Development

3D Model displaying view of proposed development from Receiver 11.

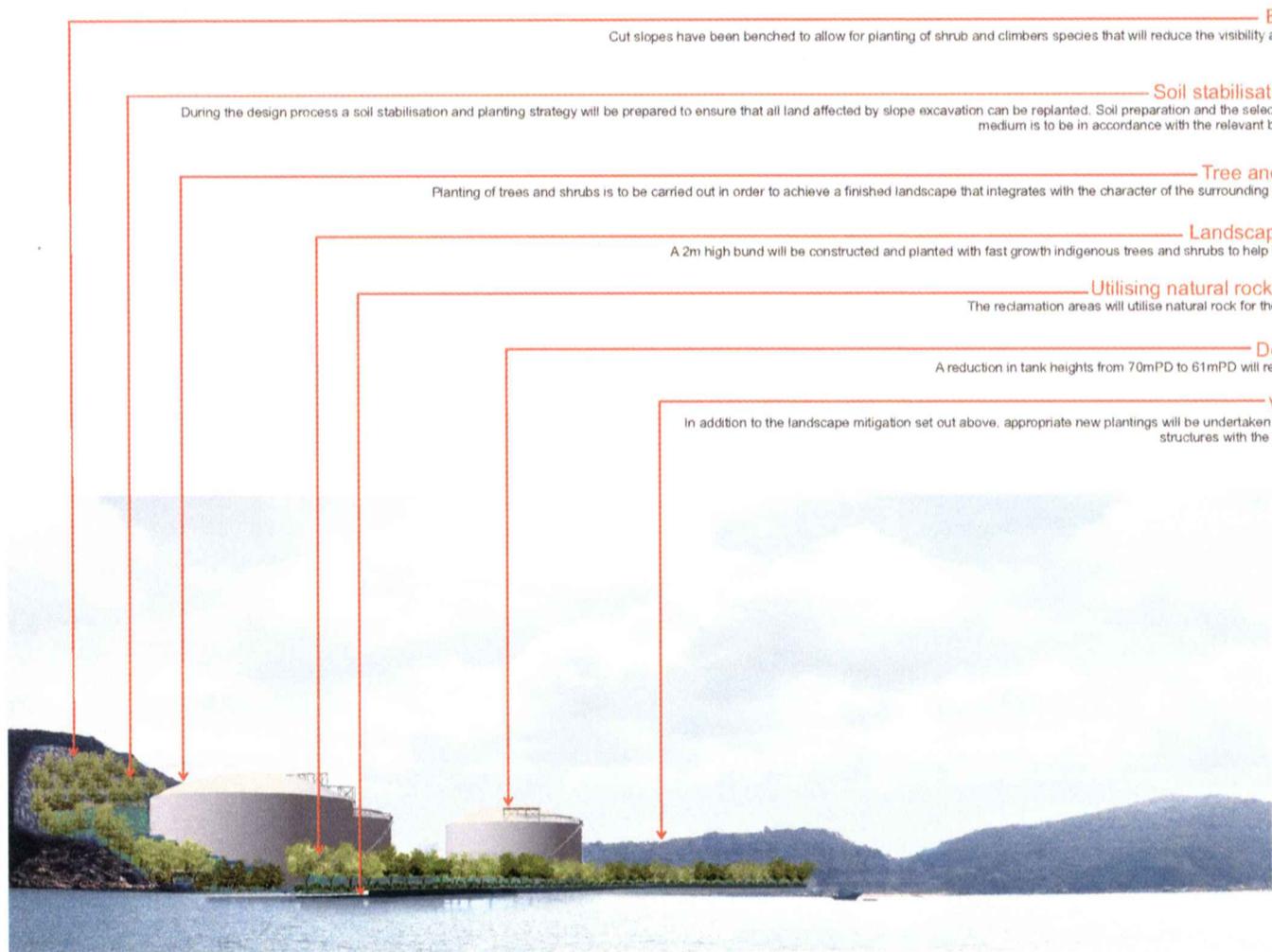
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Bench plantings.

Cut slopes have been benched to allow for planting of shrub and climbers species that will reduce the visibility and impact of the slope.

