

MY NAME IS HAROLD INSLEY

I AM REPRESENTING THE HONG KONG WASTE MANAGEMENT ASSOCIATION
(HKWMA)

THE ASSOCIATION ENDORSES GOVERNMENT'S WASTE MANAGEMENT
BLUEPRINT

IN THE CONTEXT OF THE 3 PROPOSED LANDFILL EXTENSIONS,
WHICH ARE THE TOPIC OF TODAY'S MEETING,
THE ASSOCIATION AGREES WITH GOVERNMENT THAT THE LANDFILLS ARE AN
ESSENTIAL PART OF HK'S WASTE MANAGEMENT SYSTEM.

EVEN WHEN WASTE-TO-ENERGY PLANTS ARE CONSTRUCTED,
LANDFILLS WILL STILL BE NEEDED TO TAKE RESIDUE FROM INCINERATION OR
OTHER TREATMENT PROCESSES,
AND ALSO CONSTRUCTION WASTE THAT CANNOT OTHERWISE BE RECOVERED
AND RE-USED.

EVEN IF HK SETS "ZERO WASTE" AS AN INSPIRATIONAL TARGET,
THERE WILL ALWAYS BE SOME WASTES OR RESIDUES THAT CAN'T BE
RECYCLED, RE-USED OR RECOVERED –
AND THE ONLY DESTINATION FOR THIS WASTE WOULD BE LANDFILL.

RECOGNISING THAT THIS IS AN ENVIRONMENTAL PANEL MEETING,
THERE ARE 3 KEY ENVIRONMENTAL ISSUES THAT ARE THE FOCUS OF
STAKEHOLDERS:

- ODOUR
- VISUAL IMPACT
- NUISANCE

IN THE CONTEXT OF THE EXISTING SENT LANDFILL,
IT IS ACKNOWLEDGED THAT ODOUR ISSUES HAVE BEEN OF GREAT CONCERN
TO TKO AND SAI KUNG NEIGHBOURS.

I WAS PERSONALLY INVOLVED IN THE DEVELOPMENT OF THE EXISTING SENT LANDFILL.

WHEN, IN 1990, I FIRST VISITED THE SITE OF TODAY'S SENT, I HAD TO GO BY BOAT: THERE WERE NO ROADS, AND NO ADJACENT DEVELOPMENTS.

SENT WAS AN ISOLATED AREA.

TODAY THE CITY HAS MOVED CLOSER TO SENT.

BUT I AM AWARE THAT EPD AND VEOLIA, THE SENT LANDFILL CONTRACTOR, HAVE MADE STRENUOUS EFFORTS AND DONE MUCH TO ADDRESS ODOUR ISSUES.

FOR THE SENT EXTENSION,

VERY STRINGENT MEASURES HAVE BEEN INCORPORATED IN THE ENVIRONMENTAL PERMIT IN RESPECT OF ODOUR.

IN RESPECT OF VISUAL IMPACT,

A LANDFILL ON THE HORIZON IS NOT THE MOST ATTRACTIVE PROPOSITION. FOR THE EXISTING SENT LANDFILL,

I WAS RESPONSIBLE IN 1993 FOR PLANTING A FOREST OF TREES IN THE CLEAR WATER BAY COUNTRY PARK

TO SHIELD THE LANDFILL FROM THE VIEW OF HIKERS ALONG THE HIGH JUNK PEAK HIKING TRAIL.

BUT I ACKNOWLEDGE TREES CANNOT BE PLANTED TO BLOCK THE VIEW FROM LOHAS PARK,

BUT THAT DEVELOPMENT WAS NOT EVEN CONTEMPLATED IN THE EARLY 1990S.

NUISANCE IS MAINLY RELATED TO TRUCKS CARRYING WASTE TO THE LANDFILL.

THERE ARE 2 MAIN TYPES OF VEHICLES:

SO CALLED WASTE COLLECTION VEHICLES WHERE WASTE CAN BE LOADED AND COMPACTED INTO THE "BODY" OF THE TRUCK;

AND THE TYPICALLY YELLOW TRUCKS USED FOR CARTING CONSTRUCTION DEBRIS.

IN THE CASE OF SENT,

MANY OF THE WASTE COLLECTION VEHICLES ARE SECOND HAND, AND LEAK AND DRIP BLACK SMELLY "LIQUOR" ON TO THE ROAD.

ALTHOUGH WASHED AND COVERED,

THE YELLOW TRUCKS SOMETIMES LEAVE BEHIND A TRAIL OF DUST AND DEBRIS.

IN THE CASE OF TKO,

MANY YELLOW TRUCKS ARE ACTUALLY GOING TO THE TKO FILL BANK ADJACENT TO THE LANDFILL,

FROM WHERE FILL IS EXPORTED BY MARINE VESSEL TO RECLAMATIONS.

THE ASSOCIATION BELIEVES GOVERNMENT COULD DO MORE TO CONTROL THE VEHICLES GOING TO THE LANDFILL,

AND ALSO PROVIDE BETTER MEASURES TO REGULARLY SWEEP AND CLEANSE WAN PO ROAD THAT LEADS TO THE LANDFILL AND THE FILL BANK.

FINALLY YOU MAY SAY THE ASSOCIATION HAS A VESTED INTEREST IN SUPPORTING GOVERNMENT'S PROPOSALS

ALTHOUGH WE CAN'T DENY A VESTED INTEREST IN DEALING WITH HONG KONG'S WASTE AS A WHOLE

THE SOLUTION TO HK'S LANDFILLS MUST BE A PARTNERSHIP BETWEEN THE WASTE MANAGEMENT INDUSTRY, GOVERNMENT AND OTHER STAKEHOLDERS