



THE HONG KONG BIRD WATCHING SOCIETY

香港觀鳥會

Bulletin 通訊 177

Save Long Valley II 保護塱原濕地 II





Green Ribbon Campaign
綠絲帶行動

Henry Lui
呂德恆



Buffalo
水牛

Stanley Fok
霍棟豪



Traditional wet farming in Long Valley
塢原傳統的濕地農耕

Vincent Yu
余偉建



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— From the Chairman 會長的話 —

Autumn, The Harvest Season

I would like to apologize to members for not bringing out the autumn 2000 issue of the bulletin at the usual time of the year.

Our energy was fully consumed by the Long Valley campaign. We are a small organization relying on the contribution of volunteers who all have their own busy lives. We had to lobby the Advisory Council on the Environment (ACE) and the Director of Environmental Protection (DEP) not to approve the environmental impact assessment report (EIA) submitted by KCRC. We also had to prepare a proposal to re-zone Long Valley as a conservation area and submit it to the Town Planning Board. Throughout the period, we had to maintain constant liaison with the press and other green groups, to mobilize Society members as well as the public to join in, to secure input from overseas experts, to develop international support for our campaign, etc. It was a mammoth job beyond our capacity. With great trepidation, we made the difficult decision of giving the autumn bulletin a lower priority.

Our efforts have been rewarded by the ACE refusing to endorse the EIA and DEP rejecting it. We have made our statement and it has been heard. Hopefully, this would mark the beginning of a new era in the conservation history of Hong Kong.

Because of the nature of my job, I could not participate in the campaign as I would have wished. In my detached position on the sidelines, I witnessed how hard fellow members worked for the campaign. Professionals helped by contributing their knowledge, bird-watchers wrote letters full of passion, some called phone-in radio programmes, others attended meetings. Everybody was contributing. I am deeply moved. Who said Hong Kong people didn't care?

Autumn is the harvest season for rice farmers. Autumn 2000 we reaped the harvest of the Long Valley campaign. So, as a substitute for the autumn bulletin, we present this special issue which places on record what we did and what we achieved. See it as a report on the campaign and also as a souvenir for our future generations.

My thanks to everyone who contributed to the Long Valley campaign!

People and birds together. Nature forever.

秋天是收成的季節

公元二千年觀鳥會的秋季通訊，未能依時出版，我謹向會友們致歉。

今年盛夏，以至秋季，觀鳥會的心神幾乎全部都貫注在保護塋原的事上。

我們祇是一個小小團體，倚賴的是會友們的義務支持。香港生活勞碌，工餘已是疲累不堪，他們還是孜孜不倦地為鳥會幹這幹那。夏秋之間，先有促請環境諮詢委員會不接納落馬洲支線的環境影響評估報告，繼有組織會員和社會大眾就環境影響評估報告向環境保護署署長發表反對的意見，期間我們又策劃和制訂了規劃塋原為自然保育區的意見書，提交城市規劃委員會。加上連續不斷地聯繫友會、聯絡傳媒、尋找海外專家的支援、建立國際的呼應等，工作量是超負荷的，在艱難的處境中我們不得已作出取捨，讓原來的秋季通訊刊後出版。

大家的努力沒有白費，塋原事件得到社會前所未有的關注，促成環境諮詢委員會不通過支線的環境報告、促成環保署署長否決環境評估報告。香港人愛護自然環境的心意終於得到彰顯，我們願望這是一個保育大自然新時代的開始。

由於個人職業，我不能直接參與有關的活動，也因此更能從旁觀察和感受鳥友們的热情投入。鳥友們有的帶著行業的專業知識為草擬文件，有的以親近自然的第一身經驗寫了扣人心弦的書信，有的出席會議及打電話到電台發表意見，總之能做些甚麼就做些甚麼。以冷漠著名的香港原來隱藏了眾多熾熱的心靈，每次想起都感動不已。

秋季是收成的季節，傳統耕作水稻的農夫忙了整整數月，為的就是這時成熟的稻米。2000年秋季則是塋原運動一年辛苦耕耘的收成期。我們謹以這份特刊，採用原來秋季通訊的序號，向大家報導保護塋原運動自174期「保育塋原濕地」以來，香港觀鳥會的工作和成果，算是向會友們的交待和留給下一代的紀念。

謹向所有為塋原出力的人士致敬！

願人鳥和諧，自然長存！

Photo and background: by Vincent Yu.
圖片及背景：余偉雄



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Conservation News

自然保育消息

Long Valley - a Landmark Victory

By Mike Kilburn

We won! On 16th October, Rob Law, Director of Environmental Protection announced his landmark decision rejecting the environmental impact assessment for the Lok Ma Chau Spur Line. Much of this was due to the overwhelming response, particularly from Society members in writing letters of objection during the public consultation phase of the project. A record 225 letters were lodged with EPD during the one-month consultation period (By comparison, just five were lodged in opposition to the Penny's Bay Disney project).

Birdlife International also provided tremendous support, with EIA expert Ross Hughes visiting from Vietnam to see Long Valley, assisting in preparing the Society's own letter of objection and authoring another on behalf of Birdlife International.

The reasons given for the rejection of the project were centred on the intrusion into and fragmentation of Long Valley, particularly during the construction phase, the insufficiency of the mitigation measures and the failure to properly consider other options.

The story was greeted with delight by the coalition of green groups working with the Society to fight the decision and blanket coverage in the Hong Kong media. Indeed throughout the campaign the media was tremendously supportive and played a major role in publicising the debate. More recently the decision was highlighted by international current affairs magazine Time, which noted it as one of the five most significant environmental decisions of the year.

The impact of the decision is already being felt in Hong Kong, as developers are coming to realise that environmental concerns are no longer going to be simply ignored by Government. Since the decision, the Society has received requests for comment on projects by a number of developers including Highways Department on the North-South Lantau Link, Sun Hung Kai for a development on the edge of the Deep Bay Wetland conservation area near San Tin, and for the South Lantau Road improvement project. In addition, we have received anecdotal evidence that MTRC has taken note of EPD's decision. We believe that with early consultation, many of the problems and disagreements seen over the Long Valley could have been resolved.

Unsurprisingly, KCRC have appealed against the decision, which is due to be heard in April 2001. Discussions with EPD have showed that the Department is fully committed to winning this appeal, and have retained external legal advice.

塋原——一個勝利的里程碑

吳敏

我們勝利了！十月十六日，環境保護署署長羅樂柔宣佈否決東鐵上水至落馬洲支線環境影響評估報告，為保護塋原運動豎立了一個里程碑。這項決定，主要是在眾多壓力下面作出的，尤其是本會會員在公眾諮詢期間去信提出反對。根據紀錄，在短短一個月的公眾諮詢期，環保署一共收到225份正式反對（與竹篙灣迪士尼樂園比較，當時只有5個正式反對）。

國際鳥盟對本會作出了很大的支持，派出環評專家Ross Hughes從越南到香港實地視察，協助本會準備正式反對文件，以及代表國際鳥盟提出正式反對。

是項鐵路計劃的反對原因是因為鐵路將會貫穿並割裂塋原，尤其是在施工期間，會構成嚴重威脅。加上報告建議的保債措施不足，以及沒有考慮其他可行路線的方案。

這個故事最令人鼓舞的地方，是本地綠色團體連成一陣線，共同提出反對，成為傳媒報導焦點。而傳媒在整個保護塋原事件上，都非常支持，全賴他們的報導，讓公眾得知這項生態保育的爭議。最近一份國際時事刊物——《時代雜誌》（2000年12月18日）指出，環保署署長的決定，被選為千禧全球五大最好的環境新聞之一。

環保署署長的決定對香港環境帶來了很大的幫助。現時發展商意識到，政府不會再忽視環境問題。本會陸續收到很多發展商的查詢，要求提供生境保育的意見。例如路政署的南北大嶼山連接道路、新鴻基的新田及后海灣濕地保育區外圍發展住宅，以及南大嶼山道路改善工程等。我們相信，如果有早期的諮詢，作好準備，如塋原事件的問題和爭議都可以迎刃而解。

九廣鐵路公司現時已對結果提出上訴，這一點也不出奇，上訴聆訊會於2001年4月進行。本會與環保署溝通，得知他們對上訴結果充滿信心，和會保留向外尋求法律諮詢的機會。

Source of background: Oriental Daily 17/10/2000
背景圖片：東方日報 17/10/2000

BirdLife
INTERNATIONAL

International Best Environmental News 2000 千禧全球五大最好環境新聞

In the 18 December issue of TIME, the Director of Environmental Protection's (DEP) decision to reject environmental impact assessment report of KCRC regarding its Sheung Shui - Lok Ma Chau spurline which threatened to destroy the habitat of rare migratory birds was chosen as one of the five best pieces of environmental news of the world's this year.

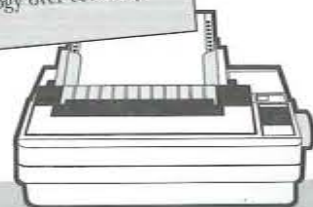
環保署署長否決了九鐵落馬洲支線貫穿塋原濕地的環境影響評估報告的決定，獲國際傳媒的高度讚揚，12月18日的《時代雜誌》列舉千禧全球五大最好環境新聞時，塋原事件亦榜上有名。

Expert Witness in Spur Line appeal 環保署的專家證人

KCRC has started an appeal against DEP's decision. The Society's Conservation Officers, Mr. Mike Kilburn and Ng Cho Nam, have been invited by the Environmental Protection Department as expert witness for this case.

現時鐵路公司已對結果提出上訴，本會兩位自然保育主任吳敏先生和吳祖南博士已獲環境保護署邀請，代表本會擔任這次事件的專家證人。

Derailed - The Kowloon-Canton Railway, which links Hong Kong with mainland China, wanted to build a branch line that would cut right through a bird sanctuary sheltering 210 avian species. But protests persuaded Hong Kong officials to withhold a permit - one of the few times the city has favored ecology over economy.



Source of information: TIME 18/12/2000
資料來源：時代雜誌 18/12/2000

For the events before March 2000, please refer to HKBWS Bulletin No. 174 "Save Long Valley" Special Issue.
有關二〇〇〇年三月或以前之大事回顧，請參閱本會第174期「保護塋原濕地」通訊。

Apr Expressed concern on the potential threats to Long Valley 四月 各界表達對塋原受到威脅的關注

7/04/2000	Letter to Tung Chee Hua and senior government officials 去信行政長官董建華先生及政府高級官員	7
04/2000	On-line "letter to the Chief Executive" campaign 呼籲各界致電郵特首，表示關注	9

May Suggested alternative solutions to avoid unnecessary ecological loss. At the same time, local communities showed various concern and support 五月 提出可行性的方案讓政府及有關部門考慮，以避免不必要的生態耗損。與此同時，本港各團體亦紛紛參與及表示支持

05/2000	Letter to Tung Chee Hua, senior government official and EXCO members to suggest alternative solutions 致信行政長官董建華先生、政府高級官員以及行政會議成員建議挽救塋原濕地的可行方案	10
16/05/2000	Press conference: Green Groups Present Alternative Vision for Railway-threatened Long Valley 記者招待會：綠色團體聯合提出構思保護受鐵路威脅的塋原	11
23/05/2000	Letter to Mr. James Blake, Capital Director of KCRC 去信鐵路工程總監詹伯樂先生	12
23/05/2000	Hong Kong Professional Teachers Union "Save Long Valley" signature campaign 香港教育專業人員協會發動「保護受鐵路威脅的塋原」簽名運動	12
31/05/2000	Hon. Christine Loh questioned the Transport Bureau 立法會議員陸恭蕙向運輸局發出提問	13

JUN Green groups formed coalition and raised the level of the Save Long Valley campaign 六月 綠色團體組成聯盟，採取積極行動，進一步爭取保護塋原濕地

18/5/2000	HKBWS meet with Legco member Emily Lau, Lee Cheuk Yan and Leung Yiu Cheung 本會與立法會議員劉慧卿、李卓人和梁耀忠會面	14
12/06/2000	HKBWS and WWFHK jointly apply to Town Planning Board for rezoning of Long Valley area as Conservation Area 本會與世界自然基金會聯合向城市規劃委員會提出申請改劃塋原一帶為「自然保育區」	14
20/06/2000	Joint Green Groups meeting with Transport Bureau, Town Planning Department and KCR 綠色團體召開聯合會議，一起會見運輸局、規劃署、鐵路公司等代表	15
23/06/2000	Press conference: Green Coalition Oppose Threat to Long Valley in Open Letter to Chief Executive 記者招待會：綠色團體組成聯盟致信特首反對鐵路支線威脅塋原	16
23/06/2000	Letter to Society members advising how to write and reject the Spur line EIA report 本會呼籲會員致信環保署反對支線環境評估報告	17
26/06/2000	HKBWS submitted formal objection to Transport bureau regarding the gazetted route of the Spur Line 本會去信運輸局就有關刊憲鐵路路線提出正式反對	17
06/2000	Letter to TDD regarding government's willingness to conserve Long Valley 本會就有關政府有意保護塋原之消息去信拓展署	18

Jul Long Valley campaign has become an international event. At the same time, the Advisory Council on the Environment makes its comment to EPD regarding the EIA report 七月 塋原事件演變成國際保育事件。環境諮詢委員會要在這個月向環保署提交意見

06/07/2000	EIA expert from BirdLife International Mr. Ross Hughes carried out site visit at Long Valley 國際鳥盟委派環評專家Mr. Ross Hughes來港考察塋原濕地	20
08/07/2000	Joint University Student Petition 大專生保護塋原遊行	20
11/07/2000	HKBWS submitted formal objection - Sheung Shui to Lok Ma Chau Spur Line Environmental Impact Assessment Report 香港觀鳥會就上水至落馬洲鐵路支線環境影響評估報告提交反對書	20
12/07/2000	Press release: public consultation reveals heavy opposition to Lok Ma Chau Spur Line 新聞稿：公眾諮詢顯示市民強烈反對興建落馬洲鐵路支線	21
14/07/2000	Press release: Sheung Shui - Lok Ma Chau Spur Line - Letter to members of the Advisory Council on the Environment 新聞稿：上水至落馬洲鐵路支線 - 給環境諮詢委員會的信	22

15/7/2000	Open Drama at the lobby of KCRC Hung Hom Station, organized by The Conservancy Association	23
* 17/07/2000	Advisory Council on the Environment refused to give approval to the Government 環境諮詢委員會拒絕向政府提供上水至落馬洲支線環境報告的建議 Press release: ACE advice to government regarding Sheung Shui - Lok Ma Chau Spur Line applauded by Hong Kong Bird Watching Society 新聞稿：香港觀鳥會讚揚環境諮詢委員會就上水至落馬洲支線各向政府提供的意見	23
24/07/2000	Press release: How to have a 3-way win situation for the natural environment, KCRC and the Hong Kong community - Letter to the Chief Executive 新聞稿：鐵路及自然保育・怎樣取得三贏局面——給行政長官董建華先生的信	24
24/07/2000	Letter to urge the Director of Environmental Protection to reject the Spur Line EIA Report 去信環保署署長要求否決鐵路支線環境評估報告	25

Aug & Sep Joint Green Groups letter to various departments to expressed concern on Long Valley wetland pointing out the real problems

八-九月 綠色團體聯合致信多個政府部門，表達關注以及指出確實問題所在

28/8/2000	Joint Green Group letter to the Chief Executive, the Chief Secretary and the Financial Secretary 環保團體聯署行政長官、政務司司長和財政司司長	26
4/9/2000	Joint Green Group letter to Secretary of Security Bureau regarding boarder crossing at Lo Wu 環保團體就有關邊境過境通關安排聯署保安局局長	27
21/9/2000	Letter to Transport Bureau stating that HKBWS will not withdraw the formal object to the gazetted alignment 本會去信運輸局指出不會撤銷對刊憲路線之正式反對	28
24/9/2000	Urgent appeal to members: KCRC Spur Line across Long Valley 本會呼籲會員致信漁農自然護理署表達對墾荒事件的關注	29

Oct Competition between Green Groups and KCRC has reached its peak before DEP's announcement of the Spur Line EIA report

十月 環保署署長宣佈鐵路支線環境評估報告結果前，「保護濕地運動」綠色團體和鐵路公司之爭進入白熱化階段

1/10/2000	Press release: BirdLife International representative visit Long Valley. HKBWS seeks resolution at the BirdLife Asia Council Meeting 新聞稿：國際鳥盟議會代表前往墾荒進行視察・香港觀鳥會將向國際鳥盟亞洲議會尋求決議	30
8/10/2000	Green Ribbon Campaign organized by The Conservancy Association 長春社發動綠絲帶行動	31
9/10/2000	Press release: HKBWS urge DEP to reject the Spur line EIA report. KCRC is not respecting their EIA report 新聞稿：本會促請環保署否決東鐵落馬洲支線環境評估報告・九鐵發放失實信息毫不尊重自己的環境報告	33
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11/10/2000	Joined LEGCO member's signature campaign 「立法會議員保護「濕地」聯署行動」	35
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14/10/2000	Press release: East Rail EIA report has serious environmental flaws - BirdLife International is going to pass the resolution 新聞稿：本會促請環保署維護環境條例尊嚴・東鐵落馬洲環境評估報告嚴重缺失・國際鳥盟準備決議	41
10/2000	Letter to Drainage Service Department and Food and Environmental Hygiene Department to request for clarification regarding influence caused by alignments 本會致信渠務署和食物環境衛生署要求查明鐵路支線有否構成影響	41
* 16/10/2000	The Director of EPD rejects the East Rail EIA report of Sheung Shui to Lok Ma Chau EIA report 環保署公佈結果，否決東鐵上水至落馬洲支線環境評估報告	42
* 24/10/2000	BirdLife International Passes Long Valley Resolution - Calls on HKSAR Government to protect Long Valley as Nature Reserve 國際鳥盟通過墾荒決議案——決議促請香港特區政府保護墾荒為自然保護區	44

Nov Green Groups open talks with Heung Yee Kuk, to improve mutual understanding

十一月 綠色團體與鄉議局接觸，交換意見，期望彼此達成共識

15/11/2000	Joint green group met with Heung Yee Kuk and formed a committee on rural environment 綠色團體與鄉議局舉行聯席會議，並成立了「鄉郊環境保育工作組」	46
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Dec TIME: DEP's decision in October became one of the best worlds' best environmental news and won international acclaim

十二月 環保署署長十月的決定成為千禧全球最佳環保新聞之一，受國際傳媒讚揚

Apr Expressed concern on the potential threats to Long Valley

四月 各界表達對墾荒受到威脅的關注

7/4/2000: Letter to Tung Chee Hua and senior government officials 去信行政長官董建華先生及政府高級官員

Dear Mr Tung

Long Valley - Spur Line Proposed from Sheung Shui to Lok Ma Chau

We are writing to bring to your urgent attention that a unique piece of Hong Kong Habitat is under severe threat. This is Long Valley in the North Eastern New Territories, the plain bounded by Ho Sheung Heung to the North, Yin Kong and Tsung Pak Long to the South and the KCR railway line to the East. Action needs to be taken immediately to save this valuable and irreplaceable site.

You announced in your last policy address a commitment to the practice of sustainable development; "biodiversity" is one of the 8 guiding principles for sustainable development. What is proposed will destroy Long Valley in terms of bio-diversity and would therefore contravene the publicly proclaimed policy of your Government. We believe that in a world-class city of the 21st century, such irreplaceable habitat should be given a very high value indeed and be stringently protected.

The Immediate Threat

The Transport Bureau has gazetted a Scheme under the Railways Ordinance to build a spur line from Sheung Shui to Lok Ma Chau across Long Valley. At the same time the KCRC is applying for an Environmental Permit and has included the chosen route of the spur line in an Environmental Impact Assessment report, which has been presented to EPD. There has as yet been no public consultation on the EIA report. We believe that the report is restricted to examining the effects of and mitigation measures for the chosen route without considering the alternatives, or, indeed, whether the spur line is necessary at all. We are not against railways per se - we believe railways to be environmentally preferable to roads - but we are against the route which has been chosen.

Grounds for Objection

The main grounds for our objection are:-

- Long Valley is of very high, ecological importance, because
 - it functions as a fresh water wetland;
 - it has minimal habitat fragmentation;
 - it has low levels of human disturbance;
 - it has a high degree of micro-habitat diversity;
- The proposed location of this spur line will fragment the habitat and fragmentation is a well established cause of the collapse of natural habitats;
- The loss of Long Valley will deprive the Hong Kong community of a great asset for the viewing of birds and other facets of nature co-existing in harmony with the traditional way of life in the New Territories;
- The destruction of the Long Valley habitat will be a major blow to the maintenance of bio-diversity, one of the 8 guiding principles in your Government's committed policy on sustainable development;
- Alternative routes avoiding Long Valley are available for the spur line, if the spur line is necessary at all. Full consideration has not been given to the alternatives and the choice of route has been determined by engineering convenience and it being the cheapest option to resume agricultural land. No consideration appears to have given to whether the spur line is necessary at all.

The further threat

Long Valley is further threatened by proposals contained in the Consultation Digest on planning and development in the North Eastern New Territories. The proposed routes for the Fanling bypass and

7/4/2000: Letter to Tung Chee Hua and senior government officials 去信行政長官董建華先生及政府高級官員

本會於四月去信行政長官及多個政府高級官員，內容提及廿一世紀可持續發展、生物多樣性的重要性，開闢墾荒生態環境、教育和人文傳承的重要性，以及將會面臨鐵路割裂的嚴重威脅。此外，並提出多項保護墾荒環境的建議，包括可行路線、自然保育區等，盼望政府加以考慮存護這片具有相當價值的淡水濕地。

West Rail Phase Two set out in the Digest would carve across Long Valley and for all the reasons given above, this would cause damage and very quickly complete loss of this irreplaceable habitat.

Our alternative vision for Long Valley

Long Valley is a site of great heritage value. Traditional wet agricultural practice is still alive here, co-existing with the natural wildlife in harmony. To many overseas visitors, Long Valley provides a vivid and impressive picture of Hong Kong's agricultural past and of a natural habitat with a diversity of birds and other forms of life. It is a major resource for eco-tourism with a heritage sideline.

Long Valley is a site of great educational value for students, in terms of appreciation of nature and a traditional way of Hong Kong life, which is essential to the healthy upbringing of our younger generation.

The Hong Kong population largely lives in a crowded urban environment and badly needs opportunities to get in touch with nature, open spaces and plants and animals. Many people associate easily and happily with birds as demonstrated by the community wide support for the Big Bird Race.

In view of the ecological, heritage, educational, tourism and community value of Long Valley, we consider it vital for the benefit of Hong Kong as a whole to preserve the open flood plain and its wetland characterizes and not to permit its destruction by highways and railways routed across the plain as proposed.

An enlightened and forward thinking Government would, we feel, ensure that Long Valley is zoned as a "Conservation Area" to protect its ecological, heritage and educational value and such a Government would adopt a positive policy to conserve the area.

A significant amount of natural habitat in the North Eastern New Territories and North Western New Territories study areas would be destroyed to make way for the Strategic Growth Areas and associated transport infrastructure. There will be a need to mitigate this loss. The zoning of Long Valley with an ecological objective will assist in this.

We consider that there is great potential for developing Long Valley into a Nature Reserve comparable to Mai Po Marshes. Long Valley will representative of an inland, wetland habitat (rather than a brackish water habitat) and traditional wet agriculture (rather than gei wai shrimp farming as Mai Po). With careful management, Long Valley would become a resource for biodiversity conservation, public education in nature and heritage and eco-tourism involving significant prospects of job creation. To set aside Long Valley for the greater good of the Hong Kong community would be an enlightened, and should be the only way, forward.

The long-term vision of a Government in putting in place such a Reserve (transcending sectional, commercial and departmental agendas) would win international applause and respect for the Hong Kong SAR.

We should be grateful if you would seriously consider our proposals and request the Transport Bureau, Planning Department, Environmental Protection Department and Agriculture Fisheries and Conservation Department to work together to achieve a solution in the best interests of Hong Kong as a whole.

We should also be most grateful if you would acknowledge receipt of this letter.

Yours sincerely

Mike Kilburn
For and on behalf of
The Hong Kong Bird Watching Society

4/2000 On-line "Letter to the Chief Executive" campaign 本會呼籲各界致電郵給特首，表示關注

The Society organized an on-line letter to express concern on Long Valley to the Chief Executive campaign. According to the government information, they have received over 250 e-mails from all over the world.

本會發動互聯網致信運動，公開呼籲各界致電郵特首董建華先生表達對望原濕地的關注。據政府數據顯示，特首辦公收到二百五十多封對望原表達關注的電子郵件。

"...Save Long Valley - Hong Kong campaign

The Hong Kong Bird Watching Society has since December last year mounted a campaign to stop a planned railway to run through Long Valley in the New Territories of Hong Kong. Long Valley is the last example of the once extensive flood plains in the northern New Territories. It is located along the Shenzhen River catchment which ends at the Mai Po and Inner Deep Bay Ramsar Site. The area contains a diversity of microhabitats which allow it support a diversity of birds, including 13 globally threatened bird species, and a number of shorebird species. More than 200 bird species have been recorded there.

The area is one of the last places where wet agriculture is practiced in Hong Kong and so carries a particular heritage value in addition to its biodiversity value.

The Hong Kong Bird Watching Society raised a formal objection under local law in December 1999. However, recent indications are that the government and the railway company are determined to proceed with the planned route which bisects the most valuable habitat into two halves, in spite of alternative routes being proposed by the Hong Kong Bird Watching Society. Another railway route on the drawing board will also run into the plain in a few years' time, fragmenting the habitat further and totally destroying the ecological value of the habitat.

One thing we have achieved so far is that a highway originally going into Long Valley has been diverted to its periphery. We are asking the government why the railway could not do the same.