Soil stabilisation and planting.

During the design process a soil stabilisation and planting strategy will be prepared to ensure that all land affected by slope excavation can be replanted. Soil preparation and the selection of suitable growing medium is to be in accordance with the relevant best practice guidelines.

Tree and shrub planting.

Planting of trees and shrubs is to be carried out in order to achieve a finished landscape that integrates with the character of the surrounding undisturbed landscape.

Landscape Berm/Planter.

A 2m high bund will be constructed and planted with fast growth indigenous trees and shrubs to help filter views to the tanks.

Utilising natural rock for reclamation.

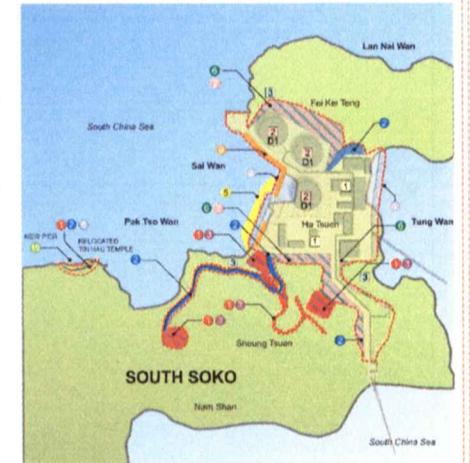
The reclamation areas will utilise natural rock for the engineered sea walls.

Design Measures.

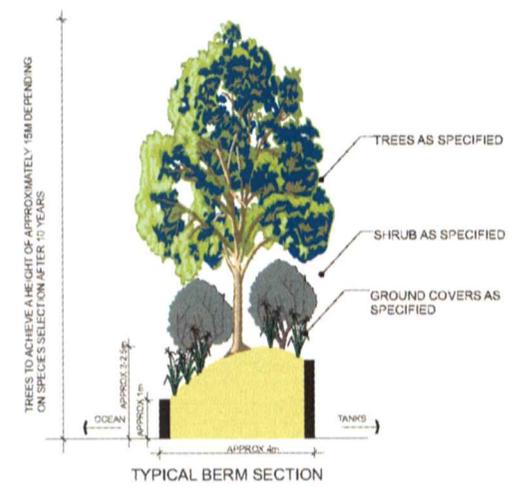
A reduction in tank heights from 70mPD to 61mPD will reduce the visibility and a

VMM3 plantings.

In addition to the landscape mitigation set out above, appropriate new plantings will be undertaken to further integrate new structures with the surrounding landscape.



Landscape and Visual Mitigation Plan



The Landscape and Visual Mitigation Plan (refer Figure 11.20 EIA Report-Part 2) has been prepared to implement a strategy that reduces the potential impacts on existing landscape resources and where possible enhances existing landscape qualities. Several of these measures are identified in the photomontage above, which displays the proposed development Year 10 with mitigation.

LNG Terminal South Soko Island LVIA
Photomontage: Landscape and Visual Mitigation

Receiver 11: South Soko Island

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1

INTRODUCTION

1.1

BACKGROUND

The purpose of this document is to provide further details of CAPCO's intended Enhancement Plan at South Soko Island. In preparing the Enhancement Plan CAPCO has taken into account the findings of studies conducted over the last four years as well as the following key points:

- The waters around the Soko Islands and Southwest Lantau have been previously identified as having the potential to be zoned for the purposes of marine conservation in the form of Marine Parks.
- Concerns have been raised by academics and NGOs in Hong Kong about the practicalities of enforcement of Marine Parks Regulations in remote and isolated areas of Hong Kong.
- The LNG terminal will require a 24 hour manned state of the art security system on the Island.
- The Island of South Soko has undergone significant change from a rural situation in the 1960s through to widespread development as part of the construction works for the Vietnamese Detention Centre. The centre was decommissioned in the late 1990s and although all major facilities were demolished the Island has since been left abandoned. As a result many of the paths, retaining walls and slopes pose a safety risk to users of the Island.

CAPCO sees no reason why the siting and operation of the LNG terminal on South Soko Island cannot go hand in hand with the designation of a Marine Park. Precedent for successful co-siting industrial facilities and conservation areas is provided locally at the Lung Kwu Chau Sha Chau Marine Park. Internationally, the Dominion Cove Point LNG terminal on the shores of Chesapeake Bay in Maryland USA provides a working example where the facility is located within a Natural Heritage Trust conservation area ⁽¹⁾.

Although the area has been proposed for designation as a Marine Park the co-siting with the LNG terminal will allow for additional benefits to be accrued. These include the following:

(1) Members are referred to the below web sites for the Dominion Cove Point LNG Terminal & the Cove Point Natural Heritage Trust to learn more about this facility and the innovative approach developed for responsibly managing environmental issues.
<http://www.dom.com/about/gas-transmission/covepoint/index.jsp>
<http://www.covepoint-trust.org/about.html>

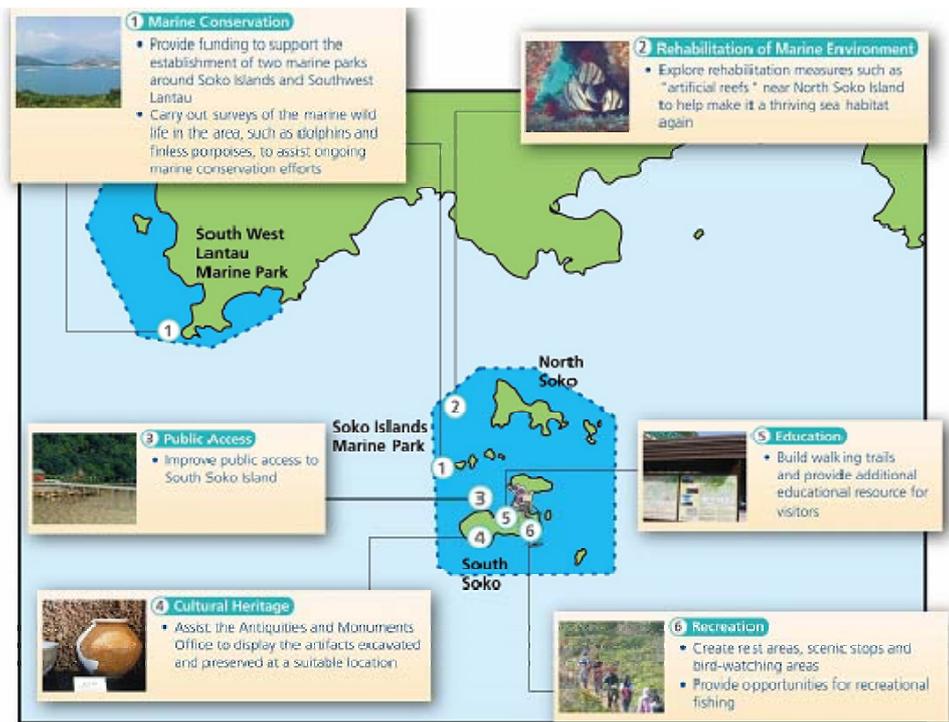
- The security and surveillance measures in place at the terminal can be used to alert the AFCD and Marine Department concerning vessels that are violating the regulations of the Marine Park, such as anchoring, vessel speeds, banned fishing practices. Given that enforcement in outlying remote areas is acknowledged to be highly resource intensive, it is viewed that the security operations associated with the LNG terminal can be seen as a benefit to help the HKSARG to protect the Marine Park.
- The abandoned state of the Island signifies that its recreational potential has not been optimised. The siting of the LNG terminal will bring to the Island the recreational, educational and public access components of the Enhancement Plan that are discussed below. It is unclear what the status of the Island would be without the LNG terminal in place with reference to improvements to paths, slopes and retaining walls.
- Scientific information on the marine environment has been gathered for the purposes of the EIA. CAPCO has, however, identified a variety of studies that would be conducted should the LNG terminal be located on South Soko Island. The information gathered by these studies will provide significant contributions to the existing body of knowledge on Hong Kong's marine environment.