You could also visit our website <http://www.hkbws.org.hk/valley/index.html> where you would find a special website on the "Save Long Valley" campaign. Background information given in the website, includes letters the Society has written to the government. They set out in more detail why the Society has found it necessary to raise the objection. You might like to note that this was only the second objection raised by the Society in its forty-three years of existence; the last time being against real estate development destroying wetland in the Deep Bay - Mai Po area which has now been designated as a Ramsar Site. We see Long Valley as the inland equivalent of Mai Po.

I would like to seek your kind support in the form of a letter to the Hon. Tung Chee-hwa, the Chief Executive of the Hong Kong Special Administrative Region, China. His e-mail address is: ceo@ceo.gov.hk. His postal address is: 5th Floor, Ming Wing, Central Government Offices, Lower Albert Road, Central, Hong Kong. Please ask him to stop the railway from going through Long Valley and further ask him to promote active government management of the habitat with biodiversity conservation as the primary objective, with side benefits in terms of heritage preservation, education for the younger generation and eco-tourism opportunities...

The letter states:

"Please intervene and ask KCRC to divert the Sheung Shui - Lok Ma Chau spur line out of Long Valley, a place of great conservation, heritage, education and ecotourism value. Please stop the 'environmentally-friendly' railway from destroying the environment. Otherwise, it would be a sad setback to your declared policy to build a green Hong Kong. The international community will take good notice.

We urge you to designate Long Valley as a Conservation Area and to direct an active government programme to manage the place with conservation as the primary objective, with additional benefits to the Hong Kong community of keeping the agriculture heritage, education for the young and opportunities for ecotourism..."

4/2000

On-line "Letter to the Chief Executive" campaign

本會呼籲各界致電郵給特首，表示關注

本會發出電郵呼籲本地和國際組織向特首發出關注望原的訊息，內容提及望原在生態上的價值，亦提及除了上水至落馬洲支線以外，望原濕地亦將受到西鐵二期的影響。日前規劃署已將威脅望原的粉嶺繞道改劃，不過鐵路公司仍然拒絕讓步。文中亦提及本會保護望原濕地之網頁，並促請各網友致信行政長官董建華先生為保存望原生物多樣性的生境、文化傳承和教育下一代的機會，阻止鐵路帶來無可挽救的破壞。

See page 74 for further information
有關進一步消息，請見第74頁

May 5/2000: Suggested alternative solutions to avoid unnecessary ecological loss. At the same time, local communities showed various concern and support

提出可行性的方案讓政府及有關部門考慮，以避免不必要的生態耗損。與此同時，本港各團體亦紛紛參與及表示支持

5/2000: Letter to Tung Chee Hua, senior government official and EXCO members to suggest alternative solutions

本會致信行政長官董建華先生、政府高級官員以及行政會議成員建議挽救塱原濕地的可行方案

"...Alternative Plan for Railway-threatened Long Valley as a "Second Mai Po"

I am writing to bring to your attention as a Member of the Executive Council the threat to Long Valley, a wildlife-rich area of wet agricultural land near Sheung Shui. KCRC has proposed building the Lok Ma Chau Spur Line and West Rail Phase II extension directly across the core area of freshwater flood plain, fragmenting the floodplain and seriously degrading the last example of this habitat and farming practice in the territory. Despite plans to elevate the spur line on a viaduct above the marsh, this threatens the 210+ species of birds recorded here.

The Hong Kong Bird Watching Society (HKBWS) and other conservation groups have united to propose an alternative future for Long Valley:

- * Long Valley be rezoned as a Conservation Area
- * The rail lines be diverted outside the valley along an already planned transport corridor.
- * Long Valley be preserved and actively managed by the Hong Kong SAR government as a "Second Mai Po" (See attached maps in Annex 1).
- * Creating a reserve would increase land values in the area
- * Enhance reputation of KCRC & HK Government as environmentally sensitive developers committed to sustainable development.

The ecological significance of Long Valley is recognised by all parties, including KCRC and Secretary for Planning and Lands, Gordon Siu. Despite this KCRC has resisted proposing alternative routings. The KCRC routing, and refusal to propose less damaging alternatives directly contravenes the spirit of the Chief Executive's 1999 Policy Address which encouraged a more environmentally sensitive approach to development.

While the birds represent the basis for our concern, I would stress that the threat to Long Valley has raised protest in all sections of Hong Kong society. These include students, academics, professionals, other green groups including Friends of the Earth, WWF and the Conservancy Association, international conservation bodies and eco-tourism operators who regularly visit Hong Kong.

In addition, HKBWS is currently running a wider signature campaign to show the public's support for preserving the unique cultural and environmental heritage of Long Valley. There has been widespread interest from local schools, chambers of commerce and a number of influential individuals.

Government has already agreed to realign the Fanling Bypass Highway outside the boundaries of Long Valley. HKBWS proposes realigning the railway along more efficient and cost-effective routings too, making efficient use of already resumed land through a shared "transport corridor." The long-term vision of the SAR Government in putting in relocating the railway and creating a reserve (transcending sectional, commercial and departmental agendas) would win international recognition and applause for the Hong Kong SAR.

At present, the Railways Ordinance allows KCRC's plans for routing of new lines to be gazetted prior to obtaining approval under the EIA Ordinance and without due planning process under the Town Planning Ordinance. Since railways constitute just one element of properly planned development, this is a clear contradiction of common-sense practice and, we believe, contrary to legislative intent.

HKBWS is not opposed to the development of railways in Hong Kong. We believe that with close co-operation between KCRC and relevant government departments, (perhaps with a working group to tackle inter-departmental issues head on) the new railway lines can be re-routed and Long Valley will become as an example of environmentally sensitive planned sustainable development in Hong Kong.

5/2000:

Letter to Tung Chee Hua, senior government official and EXCO members to suggest alternative solutions

本會致信行政長官董建華先生、政府高級官員以及行政會議成員建議挽救塱原濕地的可行方案。本會致信行政長官董建華先生、政府高級官員以及行政會議成員，指出該建議中的高架鐵路會對濕地生境以及為數二百多種鳥類帶來無可挽救的損失，並建議多項措施，包括將塱原劃作自然保育區，將鐵路改劃至塱原外圍，保留塱原並加以管理，將它發展成為「水埔第二」等建議。信中並提及鐵路的其他可行方案與行政長官在施政報告中支持環保的內容，以及規劃地政局蕭柱士先生認同塱原的生態價值有所抵觸。塱原事件，已引起廣泛關注，包括學界和綠色團體、國際保育團體和生態旅遊公司。既然政府已經將粉嶺繞道改劃至塱原外圍，避免對生態造成耗損，理應將鐵路也一併改劃，共用一條交通管道，更有效地使用土地。此外，該計畫鐵路是「先建後環評」，完全漠視環評的意義。本會認同鐵路是較環保的交通工具，如果鐵路公司與政府部門充分協調合作，定可設計出更合乎環保路線。

HKBWS believes it is possible to live up to Mr Tung's vision of a cleaner and greener Hong Kong by preserving Long Valley's biological and cultural diversity as a cultivated freshwater floodplain for future generations. This would ensure that birds such as the Painted Snipe and eleven other globally and regionally threatened species are not lost to Hong Kong. In addition, the traditional and environmentally friendly floodplain agriculture, which is a part of the agricultural heritage of the New Territories, does not disappear.

The present position is that amendments to the spur line were gazetted under the Railways Ordinance on 28 April, and objections are to be made by 27 June. The Environmental Impact Assessment Report has been considered by the EIA Office and we understand will shortly be released for public consultation and to the Advisory Committee on the Environment. The scheme may then be placed before you as a Member of the Executive Council.

Thank you for taking the time to read this letter and review our alternative proposals for the railway lines and Long Valley itself. I would urge you to take this matter up with relevant government officials, particularly the Transport Secretary, and the Director of the Environmental Protection Department...

16/05/2000 Press conference 記者招待會

Green Groups Present Alternative Vision for Railway-threatened Long Valley KCRC and Government must co-operate to save Hong Kong's "Second Mai Po"

The Hong Kong Bird Watching Society (HKBWS), World Wide Fund For Nature Hong Kong (WWFHK) and The Conservancy Association (CA) today announced an alternative vision for Long Valley, a wildlife-rich area of fields near Sheung Shui. They propose that KCRC's Lok Ma Chau Spur Line be diverted outside the core area of freshwater flood plain, and recommend the zoning of Long Valley as a Conservation Area, creating a freshwater, inland Mai Po, that would be actively managed by government to preserve both the birds and their habitat - the traditional wet agriculture vegetable fields. In addition, Long Valley could serve as an educational resource and eco-tourism site, providing open space around the Kwu Tung North "Green City."

Despite plans to elevate the spur line on a viaduct above the marsh, this threatens the 210+ species of birds recorded here. The potential loss of Long Valley in its current state has raised protest in all sections of Hong Kong society and from international conservation bodies and eco-tourism operators who regularly visit Hong Kong. The ecological significance of Long Valley is recognised by all parties, including KCRC and Secretary for Planning and Lands, Gordon Siu.

The cry to preserve Long Valley was echoed by students, teachers, academics and professionals. They have expressed their regret at the routing of the KCRC spur line, and the irrevocable damage it would cause, in letters and signature campaigns sent to the relevant authorities.

HKBWS is not opposed to the development of railways in Hong Kong. Since government has already agreed to the realignment of the Fanling Bypass (a highway) outside the boundaries of Long Valley, why not realign the railway too, making efficient use of land through a shared transport corridor? The KCRC routing, and refusal to propose less damaging alternatives directly contravenes the spirit of the Chief Executive's 1999 Policy Address which encouraged a more environmentally sensitive approach to development. The long-term vision of a Government in putting in place such a reserve (transcending sectional, commercial and departmental agendas) would win international applause for the Hong Kong SAR.

HKBWS, WWFHK and CA believe it is possible to live up to Mr. Tung's vision of a cleaner and greener Hong Kong by preserving Long Valley's biological and cultural diversity as a cultivated freshwater floodplain for future generations. This would ensure that birds such as the Painted Snipe and eleven other globally and regionally threatened species are not lost to Hong Kong. In addition the traditional and environmentally friendly floodplain agriculture, which is a part of the agricultural heritage of the New Territories, does not disappear.

16/05/2000 Press conference 記者招待會



Background: Photo by Henry Lai
背景圖片：呂德恒

綠色團體聯合提出構思保護受鐵路威脅的塱原 九廣鐵路應與有關政府部門合作保護香港的「米埔第二」

香港觀鳥會、世界自然基金會和長春社聯合發表保護塱原的構思，該地是上水附近一處可找到豐富野生動物品種的農田。他們認為九廣鐵路的落馬洲支線應繞過塱原的洪泛平原，以及要把塱原原規劃為自然保育區，發展成為淡水的內陸米埔，並由政府積極管理、保護鳥類和牠們的生態環境——傳統濕地農耕的菜田。此外，塱原可以作為教育資源和生態旅遊的景點，並為古洞北的「環保城市」提供緩衝空間。

塱原生態環境之消失，可能危害著超過二百一十種的鳥類，引起香港各界、國際間的自然保育團體和經常組團到香港的生態旅遊公司的反對。塱原的生態價值受到各方面的認同，包括九廣鐵路和規劃地政局局長蕭桐柱先生。

爭取保護塱原的聲音，更得到學生、教師、學術界和專業人士的回響，他們紛紛致信有關政府部門與及發起簽名運動，對九廣鐵路支線的規劃路線和將會造成不可逆轉的破壞均表示惋惜。

香港觀鳥會並不是反對鐵路在香港的發展。政府已將主要公路——粉嶺繞道改劃到塱原外圍，為甚麼鐵路線不可同樣地改劃，共用一條交通走廊，更有效地運用土地資源。九廣鐵路拒絕考慮更低影響的替代路線，與行政長官在一九九九年發表的施政報告中鼓勵在建設時，貫徹保護環境的方針背道而馳。由於塱原是一處公認的生態旅遊景點，破壞塱原，無疑亦浪費了香港旅遊協會推動生態旅遊的努力。假如政府能作出長遠計劃，以超越區域、商業和個別部門的狹窄考慮，把塱原建設為保護區，香港特種行政區政府將會在國際社會上獲得讚賞。

為著我們的後代，保護塱原的生物和文化多元特性，保留洪泛平原上的濕地農耕，達到董先生提出一個清潔和環保的香港的遠景目標是可以辦得到的。這會保障香港不會失去彩鵲與其他十一種全球性和地區性受威脅的鳥類。此外，新界農業承傳中既傳統又環保的洪泛平原農耕亦不會因此而失去。

23/5/2000: Letter to Mr. James Blake, Capital Director of KCRC 本會去信鐵路工程總監詹伯樂先生

Re: Sheung Shui - Lok Ma Chau Spur Line

In our latest meeting with colleagues from KCRC at Highways Department, we learnt that KCRC had difficulties with the two proposed alternative routes for the spur line which we communicated to Secretary for Transport in December 1999.

While we disagreed with some of the arguments advanced to prove that the original alternatives were not feasible, we would nevertheless like to suggest further alternatives. They are described in the annex. In particular, I would like to encourage you to consider Alternative 1, which will avoid Long Valley, save KCRC the building of one major length of tracks, and give early availability of West Rail Phase II. The adoption of this option will be a three-way win-win solution for KCRC, the public and the wildlife which uses Long Valley.

We believe that dialogue is the best way to find common ground and to realise our common goal of maintaining if not improving the quality of life in Hong Kong. I suggested that we meet to discuss the subject in greater detail...."

23/5/2000: Hong Kong Professional Teachers Union "Save Long Valley" signature campaign 香港教育專業人員協會發動「保護受鐵路威脅的塱原」簽名運動

.....為著我們的後代，保護塱原的生物和文化多元特性，保留洪泛平原上的濕地農耕，達到董先生提出一個清潔和環保的香港的遠景目標是可以辦得到的。這會保障香港不會失去彩鵲以及其他十一種全球性和地區性受威脅的鳥類。此外，新界農業承傳中既傳統又環保的洪泛平原農耕亦不會因此而失去。

對九廣鐵路支線的規劃路線和將會造成不可逆轉的破壞，我們均表示惋惜。香港觀鳥會正發動一項廣泛的簽名運動去表示公眾對保護這片獨有的文化和自然承傳的支持。我們希望校長和學校教師代表能夠支持和協助，請在校內利用早會、或製作宣傳，向貴校同學介紹有關情況，鼓勵同學參加

23/5/2000: Letter to Mr. James Blake, Capital Director of KCRC (extracted)

本會去信鐵路工程總監詹伯樂先生 (節錄)

由於鐵路公司表示塱原只有一條可行性路線的方案，故本會去信鐵路工程總監詹伯樂先生，提出樂意對塱原鐵路提出對公眾和生態有益的可行性方案，讓鐵路公司加以考慮。

23/5/2000: Hong Kong Professional Teachers Union "Save Long Valley" signature campaign (extracted)

香港教育專業人員協會發動「保護受鐵路威脅的塱原」簽名運動 (節錄)

In order to raise the concern to the spur line alignment which threatens the ecological sensitive Long Valley and to fight for a

「簽名運動」，共同努力爭取保護塱原不受鐵路的威脅，團結校長、教師和學生的力量，向政府及九廣鐵路發出強而有力的聲音。如想取得更多有關資料，可瀏覽下列網頁：<http://www.hkbws.org.hk/valley.html>或<http://www.hkptu.org>

香港觀鳥會
香港教育專業人員協會環保組
二零零零年五月二十三日

31/5/2000: Hon. Christine LOH questioned the Transport Bureau 立法會議員陸恭蕙向運輸局發出提問

"Regarding the construction of the East Rail Extension - Sheung Shui to Lok Ma Chau Spur Line which was gazetted on 8 October 1999 and the proposed amendments to the scheme which were gazetted on 28 April 2000, will the Government inform this Council:

- of the studies that have been undertaken to justify the construction of the railway extension;
- of the reasons for gazetting the alignment of the spur line before the relevant planning and environmental studies were completed and whether a mechanism is in place to ensure that all relevant planning and environmental studies must be completed before rail and road projects are gazetted;
- whether alternative alignments that do not encroach on the ecologically valuable Long Valley have been considered; if not, of the reasons for that; and
- whether other alternative alignments have been considered and/or the environmental and planning merits of each alignment.

關於在一九九九年十月八日刊登憲報的東鐵支線—上水至落馬洲支線，以及在二〇〇〇年四月二十八日刊登憲報的計劃修訂建議，政府可否告知本會：

- 曾進行哪些研究，以證明確有需要建造該鐵路支線；
- 在有關的規劃及環境研究完成前，該支線的定線已刊登憲報，原因為何；以及有何機制確保有關的規劃及環境研究必須全部完成，才可把鐵路及道路工程計劃刊登憲報；
- 有否考慮其他不會穿過塱原此個極具生態價值地點的定線；若否，原因為何；及
- 有否考慮其他定線，以及每條定線在環境及規劃方面的優劣？

Acting Secretary for Transport, Mr Kevin Ho replied: "...Construction cannot commence until the full EIA report has been approved and an environmental permit issued under the EIA Ordinance...Given the need for fast-tracking the Spur Line project to cope with the sharp increase in cross-boundary traffic, this priority project has to be urgently implemented by KCRC in a fast track manner and it has become necessary for gazetting and EIAO procedures to proceed in parallel...In practice, the railway scheme will not be submitted to the Chief Executive in Council for authorization before approval of the EIA report by Director of Environmental Protection and discussion with ACE. Under the internal government procedures, the approval of the relevant EIA reports for government projects shall be obtained by the proponent department before the gazetting of such projects under the relevant legislation..."

署理運輸局局長何錦明有以下之回覆：「.....根據《環境影響評估條例》的規定，落馬洲支線須待詳盡的環境影響評估報告獲得批准，以及環境許可證發出後才可開展建造工程.....鑑於我們有需要加快(fast track)興建落馬洲支線，以應付過境交通的急劇增長，這個優先項目必須盡早交由九鐵公司興建，因此我們有需要同時進行(in parallel)刊登和《環境影響評估條例》所規定的程序.....實際上，這條支線的環境影響評估報告必須獲得環境保護署署長批准，並提交環境諮詢委員會討論後，鐵路方案才可提交行政長官會同行政會議批准。根據政府內部的程序，提出政府工程項目的部門必須在有關項目的環境影響評估報告取得批准後，才可根據有關法例在憲報公布有關項目.....」

A questionable time 具爭議性的時間表

	Date of KCRC East Rail sheung Shui Lok Ma Chau Spur Line gazetted 上水至落馬洲支線刊登憲報日期	Date of Submission of Sheung Shui and Lok Ma Chau EIA report 上水至落馬洲支線環境評估報告呈交日期	
1 st submission 第一次呈交	October 4, 1999 (Gazette notice 5774) 一九九九年十月四日	September, 1999 一九九九年九月	Gazetted prior to the approval of EIA report 兩者都是在環境報告取得批准前，刊登憲報公布
2 nd submission 第二次呈交	April 17, 2000 (Gazette notice: 2544) (proposed amendment 修改路線) 二〇〇〇年四月十七日	April 27, 2000 二〇〇〇年四月廿七日	

Jun Green Groups form coalition and raise the level of the Save Long Valley 六月 campaign

綠色團體組成聯盟，採取積極行動，進一步爭取保護塋原濕地

18/5/2000: Meeting with Legco members Emily Lau, Lee Cheuk Yan and Leung Yiu Cheung
本會與立法會議員劉慧卿、李卓人和梁耀忠會面

Emily Lau, Lee Cheuk Yan and Leung Yiu Cheung expressed their concern on Long Valley issue. Ms. Lau also agreed to call a meeting for HKBWS with related government departments and KCRC. The Society has prepared an agenda which listed out the questions or topics to be discussed, and names of groups or government departments who should be present at the meeting.

立法會劉慧卿、李卓人和梁耀忠議員均對塋原事件表示支持。劉議員更答應為綠色團體召開一次會議，會見各政府部門和鐵路公司代表。本會亦分別為這次會議準備了一份議程和聲明。

12/6/2000: HKBWS and WWFHK jointly apply to Town Planning Board for rezoning of Long Valley as Conservation Area
本會與世界自然(香港)基金會聯合向城市規劃委員會提出申請改劃塋原一帶為「自然保育區」

June 12, HKBWS and WWFHK jointly submitted an application to the Town Planning Board to request to zone Long Valley as a "Conservation Area". The request is made on the grounds that the area is one of unique conservation value, having significant ecological and landscape quality, and that its existing features and rural use should be retained and protected. For details of the Conservation Area rezoning application, please refer to the website: http://www.hkbws.org.hk/lvalley/ca_app.htm

塋原具有高度的生態和景觀保育價值，以及保留傳統農耕作業的特色。二〇〇〇年六月，本會聯同世界自然(香港)基金會根據城市規劃條例，向城市規劃委員會提交改劃塋原為自然保育區的申請。有關申請書的詳情，請見http://www.hkbws.org.hk/lvalley/ca_app.htm

Summary of the paper "Request For Rezoning As A Conservation Area - Part of Kwu Tung North Outline Zoning Plan S/NE - KTN/4" June 2000

The paper presents a request to zone a wildlife rich area of freshwater wetland known as Long Valley in the North Eastern New Territories (NENT), on the Kwu Tung North Outline Zoning Plan S/NE - KTN/4, as a "Conservation Area" under Section 4 (1) (g) of the Town Planning Ordinance (Cap. 131).

The area is presently zoned as "Agriculture land", which is considered not sufficient to protect the ecological values of the area. Further developments in the NENT development plan will render the area vulnerable to private development and change of land use to residential zoning. Given that the Fanling Bypass is to be rerouted to the north of the western river channel, it is proposed that the Sheung Shui to Lok Ma Chau Spur Line and the West Rail Phase II projects should also be routed to the north of the river channels in a single transport "corridor", to leave intact the southern area and part of the northern area of Long Valley. The whole area of Long Valley can therefore be zoned as a conservation area as suggested in the paper.

Long Valley is unique in the sense that it represents the last remaining significant area (about 25 hectares) of unfragmented freshwater wetland in Northwestern NT, which is different from the brackish water wetland of Mai Po Nature Reserve. The diversity of birds and other species which Long Valley supports make its ecological significance comparable to Mai Po. Over 210 species of birds, representing 50% of the total number of bird species recorded in Hong Kong, have been recorded in Long Valley since 1993, including four globally Vulnerable and eight globally Near Threatened species. A diverse numbers of species of butterflies, mammals, amphibians and reptiles are also found in the area.



18/5/2000: Meeting with Legco members Emily Lau, Lee Cheuk Yan and Leung Yiu Cheung
本會與立法會議員劉慧卿、李卓人和梁耀忠會面

12/6/2000: HKBWS and WWFHK jointly apply to Town Planning Board for rezoning of Long Valley as Conservation Area
本會與世界自然(香港)基金會聯合向城市規劃委員會提出申請改劃塋原一帶為「自然保育區」

Long Valley also has significant educational values to allow students, members of the public and visitors to appreciate the traditional agricultural heritage of the area and its diverse wildlife. Long Valley has been recognized by BirdLife International as an international Important Bird Area, who has also given its support for its zoning as a Conservation Area.

In order to protect this important freshwater wetland, zoning it as a Conservation Area as soon as possible is considered essential.

古洞北外圍規劃計劃S/NE-KTN/4的其中一部份——申請重新規劃為保育區 (Conservation Area)
文件摘要2000年6月

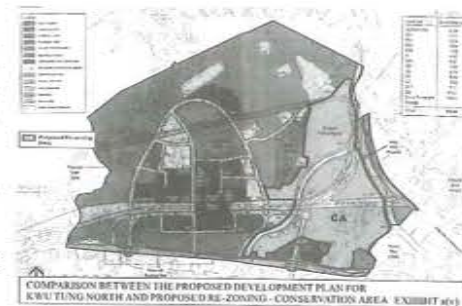
文件提出要求，根據《城市規劃條例》(第131章)第4(1)(g)條，把一片位於新界東北，育有大量野生生物種為塋原的淡水濕地，在古洞北外圍規劃計劃S/NE-KTN/4中，規劃為保育區。

該地區現被規劃為(農業)用途，但這並不足以保護該地區的環境生態價值。根據新界東北的進一步發展計劃，該地區將會有私人物業發展，並可能被規劃為住宅用途。由於粉嶺繞道的路線將被移至西面河道的北面，文件建議上水至落馬洲鐵路支線及西鐵第二期發展路線，亦應一併移至河道的北面，以共用一條「交通走廊」，使塋原南面及部份北面的地區不受影響。如此，整個塋原地區便可如文件所建議地規劃為保育區。

塋原獨特之處在於它代表了新界西北最後一片重要的完整淡水濕地(面積約25公頃)，這有別於米埔自然保護區的鹹淡水濕地。塋原支持了各式各樣的雀鳥和其他生物品種，這是以使其重要性可與米埔相比。自1993年以來，在塋原記錄到超過210個品種的鳥類，即全港有紀錄的鳥類品種的50%，當中包括4種國際上「易危」及8種國際上「受危」的品種。除此以外，在該地區亦可找到各式各樣的蝴蝶、哺乳類、兩棲類及爬蟲類的品種。

塋原亦具有重要的教育價值，使學生、公眾及遊客可以欣賞到該地的傳統農耕作業特色和各種的自然生物。塋原已被國際鳥盟承認為國際重要鳥區，而該組織亦支持把該區規劃為保育區。

為了保護這片重要的淡水濕地，盡快把其規劃為保育區是必須的。



20/6/2000: Joint Green Groups meeting with Transport Bureau, Town Planning Department and KCR
綠色團體聯合召開會議，一起會見運輸局、規劃署、鐵路公司等代表

The meeting was organized by Hon. Emily Lau and Lee Cheuk Yan, and took place at Transport Bureau. Representative of Green Groups included our Society, World Wide Fund For Nature Hong Kong, The Conservancy Association, Kadoorie Farm and Botanic Garden, Green Power, Friends of the Earth and Citizens Party. On the other side, are the representatives from the Transport Bureau, Highways Department, Planning Department, Territory Development Department and KCRC.