1.2

THE ENHANCEMENT PLAN

The EIA Report, *Part 4 – Section 6*, presents information on key opportunities that can arise through siting the LNG terminal on South Soko Island. The Enhancement Plan, as it is referred to in the EIA Report, would consist of the following broad components which are summarised in the figure below:

- Marine Conservation
- Rehabilitation of Marine Environments
- Cultural Heritage
- Public Access
- Education & Recreation



CAPCO is committed to working with the Country Marine Parks Authority, relevant Government departments and other stakeholders to formulate and then agree, after the EIA process has been completed, the most appropriate path forward for of implementation of an Enhancement Plan for South Soko Island and Southwest Lantau.

It is intended that the Enhancement Plan would be a living document that would be updated and developed during the various phases of the LNG terminal project including pre-construction, construction and operation.

It is useful to note that a comprehensive Environmental Monitoring and Audit (EM&A) programme for the LNG terminal and associated facilities has been proposed in the EM&A Manual. This covers actions required to monitor and check on impacts, largely from the construction works, to specific receptors such as water quality sensitive receivers. The Enhancement Plan does not form part of the EM&A programme. Whilst, the EM&A process will monitor potential impacts through construction and operation activities and verify the commitments made in the Environmental Impact Assessment (EIA) Report, the Enhancement Plan will provide measures to complement the EM&A process and provide direct benefit to various sectors of the community.

1.3

SCIENTIFIC & EDUCATIONAL ADVISORY COMMITTEE

It is CAPCO's intention to successfully launch the Enhancement Plan in consultation with all stakeholders. Consequently, in order to formalise the process and provide a platform for dialogue CAPCO will establish a Scientific and Educational Advisory Committee (SEAC). It is envisaged that the SEAC will be composed of a diverse membership including CAPCO, HKSARG, NGOs, Fishermen's representatives, Academics and representatives of relevant community bodies.

The remit of the committee will largely be to advise on the implementation of the ocean and Island based components of the Enhancement Plan. The terms of reference for the SEAC will be prepared to avoid any potential overlap with those of the Country and Marine Parks Authority. The membership of the SEAC will be developed prior to commencement of construction works. CAPCO foresee that the SEAC will also be able to advise on aspects of the Conservation Fund to be set up for this Project. This is discussed in further detail in *Section 7* below.



2

MARINE CONSERVATION

2.1

BACKGROUND

CAPCO understands that the waters around the Soko Islands and Southwest Lantau have been previously identified as having the potential to be zoned for the purposes of marine conservation in the form of Marine Parks. Whilst key findings of the EIA Report indicate that the waters around the Soko Islands have similar characteristics to the extensive southern waters of Hong Kong, CAPCO encourages marine conservation and environmental education in Hong Kong.

As discussed in the EIA Report CAPCO strongly believes the siting and operation of the LNG terminal on South Soko Island is possible within an area to be designated as a Marine Park. Precedent for successful co-siting industrial facilities and conservation areas is provided locally at the Lung Kwu Chau Sha Chau Marine Park. Internationally, the Dominion Cove Point LNG terminal on the shores of Chesapeake Bay in Maryland USA provides a working example where, with appropriate measures, the facility can be located within a Natural Heritage Trust conservation area.

The proposed co-siting provides for mutually beneficial outcomes. In order for a Marine Park to be successful enforcement of Regulations specified in the *Marine Parks Ordinance (MPO)* is key, particularly with regard to destructive practices (eg prohibited fishing methods) or compliance with vessel speed restrictions (a key issue with marine mammals). CAPCO appreciates that within the public community the prevention of such practices occurring has, at times, been seen to be limited with improvements sought, particularly from recreational users of these habitats ⁽¹⁾. However, it should also be acknowledged that enforcement in remote areas in Hong Kong, such as the South Soko Islands, is challenging and often requires intensive Government resources.

The physical presence of the LNG terminal on South Soko Island including its associated security operations can be seen as a benefit to support the Government's protection of the Marine Park in an otherwise unoccupied area.