During the meeting, TB was asked to explain the "fast-tracking" process for the East Rail, and whether there is any conflict with the intentions of the EIA Ordinance, since the route was gazetted prior to the submission of EIA report. Questions were also asked on the re-routing of the Fanling Bypass to the north of the river channel, whether there is any possibility of re-alignment of railway to the same transport corridor leaving Long Valley intact and minimize disturbance and habitat destruction.

六月二十日，立法會議員劉慧卿女士與李卓人先生於運輸局召開會議，多個綠色團體代表包括本會代表、世界自然(香港)基金會、長春社、嘉道理農場暨植物園、綠色力量、地球之友與及民權黨成員出席。而對方是運輸局、路政署、規劃署、托展署官員和鐵路公司代表。會上團體要求運輸局解釋：

- (1) 為何要採取「趕急 (fast track)」的工作模式？
- (2) 為甚麼鐵路線會在環評報告取得批准前，刊憲報公布？
- (3) 粉嶺繞道已改劃雙魚河外圍，鐵路路線是否可同樣改劃以保留塋原生態環境完整，減低干擾以及土地受破壞的面積？

20/6/2000: Joint Green Groups meeting with Transport Bureau, Town Planning Department and KCR
綠色團體聯合召開會議，一起會見運輸局、規劃署、鐵路公司等代表

23/6/2000 Press conference
記者招待會

Green Coalition Oppose Threat to Long Valley in Open Letter to Chief Executive Groups challenge justification for East Rail Spur Line, express fear at proposed mitigation

Nine Hong Kong green groups, The Conservancy Association, Hong Kong Bird Watching Society, World Wide Fund For Nature Hong Kong, Friends of the Earth, Green Power, Kadoorie Farm & Botanic Garden, Green Lantau Association, Produce Green Foundation, Greenpeace and the Hong Kong University Department of Ecology and Biodiversity have united to protest the gazetted routing of the KCRC Lok Ma Chau Spur Line through the core area of the freshwater flood plain at Long Valley.

Despite recognising the significance of Long Valley as the most important freshwater wetland in Hong Kong, KCRC has, in its EIA, made the unacceptable and unilateral decision that the ecological, landscape and heritage value of Long Valley should be negatively impacted in favour of an informal 2004 deadline for completion of the spur line. The groups further believe that a spur line coming from East Rail could be avoided completely if the Lok Ma Chau extension was to branch off from the western end of West Rail Phase II.

The groups also expressed concern that the fast-tracking process implemented by the Transport Bureau has contravened both internal government procedures and the spirit of the EIA Ordinance. They believe KCRC is taking advantage of the Railways Ordinance to act outside the purview of the Town Planning Ordinance. In regard to the breaching of government procedure, the groups are considering whether to bring this matter to the attention of the Ombudsman's Office.

Visits by group members to current West Rail construction sites around Kam Tin suggest that KCRC has been ineffective in minimizing damage to the ecologically sensitive habitats, and wildlife, with documented negative impact to trees, fish and birds, including Painted Snipe - a bird known only to breed at Kam Tin and Long Valley. From these observations it seems highly likely that considerable damage will be caused to Long Valley during the construction process. Can it be restored? Possibly, but there's no guarantee, and statistics from overseas is not encouraging. As a result, the coalition has little faith in the ability of KCRC to conduct the construction of the viaduct across Long Valley in a well controlled and sensitive manner.

In addition to presenting its views on the EIA to the Advisory Committee on the Environment, (ACE) whose EIA sub-committee will evaluate the EIA for the gazetted route, the groups are conducting email campaigns petitioning the Chief Executive, the Executive Council and relevant government departments, with the cooperation of leading overseas conservation organisations.

WWF and the Hong Kong Bird Watching Society have submitted an application to rezone Long Valley as a Conservation Area. This zoning application has already provoked preliminary discussions with the Territory Development Department regarding optimising the biodiversity and agricultural heritage of the area. It is hoped that this will prove conclusively to Government that agricultural land has tremendous value for wildlife in Hong Kong, a view which is not officially recognised by the SAR Government.

綠色團體組成聯盟致信特首反對鐵路支線威脅濕地
綠色團體質疑東鐵支線規劃，對生態補償措施表示懷疑

九個綠色團體，長春社、香港觀鳥會、世界自然基金會、地球之友、綠色力量、嘉道理農場暨植物園、綠色大嶼山協會、綠田園基金會、綠色和平與香港大學生態及分類學系聯合反對東鐵公佈的九廣鐵路落馬洲支線的路線貫穿「濕地」洪泛平原的核心地帶。

九廣鐵路一方面認同濕地是香港最重要的淡水濕地，另一方面卻在環境影響評估報告中單方面作出公眾無法接受的決定。九鐵聲稱為了要在一個來歷不明的2004年期限前完成落馬洲鐵路支線，必須犧牲濕地生態、景觀和文化傳承價值。此外，綠色團體相信若西鐵二期西面分支往落馬洲，完全可以取代東鐵支線。

23/6/2000
Press conference
記者招待會



Source of background:
Ming Po 24/6/2000
背景圖片:
明報 24/6/2000

綠色團體亦關注到運輸局採取了「趕急」的工作模式，違反了政府的內部程序和環境影響評估條例的精神，並注意到九廣鐵路利用鐵路條例避開城市規劃條例的管轄範圍。由於事件涉及隔鄰政府程序，綠色團體正考慮向行政申訴專員公署舉報。

多間團體代表曾到過現時九廣鐵路在錦田西鐵工程地盤，都認為西鐵在減低生態和野生動物環境影響方面成績不合格。資料顯示西鐵工程對樹木、魚類和鳥類(包括在錦田和壟原繁殖的彩鹼)帶來負面的影響。這些觀察已經指出建造鐵路支線將短時間內摧毀壟原的生態價值，事後還可以恢復嗎？這是不能保證的，事實上海外的統計數字指出情況不樂觀。我們組成的聯盟對九廣鐵路聲稱建築架空火車工程貫穿濕地時會小心施工和不破壞環境毫無信心。

除了向專責評審鐵路支線環境報告的環境諮詢委員會(ACE)提出意見外，綠色團體亦以電子郵件方式向特首、行政會議成員和有關政府部門請願。是項運動已得到多個海外自然保育組織支持。

世界(自然)香港基金會和香港觀鳥會已經遞交申請，將壟原重新劃為自然保育區。是項申請已獲得媒體關注，並就如何增加生物多樣性和文化傳承展開了初步討論。由於香港特區政府一向不重視農地的生態價值，希望是次可以向政府證明農地對香港的野生動物有極高的重要性。

23/6/2000: Letter to Society member advising how to reject the Spur Line EIA report 本會呼籲會員致信環保署反對支線環評報告

Dear Members

SAVE LONG VALLEY Deadline for Objections to EIA Report - 11th July Briefing Session - 3rd July

The EIA Report on the Sheung Shui to Lok Ma Chau Spur Line which will dissect Long Valley has been published. The deadline for the public to lodge objections is 11th July 2000.

We attach guidelines for you to use to lodge objections in writing. We urge you to write now and at the latest so your objection is received by 11th July. Please use some of the guidelines and adapt these to your own style so that your objection will count as an individual submission....

[Ed - details of the guidelines can be referred to : <http://www.hkbws.org.hk/lvalley/comment.html>]

26/6/2000: HKBWS submitted formal objection to Transport bureau regarding the gazette route of the spurline 本會去信運輸局就有關刊憲鐵路路線提出正式反對

Mr Nicholas Ng
Secretary for Transport
15th Floor Murray Building
Garden Road, Hong Kong
Dear Sir

Sheung Shui to Lok Ma Chau Spur Line Gazette Notices No.5774 of 4 October 1999 and No.2544 of 17 April 2000 Handling Procedures for Objections

We refer to our formal objection to the Spur Line Scheme dated 7 December 1999.

We should be grateful for your early response to the matters set out at the end of this letter.

We note that written objections to the amended route under Gazette Notice 2544 should be lodged with you by 27 June 2000. We note that the amended route is substantially the same as the original route in that it dissects Long Valley, which is the principal ground for our objection.

We refer to the Handling Procedures provided to objectors, which include the following:

1. Representatives of Government Departments concerned and KCRC will meet objectors.
2. The Transport Bureau will give a formal reply to objectors.

23/6/2000:
Letter to Society member
advising how to reject the
Spur Line EIA report
本會呼籲會員致信環保署反對支
線環評報告
本會呼籲會員於七月十一日前致
信環保署反對支線環評報告。本
會亦為會員舉行簡介會以協助會
員了解有關評法例、程序以及
背景資料，讓會員對壟原事件有
進一步了解。

有關反對資料可瀏覽：
[http://www.hkbws.org.hk/lvalley/
comment.html](http://www.hkbws.org.hk/lvalley/comment.html)

26/6/2000:
HKBWS submitted formal
objection to Transport bureau
regarding the gazette route of
the spurline
本會去信運輸局就有關刊憲鐵路
路線提出正式反對
本會就上水至落馬洲已修改之刊
憲鐵路再次提出反對，重申行政
程序，以及不會收回一九九九年
十二月七日之正式反對，並申報
已向城市規劃委員會申請改劃壟
原為「自然保育區」，和已經就
上水至落馬洲鐵路環評報告向環
保署作出反對。

- Unwithdrawn objections will be heard by a Panel formed of independent persons. This administrative process is to ensure that objections are handled in an open, fair and transparent manner.
- The Panel will prepare a Report on the Hearing.
- The Secretary for Transport will submit the Scheme together with all unwithdrawn objections, the Report of the Hearing Panel and views of objectors on the Report to the Chief Executive in Council for consideration.

Following our objection of 7 December 1999, we met representatives of the Railways Office of the Highways Department and representatives of KCRC on 15 March 2000 to discuss our objection, which we confirmed was not and would not be withdrawn.

Please note that we have received no formal reply as required by item 2 above of the Handling procedures.

For the avoidance of any doubt we now record formally that our objection is not withdrawn and is vigorously maintained on the grounds set out in our letter of objection of 7 December 1999.

Our objection is also maintained on the grounds set out in:

- Our Application for the whole of Long Valley to be zoned as a Conservation Area lodged with the Town Planning Board, on the grounds that the area is one of unique conservation value, having significant ecological and landscape quality, and that its existing natural features should be retained and protected. We confirm that we shall not be withdrawing that Application.
- Our submission to the Director of Environmental Protection on the EIA Report on the Spur Line which will be lodged by the end of the period for public consultation ending on 11 July.

We should be grateful if you would reply to us as soon as possible with the following:

- Your written acknowledgement of receipt of this letter.
- Your formal reply to our objection as required by item 2 of the Handling Procedures set out above.
- The date when the Hearing by the Panel of independent persons will take place.
- The names, position and expertise of the persons sitting on the Panel.
- The date by which it is expected that the Panel will provide us with their Report on the Hearing in order that we may comment as required by item 5 of the above Handling Procedures.

Yours faithfully,

Michael Kilburn
Chairman, Conservation Committee
Hong Kong Bird Watching Society

6/2000: Letter to TDD regarding government's willingness to conserve Long Valley

本會就有關政府有意保護塢原之消息去信拓展署

Mr. K.C. Fok
Territory Development Department

Re: Zoning of Long Valley as Conservation Area

Dear Mr. Fok

It was good to speak to you on 20th June at the meeting between the Green groups and Transport Department/KCRC.

Further to our conversation regarding potential land use for Long Valley, I wanted to write to you to explain the position of the Hong Kong Bird Watching Society (HKBWS).

Before making our recommendations, it is important to note that we are strongly opposed to the construction of any railway, highway or other development in the proposed conservation area. We believe that whatever the proposed mitigation it would cause both short term and long term damage to both the ecosystem and landscape aspects of the area, lessening its value as a site for conservation, recreation and education.

I understand you have retained consultants who are currently drawing up plans which include educational

and visitor facilities for the area. Bearing in mind the experience we have gained from the development of the International Wetland Centre at Tin Shui Wai (IWC), I would like to bring to your attention the following points:

- The key concern of HKBWS is to preserve and enhance the wet agricultural and floodplain habitat at Long Valley to as great a degree as possible. This will best protect the habitat for the 210+ species of birds, and the other wildlife that has been recorded at the site.
- The most ecologically interesting aspect of Long Valley is the variety of micro-habitats which include various forms of wet agriculture and wetland habitat. (including Lotus ponds, water cress, and tung choi fields, rough pasture for buffalo grazing, freshwater fishponds, ditches, bare and vegetated bunds, small ponds, rivers in natural beds, marshland, tung shui trees). Although we have no doubt about the value of wet agriculture for birds, we do not believe it is necessary for the land use at Long Valley to remain completely unchanged, and in particular we would welcome the introduction of more permanent managed freshwater wetland.
- However, we are eager that none of the existing wetland and wet agricultural habitat be resumed for the construction of visitor facilities. We are mindful that in the plans submitted for the IWC a large proportion of the land set aside for mitigation was covered by the construction of the visitor centre and a high visitor density outdoor study site. It is our belief that there is ample land available on other parts of the site, or even scope for an innovative design, which might locate any planned study centre above one of the river retraining channels.
- Much of the value of Long Valley to birds derives from the low levels of human disturbance. While there is clearly scope for limited numbers of visitors to visit the site without undue adverse impacts, we do not believe that Long valley should be developed for mass tourism on the scale intended for IWC. While we would not object to the construction of a strictly limited number hides and pathways, we would like general access to the wetland and wet agricultural areas to be controlled. Please note this does not mean we want to totally exclude the public from the site, but we would like the balance of protection versus access to favour the wildlife more strongly than it does at the IWC.
- Key areas. The most important area for conservation is the area to the south of the river retraining channels down to the elevated land marked by the pathway running eastward towards the KRC Shuen Shui-Lowu railway line. It is understood that a large proportion of the land between the path and the Castle Peak Road, much of which is used for dryer agriculture such as flower and vegetable growing, and a number of mostly derelict bloodworm or goldfish rearing ponds is occupied by squatter dwellings. Dry agriculture is also of value to wildlife, but supports lower diversity than wet agricultural areas. Preserving some of this habitat would undoubtedly be of value in broadening the appeal of the site for wildlife.
- In addition, the area of fishponds and banded marshland in the northern extremity of the marked area has played host to both Greater Painted Snipe and Chestnut Bittern in recent months and has clear conservation value. Smaller areas of grassland and agriculture also exist next to the carpark in Tsung Pak Long Village and to the west of Yin Gong village (north of the timber yard).
- We are not opposed to retaining the traditional form of wet agriculture, including the keeping of a small number of water buffalo (not more than four head) on the site. It is currently unclear whether their presence in this habitat is significant, but a small number with restricted ability to wander probably creates feeding opportunities for insects and Cattle Egret, and would be an attractive feature for visitors. In addition, as this area was historically under rice, it may be interesting to convert some of the fields to rice fields, which provides interesting habitat for a wide range of vertebrate and invertebrate species.
- We believe that Long Valley clearly demonstrates the principle that agricultural land, and wet agriculture in particular is of high value for wildlife. We would welcome acknowledgement from Government that this is the case.

HKBWS is willing at any time to discuss these guidelines or the general state of Long Valley with members of your Department, other government Departments or your consultants. Please feel free to contact us.

Kind regards,

Mike Kilburn
Conservation Officer

cc. AFCD
Planning and Lands
Town Planning Board

6/2000:

Letter to TDD regarding government's willingness to conserve Long Valley

就有關政府有意保護塢原之消息去信拓展署

政府有意存護塢原，本會去信拓展署，闡釋發展會帶來生態上、休閒或教育上無可挽救的損失。本會根據過往天水圍濕地公園的經驗，讓拓展署現時在設計塢原濕地的教育及遊憩設施上，提出意見，內容包括應保留傳統的濕地農耕特性和各種不同的生態環境，如蓮花塘、小水溝、菜田、乾農地、風水樹等，建造遊客設施、減低道路建設所帶來的干擾，以塢原作為傳統農耕的教育例子等。

Jul 七月 Long Valley campaign has become an international event. At the same time, the Advisory Council on the Environment makes its comment to EPD regarding the EIA report

望原事件演變成國際保育事件，同時，環境諮詢委員會要在這個月向環保署提交意見

6/7/2000 EIA expert from BirdLife International Mr. Ross Hughes carried out site visit at Long Valley
國際鳥盟委派原評專家Mr. Ross Hughes來港考察望原濕地



06/07/2000
EIA expert from BirdLife International Mr. Ross Hughes carried out site visit at Long Valley
國際鳥盟委派原評專家Mr. Ross Hughes來港考察望原濕地
Source of background:
Ming Po 9/7/2000
背景圖片:
明報 9/7/2000

8/7/2000 Joint University Student Petition
大專生保護望原遊行



8/7/2000
Joint University Student Petition
大專生保護望原遊行
Source of background:
Oriental Daily 9/7/2000
背景圖片:
東方日報 9/7/2000

Photo by Henry Lui
圖片: 呂德恒

11/7/2000 HKBWS submitted formal objection - Sheung Shui to Lok Ma Chau Spur Line Environmental Impact Assessment Report
香港觀鳥會就上水至落馬洲鐵路支線環境影響評估報告提交反對書

Summary:

1. The evidence revealed by the EIA Report demonstrates that the Spur Line should not be constructed through Long Valley (and nor should any other infrastructure project).
2. The Technical Memorandum and Study Brief have not been complied with.
3. Overriding international obligations require that the Spur Line is not constructed as proposed and that a permit is not issued.
4. Justification for the Spur Line has not been made out.
5. The EIA Study failed to consider total avoidance of Long Valley.
6. Alternative routes have not been properly considered and an ecologically preferable route has been rejected.
7. Cumulative impact has not been properly assessed.
8. The impact of the construction and operational phases has not been properly assessed.
9. The mitigation and compensation measures proposed fail to take account of the value of the habitat to be destroyed, are seriously inadequate and are of very doubtful long term sustainability.
10. The EIA Study seeks to defend admitted serious adverse impact by relying on mitigation. This standpoint means that:

11/7/2000
HKBWS submitted formal objection - Sheung Shui to Lok Ma Chau Spur Line Environmental Impact Assessment Report

香港觀鳥會就上水至落馬洲鐵路支線環境影響評估報告提交反對書
本會於七月十一日向環保署提交了上水至落馬洲支線環境報告之正式反對，內容包括：環評報告內說明鐵路支線不應貫穿望原；環評報告不符合技術備忘和研究摘要的要求；環評報告沒有全面考慮避免鐵路貫穿望原；鐵路公司沒有全面考慮其他可行方案；環評報告沒有全面考慮累積性的影響；補償措施方面並不全面。環評報告著重強調補償，亦沒有



- the Technical Memorandum and Study Brief have not been complied with; and
 - Because the mitigation fails, the project is indefensible on the EIA Study's own terms.
11. The rarity, diversity and number of the bird species recorded demonstrate Long Valley's importance internationally as being comparable with that of Mai Po Nature Reserve and that it should be zoned as a Conservation Area and managed and protected as a Nature Reserve.

12. The main emphasis of this submission will be on the important wildlife rich area of freshwater wetland known as Long Valley, but other areas will be considered.

For details about EIA objection, please refer to http://www.hkbws.org.hk/lvalley/cia_110700.htm
有關反對支線環境影響評估報告內容，詳見http://www.hkbws.org.hk/lvalley/cia_110700.htm

12/7/2000 Press release
新聞稿

Public consultation reveals heavy opposition to Lok Ma Chau Spur Line
EPD receives "more than 130" written complaints

The Lok Ma Chau Spur Line has become the most objectionable project in the history of the Environmental Impact Assessment process. According to EPD "more than 130" individual written objections have been received, including those from private citizens, a number of local green groups, former legislators, and global conservation organisations. This is the most objections received for any project in Hong Kong.

The intention of the project to build across Long Valley and into the Deep Bay Wetland Conservation Area near Mai Po would be in breach of the terms of the Ramsar Convention, which protects wetland areas worldwide, to which China is a signatory. The Head Office of the Ramsar Bureau, the world wetlands conservation body has alerted the Ramsar Convention Implementing Office in Beijing. Wetlands International - Asia Pacific has also voiced its concerns to the Chief Executive, Tung Chee Hwa.

In addition, Ross Hughes an expert in the EIA process from BirdLife International stated: "Based on this technical review, I consider that this EIA document contains a number of fundamental flaws which serve to impair the value of the EIA document as a decision-making tool. Therefore, I regret to recommend that the EIA should be rejected."

Local signatories include The Conservancy Association, Hong Kong Bird Watching Society, World Wide Fund For Nature Hong Kong, Green Power, Hong Kong University Department of Ecology and Biodiversity, Kadoorie Farm & Botanic Garden.

公眾諮詢顯示市民強烈反對興建落馬洲鐵路支線
環保署接獲逾一百三十封反對信

落馬洲鐵路支線在環境影響評估程序中，成為歷來最令公眾反對的項目。根據環境保護署資料所得，現時已接獲超過一百三十封反對信，當中有來自本地綠色團體、前任立法會議員以及國際自然保育組織等，是香港歷來收到最多反對聲音的項目。

計劃中興建的鐵路支線，將貫穿望原，然後進入米埔內後海灣國際重要濕地範圍，這將違反保護全球濕地的國際重要濕地公約(拉姆薩爾公約)的協定。由於中國是公約的締約國，作為保護國際濕地的立法機關——濕地公約執行局瑞士總部已發信北京國際重要濕地公約執行處，促請履行簽署締約的責任。濕地國際亞太組織亦同時致信行政長官董建華表達關注。

此外，國際鳥盟日前派環境影響評估專家Ross Hughes來港，他指出：「從技術上考慮，我認為這本環境影響評估報告的內容，有很多基礎上的缺陷，削弱了整份環評報告文件作為決策工具的價值。所以，我建議應該否決這個環境影響評估報告。」

提及倘若補償措施失敗如何處理，反映各方面有不足的地方；望原具有極高的生態價值，以鳥類品種方面，可媲美米埔；環評報告著重強調望原，而忽略了支線所涉及的其他地方。

12/7/2000
Press release
新聞稿

Sheung Shui - Lok Ma Chau Spur Line
Letter to members of the Advisory Council on the Environment

The Hong Kong Bird Watching Society issued a letter to members of the Advisory Council on the Environment. In the ACE meeting on the July 17, 2000, the environmental impact assessment report of the Spur Line will be tabled for discussion. As the guardian of the Hong Kong environment, the members of the Advisory Council on the Environment are invited to give the subject careful consideration.

An expert from BirdLife International, Mr Ross Hughes, reviewed the EIA report and concluded that:

"Based on this technical review, I consider that this EIA document contains a number of fundamental flaws which serve to impair the value of the EIA document as a decision-making tool. Therefore, I regret to recommend that the EIA should be rejected."

The main report contains a wealth of material showing the ecological and landscape value of Long Valley. But the executive summary fails badly to reflect the gravity of the Spur Line cutting through Long Valley and fragmenting the habitat there.

Long Valley is the last piece of freshwater wetland of some significant size where wet agriculture is still practised. It is the inland analogue of Mai Po, a coastal brackish wetland with gei weis.

According to the EIA Technical Memorandum, to allow a project to impact adversely on an area of ecological importance, it must be proved that no other practical alternatives exist. Also, adequate mitigation measures are to be employed.

The EIA report has not examined alternatives that would avoid Long Valley. Examples of alternatives to be considered are expanding the immigration/customs facilities at Lo Wu and building a light rail system

On the mitigation side, the promised wetland creation stands a high chance of failure (around 70%) according to experience elsewhere, even in developed countries like the USA. Furthermore, artificially created wetlands take many years before wildlife communities similar to those they are designed to replace would get established.

The short time frame of the Spur Line project means that there will be practically zero chance for the "temporary created wetland" to provide viable refuge for birds when construction takes place at the heart of Long Valley. There would be zero chance again for the "permanent created wetland" to do the same when the birds are driven out of the temporary so-called refuge once construction advances and overruns it. The mitigation during construction is therefore doomed.

Furthermore, the EIA report provides no future management plan, no managing authority and no funding sources for the created wetland. It reflects a complete lack of commitment on the part of the project proponent to the sustainability of the mitigation. The mitigation in the long-term is also doomed.

Source of background:
SCMP 8/7/2000
背景圖片:
南華早報 8/7/2000

上水至落馬洲鐵路支線
給環境諮詢委員會的信

本會就有關七月十七日環境諮詢委員會會議致信有關委員，內容提出來自國際鳥盟的專家曉士先生(Ross Hughes)審閱這份報告後結論如下：

「根據技術審閱，我認為這份環境影響評估報告文件有多處的基本錯漏，不足以成為輔助決定工具。因此很遺憾地我必須建議拒絕接納這份環境影響評估報告。」

報告的行政摘要有重大的誤導。報告本身提出大量資料印證濕原在生態和景觀方面的重要性，但是摘要避重就輕，略過了支線貫穿濕原，割裂當地生態環境的嚴重性。

濕原是香港碩果僅存一片有相當面積以及維持濕地農耕的淡水濕地，相對於米埔內傳統基圍組成的沿岸鹹淡水濕地，旗鼓相當。

環境影響評估技術備忘錄說明：容許一項工程計劃對有生態價值地區產生負面影響之前，必須證明再無其他可行之方案。此外，必須採取充分有效的補償措施。

這份報告沒有研究避開濕原的替代方案，如擴充鹽潮的出入境及海關設施及建造輕便鐵路

至於補償環境的破壞，報告中承諾建造一些人工濕地，可惜就算是先進如美國，他們的經驗是失敗居多，達百分之七十。此外，人工濕地需時數年才孕育出它們原來取代的濕地整套野生動植物。支線的工程十分緊逼，根本不容許「臨時」人工「濕地」成長，發揮功能，底護因濕原腹地受工程逼遷的鳥類。到工程逼近和毀掉臨時濕地時，所謂「永久」人工「濕地」亦不能蔭庇再度逼遷的鳥類。工程進行期間的補償措施是注定失敗的。

再者，環境影響評估報告內不提人工濕地將來的管理計劃、管理機構和所需的財政來源。工程項目主持機構顯然對補償計劃的長遠效益漠不關心。長遠的補償措施也是注定失敗的。

21/7/2000 Open Drama at the lobby of KCRC Hung Hom Station organized by The Conservancy Association
長春社發動在紅磡車站大堂演出街頭劇



21/7/2000
Open Drama at the lobby of
KCR Rail Station
organized by The Conservancy
Association
長春社發動在鐵路公司大堂演出
街頭劇

Photo by Henry Lai
圖片：呂德恒

17/07/2000 Press release
新聞稿 (Original: Chinese 原文: 中文)

ACE advice to government regarding Sheung Shui, Lok Ma Chau Spur Line applauded by Hong Kong Bird Watching Society
Long Valley spared damage for the time being

The Hong Kong Bird Watching Society welcomes the decision of the Advisory Council on the Environment (ACE) at its meeting on July 17, 2000 to advise the government that further studies should be conducted to address the major issues raised by the public as well as international

17/07/2000
Press release
新聞稿

bodies concerning the environmental impact of the Sheung Shui - Lok Ma Chau spur line on the conservation, landscape and heritage value of Long Valley, the inland equivalent of world famous Mai Po.

The Society is glad that the value of Long Valley has been recognized and that KCRC and the government have been urged to find an alternative route avoiding the Valley.

The Hong Kong Bird Watching Society congratulates ACE members for their determination to avert avoidable attrition of Hong Kong's environment. The Society will remain vigilant to ensure the long-term future of Long Valley.

香港觀鳥會環境諮詢委員會就水上落馬洲支線各向政府提供的意見 望原野能破壞的厄運

七月十七日環境諮詢委員會召開會議，向政府提議參照公眾人士以及國際團體就水上落馬洲鐵路支線對環境的影響提出的關注要點進行深入研究。香港觀鳥會對環境諮詢委員會這項決定表示歡迎。望原是國際聞名的米埔的內陸版本，在自然保育、景觀和文化傳承方面都有崇高價值。

香港觀鳥會十分高興知道委員會認同望原價值。此外，委員會敦促九廣鐵路和香港政府共同找尋避開望原的路線，更是令人鼓舞。

環境諮詢委員會作出的努力，為香港消除可以避免的環境損耗，香港觀鳥會謹表謝意。本會將繼續密切監察事件的發展，讓望原得以長遠保留。

24/07/2000 Press release

新聞稿

How to have a 3-way win situation for the natural environment, KCRC and the Hong Kong community - Letter to the Chief Executive

鐵路及自然保育。怎樣取得三贏局面 給行政長官董建華先生的信

本會就有關水上落馬洲鐵路與及自然保育方面致信行政長官董建華先生，內容如下：

董先生：

鐵路及自然保育。怎樣取得三贏局面

根據各方面的最新情況，我們願意向閣下提議怎樣就鐵路和自然保育取得一個三贏局面，懇請閣下鄭重考慮，當機立斷，讓香港市民清楚知道你是以大眾的長遠福祉為施政依歸的。

環境諮詢委員會於七月十七日的會議上，對九廣鐵路落馬洲支線採取了罕有的「不表態」（大公报七月十八日語）決定，反映了對環境評估報告的不滿。若非事態嚴重，政府自己委任的委員會斷不會有此決定，長官先生務請加以重視。再者，自大亞灣核電廠事件以來，個別工程項目引起民眾如此強烈的反響實屬少見，閣下豈能掉以輕心。

事實上，支線穿越望原，以及霸佔落馬洲一帶處於米埔外圍的濕地，已引起國際關注，濕地公約執行局、國際鳥盟、濕地國際等組織致送閣下的函件想已收到，美聯社七月二十日亦已向全球發佈了消息。九廣鐵路在國際注視及本港市民強烈反對下強行施工，破壞閣下有關於持續發展、保護郊野風貌的承諾，並為香港和閣下造成非常負面的形象。

環境諮詢委員會敦促九廣鐵路及有關政府部門協力找尋避開望原的解決方案。假如香港特區政府確實尊重長久以來行之有效的諮詢機制，眼前便應該立即將去年憲報第5774號公告的九鐵支線路線撤回，重新研究。如此則全港市民必將拍手稱慶，欣然歡迎政府的開明施政。反之，冒天下之大不韙，漠視九鐵公司環保工作粗疏，支持其寸步不讓、動輒以擱置毫不相干工程要脅的強硬態度，給人民以暴為政的印象，於社會、於政府、於閣下有何裨益？

我們理解政府必須處理過境人數日增的問題。事有湊巧，七月十八日文匯報報導羅海關聯檢大樓擴建「日流量將可達四十萬人次」，同日星島日報報導運輸局預計「二零零六年每日乘客人次可高達二十七至三十二萬」。即是說，祇要港方有充分的出入境、海關、站台等配套，羅海關連完全可以吸納預計的人流。

我們還必須指出：擬建的支線客運來自水上至紅磡路段，顯然鐵路有充分的載客量。問題關鍵祇在提供設施讓旅客去到羅湖和迅速過關。採用擴充羅湖方案，九廣鐵路將運載同樣的乘客，收入方面絲毫無損。

24/07/2000

Press release

新聞稿

HKBWS sent the Chief Executive Mr. Tung Chee Hua a letter about the present situation in Long Valley. Its invasion by Spur Line is causing wide concern locally and internationally. If the government and KCR insists on going ahead with the project, this will affect the image of Hong Kong. It is suggested that the government and KCR cooperate to find out the most suitable alternative route, that they withdraw the gazette notice no.5774 and improve the border crossing facilities at Lo Wu.

在這些最新資料底下，我們建議政府認真考慮以擴充羅湖現有設施為基礎的方案，去解決過境人流的問題，既可避免破壞自然環境，又可節省大筆支線的興建費用，正是公眾、環境、政府的共同三贏局面，香港的國際形象亦將立竿見影，顯著提高。（其他方案請參閱附件：致環境諮詢委員會函件。）

我們理解長遠來說，政府有意建設多一條以鐵路連接的過境通道。我們亦理解數年後透過西鐵的伸延或自市區另闢新線可以達成這個任務。擬議中的支線建設費用達數十億元，祇不過換來中間數年存疑的功用，是極度的浪費，最終卻要香港普羅大眾負擔。

擺在我們面前的是一個施政者是否回應人民訴求的問題，也是一個資源是否善用的問題。願望閣下鴻圖偉略，順應民情：

* 立即撤回刊憲的落馬洲支線路線

* 重新研究解決過境人流的辦法，尤其是擴充羅湖過境設施的方案

長官閣下，古語云：上善若水，從善如流，民望上升可期，何樂而不為？

敬祝政安

香港觀鳥會

自然保育委員會

24/7/2000: Letter to urge the Director of Environmental Protection to reject the Spur Line EIA Report 去信環保署署長要求否決鐵路支線環評報告

Mr R J S Law

Director of Environmental Protection*

Environmental Protection Department

27/F Southorn Centre

130 Hennessy Road

Wanchai, Hong Kong

Dear Sir

Environmental Impact Assessment Report Sheung Shui - Lok Ma Chau Spur Line

We would like to urge you to take note of the numerous public submissions and the views of the Advisory Council on the Environment regarding the serious shortcomings in the EIA report and to reject the report.

The ACE in its unprecedented move on 17 July not endorsing the EIA report is sending a strong signal about the fundamental flaws in the report. As ACE chairman rightly pointed out: even if only one member has a negative view on the report, the Administration should take careful note. This is in line with the long-established respect of the Administration for the consultative bodies it has set up over the years.

We do not intend to repeat the points which we have set out in detail in our formal submission on the EIA report. However, we wish to emphasize that if the EIA report fails to demonstrate compliance with the requirements of the Technical Memorandum and Project Brief, it would be administratively out of order to accept the EIA report. This is a point which we would seek to ensure with all means available to us, as in our view it does so fail.

To accept the EIA report in its present form will discredit the whole EIA process. Indeed it will discredit Hong Kong as a responsible member of the international community, for failing to take good care of its wetland which is used by trans-nation migratory birds. We sincerely hope that you would uphold professionalism and would not succumb to threats from the project proponent un-related to environmental consideration.

We assure you that you will have our strongest support in your effort to safeguard the quality of Hong Kong's environment.

Yours sincerely

Mr Lawrence Johnstone

On behalf of the Conservation Committee

24/7/2000:

Letter to urge the Director of Environmental Protection to reject the Spur Line EIA Report

去信環保署署長要求否決鐵路支線環評報告

環境諮詢委員會於七月十七日拒絕作出對環境報告之建議，反映環境報告有嚴重缺失。鐵路公司的環評報告不符合法定技術備忘和研究摘要，如草率接納會導致本港備受國際高度評價的環評程序蒙上污點，以至遷徙鳥類更失去補給的地方。故本會致信環保署署長，要求否決東鐵水上落馬洲支線環境報告。

Source of background:
SCMP 18/7/2000
青島圖片:
南華早報 18/7/2000

Aug & Sep
八-九月

Joint Green Group letter to various departments to express concern on Long Valley wetland and pointing out the real problems

綠色團體聯合致信多個政府部門，表達關注以及指出確實問題所在

28/8/2000: Joint Green Group letter to the Chief Executive, the Chief Secretary and the Financial Secretary
環保團體聯署行政長官、政務司司長和財政司司長

RE: Lok Ma Chau Spur Line and Long Valley

I am writing on behalf of six green groups in Hong Kong to express our deep concerns on the potential adverse environmental impacts caused by KCRC's proposed spur line. We would like to request a meeting with you to discuss the relevant issues since we believe that this dispute is of such importance that it should be mediated at higher levels than the policy bureaux.

You may probably be aware that the dispute over this matter between the Transport Bureau, partnered with KCRC, and the green groups. The Transport Bureau and KCRC insist that the Lok Ma Chau Spur Line should be built across the most ecological sensitive part of the Long Valley while the green groups believe that there are other better options to avoid this ecological disaster. The Transport Bureau and KCRC insist that the railway has to be completed by 2004 and thus no time to consider other options.

First of all, we would like to state clearly our stand on railways. We strongly support the initiative of your administration to build railways in priority of the roads because railways are less polluting in operation. We also firmly believe that railways should be and can be built in an environmental friendly way. Each rail proposal has to be justified with valid reasons and acceptable environmental impact assessed study. We should work for a win-win situation and thus acquire a sustainable mode of development.

Regarding the Lok Ma Chau Spur Line proposal, both the Transport Bureau and the KCRC have not been able to present to us with acceptable valid reasons and EIA study for building this railway. We all understand that the objective of the Spur Line is to ease the traffic congestion at the rail border crossing of Lo Wu. However, we understand that the deadlock is not at the railway but the immigration process. The Transport Bureau has no jurisdiction over immigration matter, and therefore unable to discuss the positive impacts of immigration process improvement. Bearing in mind that the Western Rail border crossing is scheduled to be completed by 2007, three years after the Spur Line. The public would certainly question the suitability of this huge investment on rail, which is going to be duplicated in three years time. Furthermore, the improvement in immigration process can well be fitted to cater for the three years increased demand which the Transport Bureau claims.

The Advisory Council on the Environment has for the first time in history not endorsed an EIA study report of a railway because there are many basic faults in the study report.

Since the Government has proclaimed as an aim to achieve sustainable development, of which nature conservation is an important element, we believe it is essential for you to personally intervene in this matter of great conservation value. We hope that through further discussions with us you may understand why all green groups take such a unified stand on this issue and why we believe alternative options can be found to both protect Long Valley and to promote sustainable railway development in the long run.

We look forward to hearing from you soon.

Yours sincerely

The Conservancy Association

On behalf of
Friends of the Earth
Greenpeace
Green Power
Hong Kong Bird Watching Society
World Wide Fund For Nature Hong Kong

28/8/2000:

Joint Green Group letter to the Chief Executive, the Chief Secretary and the Financial Secretary
環保團體聯署行政長官、政務司司長和財政司司長

八月廿八日本港六個環保團體包括本會、長春社、世界自然(香港)基金會、綠色和平、地球之友聯署行政長官、政務司司長和財政司司長，表達上水至落馬洲鐵路將會構成嚴重影響。運輸局聯同鐵路公司堅持要趕在二〇〇四年前完成橫跨具有重要生態價值的望原的鐵路。環保團體質疑鐵路路線的選線是否有足夠理據並符合環評研究的要求。

再者，運輸局不是一個管理出入口的機構，代表有關部門發言是不恰當的；加上，西鐵工程將會在二〇〇七年通車，政府確實沒有必要花上龐大金錢興建一條存疑只有三年作用的東鐵上水至落馬洲支線。

環諮會作出了歷史上第一次拒絕評論支線環評報告的行動，反映出東鐵支線環評報告確實有不足之處。

既然政府已落實實施可持續發展的理念，現在正是時候正視這項與本地將來生態保育方面的重要事件，並貫徹執行可持續發展的鐵路方案。

4/9/2000: Joint Green Group letter to Secretary of Security Bureau regarding border crossing at Lo Wu
環保團體就有關羅湖邊境過關通道安排聯署保安局局長

Ms Regina Ip
Secretary for Security
6th Floor, Ming and East Wings
Central Government Offices
Central, Hong Kong

Dear Madam

Immigration and Customs facilities at the Border
Strategy in conjunction with Shenzhen Planning, Lo Wu/Lok Ma Chau Sheung Shui to Lok Ma Chau Spur Line - Long Valley

We are writing on behalf of Hong Kong Bird Watching Society, World Wide Fund For Nature Hong Kong, The Conservancy Association, Kadoorie Farm and Botanical Garden, Friends of the Earth and Green Power.

We would like to request a meeting to discuss the above issues with you and the Director of Immigration and the Commissioner of Customs and Excise. We wish to explore whether there is a border management solution to the claimed problems of congestion at Lo Wu and how the management of future Immigration and Customs needs at the border will deal with planned development by the Shenzhen authorities.

Please note that we are not seeking a meeting with or comment from the Secretary for Transport.

We believe that you will be aware of the proposed Spur Line from Sheung Shui to Lok Ma Chau and the justification being put forward for this project being claimed overcrowding at Lo Wu. Such claimed overcrowding has also been used to justify "fast-tracking" the project on the grounds that the Lok Ma Chau border crossing has to be in place by 2004.

We believe that you will also be aware that the Spur Line is the subject of an Environmental Impact Assessment. Over 200 objections to the project and the EIA Report have been lodged with the Director of Environmental Protection. In our view, based on Hong Kong and international expert advice, the Spur Line would result in the loss of the unique and ecologically important area of freshwater wetland known as Long Valley. If you would like to have more information about the significance and value of Long Valley, please do not hesitate to let us know. Of importance for the purposes of our request to you is that the EIA Report relies only on peak passenger numbers on 2 festival days in 1999 as evidence of congestion at Lo Wu.

The Shenzhen authorities have announced that, with the construction of their new underground railway system, their customs house at Lo Wu will be developed to increase its capacity to handle 400,000 people per day.

We should like to discuss with you and the Director of Immigration and Customs and the Commissioner of Customs and Excise:

- Whether there is in fact congestion at the border crossing at Lo Wu and, if so, the numbers involved, how often this occurs and its causes.
- How the Immigration and Customs facilities at Lo Wu can be upgraded to deal with any congestion and when.
- Whether the Hong Kong facilities at Lo Wu will be upgraded along similar lines as is planned on the Shenzhen side and when.

We look forward to hearing from you. We should be grateful if you would respond in writing to confirm receipt of this letter. To arrange for a mutually convenient time for a meeting we should be grateful if you would contact Ms Carrie Ma on 2377 4387.

Yours faithfully

(Dr) Ng Cho Nam
Conservation Officer
Hong Kong Bird Watching Society

and on behalf of
World Wide Fund for Nature Hong Kong
The Conservancy Association
Kadoorie Farm and Botanical Garden
Friends of the Earth
GreenPower

4/9/2000:

Joint Green Group letter to Secretary of Security Bureau regarding border crossing at Lo Wu

環保團體就有關羅湖邊境過關通道安排聯署保安局局長

本會聯同世界自然(香港)基金會、長春社、嘉道理農場暨植物園、地球之友和綠色力量一起致信保安局局長葉劉淑儀女士，尋求解決羅湖過境人潮問題。信中提議羅湖問題，不是單靠一個要在二〇〇四年以「趕急」的東鐵支線工程便可解決。

綠色團體強調，上水至落馬洲鐵路支線環評報告共收到共二百多份來自本地及國際間的反對，建議支線對望望原淡水生境將會帶來無可挽救的耗損。加上單靠一九九九年兩個節日羅湖出入境人數並不實際反映羅湖人流擠塞的問題。

現時最急切要解決的是提升羅湖出入境的設施和效率，以配合深圳興建羅湖聯檢大樓以應付上升的過境人流的準備。

Source of background:
Wan Wei Po 18/7/2000
背景圖片:
文匯報 18/7/2000

21/9/2000: Letter to Transport Bureau stating that HKBWS will not withdraw the formal objection to the gazetted alignment
本會去信運輸局指出不會撤銷對刊憲路線之正式反對

Source of background:

SCMP 18/7/2000

青島圖片:

南華早報 18/7/2000

For the Attention of Mr Allan Tang

for Secretary for Transport

Transport Bureau, Government Secretariat

Murray Building, Garden Road

Hong Kong

Dear Sir,

Kowloon - Canton Railway corporation (KCRC) East Rail Extension
Sheung Shui to Lok Ma Chau Spur Line

We refer to your letters dated 16th August 2000 to Dr Ng Cho Nam and 24th August 2000 to Mr Michael Kilburn, who wrote to you on behalf of the Hong Kong Bird Watching Society.

We refer in particular to your request to the Society to consider withdrawing its objection to the Sheung Shui to Lok Ma Chau Spur Line under the Railways Ordinance.

We confirm on behalf of the Hong Kong Bird Watching Society (and on behalf of Dr Ng Cho Nam and Mr Michael Kilburn) that we do not withdraw our objection to the Spur Line made under the Railways Ordinance Procedure.

We enclose for your reference a copy of the Society's Submission to the Director of Environmental Protection in respect of the EIA Report relating to the Spur Line. You will see from this that the contents of your letter of 16th August do not meet the concerns and, indeed, fall very far short of meeting the concerns of the Society. In these circumstances our objection under the Railways Ordinance is maintained.

We note that your letter of 16th August indicates that the Hearing by the Independent Panel under the Railways Ordinance procedures will be in the third or fourth quarter of this year. You said that necessary arrangements will be made nearer the time and we will be informed of the details.

It is now nearing the end of the third quarter.

You have not answered the questions raised at the conclusion of our letter of 26th June 2000 at (c), (d) and (e) (and in our letter of 15th August 2000) with regard to the names, position and expertise of the persons sitting on the Panel, the date when the Hearing by the Panel of Independent Persons will take place and the date by which it is expected that the Panel will provide us with their Report on the Hearing in order that we may comment as required by item 5 of the Handling Procedures.

Given that the Director for Environmental Protection received 220 objections as part of the EIA process, it is important that the Procedures under the Railways Ordinance are fully and properly complied with and that opportunity is given to objectors to voice their concerns fully to the Independent Panel. It is also clearly important that the persons on the Panel are truly independent and with no connection at all in the transport sector.

Please may we have your full and proper response to our previous enquiries.

Yours faithfully

Lawrence Johnstone
for Conservation Committee
HONG KONG BIRD WATCHING SOCIETY

21/9/2000:

Letter to Transport Bureau stating that HKBWS will not withdraw the formal objection to the gazetted alignment

本會去信運輸局指出不會撤銷對刊憲路線之正式反對

本會就六月廿六日按鐵路條例向運輸局提出正式反對刊憲路線，致信運輸局表示不會撤銷反對。由於遲遲未收到有關當局的答案，故再次提醒對方需根據行政程序通知有關獨立委員會的聆訊日期、地點及結果公布日期。信中指出環保署已經收到超過二百份支線環評報告的反對文件，當局應容納更多意見，加上該委員會是獨立和重要，是應該不受交通部門之干預。

Source of background:

Express weekly 13/9/2000

青島圖片:

東周刊 13/9/2000

24/9/2000: Urgent appeal to members: KCRC Spur Line across Long Valley
本會呼籲會員致信漁農自然護理署長表達對壆原事件的關注

Following our campaign to get people to object to the EIA Report on this project, EPD received 225 objections - an unprecedented number. EPD forwarded all objections together with other questions on the EIA Report to KCRC to deal with. KCRC has now replied (September 18) to EPD, and EPD has 30 days to decide on whether or not to issue an Environmental Permit for the project.

At this stage it would be useful for members to write to AFCD, who have to give their input on KCRC's answers to EPD, to remind them yet again of the conservation value of Long Valley. They should also be reminded of their duty, as the Hong Kong implementation authority for the Ramsar Convention, to ensure the "wise use" of wetlands....

急不容緩，請會員出手襄助：九廣鐵路支線將貫穿壆原

較早前本會發動「保護壆原濕地」運動，呼籲各會員致信環境保護署提交環境影響評估報告的反對意見。現時環保署共收到225份反對書，有史以來數目最高的一次。環保署將收集之反對意見連同其他問題交給九廣鐵路處理。九廣鐵路已於上周二(九月十八日)回覆，環保署署長必須在三十天內決定是否批出「環境許可証」。

在這個關鍵時刻，我們懇請各會員盡快去信有份參與審核工作的漁農自然護理署，再度提醒他們壆原的保育價值，敦促他們作為國際重要濕地公約執行機構，切實貫徹「善用濕地」的承諾.....



Photo by Henry Lai
圖片：呂德恒

24/9/2000:

Urgent appeal to members:
KCRC Spur Line across Long Valley

本會呼籲會員致信漁農自然護理署署長表達對壆原事件的關注

Oct 十月 Competition between Green Groups and KCRC has reached its peak before DEP's announcement of the Spur Line EIA report result
環保署署長宣佈鐵路支線環評報告結果前，「護鰐原濕地運動」綠色團體和鐵路公司之爭進入白熱化階段

01/10/2000 Press release
 新聞稿 (Original: Chinese 原文: 中文)

BirdLife International representative visit Long Valley
HKBWS seeks resolution at the BirdLife Asia Council Meeting

International conservation bodies have raised concern over the Sheung Shui - Lok Ma Chau Spurline built across Long Valley. HKBWS will report it in the BirdLife International Asia Council Meeting held on 24-25 October. Before the meeting, Mr Richard Grimmett, Senior Programme Officer of BirdLife International visited Hong Kong on fact-finding to review the examination conducted by Mr Ross Hughes, an expert in Environmental Impact Assessments.

The purpose of HKBWS submitting the matter of Long Valley to the BirdLife International Asia Council Meeting is to urge DEP and AFCD to veto the EIA report on the Sheung Shui - Lok Ma Chau Spur Line. This Report has aroused strong public response in Hong Kong. The DEP has received a total of 225 letters of oppositions, the largest ever number received. The international conservation bodies including BirdLife International, Wetlands International, etc. has written to the Chief Executive to express concern over this matter. The Head Office of the Ramsar Bureau, has also written to urge the government to fulfil the liability of the signed treaty.

AFCD is the sole government department responsible for education of environmental protection, and is also the responsible body for implementing Ramsar in Hong Kong. But so far, this department has not said a word on the matter of Long Valley. If the Report can pass, it will greatly destroy the basic principle of EIA, and undermine the position of AFCD and the Hong Kong Government enforcing the education of natural environmental protection in Hong Kong. In view of this, HKBWS, accompanied by several environmental protection organizations will interview Ms Lily Yam, the Secretary of the Food and Environment Bureau on October 5, to express concern over the matter of Long Valley and urge the AFCD to fulfil the liability of "wise use of wetlands" in the treaty.

HKBWS will send two representatives to attend the BirdLife International Asia Council Meeting, to explain the laws of the report of influence on, recount the matter of the threat to Long Valley, and seek to pass a resolution to urge the EDP and AFCD to veto the report of Long Valley Spur Line.

Besides, HKBWS will continue to apply to the Town Planning Board to rezone Long Valley as a Conservation Area. As the Transport Department and the KCRC have not given any effective mitigation for the Spur Line, HKBWS will not revoke the formal opposition to the Spur Line set forth in the Gazette.