Information gathered from the Dominion Cove Point LNG terminal has indicated that the enforcement of vessel restrictions may directly benefit

⁽¹⁾ The issue of the effectiveness of preventing destructive fishing practices in remote areas has been raised recently in the South China Morning Post dated 30-01-2007.



commercial and recreational fisheries. Such features are discussed in more detail in *Section 3*.

2.2 CONCEPTUAL DETAILS/COMPONENTS

CAPCO is prepared, as a stakeholder, to assist government by funding elements of the Marine Parks programme and to establish a Marine Ecology & Natural Heritage Resource area at a location to be agreed to present the findings of surveys and monitoring works conducted during construction and operation of the LNG terminal. CAPCO envisages supporting the Authority to consider and decide on the optimal size of, and the objectives for, the marine conservation area.

Within the funding described in *Section 7*, CAPCO will fund a number of studies to further develop the scientific and public understanding of the marine environment in these waters. A summary of these studies is presented below. It should be noted that the following list is not considered to be definitive, but presents a potential program for developing a long term understanding of marine waters in Hong Kong ⁽¹⁾:

- Line transect surveys of dolphins and finless porpoise throughout southwestern waters to add to the long term body of knowledge on cetaceans in Hong Kong, particularly concerning population status.
- Assessment for the potential for acoustic studies surveys as part of population and behavioural investigations of dolphins and finless porpoise throughout western waters in Hong Kong.
- Subtidal dive surveys of coral reef habitats (particularly of the False Pillow Coral) and associated reef fish along the coastlines of the Soko Islands before and during dredging and during the operation phase of the LNG terminal as agreed with the SEAC.
- Fish fry and larvae surveys throughout the southern waters of Hong Kong, including in and around the waters of the proposed Marine Parks and southern waters spawning and nursery grounds.
- Fisheries monitoring and analysis with particular reference to the catch per unit effort within the proposed Soko Islands Marine Park and the surrounding waters.

⁽¹⁾ It should be noted that some of these items have been reported in Environmental Monitoring & Audit Manual. They are, however, specific components of the Enhancement Plan and not activities that form part of the EM&A process.



- Population biology of the Amphioxus, which is found throughout Hong Kong waters however of which little is known but it is noted as a protected species in China. It is intended that surveys would be conducted before and after construction and during the operation phase of the LNG terminal as agreed with the SEAC.
- Surveys of the benthic fauna within and outside of the proposed marine parks pre-designation and then during operation of the LNG terminal and marine park.
- Long term water quality monitoring at suitable locations in the Soko Islands Marine Park to verify the predicted environmental performance of the terminal.
- Monitoring of different coastal shore habitats including sandy, boulder and high energy shores within the proposed Soko Islands Marine Park.

Surveys will follow accepted protocols and specific defined time periods for pre, during and post construction phases of the project. The aforementioned behavioural and biological studies would form part of CAPCO's scientific support for the marine parks programme. It is envisaged that, where possible, CAPCO will engage local academics and universities to either lead, assist or support these studies. CAPCO has a long history of funding conservation projects and studies within local academia and considers this a clear opportunity to continue this tradition as part of the Enhancement Plan. The findings of these studies would be presented to the SEAC, who would have the ability and means to action key recommendations into possible future management and monitoring programmes.

2.3

IMPLEMENTATION & TIMING

The works highlighted above would be conducted according to the phases of the Project, ie elements would be conducted during the pre-construction work (eg population biology studies of Amphioxus) and others would continue during the construction and operation phases for a limited time. It is expected that some of the studies (e.g. pre-,during and post-construction marine mammal surveys) would provide useful data that will contribute to the management of the marine conservation areas.



3 *ENHANCEMENT OF THE MARINE ENVIRONMENT AND FISHERIES RESOURCES*

3.1 *BACKGROUND*

In conducting the preliminary investigations of South Soko Island it was revealed that an area of the seabed to the west of North Soko was formerly used as a sand dredging and marine borrow area. The area has naturally sedimented to a degree but remains depressed from the surrounding seabed. It is noted that similar habitats at East Tung Lung Chau in the eastern waters of Hong Kong have been observed to have become areas where commercial fish aggregate. Such occurrences have been hypothesised as allowing a level of protection to fish due to the variable seabed resulting in difficulty in efficient trawling practices.