國際鳥盟議會代表前往鰐原進行視察
香港觀鳥會將向國際鳥盟亞洲議會尋求決議

鰐原濕地面臨上水至落馬洲鐵路支線貫穿的威脅，已經成為國際環保組織關注的焦點。香港觀鳥會將於本月廿四至廿五日國際鳥盟亞洲議會中，報告鰐原事件。是次會議前，國際鳥盟派出現任亞洲區高級項目統籌主任Richard Grimmett先生來港進行實地視察，跟進國際鳥盟環境影響評估專家曉士先生(Ross Hughes)對鐵路支線環評報告之審核，以及提交正式議案。

01/10/2000
 Press release
 新聞稿



Source of background:
 SCMP 2/10/2000
 背景圖片:
 南華早報 2/10/2000

是次香港觀鳥會將鰐原事件呈交至國際鳥盟亞洲議會，目的是促請香港環境保護署和漁農自然護理署否決落馬洲鐵路支線環評報告。自九廣鐵路發表環評報告以來，引起本港市民強烈的反應，環保署共收到 225 份反對書，是歷年來數目最多的。國際環保組織包括國際鳥盟、濕地國際、英國皇家保護鳥類學會等紛紛致函特首表示關注，濕地公約執行局瑞士總部亦已發信促請履行簽署條約的責任。

漁農自然護理署是本港唯一專責自然保育的政府部門，亦是作為國際重要濕地公約的執行機構，對是次鰐原濕地事件，至今不致一辭。若鐵路支線環評獲得通過，將會大大侵蝕環境影響評估的基本原則，削弱漁農自然護理署以至香港政府在本港推行自然保育的地位。有見及此，香港觀鳥會聯同多個環保團體於本月十五日與食物環境衞生局局長關佩英女士見面，表達對鰐原濕地事件的關注，敦促漁農自然護理署履行濕地公約中「善用濕地」的責任。

是次國際鳥盟亞洲議會，本會會派兩名代表出席，闡釋香港環境影響評估的法例，詳述鰐原濕地遭受嚴重威脅之事件，並尋求通過議案，促請環保署和漁護署否決鐵路支線環評報告。

此外，香港觀鳥會會繼續向城市規劃委員會申請改劃鰐原為自然保育區。由於運輸局和九廣鐵路始終沒有向公眾交代如何令鐵路項目中濕地填填能有效地執行，本會不會撤銷就刊憲路環的正式反對。

8/10/2000: Green Ribbon Camapign organized by The Conservancy Association
長春社發動綠絲帶行動

October 8, The Conservancy Association organized a "Green Ribbon Campaign", which was greatly supported by Green Groups, Legco members and the public. Participants sign their names and write their wishes on a piece of green ribbon, and tied it outside the railway station. The following is an open letter jointly signed by green groups (Credit: The Conservancy Association):

十月八日，長春社主辦了「綠絲帶行動」，獲得各綠色團體、立法會議員和市民積極參與。活動當日在紅磡火車站舉行，參加者將綠色絲帶簽名和寫上願望掛在車站外的欄杆上。以下是綠色團體聯署的公開信 (鳴謝：長春社提供信件內容)：

SAY "NO" TO CAPITAL PUNISHMENT TO LONG VALLEY
AN OPEN LETTER TO THE HONG KONG GOVERNMENT
 October 8, 2000

As a result of an application by the Kowloon-Canton Railway Corporation ("KCRC") to build a spur line across Long Valley in the northwest New Territories, the Director of Environmental Protection ("DEP") is due to decide on the fate of this freshwater wetland before October 17. We are here to make a last-minute appeal to the Hong Kong Government to stand on the right side of history and save Long Valley from destruction.

Members of green groups and community groups have on numerous occasions in the past year put forward forceful arguments and scientific evidence to support that:

1. Long Valley is one of the last remaining significant freshwater wetlands in Hong Kong which has an ecological value as high as Mai Po, an important site under protection by international treaties;
2. The KCRC spur line, if approved, will cause irreversible damage to Long Valley and no remedial or mitigation measures can compensate for such loss;
3. There are other viable alternatives, though less convenient to KCRC, to fulfill the railway transport needs of the Hong Kong community without the need to destroy the integrity of Long Valley.

We are deeply disappointed at the self-serving attitude of the KCRC which has resorted to cowboy tactics to bully the Government into accepting its application: deliberate omissions in survey reports, failure to account for full environmental impacts, misrepresentation in mitigation measures, refusal to honestly consider viable alternatives and, above all, threats to withhold its entire railway building programmes should its application be turned down.

The Chief Executive has emphasized many times that he wished Hong Kong to embark on a path of sustainable development and to become a world-class city. We have heard too much of these and seen too little action. Now is the time for the Government to act.

8/10/2000:
 Green Ribbon Camapign
 綠絲帶行動



Source of background:
 Oriental Daily 9/10/2000
 背景圖片:
 東方日報 9/10/2000

The principle of sustainable development requires us Hongkongers to protect and leave intact precious, fast-diminishing resources for our future generations. And Hong Kong can never become a world-class city without shouldering its global responsibilities to conserve internationally important resources, for which we are mere custodians. Long Valley is exactly such a globally important asset that we are obliged to protect for all generations to come.

The recent visits by world-renowned bird experts to Long Valley are further proof that this issue has attracted worldwide attention. The world is watching how the Government will decide on the fate of Long Valley. Hong Kong's international reputation is at stake.

If the Government still has any doubt on the conservation value of Long Valley despite the written appeals of 225 local and international bodies, we urge the DEP to give the benefit of the doubt to the environment, not to development. If Long Valley is "wrongly" conserved, KCRC can still build and rebuild many railway lines in future. If Long Valley should have been rightly conserved and yet destroyed for the spur line irreversibly now, it will be gone forever.

Approving the spur line is like giving a verdict of capital punishment to Long Valley. Hong Kong has long abolished capital punishment for criminals for fear of making tragic mistakes that cannot be reversed. Will the DEP, AECD and all other government officials involved have a clear conscience if they are to allow capital punishment to the many plants and animals in Long Valley whose only crime is to stand in the way of KCRC's convenience?

An appeal signed by:

ABLE Charity

Catholic Messengers of Green Consciousness

The Conservancy Association

Friends of the Earth (Hong Kong)

Green Lantau Association

Green Power

Green World, CUHK

Hong Kong Bird Watching Society

Resource Group on Town Planning, The Hong Kong Council of Social Service

Environmental Protection Group, Hong Kong Professional Teachers' Union

Joint University Save Long Valley Group

Produce Green Foundation

Department of Ecology and Biodiversity, The University of Hong Kong

不能判聖原濕地極刑 給香港特區政府的公開信 二零零零年十月八日

按九廣鐵路公司九鐵提出興建新界西北支線穿過聖原的環境許可證申請，環境保護署署長必須在十月十七日前決定這個淡水濕地的命運。我們現在向香港特區政府作出最緊急的呼籲，希望特區政府站在歷史正確的一面，保護聖原免受破壞。

在過去一年，綠色團體及社區組織在無數的場合中已經提出有力的理據及科學證據說明以下幾點：

1. 聖原是香港少數保存較好的重要淡水濕地之一，生態價值之高絕受國際條約保護的米埔濕地；
2. 假如東鐵支線獲得通過，將會對聖原造成不可挽回的生態災難，而這些破壞是無法補償的；
3. 九鐵尚有其他帶來較少破壞的路線可以選擇，雖然這些路線對九鐵而言或較不便，但卻能解決香港市民對鐵路交通的需求，同時將對聖原濕地的影響減至最低。

我們對於九鐵專橫跋扈的態度極為失望。九鐵以霸道的手段企圖逼使政府接受有關支線的發展申請；在其調查報告中刻意隱瞞，沒有提交全面的環境評估報告，對擔保計劃的不實說明，拒絕認真考慮較少破壞的路線，更甚的是，以擱置全盤鐵路興建計劃來要脅政府和市民。

行政長官多次強調香港應該走上可持續發展的道路及進身成為世界級大都會，但往往只聞其聲，不見其行；現在，就是政府將承諾付諸行動的時候了。

可持續發展的原則是要求我們為後代好好保存那些珍貴而逐漸消失的自然資源。假如香港不能肩負起保護這些國際重要資源的全球性責任，將永遠不可能成為世界級大都會。聖原是球性的寶貴資產，我們有責任為子孫後代去保護它。

最近有不少國際知名的鳥類專家來聖原考察，足以證明事件已經引起世界各地的關注。國際間正密切注視香港政府如何決定聖原的命運，聖原的存亡與香港的國際聲譽攸關。



Photo and background: by Henry Lai
圖片及背景：呂德恒

倘若政府在收到225個分別來自本地及海外的書面呼籲後，對聖原的保育價值仍存懷疑，我們敦促環境保護署署長將疑點利益歸予環保，而非發展鐵路。因為假如聖原真的被「錯誤地」保護，九鐵將來仍然可以興建及重建很多鐵路路線。相反，若然聖原果真具備保育價值卻遭發展東鐵支線而被破壞，那將是無可挽救的，聖原濕地將就此永遠消失。

批准東鐵支線貫穿聖原的發展計劃，就等於對聖原濕地判處了極刑。香港已廢除死刑多年，為的是不想有不可挽救的錯誤悲劇發生。生活在聖原的野生動植物的錯只錯在活於九鐵選取最方便的路線上，請環境保護署署長、漁農自然護理署及各政府部門的決策官員們撫心自問，難道為了九鐵發展的一時之便，而要向生活在聖原中的所有生命判處以極刑嗎？

聯署的團體包括：

ABLE Charity

天主教《綠識傳人》

長春社

地球之友(香港)

綠色大嶼山協會

綠色力量

香港中文大學綠色天地

香港觀鳥會

香港社會服務聯會城市規劃資源小組

香港教育專業人員協會環保組

香港大專生拯救聖原聯合會

綠田園基金

香港大學生生態及分類學系

09/10/2000 Press release

新聞稿 (Original: Chinese 原文: 中文)

HKBWS urge DEP to reject the Spur line EIA report KCRC is not respecting their EIA report

On 6 October 2000, KCRC released inaccurate message to the media. It shows that KCRC not only has no knowledge on ecology, but is also totally environmental unfriendly.

Despite the EIA report, written by the expert employed by KCRC, identifying that Long Valley had high ecological importance, KCRC is not respecting this conclusion. HKBWS is disappointed at KCRC's disregardful on the importance of ecological environment and distorting the fact on damages made to the wetland.

At an early day, the Director of Transport Mr. W.F. NG had exerted political pressure to force the Commissioner of Environmental Protection to accept the KCRC's EIA report. Such inappropriate act discontented Our Society. We urge:

1. the Secretary of Transport Bureau Mr. Nicholas NG to retract his words on Lok Ma Chau Spur Line and make apology to the Director of Environmental Protection;
2. the DEP reject the KCRC's EIA report of Sheung Shui to Lok Ma Chau Spur Line.

It is the time to think about this issue seriously. Long Valley is the last piece of flooded plain having both ecological value and farming tradition. If the Spur Line runs across the core part of Long Valley, it will bring about irrecoverable damages to the habitat and the cultural heritage.

本會促請環保署否決東鐵落馬洲支線环评報告 九鐵發放失實信息毫不尊重自己的环评報告

九廣鐵路十月六日向部份傳媒發放了片面及不準確的訊息，顯示該公司不認識生態，毫無愛護環境的意識。

九廣鐵路自己聘請的專家撰寫的環境影響評估報告指出聖原有高度生態價值，如今九廣鐵路卻不尊重這個結論，妄斷生態環境的重要性，歪曲破壞濕地的事實。香港觀鳥會對此舉表示失望。

09/10/2000
Press release
新聞稿

九鐵支線穿聖原勢在必行
吳榮奎施壓促環保署盡快批准

Source of background:
Oriental Daily 5/10/2000
背景圖片:
東方日報 5/10/2000

運輸局局長吳榮奎先生較早前利用政治壓力，強迫環境保護署署長接納九鐵的環評報告，是極不適當的行為，本會對此表示不滿。本會促請：

1. 吳榮奎局長收回較早前發表有關落馬洲支線之言論，並向環保署署長致歉；
2. 環保署署長應否決九鐵鐵路水上至落馬洲鐵路支線環評報告。

而現時正是正視這方面的時候，望原是香港最後一片具有極高生態價值和傳統耕作的洪泛平原，假如九鐵的支線貫穿望原中心，將會造成無可挽救的生態和傳統破壞。

10/10/2000 Press release

新聞稿 (Original: Chinese 原文: 中文)

Habitat destruction causes 90% of birds extinctions

KCRC ignored ecological importance of Long Valley

Birdlife International launched the "Threatened Birds of the World" at the IUCN World Conservation Congress held in Amman, Jordan on 7 October 2000.

According to the newest figures, the globally threatened bird species increase from 1,111 in 1994 to 1,186 in 2000 and 1,175 out of them are threatened with extinction. The Birdlife International pointed out that nearly 90% birds facing extinction are suffered from continued damage to their habitats and pollution.

"Threatened Birds of the World" listed Hong Kong's threatened birds species including our well-known Black-faced Spoonbill. The Inner Deep Bay Ramsar Wetland and Lok Ma Chau are the preferable feeding and roosting sites for Black-faced Spoonbill. Five percent of the global Black-faced Spoonbill population had been recorded at Lok Ma Chau nearby the area of the proposed Spur Line.

The list also states that the Japanese Yellow Bunting is a globally vulnerable bird species. There have been regular records at Long Valley, Lok Ma Chau and Deep Bay since 1989. Long Valley holds the highest number of Japanese Yellow Bunting with 17 individuals had been recorded in 1996.

The western end of the Spur Line - Lok Ma Chau, is important to the globally threatened Black-faced Spoonbill. The other end of the Spur Line - Long Valley, Hong Kong's key location for globally vulnerable Japanese Yellow Bunting. Hong Kong bears the responsibility to preserve these internationally valuable species.

The international appeal for protection of vulnerable species needs global cooperation to conserve the living environment and wildlife areas to prevent their extinction. However, the wetland compensation suggested by KCRC did not consider the needs of these globally threatened birds and ignored their ecological importance. KCRC dared to announce that there was no need to consider near 200 species except those 19 important birds. They also disregard the Wildlife Protection Ordinance in Hong Kong. The Spur Line of East Rail will damage Lok Ma Chau and Long Valley. Their fate and future are at risk. Hong Kong will be confronted to a position of being unable to explain this to the World.

生態破壞令九成受脅鳥類面臨絕種

九鐵漠視生態重要，鳥類絕種響起警號

國際鳥盟出版的《全球受脅鳥類名錄》("Threatened Birds of the World")，已於十月七日在約旦首都阿曼舉行的國際自然保育聯盟 (IUCN) 年會中正式發表。

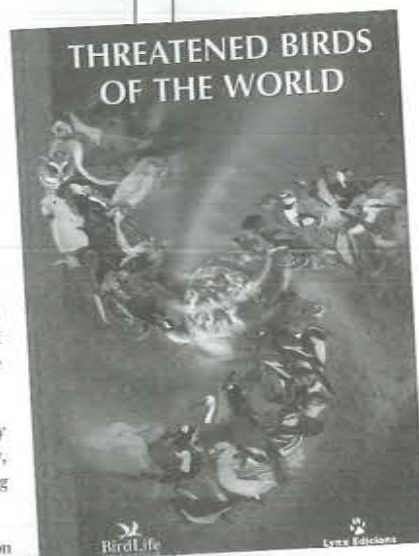
最新統計數字，全球受脅的鳥類名錄自一九九四年1,111種上升至二〇〇〇年1,186種，其中1,175種正面臨絕種的威脅。國際鳥盟指出，接近九成受脅鳥類面臨絕種的主要原因，是由於合適的生態環境不斷破壞，以及質素下降。

《全球受脅鳥類名錄》亦列出香港受脅鳥類，包括我們熟悉的黑臉琵鷺。目前已知后海灣國際重要濕地和落馬洲濕地是黑臉琵鷺理想的覓食和棲息地，而落馬洲計劃中，鐵路支

10/10/2000

Press release

新聞稿



Source of background:
BirdLife International
青洲圖片:
國際鳥盟

線範圍更錄得全球5%的數量。

名錄亦公佈香港內陸受脅鳥類種數居世界性「易危」鳥類，自1989年起至今，在望原、落馬洲和后海灣一帶每年均有紀錄，而望原是目前錄得種數最高的地方，在1996年曾一度錄得17隻。

東鐵支線的一端——落馬洲對全球「瀕危」的黑臉琵鷺具重要性；另一端——望原是世界性「易危」的疏繡眼棲地，香港對存護這些國際珍貴的物種的責任極大。

國際間呼籲保護瀕危物種，需要全球合作去存護野生生物的生存環境和空間，避免滅絕。可是九鐵鐵路建議中的濕地補償，沒有考慮這些全球性受脅鳥類的需要，妄顧其生態環境的重要性，並聲言除了該19種常見重要鳥類外，其餘近200種都不考慮，完全漠視香港《野生動物保護條例》。落馬洲和望原將會受東鐵支線的而破壞，而牠們的命運，前途亦將岌岌可危，香港將無法向國際交代。

Oct 11, 2000: Joined LEGCO member's signature campaign

十月十一日：「立法會議員保護『望原』濕地聯署行動」

望原事件，獲得廣大社會和市民的認同，立法會議員更發動「立法會議員保護『望原』濕地聯署行動」，表示支持。以下是立法會議員梁耀忠先生發出的函件：

敬啟者：

立法會議員保護「望原」濕地聯署行動

過去數月，多個環保團體對於九鐵鐵路計劃把東鐵的落馬洲支線穿越香港其中一片主要淡水濕地「望原」，表示強烈的不滿。他們認為該計劃將破壞該區的生態環境，使到二百多種在「望原」棲息的雀鳥失去家園。然而，九鐵及運輸局卻一意孤行，甚至向環保署施壓，務求使計劃盡快上馬。我們認為不論從環境保育，還是民意的角度考慮，九鐵及運輸局的做法都是不適當的。因此，我們要求，貴署否決九鐵落馬洲支線的建議，使到「望原」能維持現狀，環境得到保育。

原因一：破壞環境

九鐵本年年初宣佈興建落馬洲支線，惟鐵路將穿越「望原」的中心地帶，把這大片淡水濕地分割，對生態環境造成極大破壞。「望原」是香港最大片的淡水濕地，有「米埔第二」之稱，佔地25公頃，約為兩個維多利亞公園之大，當中棲息了210種以上的雀鳥，其中11種為瀕危或受威脅的品種。假若九鐵的方案得以落實，將有9.5公頃的魚塘被填平，天然河流變為人工河，不少林木將被砍伐，對環境造成極大的破壞，雀鳥失去棲息之所，事件已引起了國際的關注。事實上，九鐵本身亦對落馬洲支線計劃進行了環境影響評估，該報告結果指出「望原」在生態保育方面極為重要，而鐵路穿過「望原」，將會破壞其完整性，大大降低生態價值，但九鐵未因此而改變計劃。

原因二：九鐵不尊重民意

最初，九鐵面對民間的反對聲音，表示會與建人工濕地作為補償，但環保團體指出外國的例子顯示人工濕地的失敗率高達73%，而不予接受。及至年中，九鐵高層一再強調東鐵的載客量即將飽和，若不落實計劃，將要實施額湖站配額售票制度。而九鐵及運輸局亦多次重申九鐵目前的計劃是唯一可行的計劃，但事實卻非如此，多個環保團體已提出反建議，認為落馬洲支線可以繞過「望原」的中心地區，盡量減少對環境的破壞，亦有其他團體建議在深灣河河套建取代落馬洲站，而避免穿過「望原」。然而，九鐵仍舊一意孤行，不予接受。

我們認為，在環境保育上，「望原」是極為珍貴的天然環境，而規劃署亦曾計劃把該地劃作自然公園，我們懇請 貴署在環境評估方面否決九鐵落馬洲支線的原計劃。

此致

環境保護署署長羅樂承先生

聯署行動發起人立法會議員梁耀忠

二零零零年十月十一日

Oct 11, 2000:

Joined LEGCO member's signature campaign

「立法會議員保護『望原』濕地聯署行動」

The Long Valley campaign is supported by the public and the community. Members of the Legislative Council, led by Mr. Leung Yu Chung, has organized a "Joint Legco members Save Long Valley Campaign", in order to show support and concern for Long Valley. Documents of the campaign are attached for reference. They expressed their concern over the threat to the birds, on the inappropriate procedures being carried out by KCR and Transport Bureau, and on their neglect of public opinion. They urged DEP to reject the KCR's EIA report and to save Long Valley.

Source of information: The office of Legco member, Hon. Leung Yu Chung
資料來源：立法會議員梁耀忠辦事處

致：各保護“塱原”環保團體

立法會議員保護“塱原”濕地聯署行動

自本年六月與各關注“塱原”的團體接觸後，對於保護“塱原”一事加深了認識，亦認同各團體的要求。面對九鐵及運輸局的一意孤行及多次以要脅的口吻恐嚇市民，而運輸局局長又罔顧環保署在審議環境評估方面的獨立性，本人對於九鐵及運輸局的做法感到強烈不滿。因此，本人近日發起一項立法會議員聯署行動，去信要求環保署署長反對九鐵的原計劃，現已得到十位議員的聯署，希望在本月十七日，環保署署長公布結果前能取得更多議員的支持。

聯署行動發起人立法會議員梁耀忠

13/10/2000 Press release

新聞稿 (Original: Chinese 原文: 中文)

KCRC released irresponsible message and disrespected people and public's support on environmental protection

In order to complete the Sheung Shui to Lok Ma Chau Spur Line by 2004, KCRC has on several occasions issued false messages, misleading the public. KCRC considers that the Lok Ma Chau Spur Line is the "only" solution to solving the congestion problem. In fact, the key to the problem is how to increase facilities at Lo Wu border crossing to increase passenger throughput. This is a less costly solution that is also more effective.

Spokesman of KCRC recently claimed that purchasing more of the wetland at the Beas River area served only to "mollify bird watchers". The Society expresses its regret over the remarks. The Society reiterates that our opposition to the railway running across Long Valley, arises out of the need to preserve the integrity, ecological values, landscape and characteristics of traditional freshwater agriculture and wetland for the people of Hong Kong. This would provide an open nature classroom for our future generations and enable them to appreciate our nature and heritage. Furthermore, the opposition comes from a large number of organizations, HKBWS is only one of them.

What KCRC has said only shows a lack of the understanding of the problem on its part, and the lack of any determination for protecting the environment. Use of the word "mollify" just demonstrated the patronizing attitude of KCRC. It is also an insult to all the green groups, schools, educational and social institutions, councilors and members of the public who have worked hard to preserve the freshwater ecology and heritage of Long Valley.

As a public organization, it is wholly inappropriate for KCRC to issue false messages to the public on more than one occasion, to threaten members of the public and to prominently attack persons who are involved in the conservation of Long Valley. These are unconstructive to the rational discussions on the issue.

The Society condemns the irresponsible remarks of KCRC, and requests an open apology to all the green groups, schools, educational and social institutions, councilors and members of the public who have worked hard to preserve the wetlands of Long Valley.

九鐵妄顧民生及環境生態 發放失實信息，侮辱各參與保護塱原人士

九廣鐵路為了達至二〇〇四年上水至落馬洲支線，多次發出失實的訊息，以圖誤導廣大市民。九鐵認為東鐵落馬洲支線是「唯一」解決人流的辦法。事實上，問題關鍵在於如何增加設施讓到羅湖的旅客迅速過關，循這個方向，成本低得多，亦更快達到效果。

九廣鐵路發言人最近更聲稱加倍增購雙魚河地區的濕地，只為「撫慰」觀鳥者。本會對此表示非常不滿。

九廣鐵路所說的，反映他們仍然未明白問題所在，對保護生態環境沒有誠意。所謂「撫慰」，表現了九鐵「君臨天下」的傲慢心態。作為一家公營機構，多次向公眾發放失實信息，再三威脅廣大市民，還高姿態地攻擊各參與保護塱原的人士，極不恰當，對理性討論問題，毫無裨益(詳情見附件)。

本會追究九鐵鐵路不負責任的言論，並要求九鐵向各參與保護塱原濕地的綠色團體、學校、教育及社會機構、議員、社會人士公開道歉。

13/10/2000
Press release
新聞稿

(Continue 接上頁)

Misleading messages 誤導公眾的訊息	Facts 事實
Impact on People 社會民生	
<p>The present rail alignment has struck a balance between "people", "wildlife" and "railway safety". 現時定線已平衡「社會民生」、「環境生態」及「鐵路安全」的三大因素</p>	<p>KCRC is responsible for managing railway traffic, and not issues relating to the border crossing, environmental protection decision and balancing people's lives. It is the responsibility of the HKSAR Government to consider whether the project can balance the people's lives and well being. During the public consultation under the EIA Ordinance, EPD received 225 submissions objecting to the proposal. The Advisory Committee on Environment also for the first time rejected the EIA Report for the project. This casts further doubts on KCRC's ability to achieve a "balance". Furthermore, KCRC overlooked the important "economic factors". It is uneconomical to build a spur line costing several billion dollars linking Sheung Shui to Lok Ma Chau with only ONE station. The levying of high fares on border crossing passengers to subsidize other routes will in the end result in a higher burden on all users. Expanding and improving the border crossing facilities at Lo Wu is a fundamentally better solution that will ease the congestion problem at the border much quicker on one hand, and will avoid residents having to bear the higher fares on the other. 九廣鐵路的工作是管理鐵路交通，而不是去管理和定義香港的邊境、環保決策權和民生平衡。事實上，這是香港政府的責任去決定項目是否能成功地平衡民生。 根據環境影響評估條例的公眾諮詢，環保署共收到225封反對信件，而環境諮詢委員會亦首次不讓其環評報告通過，亦反映出九廣鐵路的「平衡」能力，備受質疑。 況且，九鐵忽略了重要的「經濟因素」。 事實上，以數十億元去興建一條只得一個車站的上水至落馬洲鐵路支線，並不划算，而且收取高票價以圖利用過境旅客來「補貼」其他路線的開支，重擔最終落在市民身上。 興建及改善羅湖過境設施才是治本方法，相對鐵路支線可以一方面更快地紓解關卡擠塞的問題，另一方面市民不用負擔高昂的車票開支。</p>
<p>The choice of alignment needs to tally with the overall development plans of the Government 支線選線要配合政府的整體的發展策略</p>	<p>The East Rail Lok Ma Chau Spur Line was published in the Gazette before the publication of the "NE and NW New Territories planning and development study". This in effect forced the Government to adjust its development plans to accommodate the railway alignment. 東鐵落馬洲支線早已於「新界東北和新界西北規劃及發展研究」前刊憲公佈。這無疑強行迫令政府發展規劃「遷就」鐵路路線。</p>
<p>1. Lok Ma Chau, Ma On Shan and the Tsim Sha Tsui spur lines are "three pieces of the same puzzle". The rejection of the Lok Ma Chau Spur line will cause the plans to build the other two lines to be aborted. "If we cannot do it all, we'll have to leave it". 落馬洲、馬鞍山和尖沙咀三條支線「三位一體」，若否決落馬洲支線，其餘兩支線亦須擱置，「做唔到就惟有放棄」。 2. Shifting the Lok Ma Chau Spur Line to the north would result in the demolition of the Sheung Shui Slaughterhouse and the Sewage Treatment Plant and would delay the Spur Line completion date by 4-5 years 若落馬洲鐵路北移，上水屠房及污水處理廠會遭拆卸，工程要延誤四至五年 3. Without the Spur Line, it is possible that the quota system needs to be in force at Lo Wu everyday 落馬洲支線建不成，有可能「羅湖車票天天配額」</p>	<p>Threatening the public in order to achieve its target completion date is not a positive way to tackle the problem. 九廣鐵路為要達到興建預期目標，動輒以威脅公眾的態度，都不是正面解決問題的方法。</p>
<p>The number of daily border crossing passenger at Lo Wu is now 200,000, and up to 300,000 on public holidays Congestion at Lo Wu is due to overcrowding rather than inadequate train service 羅湖平日也有超過20萬人過境，假日更超過30萬。羅湖擠塞，問題不在於夠不夠車，而是羅湖關口已經接近飽和。</p>	<p>KCRC considers that the Lok Ma Chau Spur Line is the "only" solution to solving the congestion problem. In fact, the key to the problem is how to increase the facilities at Lo Wu border crossing to increase passenger throughput. The Shenzhen authorities have announced that the expanded Joint Immigration Building at Lo Wu will have the capacity to handle over 400,000 crossings when completed. As Shenzhen is already prepared for the increased in passenger crossing, it is possible for the Hong Kong side to absorb the passenger flow by improving corresponding immigration and customs facilities, platform area and border crossing routes. Short-term solution to solving the congestion at Lo Wu basically hinges upon improving the efficiency of the facilities. In longer term the West Rail Phase II proposals should be considered.</p>