AFCD had examined the site in the past as a potential location for deployment of Artificial Reefs. Whilst it is noted that the site experiences high sediment loads at certain times of the year, it is also noted that Artificial Reefs could provide a mechanism to rehabilitate this former sand dredging area. Other options would be examined for rehabilitation, including expansion of the boundaries of the Marine Park to include the sand dredging and marine borrow area.

Marine geophysical surveys undertaken as part of the EIA revealed that the seabed in the vicinity of the Soko Islands exhibits the marks of demersal trawling and anchor scours. These marks indicate that the seabed has been, and continues to be, subject to disturbance which will affect the diversity and abundance of benthic organisms. It is noted that there exists an opportunity, through designation of Marine Park status to legislate against these disturbances, and though the physical presence of the LNG terminal to facilitate enforcing the desired controls.

3.2 *CONCEPTUAL DETAILS/COMPONENTS*

This component of the Enhancement Plan will examine measures that could be implemented to rehabilitate the marine environment in the area. Measures that will be explored and discussed by specialists in consultation with the SEAC are expected to include:

- Deployment of a suitable quantity of ARs to enhance fisheries resources



- Exploration of other ecological and fisheries enhancement measures
- To assist the HKSARG in the implementation and enforcement of fisheries protection areas.
- To assist the HKSARG in the implementation and enforcement of vessel speed restrictions and no anchoring areas.
- To complement the Country and Marine Parks Authority (CMPA) in their management of the Soko Marine Park through provision of regular litter collection services for the land and coastal areas of the South Soko Island.

3.3

IMPLEMENTATION & TIMING

It is expected that the above components of the Enhancement Plan would be part of research initiatives. As discussed above specialists in relevant fields would perform the above investigations in consultation with the SEAC. For example, controls on fishing activities will need to be discussed with fisher representatives on the SEAC.



4 *CULTURAL HERITAGE*

4.1 *BACKGROUND*

The EIA report has indicated that the South Soko Island has interesting heritage and historical features. These include temples, graves, earth shrines and an archaeological site ⁽¹⁾. The heritage assessment presented in the EIA has indicated that a Rescue Excavation of archaeological artefacts will be required in specific locations within the terminal layout. It is noted in the EIA that the archaeological deposits on the island have been disturbed in the past and many are subject to erosion at present. The siting of the LNG terminal at South Soko will facilitate the rescue some of these deposits to ensure their preservation by record and display for future generations.

4.2 *CONCEPTUAL DETAILS/COMPONENTS*

The rescue excavation activities will not form part of the Enhancement Plan as they will be conducted as a mitigation measure and will be actioned according to approvals issued by the Antiquities and Monuments Office (AMO). CAPCO is committed to provide assistance to AMO for placing these artefacts on public display at a suitable location. Further investigations will be conducted to determine whether elements of the findings from the rescue excavation can be displayed on South Soko. Opportunity to prepare educational displays on the island will also be subject to security and logistical considerations.

4.3 *IMPLEMENTATION & TIMING*

The rescue excavation works will be conducted by licensed archaeologists commissioned by CAPCO under the supervision and audit of AMO prior to construction works on the site. The artefacts will be stored by AMO and CAPCO will work with AMO on arranging and funding the display.

(1) Removal and relocation of graves, temples and shrines will be conducted in consultation with the users/relatives and it outside of the remit of the Enhancement Plan.



5 *PUBLIC ACCESS*

5.1 *BACKGROUND*

At present access to South Soko Island is via the pier constructed as part of the detention centre works or via a small and dilapidated wooden jetty close to the Tin Hau temple. Access to the Island will be reprovisioned in an area away from the terminal.

5.2 *CONCEPTUAL DETAILS/COMPONENTS*

In order to maintain and improve access for grave visitation, and for fishermen and recreational users of South Soko Island, CAPCO will provide the following:

- a new public pier close to Pak Tso Wan
- fund programs to maintain the public areas and amenities in a clean and tidy condition
- a source of potable water to South Soko.