Misleading messages 誤導公眾的訊息	Facts 事實
	九鐵認為火車是「唯一」解決人流的辦法，事實上，問題關鍵在於如何增加設施讓到達羅湖的旅客迅速過關。 深圳市有關部門已經宣佈，羅湖聯檢大樓擴建改造，預計每日處理通關能力將達40萬人次。既然深圳方面已對這預期人數作出準備，祇要港方改善的出入境、關口、改善站台和過境通道設計配套，完全可以吸納人流。 有關羅湖過境通道的擠塞，短期來說，基本的改善要點在於過境效率，然後再長遠考慮西鐵二期方案。
Using the shortest possible viaduct and a route away from the residents will minimize the disruptions 以最短的高架鐵路，遠離民居以減少對居民的滋擾	KCRC has not yet fully considered the livelihood and transport developments in the area and intentionally concealed the facts with a view to misleading the local residents. According to the KCRC EIA Report, the gazetted alignment in fact runs closer to local residents. KCRC also fails to inform the public of the river retraining work presently being carried out at Beas River, nor the planned re-routing of the future West Rail Phase II and Fanling Bypass to the north of river channels. Realigning the railway Spur Line to utilize a common transport corridor is a more efficient use of land resources and would minimize the impact to the environment and people. In addition, KCRC has not fully considered the tenant farmers in Long Valley, whose livelihood would be jeopardized with the railway route running across Long Valley. 九鐵沒有對將來當地的交通發展和民生作全面考慮，並蓄意隱瞞事實，誤導當地居民。 根據九鐵的環評報告，刊畫路線其實更加接近民居。而且九鐵並沒有向公眾提及現在正進行的雙魚河河道整理工程，以及將來的西鐵二期和粉嶺繞道已改劃於沿雙魚河的北行路線。改劃鐵路支線，共用一條交通走廊，能更有效地運用土地資源，減少對環境和民生的影響。 此外，九鐵亦沒有徵實考慮墾原的租地農戶，鐵路橫跨墾原，會使他們失去生計。
Environment 環境生態	
KCRC repeatedly claimed that the Spur Line project proceeded in accordance with directions of "Senior Government", which demanded its completion by 2004 九鐵反覆重申支線計劃是奉「政府高層」之命進行的，而且限期2004年完成，不能有誤	The Transport Bureau has in its reply to the Society said that the Spur Line project was proposed by KCRC. There does not exist an immutable deadline for completing the Spur Line. KCRC has through the Railway Ordinance evaded the jurisdiction of the Town Planning Ordinance. By performing the EIA after choosing the alignment has been completely disregarded the meaning of EIA. The purposes of EIA are to minimize and mitigate damages to the environment by re-routing, such as in the case of planning and site selection of highways or railway routes (e.g. the Fanling Bypass has been re-routed to the outer region of Long Valley). 運輸局給本會的信答覆指支線的計劃是九鐵鐵路提出的，建設支線是不存在不能更易的限期。 九鐵利用了《鐵路條例》迴避城市規劃條例的管轄範圍「先選址，後做環評」，完全漠視環境影響評估的意義。環評的用處是用來減低和避免對環境作出破壞，如用於公路或鐵路路線選址規劃上，可以改劃路線以減低對環境的影響(如粉嶺繞道已改劃至墾原外圍)。
Enhance the ecological functions of a fish pond to the west of the Lok Ma Chau Station with an area of 28.5 ha, i.e. lowering the water level of the fish pond so that birds could feed there. 提升落馬洲站以西一個面積28.5公頃的漁塘的生態功能，即把漁塘的水位調低，使雀鳥能在這裡覓食	9.5 ha of fish pond would be filled for building the Lok Ma Chau Station. That area is within the conservation area (buffer zone) of the Ramsar Wetland of international importance. KCRC has not followed the "no-loss-in-area and functionality" conditions under the Ramsar Convention. KCRC claimed that it would enhance the ecological values of a neighboring 28.5 ha fish pond. However, the fish pond is already a wetland and the "enhancement" would not increase the area of wetland. The construction would in fact result in a net land loss of 9.5 ha. In addition, the net loss of 9.5 ha of wetland is principally used by endangered and threatened species such as Black-faced Spoonbill, Imperial, and Spotted Eagle. Hong Kong has a great responsibility for preserving these precious species. It is regrettable that KCRC's proposed wetland compensation measures did not include information on how the fish ponds can be "enhanced", nor did it address the impact of the project on globally threatened animals. 由於在落馬洲會有9.5公頃的魚塘被填平，用作興建落馬洲火車站。該地位於國際重要濕地保育區範圍以內，九鐵事實上是沒有遵守《拉姆薩爾公約》有關濕地「面積及功能無損失」的條款。 九鐵聲言會提升比鄰一片28.5公頃的公魚塘的生態價值，而該28.5公頃魚塘本來就是濕地，所謂「提升」沒有增加濕地面積，故工程實際上造成9.5公頃的淨損失。 此外，該淨損失的9.5公頃濕地是黑臉琵鷺、白腹鸕、烏鵲等瀕危和受脅物種的主要用地，香港對保護這種珍貴的物種的責任極大。可惜九鐵鐵路建議中的濕地補償，不但沒有提供所謂「提升」漁塘功能的資料，亦沒有考慮對全球性受威脅動物的影響。
The Spur Line will affect 1.7 ha of wetland in Long Valley. KCRC will "compensate" for losses to the wetland by providing 3.8 ha of wetland, almost doubling the area of the wetland affected. 鐵路需佔用1.7公頃墾原濕地，九鐵會「補償」3.8公頃濕地，面積差不多達損失濕地的兩倍。	KCRC's compensation for wetland is playing with the numbers and is illogical, as the 3.8 ha of wetland comprises of 3 different areas of lands, as follows: West of Long Valley (1.8 ha): this is a piece of temporary wetland which would be overrun as construction work begins. It cannot serve as a "refuge" to wildlife. Meander (1.4 ha): this area is in fact part of mitigation for the loss of wetland due to flood prevention sewage works conducted by the Territorial Development Department. KCRC only puts others' compensated land under its own account.

Misleading messages 誤導公眾的訊息	Facts 事實
	Long Valley viaduct (2.4 ha): in reality this is an area of 800 x 30 M under the railway bridge. It is the world's first and unique "sausage-shape roofed wetland", but actually natural habitat is fragmented. Furthermore, the damage to the scenery caused by the 15M high railway bridge cannot be compensated. 九鐵的濕地補償，反產數字遊戲並不合「道理」，其實該3.8公頃濕地由三塊面積不同的土地拼湊而成：墾原以西(1.8公頃)：其實是一片臨時濕地，鐵路支線動工後亦會受貫穿而消失，不能成為生物「庇護區」。河套(1.4公頃)：此地其實是拓展舊防洪大渠工程破壞濕地所作補償。補償只是把他人的地算入他自己的賬上。墾原高架橋(2.4公頃)：事實上是位於800米x30米的鐵路天橋底，是世界絕無僅有，上有行車的「香腸型有蓋濕地」。而且，生態環境割裂，以及該15公尺高的行車天橋對景觀帶來的破壞根本無法補償。
Long Valley is a green area of high ecological value; it could also serve as an educational resource and eco-tourism site, providing open space around the Kow Tung North "Green City". 事實上，墾原佔地25公頃，而鐵路往意德佔地0.08公頃，就是高架橋下面的範圍也不過0.85公頃，只佔墾原的3%。	According to paragraph 4.3.30 of the KCRC EIA Report: "The San Tin and Long Valley areas are also likely to be particularly valuable because of their large unfragmented area which has the capacity to support relatively large populations of many of the Species of Conservation Importance". The Spur Line will run through the heart of the area by cutting it into 2 halves, irrespective of the size of land, it would undoubtedly destroy its integrity and severely lower its ecological values (KCRC EIA Report tables 2.3 & 2.4) and cause irrecoverable damages. Long Valley is a green area of high ecological value; it could also serve as an educational resource and eco-tourism site, providing open space around the Kow Tung North "Green City". 根據九鐵環評報告表2.3.30段：「相信新田及墾原濕地的生態價值特別高是因為它們都是一大片完整的地區，能支持比較大群『保育價值高』的雀鳥在此地生活」。鐵路將會貫穿墾原核心區，將它一分为二，無論所佔面積大小，必會破壞其完整性，大大降低其生態價值(九鐵環評報告表2.3.2.4)帶來無可挽救的影響。 墾原是一個綠色地帶，具有極高的生態價值，是教育資源和生態旅遊的景點。這裡亦為古洞北的「環保城市」提供紓緩空間。
There are a lot of examples to show that man-made wetlands are a success. Mai Po is a marshland created by fish and shrimp farmers and managed by WWF. The Westland Centre in Barn Elms, London is a man-made wetland surrounded by human habitation. One of the largest man-made bird sanctuaries is being created in Lakenheath, UK under the auspices of the Royal Society for the Protection of Birds. 世界各地有很多人造濕地的成功例子，米埔就是由野生動物基金管理，漁農和蝦農建成的沼澤地。在倫敦Barn Elms的Westland Centre，就有一片被民居包圍的人造濕地；而由英國皇家雀鳥保護學會管理的英國肯特思雀鳥保護區，更是目前全球最大的人造雀鳥保護區。	There exists a planned and long-term management measure at Mai Po (such as traditional fish ponds and gei wei), including effective wetland resources management and arrangements. Lakenheath in the UK is still under construction and has not yet been considered as a successful artificial wetland. However, as with the Barn Elms area, the conservation area has a large and unfragmented area without being overrun by roads, which is incomparable to the Long Valley, potentially having a railway penetrating the area. The KCRC EIA Report does not contain any design and technical proposals for the compensated wetland, nor any clear target, resources inputs, and long term management and financial arrangements. Together with cases of negative impacts on the animals and plants, and illegal tree felling during the West Rail construction, these shows KCRC's poor track record in terms of environmental protection. Can we entrust KCRC with the task of shouldering long-term responsibility for environmental protection?
As lands in Long Valley is privately owned, the owners can abandon wetland agriculture and completely change the ecology of this artificial wetland. 墾原私人有的農田，田主可以隨時放棄水耕作業，把這片人工濕地的生態全部改變過來。	米埔有有計劃的長期濕地(包括傳統漁塘、基圍)管理措施，當中包括有效的濕地資源管理資源和安排。英國的肯特思雀鳥保護區，目前正在建設中，尚未被評定為成功的人造濕地。另一方面，該保護區與Barn Elms都有相當廣闊的面積和保持完整，沒有受道路割裂，根本不合與將來有鐵路貫穿的墾原作比較。九鐵環評報告中並沒有建議補償濕地的設計和技術方案，更沒有訂立明確目標、投入資源、長遠管理和財務安排。加上如西鐵工程亂伐樹木、以及對動植物帶來負面的影響之事件，均顯示九鐵環評記錄十分差，又豈能令公眾相信九鐵環保有長遠的承擔？
	The Town Planning Board has already confirmed the high ecological values of Long Valley, and is considering plans to prescribe the area as a Nature Park. The Government intends to conserve Long Valley in the long run. If the spur Line will cause irrecoverable damages, and the importance for Government's conservation will be lost. The area's importance relies on its ecological values and should be properly preserved. According to the "Railway Development Strategy Consultation Report Phase II", it is suggested that Long Valley should be classified as "absolute constraint" area due to its high ecological importance, and all future railway routes should avoid Long Valley. In contrast, KCRC's plan only compensates for the affected wetland, and does not provide a comprehensive conservation plan. 城市規劃委員會已確認墾原的高生態價值，並正研究把該地規劃為自然公園。政府有意長遠地保護墾原，如這濕地受到鐵路支線破壞，會造成不能補救的損失，使墾原失去保護的意義。一個地方的重要性是在其生態價值，應該適當地保護。 根據第二期鐵路發展策略諮詢報告，墾原在生態保育上的重要性，建議把墾原列為「絕對限制」地區，將來的鐵路路線都應避開墾原。 相比九鐵的計劃，只是對受影響的濕地作出補償，並沒有一個對墾原全面的保護方案。

Misleading messages 誤導公眾的訊息	Facts 事實
<p>More than 200 bird species have been recorded at Long Valley. However, most of these are migrating birds passing by the area. No only in small numbers, their frequency of visit to the area is also very low. An important point is that the Spur Line, which only occupies 3% of the area of Long Valley, would not pose a threat to these birds.</p> <p>但原的確曾錄得超過200種鳥類。不過這些鳥類大部分路過的時候，不但數量少，出現的次數也不多。最重要的是佔整個3%的支線並不會對這些鳥類構成威脅。</p>	<p>According to paragraph 2.2.6 of the KCRC EIA Report: "Long Valley is the largest remaining area of wetland agriculture in Hong Kong, and is a particularly important area for wetland bird species and one of only two remaining breeding sites for Greater Painted-snipe in the SAR."</p> <p>Table 4.4 shows that 213 bird species have been recorded at Long Valley. Of those, 29 commonly seen species are of very high ecological values. The EIA Report does not mention that these are migrating birds, hence requiring no conservation. It must be the case that uncommon species are rarely seen, otherwise they would not be classified as such. KCRC even proclaimed this week that only 19 commonly seen important birds, there is no need to consider the other 200 species. These remarks are in total disrespect of the Wild Animals Protection Ordinance.</p> <p>If KCRC's twisted arguments are to stand, which is based on the fact that majority of the birds seen in Mai Po are migratory, then isn't it the case that Mai Po does not need to be conserved?</p> <p>根據九廣鐵路環境影響評估報告，第2.2.6段：「長谷是香港最後一片大面積的濕地，對在濕地棲息的雀鳥十分重要，這裡更是彩鵪仍然生存的兩個繁殖地之一」。</p> <p>表4.4指出有213種鳥類在長谷的錄得，其中保育價值非常高而又經常見到的有29種。報告從來沒提及這些雀鳥是候鳥而不用保育。此外，稀有動物的數目一定少，出現次數也不會多，否則也不會成為稀有品種。九廣鐵路本週更聲言除了19種常見重要鳥類外，其餘近200多種都不考慮，完全漠視香港《野生動物保護條例》。</p> <p>若九廣鐵路的「歪理」成立，大部份在來埔自然保護區出沒的鳥類都是候鳥，這豈不是連來埔也不需要保護？</p>
International Importance 國際重要性	
<p>Long Valley has not been classified as an "Wetland of International Importance" under the Ramsar Convention on Wetlands. Currently, only Mai Po/Deep Bay is an area in Hong Kong which has been declared such status.</p> <p>但原並未被《拉姆薩爾濕地公約》列為「國際重要濕地」。香港暫時只有后海灣/米埔被宣佈「國際重要濕地」。</p>	<p>Long Valley has been recognized as an Important Bird Area (IBA) according to international criteria. In addition, Long Valley is situated at the river catchment of the Mai Po and Inner Deep Bay Ramsar Site, any pressure faced by the area such as pollution or construction works, would have a direct impact on the ecology and numbers of birds in the wetland of international importance.</p> <p>In view of the above, the Ramsar Bureau and international environmental protection groups such as Wetlands International and BirdLife International also express concerns over the matter (see page 47).</p> <p>根據國際準則，但原濕地已被列入國際重要鳥區 (Important Bird Area (IBA)) 範圍，受國際關注。加上但原位於《拉姆薩爾濕地公約》所列米埔內后海灣國際重要濕地的上游，所面對的壓力例如污染或工程，將會直接影響國際重要濕地的生態環境和鳥類數目。</p> <p>有見及此，濕地公約執行局，與國際環保組織包括濕地國際、國際鳥盟等均對此事表示關注（詳見47頁）。</p>
Other 其他方面	
<p>It is not feasible to realign the Lok Ma Chau Spur Line. Shifting the Spur Line to the north would result in the demolition of the Sheung Shui Slaughterhouse and the Sewage Treatment Plant and would delay the project completion date by 5 years.</p> <p>落馬洲支線不能改，如北移會涉及重建上水屠房及污水處理廠，會將工程延遲五年才完成。</p>	<p>According to the KCRC EIA Report, the Beas River route will only affect two outer boundary walls areas to the west of the Sheung Shui Slaughterhouse and Sewage Treatment Plant. KCRC overstated and misrepresented the facts and has repeatedly claimed that the particular route would involve demolishing and rebuilding the slaughterhouse and sewage plant. Using KCRC's arguments, suppose that the building of the Spur Line which only involves the outer boundary areas of the two plants would cause the whole of the plants to be demolished, does it mean the entirety of the freshwater wetland would need to be destroyed when building the Spur Line across it?</p> <p>根據九廣鐵路報告，雙魚河路線只會涉及上水屠房和污水處理廠西面邊界兩幅外圍圍牆範圍。九廣誇大失實，多番強調該路線會涉及拆卸和重建屠房和污水處理廠。假如建造支線涉及外圍圍牆就導致兩座廠房必須拆卸的「理據」成立，那麼在建造時過但原的支線豈不是要將整片淡水濕地盡毀？</p>
<p>The EIA Report identified the issues of environmental concerns relating to the Sheung Shui to Lok Ma Chau Spur Line and included a range of proposals to minimize the potential impacts.</p> <p>環評報告識別出上水至落馬洲支線在環境方面須要關注的項目，並提出一系列建議，舒緩支線可能造成的影響。</p>	<p>The EIA Report submitted by KCRC is far from comprehensive and does not meet the requirements of the EIA Technical Memorandum under the EIA Ordinance.</p> <p>International experts have pointed out the serious flaws and technical insufficiency of the EIA Report. The value of the EIA Report as a policy making tool is compromised.</p> <p>九廣提交環境影響評估報告，內容不全面的，而且不符環評法例「環境影響評估程序的技術備忘錄 (Technical Memorandum)」內的要求。</p> <p>國際專家已指出支線的環評報告有嚴重缺失，在技術上有極不足的地方，削弱了整份環評報告文件作為決策工具的價值。</p>

14/10/2000 Press release

新聞稿 (Original: Chinese 原文: 中文)

本會促請環署維護環評條例專職 東鐵落馬洲環評報告嚴重缺失・國際鳥盟準備決議

東鐵落馬洲鐵路支線計劃對濕地生態環境、鳥類品種數量、景觀、教育空間、文化傳承構成嚴重威脅，引起本港各界及市民強烈的反應。自九廣鐵路發表環境影響評估報告以來，環評署共收到 225 份反對書，是歷年來數目最多的。濕地公約執行局、國際環保組織包括國際鳥盟、濕地國際等紛紛表達關注。

國際鳥盟的環評專家指九鐵提交的環評報告有嚴重缺失，有鑒於生態環境破壞會造成無可挽救的損失，國際鳥盟高級項目統籌主任 Richard Grimmett 十月初到訪但原後，已經決定將事件準備為討論議案，並於本月底在國際鳥盟亞洲議會中，呼籲各國向特區政府表達關注，促請環境保護署否決鐵路支線環評報告。本會兩名代表應邀出席，解釋香港環境影響評估的法例，詳述但原濕地遭受嚴重威脅之事件。保護但原的議案，受各方支持，預計會獲得通過機會相當高。

根據法定的環境影響評估研究摘要 (Study Brief 2.9.2) 指出「建議項目應避免對有重要保育價值和生態敏感的地區有所影響」。九鐵本身的環評報告亦指出但原在生態和景觀方面的重要性，支線的擬建路線將「相當影響生態」，為期「永遠」，影響「不可逆轉」。但是報告的摘要避重就輕，安撫割裂濕地生態環境的嚴重性，沒有提及將東鐵支線避過但原。加上支線將會令落馬洲濕地保育區的淨損失達 9.5 公頃的問題，反映環評報告並不全面。此外，九鐵多次聲稱農地生態價值低，事實上農耕地例如但原濕地，有極高生物品種的重要性，香港大學的研究亦有所證明。

最近國際最新鳥盟公佈《全球受脅鳥類品種名錄》中，指出在但原棲息的全球性受脅鳥類共有 6 種，反映這地的對瀕臨絕種生物是十分重要的。香港政府有國際責任去保護但原的生態，以乎一個國際大都會的形象。

環境影響評估的用處是用來減低和避免對環境作出破壞，如用於公路或鐵路路線選址規劃上，可以改劃路線以減低對環境的影響（如粉嶺繞道已改劃至但原外圍）。可是九鐵利用了《鐵路條例》避開城市規劃條例的管轄範圍「先選址，後做環評」，完全漠視環境影響評估的意義。本會促請環署維護《環境影響評估條例》的專職，否決東鐵上水至落馬洲支線的環評報告。

10/2000 Letter to Drainage Service Department and Food and Environmental Hygiene Department to request for clarification regarding influence caused by alignments

本會致信渠務署和食物環境衛生署要求查明鐵路支線有否構成影響

Director of Drainage Services
Drainage Services Department
43/F Revenue Tower,
5 Gloucester Road,
Wan Chai, Hong Kong

Attn: Mr. John COLLIER

Dear Sir,

Sheung Shui Sewage Treatment Works being affected
by KCRC's proposed spur line from Sheung Shui to Lok Ma Chau

As promulgated by KCRC recently, they have considered many alternative alignments from Sheung Shui/Whether KCRC's promulgation is true or not that the alternative alignments would require the whole of the Sewage Treatment Works being removed?

14/10/2000

Press release

新聞稿

HKBWS urge EPD to protect the EIA Ordinance

East Rail EIA report has serious environmental flaws. HKBWS is seeking an international resolution.

本會促請環署維護環評條例專職 BirdLife representative, Mr. Richard Grimmett visited Long Valley in October and prepare to assist HKBWS to seek a resolution in the BirdLife International Asia Council meeting, in order to conserve this ecologically sensitive area. HKBWS will send two representative to attend the meeting, and to explain local EIA ordinance and details of the campaign.

Source of background:
SCMP 15/10/2000
背景圖片:
南華早報 15/10/2000

10/2000

Letter to Drainage Service Department and Food and Environmental Hygiene Department to request for clarification regarding influence caused by alignments

本會致信渠務署和食物環境衛生署要求查明鐵路支線有否構成的影響

鐵路公司不斷發放消息，指如採用其他路線，會導致上水污水處理廠和屠房遭到拆卸。但事實上，從該公司環評報告指出，採用其他可行路線，所影響只及外圍範圍與一條污水渠。故本會去信渠務署以及食物環境衛生署要求解釋及查明鐵路公司有否誇大失實。

- 1) Whether KCRC has discussed with your department the alignment of the spur line including the alternative alignments considered? When did the discussion commence and what were the results?
- 2) Whether the Sheung Shui Slaughter House will be affected by the alternative alignments considered by KCRC? If yes, what is the extent of area affected and what modification works would be involved?
- 3) Whether KCRC's promulgation is true or not that the alternative alignments would require the whole Sheung Shui Slaughter House being removed?
- 4) Did KCRC/your department consider any measure to avoid or minimize the impact to Sewage Treatment Works by the alternative alignments considered by KCRC? eg. other construction methods or refinement of the alignment.
- 5) Did your department turn down the considered alternative alignments or other proposals? If so, on what justification?

Your kind attention and prompt response is much appreciated and required in order to avoid any misleading information being promulgated and affecting the public's interest.

Yours faithfully,
FONG Kin-wa
Conservation Committee
Hong Kong Bird Watching Society

16/10/2000 The Director of EPD rejects the East Rail EIA report of Sheung Shui to Lok Ma Chau Spur Line 環保署署長公佈結果，否決東鐵落馬洲支線環評報告

The Director of Environmental Protection has announced the rejection of the KCRC's Spur Line EIA report and will not issue environmental permit. He stated five reasons for his rejection, which will damage Long Valley, the largest and intact piece of freshwater wetland.

This is DEP's first rejection to an EIA report under the EIA Ordinance since the implementation in April 1998.

KCR has lodged its appeal three weeks after DEP's decision.