5.3 *IMPLEMENTATION & TIMING*

The replacement pier will be constructed during the period when the LNG terminal is under construction and will be completed by the time the terminal is operational. CAPCO will fund the design and construction of the pier.



6 *EDUCATION & RECREATION*

6.1 *BACKGROUND*

As discussed in *Sections 2 and 4* the South Soko Island has conservation and heritage features that can be enhanced to facilitate recreational use and to maximise educational opportunities. This component of the plan would focus on education and recreational aspects.

6.2 *CONCEPTUAL DETAILS/COMPONENTS*

Education

CAPCO is willing to potentially support education efforts focusing on the following aspects:

1. establishing a Marine Ecology & Natural Heritage Resource area at a location to be agreed to present and display the findings of surveys and monitoring works conducted during construction and operation of the LNG terminal. This display could be operated by CAPCO or an NGO;
2. cultural heritage features of South Soko (including past and recent history of the Island, archaeological exhibits/displays, built heritage displays);
3. marine and terrestrial ecology conservation at and around the Soko Islands;
4. marine conservation areas of Fan Lau;
5. displays on the mitigation works and avoidance measures adopted by CAPCO to manage construction and operation phase issues of the LNG terminal project;
6. provide access to accommodate pre-arranged guided tours of the Island and marine environment, which will be structured to ensure they can be carried out safely and in an environmentally sensitive manner;



7. to provide input and sponsor the development of education programmes for schools and students of different age groups that visit the Soko Islands;
8. benefits of clean energy for Hong Kong.

Recreation:

At present the condition of footpaths, slopes and retaining walls on South Soko Island is not suitable for safe public access. CAPCO is willing to examine proposals to enhance visitors experiences on the Island. This could include the following:

- provision of improved public access through upgrading and maintaining walking trails;
- provisioning of rest areas and view points at suitable locations;
- provision of bird and butterfly watching areas at suitable locations near the abandoned freshwater reservoir.

6.3

IMPLEMENTATION & TIMING

Construction of the afore mentioned features can be accommodated during the LNG terminal construction period. CAPCO will fund the design and construction of these facilities in consultation with the SEAC.

CONSERVATION FUND

At this early stage in the development of the Enhancement Plan and its initiatives it is premature to discuss exact arrangements for funding aspects of the plan. However, to develop an understanding of the scope and scale of CAPCO's proposal, some quantification is necessary. The proposed program, may include a Conservation Fund. CAPCO will seek advice from the SEAC and the Country and Marine Parks Authority (where applicable) on these proposals. CAPCO views this fund as seed money, and would expect and encourage contributions from other business and individuals that are interested in preserving this important heritage.

Probably more significant, however, are the indirect benefits provided by the co-location of the LNG Terminal within the marine park. These would include:

- enhanced security to protect the environment around South Soko provided by the presence of the LNG terminal personnel and systems;
- replacement and upgrade to the public pier;
- replacement and upgrade to the Tin Hau temple;
- provision of fresh water;
- electricity and toilets to the public areas of the island;
- maintaining South Soko clean and tidy.

The financial commitment to provide these resources is in addition to the Conservation Fund mentioned above.

SUMMARY

- CAPCO has undertaken studies over the last four years to investigate the potential establishment of a LNG receiving terminal in Hong Kong.
- The various studies have included three years of comprehensive stakeholder engagement.
- CAPCO has identified examples of successful industrial facilities worldwide, including those located in conservation areas e.g. Dominion Cove Point LNG Terminal in the USA and firmly believes that the siting within a Marine Park would be mutually beneficial.
- Based on local and international experience CAPCO has identified and adopted stringent measures to address concerns related to the coexistence of a LNG terminal with a marine park during both the construction and operation phases.
- Working with the HKSARG CAPCO is fully committed enhancing the environment of S. Soko and surrounding waters including regular consultation with a Scientific Education and Advisory Committee.
- CAPCO's commitment to the enhancement of the Soko Islands has been evidenced in the concepts presented in the Enhancement Plan which cover various phases of the project, encompassing pre-construction, construction and operational phases.
- The concepts presented in the Enhancement Plan would only be fully realised through the siting of the LNG terminal at South Soko Island.