環保署署長羅樂承於十月中宣布，九鐵的支線會破壞原這片本港最大淡水濕地的生態，決定不向該工程簽發動工許可證，當時他曾釐列五大理據反駁九鐵為支線工程進行的環評報告，指九鐵沒有證明已考慮過其他方法都不可行，才選擇這條路線。

該次為自九八年四月《環境影響評估條例》生效以來，環保署署長首次引用該條例賦予的權力，否決基建工程項目環境評估報告。

九鐵於事隔三周後提出上訴，這亦是《環境影響評估條例》自九八年生效以來，首宗聆訊的上訴個案。

(Source: Environmental Protection Department)
Lok Ma Chau spur line EIA report rejected
The Director of Environmental Protection (DEP) today (October 16) decided not to approve the Environmental Impact Assessment (EIA) report for the Sheung Shui to Lok Ma Chau Spur Line and not to issue an Environmental Permit for the Project.

A spokesman for the Environmental Protection Department (EPD) said: "In making his decision, the DEP has carefully considered the 225 sets of public submissions received during the public inspection period of the report and the comments of the Advisory Council on the Environment (ACE)."
"He has also taken into consideration the further information submitted by the Kowloon Canton Railway Corporation on September 18 and the advice of the Director of Agriculture, Fisheries and Conservation. He also has had regard to his statutory responsibilities for protecting the environment under the Environmental Impact Assessment Ordinance (EIAO)."

"After taking all these views and information into account, the DEP has concluded that the construction

16/10/2000 The Director of EPD rejects the East Rail EIA report of Sheung Shui to Lok Ma Chau Spur Line 環保署署長公佈結果，否決東鐵落馬洲支線環評報告

Please release from EPD 16/10/2000
環保署新聞稿 16/10/2000

of the spur line is likely to cause adverse environmental impacts to Long Valley which is an area of high ecological value with a high diversity of birds," the spokesman noted.

Many of the proposed measures to mitigate the environmental impacts during the construction stage are unlikely to be practical or effective. Serious fragmentation, significant disturbance and habitat destruction are likely to happen when construction works are being carried out.

The proposed temporary wetland is unlikely to compensate adequately for habitat loss during the construction stage and the impact of the project on the environment is likely to be greater than predicted.

In addition, the cumulative environmental impacts of the project and other existing, committed and planned projects have not been properly addressed.

The DEP is of the view, in light of the comments received from the public and the ACE, that it has not been proven that there are no other practical and reasonable alternatives.

Overall, the DEP is of the view that the environmental impacts to be caused by the project are likely to be prejudicial to the health or well being of the flora, fauna or ecosystems in the areas to be affected by the project.

The reasons for rejecting the EIA report are available for public viewing at the EIAO public register on the 27th floor of Southorn Centre, 130 Hennessy Road, Wan Chai.

They will be uploaded onto the EIAO website at <http://www.info.gov.hk/cpd/cia> tomorrow (October 17).

End/Monday, October 16, 2000

(資料來源：環境保護署新聞稿)
落馬洲支線環境影響評估報告不獲批准
環境保護署署長今日（十月十六日）決定不批准上水至落馬洲支線的環境影響評估報告，以及不會簽發環境許可證予該項工程。

環境保護署發言人表示：「在作出決定前，環保署署長審慎考慮在供公眾查閱報告期間所接獲的二百二十五份公眾意見書及環境諮詢委員會的意見。」

「他亦詳細考慮九鐵鐵路公司在九月十八日提交的進一步資料，以及負責自然保育及生態環境事宜的漁農自然護理處處長所提供的意見，他並同時考慮根據《環境影響評估條例》賦予環境保護署署長保護環境的法定責任。」

「經過詳細考慮這些意見和資料後，環保署署長認為建造該支線可能會對原這片具高度生態價值以及有雀鳥種類繁多的地方造成不良的環境影響。」

報告內其中多項為消滅在施工程期間對環境造成影響的建議措施未必實際或有效。在施工程期間，可能會出現嚴重破壞生境的完整性、重大干擾和生境的破壞。

建議中的臨時濕地未必能充足補償在施工程期間的生境損失，而該項工程對環境的影響可能較預期為大。

此外，報告亦沒有恰當處理該項工程與其他正在進行、已落實及計劃中的工程對環境所造成的累積影響。

在考慮公眾及環境諮詢委員會的意見後，環保署署長認為並沒有足夠證據證明沒有其他可行及合理的替代方案。

整體來說，環保署署長認為這項工程對環境所造成的影響可能會損害受影響的植物、動物或生態系統的健康或福祉。

市民可在灣仔軒尼詩道一百三十號修頓中心二十七樓《環境影響評估條例》登記辦事處查閱有關該環境影響評估報告不獲批准的詳細原因。有關資料亦會於明日（十月十七日）上載《環境影響評估條例》網頁，網址為 <http://www.info.gov.hk/cpd/cia>。

完
二〇〇〇年十月十六日（星期一）

BirdLife International Passes Long Valley Resolution Calls on HKSAR Government to protect Long Valley as Nature Reserve

The BirdLife International Asia Council Meeting 2000, held in Sri Lanka on 24-25 October, has passed a resolution calling on the Hong Kong Government to ensure the future of Long Valley by declaring it a Nature Reserve.

The resolution follows the landmark decision by the Director of Environmental Protection (DEP) refusing an environmental permit for the KCRC Lok Ma Chau Spur Line. The resolution congratulated DEP, and urged the Government to continue to protect Long Valley under the spirit of the Ramsar Convention and the Environmental Impact Assessment Ordinance.

This resolution is the strongest expression of international support for the green groups' campaign and the SAR Government's decision to save Long Valley. As a result, Hong Kong's commitment to protecting its natural heritage has become a model and an inspiration to conservationists and concerned governments throughout Asia.

HKBWS is one of several local green groups and academics working together to formulate a plan to ensure that Long Valley is preserved. Our vision, which will be announced within the next few weeks, will call on Government to swiftly rezone the Long Valley as a Conservation Area, and also to manage, declare it a nature reserve and provide the resources to manage it accordingly. Our vision is to retain the unique wet agricultural land use, but to actively manage the site for wildlife. This is similar to Mai Po, which is a world class nature reserve that nonetheless retains commercial gei wai and fishpond practices.

Two delegates, Dr Ng Cho Nam and Judith Fruin-Ball, attended the BirdLife International Asia Council meeting on behalf of HKBWS. In addition, delegates from Japan, India, Russia, Malaysia, Taiwan, Nepal, Pakistan, Singapore, Sri Lanka, Vietnam, the Philippines and the BirdLife International Secretariat in the UK attended the Council meeting.

The Council showed tremendous enthusiasm for the success of the Long Valley campaign to date. The resolution was passed unanimously, the presentation on the campaign provoked great interest from the delegates, and particular mention was made of the campaign and the government's decision in both the opening and closing remarks to the meeting.

The Hong Kong Bird Watching Society is a representative member of the BirdLife International Partnership, which represents over 2 million members from over 100 conservation organisations worldwide.

國際鳥盟通過原議案 決議促請香港特區政府保護望原為自然保護區

國際鳥盟亞洲議會已於十月廿五日於斯里蘭卡舉行，會上議決促請香港特別行政區政府宣佈望原成為保護區，讓望原得以保存。

是次議案於環境保護署署長否決九廣鐵路上水至落馬洲支線環境影響評估報告後獲得通過。議案贊揚環境保護署署長作出的決定，以及促請政府履行國際重要濕地公約和維護環境影響評估條例的尊嚴，保護望原。

這次決議是國際團體對香港的綠色團體和香港政府在保護望原生態環境作出的努力，表示最強的支持。香港政府在保護望原生態和文化傳承的表現，現已成為亞洲區政府和自然保育組織的典範。

香港觀鳥會與本地數個綠色團體和學者將一起提出構思，使望原得以存護。有關內容將於數週內公佈，包括促請政府將望原規劃為自然保育區，收購土地，宣佈該地成為自然保護區，並提供資源，加以適當的管理。我們的構思保留傳統的濕地農耕方法，亦讓這個地方得到積極管理，繼續為野生生物提供生存空間。這與米埔國際級保護區保留傳統基圍和魚塘的管理方法，原理是一致的。

吳祖南博士與傅麗賢女士應邀代表本會出席是次國際鳥盟亞洲議會。會有來自各地的代表，包括日本、印度、俄羅斯、馬來西亞、台灣、尼泊爾、巴基斯坦、星加坡、斯里蘭卡、越南、菲律賓的代表，還有國際鳥盟英國的秘書處出席。

望原事件的成功案例，引起會上各國代表的迴響。是次決議獲得一致通過，參加者對保護望原濕地運動的過程表示高度的興趣，會議的開始和結束時都特別提及這次運動和香港特區政府的決定。

國際鳥盟 (BirdLife International) 是一個世界性自然保育機構，由超過100個國家的鳥會和自然保育組織組成聯盟，現時約有2,500,000名成員。香港觀鳥會是國際鳥盟香港代表。

國際鳥盟通過原議案之中文譯本

國際鳥盟亞洲議會二零零零年十月二十五日於斯里蘭卡可倫坡會議：

留意到望原是香港最後一片洪泛平原，該處的傳統濕地農耕以及多樣的微型生態環境維繫著多種鳥類的存活，並留意到望原位於國際鳥盟確定的「內后海灣及深圳河集水區」重要鳥類地區之內；

又留意到一條擬議中的鐵路將插入及嚴重割裂這片在生態方面十分重要的土地，並進入「米埔及內后海灣」拉姆薩爾重要濕地及造成濕地的淨損失；

祝賀香港特別行政區政府環境保護署署長決定不向鐵路項目主持機構九廣鐵路發出環境許可證；

及議決敦促香港特別行政區政府審慎檢討是否必須建設鐵路，如實在非建不可，則應將路線移出望原範圍，避免把該地割裂，及保護濕地面積沒有淨損失，以符拉姆薩爾條約及香港特別行政區政府環境影響評估條例的精神；

及敦促香港特別行政區政府給予望原「自然保護區」和「自然保育區」的地位，以資保護該處整塊土地。



**Nov
十一月** **Green Group open talks with Heung Yee Kuk, in order to improve mutual understanding**
綠色團體與鄉議局接觸，交換意見，期望彼此達成共識

Community affairs Long Valley at Long Valley become a great concern. Green groups tried to approach villagers and Heung Yee Kuk, in order to understand the needs of each other. Followed a joined green group meeting on November 15 organized by Heung Yee Kuk, a rural environmental committee was formed. The group works on strategic planning for rural development and conservation, in order to develop a working procedure to solve problems on land transfers and conservation. Result of the meeting will develop in to a report and put to public consultation.

塱原附近的社會民生備受關注，繼環保署長公布上水至落馬洲鐵路支線環評報告結果後，綠色團體嘗試與村民和鄉議局交流，以了解當地村民之需要。十一月十五日，鄉議局與綠色團體舉行聯席會議，會上連成立「鄉郊環境保育工作組」為鄉郊的發展和環境保育工作制定策略，檢討鄉郊土地規劃及制定一套準則，提出環境保育和土地業權轉移的可行解決方案，以及寫成報告書，進行公眾諮詢，並爭取政府接納市民接受之方案。

**Dec
十二月** **DEP's decision in October became one of the best worlds' best environmental news and won international acclaim**
環保署署長十月的決定成為千禧全球最佳環保新聞之一，受國際傳媒讚揚

For details, please see page 83 詳見第 83 頁

5 DERAILMENT The Kowloon-Canton Railway, which links Hong Kong with mainland China, wanted to build a branch line that would cut right through a bird sanctuary sheltering 210 avian species. But protests persuaded Hong Kong officials to withhold a permit—one of the few times the city has favored ecology over economy.

Source of information: TIME 18/12/2000
資料來源：時代雜誌 18/12/2000

International concern and support
國際自然保育團體的支持

31/5/2000 Letter from BirdLife International to the Chief Executive
國際鳥盟去信行政長官

To Hon. Tung Chee-hwa,
the Chief Executive
of the Hong Kong Special
Administrative Region,
China.

Honourable Chief Executive,

This is to express our deep concern about the railway project which may irremediably affect Long Valley's natural habitats.

Long Valley is the last example of the once extensive flood plains in the northern New Territories and contains a diversity of micro-habitats which allow it support a diversity of birds.

Long Valley and the all "Deep Bay - Shenzhen River Catchment Area" has been identified by the Hong Kong Bird Watching Society as one of the internationally Important Bird Areas based on the international criteria of BirdLife International.

On behalf of BirdLife International, a world wide federation of over hundred organisations for the protection of birds and sustainable use of natural resources, and on behalf of the over 2, 150,000 members of BirdLife International network we ask you to reconsider your railway project.

BirdLife International is supporting the alternative route suggested by the Hong Kong Bird Watching Society as a way to address both transportation needs and preservation of birds and biodiversity.

The conservation international community is very concerned about the impact that the project will have on the area and its natural environment and we hope you could address these concerns and develop an alternative plan.

Thank you for your attention and Best regards.

Dr Marco Lambertini
Director, Network & Programme
BirdLife International

國際鳥盟去信行政長官表達對塱原濕地將受鐵路支線割裂的關注，並證明塱原是香港觀鳥會根據國際標準認為重要鳥區 (Important Bird Area)。此外，國際鳥盟代表全球超過一百個國家和二百五十萬名成員，促請行政長官重新考慮鐵路支線之項目，以避免對塱原環境生態構成無可挽救的損失。

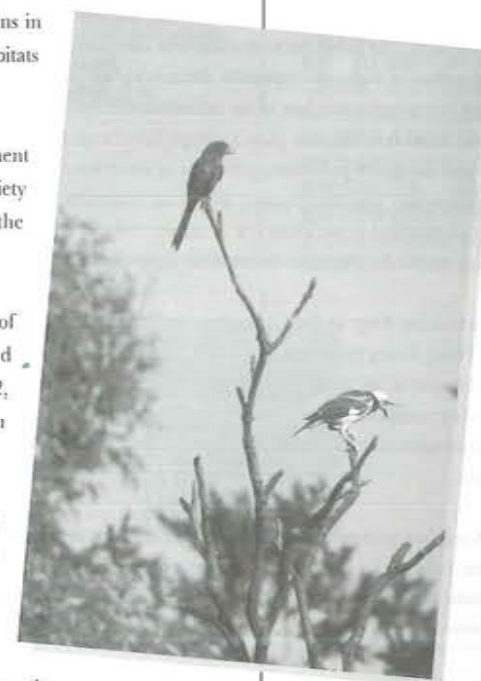


Photo by: Vincent Yu
攝影：余偉建

10/7/2000 Letter from Wetland International - Asia Pacific to the Chief Executive
濕地國際亞太組織去信行政長官

The Hon Tung Chee-hwa
Chief Executive
Hong Kong Special Administrative Region
China

Dear Sir,

It is with great concern that Wetlands International - Asia Pacific addresses you with regards to the proposed plan to build a railway through Long Valley wetlands in the New Territories, Hong Kong.



As you may well be aware, wetlands are the cradle of life.

The civilisation and development of mankind the world over has been along coastal and inland wetlands. The pressures of development have unfortunately accelerated the conversion and destruction of wetlands, especially during the last century in Asia. As a result, wetlands are being fragmented and lost at an unsustainable rate. The natural values and functions that these important habitats play (through flood and storm control, natural treatment of organic and inorganic pollutants, provision of clean water, as a nursery ground for fish and other biodiversity and many more) are being adversely affected, to such a point that the progress of mankind as we know it is at serious risk. Conservation and sustainable use of the remaining wetlands has thus become an urgent issue.

As a Contracting Party to the Convention on Wetlands (Ramsar Convention), it is important for the Hong Kong government to take a strong view to promote the conservation and sustainable use of all wetlands in its entire territory. This should be done in addition to conservation measures being implemented at its only Ramsar site, the Mai Po Marshes, an area of international importance for migratory and resident waterbirds and for environmental education.

Hong Kong has proven to the world that along with development, it values the protection of natural habitats for humans and conservation of biodiversity in many natural areas. Such a pragmatic approach will go a long way to ensure that its development will be viable in the longer term.

Development of railway and other public transportation systems are important and necessary for progress. However, these transportation needs should be balanced with the conservation of natural ecosystems. As the Long Valley area is the last habitat of its kind in Hong Kong and supports several locally and globally threatened species, it is important that the authorities identify alternatives to the proposed railway project. These alternatives should avoid any development in the Long Valley wetland area.

Through a concerted environmental education and awareness programme aimed at educating the public on the importance of the Long Valley wetlands and the need for its conservation, the government will find greater support for alternative routes and plans.

濕地國際亞太組織去信行政長官董建華先生表達鐵路貫穿濕地的關注，信中指出濕地是世界性文脈源，過去一世紀面臨各種威脅和破壞，從而失去可持續發展的功能，這現象以亞洲為甚。保護濕地，成為世界性保育焦點，中國是濕地公約締約國，香港是有責任去守護境內的濕地、宣傳和推廣濕地保育。鐵路發展雖然重要，但亦要與生態保育、公眾教育作出平衡。

Wetlands International is an international non-government organisation and our mission is to work with people around the world to sustain and restore wetlands, their resources and biodiversity for future generations through research, information exchange and conservation activities. We have been fortunate to be involved in the development of conservation plans for the Mai Po Marshes and are very pleased with the positive steps that the Hong Kong government is taking to ensure the conservation of the Inner Deep Bay.

On behalf of Wetlands International - Asia Pacific, I would like to appeal once again that the government seriously consider the other proposed alternatives and not proceed with the construction of the railway through Long Valley as currently proposed.

Best wishes

Dr. Taej Mundkur
Interim Executive Director

10/7/2000 Letter from Ramsar Bureau to State Forestry Administration, Beijing regarding the threats of Long Valley wetland
濕地公約執行局去信國家林業總局表達去濕地受脅的關注

Mr. Bao Daming
Department Division Chief Wetlands Conservation
Department of Wildlife and Plant Conservation
Ramsar Convention Implementing Office
State Forestry Administration
18 Hepingli Dongjie
Beijing 100714, P.R.CHINA

10 July 2000

Re: Long Valley Wetland area Hong Kong

Dear Mr. Bao,

It has been drawn to the attention of the Ramsar Bureau that the ecosystem of Long Valley wetland, which is located at the Shenzhen River catchment opening, could be under threat due to a planned railway project. As you know, this wetland area leads to the Mai Po Inner Deep Bay Ramsar Site in Hong Kong, and, according to the information received, this developmental activity may have a negative effect on the hydrological system of the Mai Po Marshes and their adjacent area.

We would like to draw your attention to article 3.2 of the Convention. According to this article "Each Contracting Party shall arrange to be informed at the earliest possible time if the ecological character of any wetland in its territory and included in the List has changed, is changing or is likely to change as the result of technological developments, pollution or other human interference. Information on such changes shall be passed without delay to the organization or government responsible for the continuing bureau duties specified in Article 8 [the Ramsar Bureau]".

中國是國際重要濕地公約（拉姆薩爾公約）的締約國，包括米埔內前海灣，共有七片國際重要濕地。由於原位於該濕地的集水區，鐵路支線建造成對濕地生物多樣性、水文，以至前海灣濕地造成污染、干擾等威脅。總部位於瑞士的濕地公約執行局於七月去信中國國家林業總局，表達關注。



As you are surely aware, Long Valley hosts a variety of migratory birds as a key staging and wintering point on their long-distance migrations. The area contains a diversity of microhabitats which allow it to support a diversity of birds. More than 200 bird species have been recorded so far. The Long Valley has also been identified as an Important Bird Area (IBA) of Hong Kong. In addition to its biodiversity and hydrological values, that area is effectively the last place where wet agriculture is practised in Hong Kong. Therefore it also carries a particular heritage value. Due to its close proximity to the Mai Po Ramsar site, a number of waterbirds from the Ramsar site enjoy the rich ecosystems of Long Valley.

Consequently, if the information received is correct, a concern arises from the planned railway project and its possible impacts on the hydrology of the ecosystems and local community. It is possible that it would not be easy to avoid serious adverse effects upon the wetland and its surrounding ecosystem, if the railway project is implemented.

I would highly appreciate the careful consideration by the Government of China of this matter. I look forward to hear from you at your earliest convenience.

If the Ramsar Bureau could be of any assistance, please feel free to contact us.

Thank you very much for your attention.

Yours sincerely,

Delmar Blasco
Secretary General

Cc: Mr. Tung Che Hua, The Chief Executive of Hong Kong

11/7/2000: EIA expert Mr. Ross Hughes of BirdLife sent the technical review comment on the Sheung Shui and Lok Ma Chau Spur Line to the DEP and Chairman of ACE
國際鳥盟環評專家Mr. Ross Hughes向環保署署長和環境諮詢委員會主席提交上水至落馬洲環評報告審查意見

Dear Sir

Technical Review Comments on the EIA for the Sheung Shui to Lok Ma Chau Spur Line

The attached document comprises a technical review undertaken of the EIA for the Sheung Shui to Lok Ma Chau Spur Line.

The review was prepared at the invitation of the Hong Kong Birdwatching Society (HKBWS) as a contribution to the public consultation process for the EIA. HKBWS are part of the BirdLife International global partnership. BirdLife International is a global conservation federation with a worldwide network of Partner organizations, representatives and committed individuals.

The review focuses on key components of the EIA document, notably those components of particular significance for the ecology and biodiversity of the wetlands of Long Valley. In

國際鳥盟環評專家Mr. Ross Hughes向環保署署長和環境諮詢委員會提交環評報告審查意見。Mr. Hughes曾在多個國家包括中國、非洲、歐洲和拉丁美洲擔任了超過十年的環評工作。他的信中贊揚香港環評制度的公開和公平性。可惜審查鐵路公司環境報告後，發現有許多基礎性的缺陷，他指出：「從技術上考慮，我認為這本環境影響評估報告的內容，有很多基礎上的缺陷，削弱了整份環評報告文件作為決策工具的價值。所以，我建議應該否決這個環境影響評估報告。有關審查報告詳細內容，請瀏覽<http://www.hkbws.org.hk/hvalley/birdlife.html> For detailed information about the review report, please visit <http://www.hkbws.org.hk/hvalley/birdlife.html>

preparing this review, I have drawn on over 10 years of experience of EIA in Asia, Africa, Europe and Latin America, working for the International Institute for Environment and Development, Wetlands International, as well as my current work for BirdLife International. During this period, I have undertaken EIAs, as well as prepared reviews and technical advice to a wide range of organisations as part of their EIA review processes. These organisations include government agencies, development assistance agencies and non-governmental organisations.

I would like to point-out that the EIA system in Hong Kong is extremely impressive, and is serving an extremely important role, particularly in terms of providing a vital opportunity for public discussion and debate about development projects with potential impacts on Hong Kong's increasingly pressured environment. In the case of the Long Valley wetlands, these environmental values are of importance at both the local, national and global level, a point which is made in the main body of the EIA report. It is vital that these values are respected in environmental planning in the SAR.

Based on this technical review, I consider that this EIA document contains a number of fundamental flaws which serve to impair the value of the EIA document as a decision-making tool. Therefore, I regret to recommend that the EIA should be rejected. The strengths and weaknesses of the EIA document are highlighted in the attached technical review. Whilst a careful technical examination of the EIA drew attention to multivarious technical weaknesses, I have tried to group my comments broadly, and around 4 themes critical to EIA review and decision-making. Firstly, the extent to which the EIA fails to argue and articulate clearly the justification for the project, as required under Item 2.1 (i) of the EIA Study Brief. Secondly, and linked to the first, the failure to assess the full range of potential alternatives to this project design, as required under Item 3.9.3 (ix) of the EIA Study Brief. Thirdly, in my view, the Executive Summary and Conclusions of this document - the only components of this EIA which are likely to be read by many decision-makers, does not provide a fair reflection of the findings of the EIA study, as articulated in the main text of the report. This would represent a breach of the technical memorandum of the EIA Ordinance. It is my opinion that this weakness risks misleading decision-makers on a number of key points, in favour of a decision for the approval of the central alignment. Finally, the proposed mitigation options presented by this EIA lack technical credibility. This is a pivotal issue to the approval of this document.

I would like to thank the Advisory Council on the Environment (ACE) in advance for the consideration of this technical review, and look forward to hearing of the outcome of your deliberations.

Yours sincerely
Ross Hughes
BirdLife International
Vietnam Programme Office
Hanoi, Vietnam


BirdLife
INTERNATIONAL

October: Letter from Chairman of BirdLife Asia Council to the Chief Executive
10月：國際鳥盟亞洲議會主席去信行政長官

The Honourable Mr Tung Chee Wah
Chief Executive of the HKSAR
5/F Central Government Offices
Main Wing, Lower Albert Road
Hong Kong

Dear Mr Tung

Long Valley - Sheung Shui to Lok Ma Chau Spur Line

At the 6th Asia Council Meeting of the BirdLife International partners in Asia, the partners considered the proposed Spur Rail Line project and the value of Long Valley for Hong Kong in terms of its biodiversity, for birds migrating through Asia and its potential as a Nature Reserve to benefit future generations.

The Council learnt of the excellent decision by the Director of Environmental Protection in Hong Kong not to grant an Environmental Permit to the proponent of the railway project.

After a presentation and discussion the Council determined to pass a Resolution in support of the decision by the Director of Environmental Protection and to support the creation of a Nature Reserve to protect the area.

I enclose a copy of the Resolution signed by me as Chairman of the Asia Council and by the Vice-Chairs.

Representatives of environmental and bird life organisations in Asia attended the Meeting from Indonesia, Malaysia, Singapore, Taiwan, India, Nepal, Pakistan, Sri Lanka, Russia and Japan. There was universal support for the decision for an Environmental Permit not to be granted and for the Resolution to be passed.

You will see that the Council urges your Government to ensure that the railway, if it is to be built, is routed completely outside Long Valley and urges your Government to protect the area by conferring on it the status of a Nature Reserve.

The BirdLife Asian Partnership will be watching with keen interest the outcome for Long Valley and hopes and trusts

that your Government will demonstrate its farsightedness and provide a model for the Asia region in ensuring that this valuable area of habitat in Asia is conserved.

Yours faithfully

Noritaka Ichida
Chairman of BirdLife International Asian Partnership and
Director of the International Centre of the Wild Bird Society of Japan

October:
Letter from Chairman of
BirdLife Asia Council to the
Chief Executive

10月：
國際鳥盟亞洲議會主席去信行政
長官

第六屆國際鳥盟亞洲議會會議已於十月底在斯里蘭卡舉行。與會國家包括日本、馬來西亞、星加坡、台灣、印尼、印度、尼泊爾、巴基斯坦、斯里蘭卡和俄羅斯。議會一致認同濕原在生態上的重要價值，並且通過議決，促請香港政府拒絕簽發環境許可證與上水至落馬洲鐵路支線計劃，並建議將濕原劃成保護區。如濕原得以存護和保留，香港將會成為亞洲自然保育的典範。

For content of the resolution, see
page 45.
有關議案內容，請見45頁


BirdLife
INTERNATIONAL

E-mails to the Chief Executive (selected)
致行政長官電子郵件（節錄）

"...Long Valley is not only the largest example of the once extensive flood plains in the northern New Territories Hong Kong but also is one of the very important flood plains in Guangdong and South China.

Long Valley is playing an important part in keep the diversity of the birds in Hong Kong and South China.

I support all of your efforts for keep Long Valley as the last example of the once extensive flood plains in the northern New Territories, Hong Kong at all..."

— Professor Gao Yu-ren

South China Institute of Endangered Animals, Guangdong, China

"...It is with great concern that Bird Conservation Society of Thailand/BirdLife Thailand has learnt about proposed developments in Long Valley, Hong Kong. Long Valley constitutes the last significant expanse of where freshwater wetland agriculture is practised in Hong Kong, and is such is a flagship site for wetland conservation in Hong Kong, in much the same manner that Mai Po is for the coastal and intertidal zone..."

...Proposed developments in Long Valley, such as the new railway route, and associated developments, will irrevocably damage this site

...We also wish to suggest that your administration considers some special management status for Long Valley which takes account of its scientific, educational and cultural importance as part of the rich heritage of Hong Kong, and which maintains conservation of the site as its main objective..."

— Philip D. Round

Conservation and Projects Sub-Committee, Bird Conservation Society of Thailand

"...Hong Kong, principally because of Mai Po and Long Valley, is an important ecotourist destination.

A properly managed ecosystem without any disturbance is likely to retain its associated life forms and thus be potentially good for ecotourism, bringing in good revenue and at the same time, enhancing the good reputation of the nation as a conservationist in itself.

It would be thus of great importance and benefit that the government ensures the proposed railway project does not run through the Long Valley, thus saving all the valuable micro habitats within this system. It will be good if the government took a more prominent role in conservation and embarked on an active management plan of Long Valley. Education

華南瀕危動物研究所高育仁教授：濕原不只是香港新界最後一片大片而完整的洪氾平原，而是南中國廣東省其中一處重要的洪氾平原，當中包括了多樣性的鳥類品種。

泰國鳥類保育協會Dr. Philip Round：濕原是香港境內最大片的淡水生境，與米埔濕地海岸濕地同樣是香港濕地保育的表表者。不過建設鐵路與相關措施會導致無可挽救的破壞。請有關當局考慮該地在科研、教育和文化上的重要性，好讓這地得以保存。

馬來西亞自然協會鳥類保育議會主席Allen Jeyarajasingam：香港的米埔和濕原是生態旅遊重要的地方。如一個生態環境得以妥善管理，可以帶來實際的收益和國際讚賞。政府如能阻止濕原濕地受鐵路威脅，取而代之是更積極存護濕地內各種小生境，以及加強學校在環境保護方面的教育。

programmes on the importance of conservation could also be started at elementary, secondary, and, tertiary levels..."

— Allen Jeyarajasingam
Chairman, Bird Conservation Council, Malaysian Nature Society, Malaysia

"...Since Long Valley is a prime nature site in Hong Kong, and one of the few "green lungs" left in the area I would kindly like to ask you to find an alternative route for the railway and furthermore ask you to promote active government management of the habitat with conservation as the primary objective, with side benefits in terms of heritage preservation, education for the younger generation and eco-tourism opportunities..."

— Axel Braulich
German Federation for Nature Conservation, Germany

"...Long Valley is the last remaining almost unspoiled rural lowland area in northwestern New Territories, and as such has become a precious resource that Hong Kong would do well to treasure.

Not only does Long Valley provide a vision of how all rural Hong Kong once was, but even more importantly it has become, by default, an important wildlife environment in its own right. It should be preserved, both for the interesting birds and other creatures that still survive here, and which are becoming extinct in Hong Kong through massive over-development, and because of its value as an environmental and educational resource for both local people and overseas..."

— Mark Beaman
Managing Director, Birdquest, UK

"...The area is excellent for many species of freshwater wetland birds - and is clearly an extremely important area of wetland for maintaining Hong Kong's regional biodiversity.

Considering the attractiveness of the area to various pipits and snipe species (which we failed to locate at other sites in Hong Kong) it would be a very significant loss to Hong Kong - and its image as an environmental leader - if the area were to be further degraded in any way..."

— Nail Moores
Korean Tourist Board, Korean

德國自然保育聯合會Axel Braulich：
望原香港其中一個綠色市肺。故此促請香港政府應積極尋求替代方案，以及加強生態管理工作為本，使文化、下一代的教育和綠色旅遊的機會得以保存。

英國著名生態旅遊公司Birdquest
行政總裁Mark Beaman：望原不單可找到香港從前鄉郊的風貌，更重要的是這地是香港野生生物的至重要環境。每次我們於香港舉辦觀鳥團時，望原是我們必到之處，我們每一位客人都覺得這地是在香港噪音和污染環境特色背後一個寧靜開闊的綠洲。

韓國旅遊局Nail Moores：望原是一處香港濕地生態價值重要的地方，亦對香港本地生物多樣性有極之重要的價值。這地對鴉和沙鵲這種依賴濕地的雀鳥十分重要，若繼續衰變這將會是香港非常重要的損失，以及損害香港的環保形象。

Article 1 文章一

給行政長官的第二封信：望原一寸土尺金 6/2000

陳明明

作者按：上水的望原(Long Valley)是一片緊貼新市鎮中心的陸上濕地，主要是菜田。在這大不過兩個維多利亞公園的綠色世界中，卻有多姿多采的野生生物。去年年底從新聞報導得知九廣鐵路的落馬洲支線要穿越望原的中心地帶，作者以「望原——好一個自然教室」為題，分別給行政長官、教育署署長等政府有關官員撰寫了電郵和信件，呼籲他們協助保護望原，並都收到了他們的回應。可惜，最近九鐵仍然堅持原來的計劃，望原的自然景物岌岌可危……

董建華先生：

我要唱好香港，因為這是家。
我要唱好教育改革，因為那是未來的希望。
我要教好學生，因為他們是香港的孩子。
我要唱好香港的環境，因為這本是難得的好地方！
教育發展走錯路，萬一誤了一代人；
拐個彎，說不定還可補鑊補到底。
都市發展走錯路，湮沒了大好平原，
煉石難補天，怎對得住千秋萬代？

董先生，多謝你在新年初指示運輸局局長回覆我的電郵，正如教育署長羅范淑芬女士回覆我同一封電郵時指出，「香港地少人多，如何分配土地資源，滿足各方的需要，確實是費煞思量」。正正是這個緣故，古人所謂的「寸金尺土」在香港倒變成「寸土尺金」了——在經濟發展的龐大壓力下，香港優美的自然環境愈見萎縮，望原那丁點平地愈是珍貴異常：那本是延伸學校教育的好教室，那本是共享天倫的好去處，那本是小孩子親近大自然的好地方，那本是學習尊重生命的好天地，那本是……那本是生命繁衍，欣欣向榮的好天堂！何忍毀於本來是環保的鐵路手上。

不錯，每個抉擇都要付出代價，保留望原，讓孩子有一個較為廣闊的空間，多一些健康成長的生機，少一點走歪路的危機，在這個前提下，鐵路線又怎會完全沒有可以取代的方案：繞過望原，有甚麼不可以承受的代價？還有甚麼比得上孩子的成長更重要。既然一切的發展都是為了將來的生活，怎能叫一些人短視的目光遮蔽遠大的目標！

不錯，今天認識望原，愛護望原，能夠跟望原和平共存的市民還不算很多，正是要政府帶頭推廣和鼓勵，讓市民真正過環保的生活，享受未被污染或少點污染的環境；而不是永遠辛辛苦苦地走在後面，出盡九牛二虎之力，修補種種污染帶來的惡果。發展資訊科技教育也不是一呼天下應，還不是靠政府雷厲風行嗎？針對實際問題的環保教育，何嘗不可以呢？

俗語有謂：浪子回頭金不換。鐵路公司堅持要上水至落馬洲支線穿越望原的心臟地帶，

Mr. Chan Ming Ming, a teacher of Hong Kong Tang King Po College has written his second letter to the Chief Executive (for the first one, please refer to Bulletin no. 174). He is concerned that children's future will be ruined by the KCRC's development. Hong Kong lacks of "green and open classroom", various development nowadays have rapidly destroyed these classrooms. Railway is an environmental-friendly transportation means, however, if it is being built on an ecologically rich habitat, it will, instead, destroy the environment, cultural heritage and children's future.

還有誰能夠使浪子回心轉意呢？你在施政報告上提出「培育優秀人才、建設美好家園」的口號，足以叫人充滿盼望。

香港的大自然，本來就有很多好去處，要青少年個個生龍活虎，「樂善勇敢」，有甚麼不可能呢？謹以下面一首打油詩，勉勵青少年盡享香港山水的靈氣，做個真正能夠談「天」說「地」的環保人：

東眠赤徑笑春風
南征大帽吞九龍
西遊後海驚飛羽
北踏塋原畫彩虹

Article 2 文章二

《香港家書》

吳祖南

(香港電台二千年六月三日播出)

天牧兄：

您好。自九七一別後，多年未有與您通訊，您一定以為我已在人間蒸發了。是呀，我差點兒已在人間蒸發。

從美回港後不久，我便証實患上了鼻咽癌，而且情況非常嚴重，醫生說只得兩、三成機會治癒，而且後遺症嚴重，包括右眼失明，左眼會提早衰退，聽覺和口水腺會受損等等。

記得當日接到這突如其來的消息時，一時真的不能接受，只感覺恐懼和徬徨，但更覺得無奈同迷惘，不明白為何我這個不煙不酒，生活健康，終日叫人愛惜生命，保護大自然的環保份子，竟然落得這樣的下場，真叫人沮喪。

不過，天牧兄，我沒有放棄，我不是一個輕言放棄之人，我誓要跟這癌魔鬥一鬥。

與美美抱頭痛哭了一夜後，翌日醒來，立定心志，除了應付繁重的放療化療外，要如常生活，上班和繼續我的環保工作。我甚至一邊做化療，一邊跟政府的渠務署周旋，欲說服他們更改一河道工程，以保護一片小樹林，和一群在林裡生活的果蝠。結果，皇天不負有心人，就在我完成療程後不久，政府終於決定更改河道設計，讓這些蝙蝠繼續安享家園。

而說來奇怪，我的治療過程亦十分順利，康復得很好，後遺症不多，視力、聽覺仍然正常，頭髮比前更黑更濃，可算是一個小奇蹟。

面對過死亡，才知生命之可貴。

面對過死亡，免不了會想想人生的意義，想想我們活著的目的什麼？

我想活著就是為「開心」，為「快樂」。而想活得開心快樂，除了身體要健康外，生活還要有趣味。試想若生而無趣，生和死，對個人來說，分別不大。

而我的生趣是來自觀察大自然。大自然的每一草一木，一鳥一獸，都充滿生機，看看牠們如何適應環境，如何求生覓食，如何找配偶，傳宗接代，每個生命都要面對不停的挑戰，每個故事都是充滿傳奇，這麼有趣的世界，我又怎捨得離開它呢！

Ng Cho Nam read his home letter on a radio programme... He remembered the time when he received his medical treatment on cancer: he worked and struggled, for "environment and life". This gave him great encouragement to face his illness. In the past, Long Valley was an area which enable him to look for "life"—here he has recorded a good number of bird species during the bird race.

Nowadays, this become a good educational area for his children: to take a look at the open field area birds and buffalos to understand how hardworking the farmers are. They have no chance to meet all of these in the busy and crowded urban area.

It is sad that the railway company insisted putting their railway plan forward and certain government people are trying to avoid mistakes...this will further add pressure to this piece of fragile wetland...

天牧兄，記得上水附近的塋原濕地嗎？當年我們參加觀鳥大賽時，便常常在這裡跑上大半天，記錄過多不勝數的雀鳥品種，我們更稱它為「第二個米埔」，而事實上，到目前為止，塋原已記錄了超過二百一十種雀鳥，更發現彩鵲在這裡繁殖，正是名符其實的雀鳥天堂。

最近我便常常帶子唯和穎彤去這老地方，不單是為觀鳥，他們年紀這麼小，只能認得池鷺和小白鷺；而是想帶他們去走走田野，見見水牛，讓他們感受一點農田氣息，看看農民如何辛勞地將蔬菜種出來給他們吃。小孩子都玩得挺開心，感受非常強烈。在城市長大的小孩，與大自然越來越分割，漸漸地，他們便不懂欣賞生命，愛惜環境。而塋原便是一個最好的教育基地，而香港已經很少這類的地方。

我帶孩子去塋原，還有一個原因，因為這片濕地農田不久便會消失，因為政府已計劃興建一條高架鐵路穿越它而過，將它一分为二，而鐵路卻剛好落在那片彩鵲繁殖用的濕地。我想您如何搞盡腦汁，也想不通這道理來，若在美國及歐洲，有這麼罕有的彩鵲繁殖地，他們肯定會即時將它保護下來，遑論搞什麼發展；但在香港，政府卻準備在它的頭頂建鐵路，真是可笑又可悲。

我相信當鐵路開工之日，便是彩鵲滅絕之時，而當地的生態環境，農田景觀亦會面目全非，到時香港又再損失一雀鳥的天堂，人類的遺產。

為了保護塋原，幾個環保團體已組成一聯合陣線，要求鐵路改道，避開塋原，可惜沒有得到鐵路公司的積極回應，有位高官更在電台說：不會為幾個觀鳥者的反對而改道。這些言論，令人氣憤，亦反映出有關官員的見識。

其實為減少汽車帶來之污染，改善空氣質素，我們是支持建造多些鐵路的，可是當這些政策落在一些庸官和不負責任的機構手裡時，卻成為破壞環境之工具，這是香港的悲哀。

一片郊野的消失，一種生物的滅絕，驟眼看來，無關痛癢，但若果我們掉以輕心，不即時制止，破壞者便會變本加厲，繼續恣虐，帶來更大的破壞。

終有一日，大家可能突然發現，眼前的世界原來只剩下人，老鼠、蟑螂、蒼蠅和蚊，到時才醒覺到要去保護自然，但為時已晚了。

眾生平等，普渡眾生。

雀鳥與人都是一樣，共享這地球。我們無權去剝削牠們生存在這世界的權利，我們亦無權去剝削我們的子孫，將來欣賞和愛惜這些生命的權利。這便是現在常常提及的「持續發展」的基本概念。

最後，天牧兄，不用擔心我的健康，我現在活得比以前更開心，更快樂，更積極推動環保，因為現在每一分，每一秒，我都視為賺回來的。暑期有空便回港聚聚，順便去塋原走一走，見見它的最後一面。

祝世界環境日快樂。

學弟

吳祖南

六月三日



Photo by Stanley Fok
圖片：雷煥豪

Article 3 文章三

從簡炳堉先生「玉石俱焚」說起

上水鄉事委員會主席簡炳堉先生6月27日向閣下致公開信，聲稱會採取玉石俱焚的政策，將「塱原」的生態環境，作出全面改變，使其不適宜任何雀鳥棲息。

這已經不是第一次，沙螺洞發生過某方勢力之推土機肆意破壞，務求把美好的自然環境變得面目全非，把飛潛動植一律趕盡殺絕，希望隨之可以取得建屋賣錢之利。少數人為了眼前的短線利益，祖宗傳下來的錦繡河山亦不惜毀之！6月26日早上在電台的節目中，簡先生坦誠地告訴大家他非常關心幾十萬、幾百萬的收地賠償，我們聽後惟有搖頭嘆息。

香港是一個文明的現代國際大都會，必須與世界交流，跟世界共通的價值觀念同步，再讓歷史遺留下來的狹隘觀念橫流，跟香港如今的地位是不匹配的，祇會落得貽笑大方之家。

尊重生命是當今世上最受重視的一環，跟我國傳統文化中眾生平等、民胞物與等觀念是一致的。事實上，根據港法例捕獵野生動物、破壞鳥巢均屬違法，非常具體地表達了我們社會大眾尊重生命的共識和意願。但是我們之中竟然有人高呼要令雀鳥（甚至牽連其他生物）無家可歸，要把他們置諸死地而後快，我們聞此不寒而慄。殺一鳥犯法，殺百鳥竟可安然，讓這樣的風氣蔓延，香港在世上將無立足之所。

我們不是經常呼籲少年人珍惜生命，不要隨便自殺嗎？但是我們成年人社會所幹何事？為了「發展」，我們劈山毀林、挖海掏沙，有想過這在侵蝕有情眾生的家嗎？有想過我們在扼殺無數生命嗎？自然界的動物，不論高級低級，都是香港的原居民，亦是我們的鄰居。鄰居都可以隨便殺，唯一需要的理由是「逆我者死」，在這樣的文化背景下潛移默化，我們的下一代還懂得尊重生命、熱愛生命嗎？我們不從根本的態度求改變，社會戾氣無從消解。動輒「玉石俱焚」，不殺人，便自殺。下一代沒有希望，香港沒有前途。

保護塱原祇是一個事例，愛護大自然、尊重生命是更大的課題。我們再度呼籲閣下以豪邁的氣魄踏出大步，在落馬洲支線這件事上讓世人以及令香港市民知道閣下確實關注大自然、關注生命、關注下一代的健康成長。請即把鐵路工程喊停，重新研究。請把塱原的土地盡快收回，免得遭人搗亂放毒（電台上聽到的），造成轟動世界的負面新聞。請讓塱原當地的農民繼續他們的農耕生活，讓香港的文化傳統得以保存。

米埔自然保護區使香港舉世聞名，塱原是第二個機會。



Photo by Henry Lui
圖片：呂德恒

On June 27, Brian Kan, speaker of the Shung Shui Rural Committee has sent the Chief Executive an open letter to announce he is going to "totally destroy" the wetland and alter the habitat of Long Valley. He has expressed his concern, not on lands left by their ancestors, but on million of dollars of money, on a radio programme.

This brings out a negative impact - our young people not respect and concern lives. Long Valley issue is a good example for our Society to learn now to appreciate the nature and to respect various life forms.

We urge the government to consider the issue carefully and to ensure the tenant farmers can continue their farming activities and to reserve the local cultural heritage.

Article 4 文章四

A Plea to Adopt An Alternate Routing for the KCRC Long Valley Proposal

Dear Honorable Mr. Tung:

I am deeply concerned about the future disturbance of Long Valley in the KCRC Proposed Route. I earnestly implore you to adopt an alternate routing instead.

Enclosed is a copy of the Alternative Proposals Map for your viewing.

Please note that any environmentally acceptable solution can only be reached provided there is sincerity and honest co-operation from all concerned.

Habitat fragmentation is a recognized scientific fact that it discourages and sometimes terminates the occurrence of wildlife. The proposed routing of KCRC divides Long Valley into three partitions; this violates the Rule of Fragmentation.

Why should Hong Kong be proud to 'extirpate' the Painted Snipes? After all, they still nest in Japan, Malaysia, and the Philippines, except Hong Kong in the future! In other places 'Recovery' and 'Re-introduction' Programs are being done for birds instead. These programs are not always successful. The birds are gone forever. They should not have been disturbed in the beginning.

Some years ago I moved to Canada. A chance of being out in a more natural environment more often made me became interested in knowing what kinds of birds are flying around me, especially around my home. This interest enabled me to see and appreciate the living earth, to enjoy the wonders that are offered to man and realized that truly the Living Earth and Life itself are really beautiful and worth living! If all the other living things are gone, man would surely be very lonely and sad indeed!

As a result I often regret why I did not see more about Hong Kong's nature and birds when I was growing up and living there, when nature was less disturbed and real in the last 30 - 40 years. But there was no emphasis on Hong Kong's nature and its appreciation in school in those days. The word 'environment' was unheard of. Generally life was taken up by schooling, work, the materialistic world, bringing up the family and in recent years 'technology'. There was no time, no chance at all.

In 1995 I came back and spend one year in Hong Kong in order to see more about its avian environments. Since then I have been a frequent visitor. I realized that I have but cannot leave behind the birds of Hong Kong!

From my own experience I therefore implore you not to disturb the existing habitat of Long Valley. Instead conserve it for the future children and people who like me did not have a chance to see and enjoy Long Valley when young but in later life found the wonders of Nature. That person might even be you!

一位資深的觀鳥者去信行政長官，指出例如彩鵝等鳥類，在日本、馬來西亞等國家需要人工引入，而現時本地擁有野生的種群，實在值得我們珍惜。觀鳥帶來的是更能懂得觀察和欣賞身邊的自然環境，但是隨著時間和生活改變，人們欣賞自然的機會也隨之減少。現時香港剩下的自然環境相繼減少，例如林村谷、錦田平原、天水圍草地、船灣沼澤等，故此希望政府能多考慮其他可行方案，保護塱原濕地和文化傳承，讓普羅大眾和遊客認識香港的自然環境和野生動物。

As an active birdwatcher in Toronto I can also inform you of the special importance of Hong Kong's birds to overseas birdwatchers. Many of them have visited Hong Kong's various avian habitats at one time or several times. It is no surprise for me to hear of them speaking of Mai Po and Long Valley. Those who have not come yet I can tell by the longing sparkle in their eyes.

Thus conserving Long Valley as a managed wetland will benefit the people of Hong Kong by giving them a live example of a traditional life style and landscape, as a place to educate, introduce and encourage the public to better know about nature and wildlife (it is more accessible than Mai Po without the need for Permits); or simply as an open valley to stroll along and relax; and of course as a major attraction for the many bird tourists to come.

So with sadness and uncertainty I am leaving Hong Kong again to-morrow. What will Long Valley be when I come next time? Will it be gone and remain only as an endearing memory - like the Lam Tsuen valley, the Kam Tin fields, the grassland of Tin Shui Wai, the marshes in Shuen Wan, and the old trees in the Tai Po Kau orchard? It is grief beyond words and tears.

I only trust that with your Honor's and the government's wisdom, prudence and courage an Alternative Routing be chosen to avoid this unforgivable destruction of Long Valley - a mark of Hong Kong's natural heritage!

Article 5 文章五

Mr. C. T. Kwok, Baptist Wing Lung College
郭志泰老師——浸信會永隆中學教師

.....作為一個在鄉郊成長的居民，眼見都市化發展不斷破壞香港自然生態環境，真是非常傷心，我們這一代可能因為我們漠不關心的態度，令到我們將來下一代不能享有美好的家園。

作為一個大自然的朋友，看到朋友一次又一次的給人殘害至體無完膚的時候，退無可退的時候，只有要求當權者給牠們一條生路，鐵路是要起的，但可否給大自然一條生路。

作為一個觀鳥者，我會永遠失去一個觀鳥和悠閒的好去處。

作為一個自然科學的教師，我會失去一個戶外的教室及與同學一起愉快學習的天地。

作為一個父親，我會失去一個親子同樂的樂園.....

...As a local resident growing up in this area I am sad to see the irrevocable damage which has been done to our natural ecosystem. Because of our selfishness, our next generation will not be able to enjoy this "fantastic home".

As a friend of nature, I cannot bear to see it seriously harmed, and with no area of retreat. I sincerely hope decision-makers will grant the wildlife of this area a chance to live.

As a bird watcher I will lose a birding site and an area for leisure.

As an environmental teacher, I will lose an outdoor classroom where I can teach my students about biodiversity and the environment.

As a father I will lose an area where I can have family gathering...

Article 6 文章六

Mr. P. T. Chan, Q.E.S.O.S.A. Sec. School
陳不盡老師——伊利沙伯舊生會中學教師

.....是香港一所很重要的自然及文化教室。雖然政府不斷強調可持續發展的重要性，但在多方面的工作仍然只著重經濟發展，漠視了社會(文化)及環境可持續性的重要。在這種大氣候之下，身為教育工作者，無論我們有多努力，或推行更多的教育改革，對培養學生的正面態度也是徒然的.....

...Hong Kong is already an important green classroom. Although government has stressed the importance of sustainable development, it lacks the vision of its continued development. Economic development is been put forward instead. This atmosphere discourages student and the education community, no matter how much effort we have paid, and how much revolution on education has been made...

Article 7 文章七

塢原濕地對我的意義

.....五月十二日晚上從新聞報導中，獲悉九廣鐵路公司堅持興建橫跨塢原濕地的鐵路，這消息如同當日黑雨警報一樣，令我心情極為陰暗沉重。故草書一封表達我對保育塢原的意見。

我是一位中學理科教師，過往幾年都在校內負責推動環境保護及教育的工作，可能因為我自身極喜愛親近大自然，所以很享受帶領學生參與環保活動，例如出外生態旅行，如今學年曾去米埔、尖鼻咀、松柏塢及丹竹坑等地方。透過接觸大自然，學生變得更開朗和活潑。今年年初我和環保學會二十多位同學到訪松柏塢，沿途介紹農民耕作情形、種植的蔬菜、和不同種類的雀鳥。還記得我們在阡陌上漫步時看見飛起的扇尾沙錐，成群的樹鵲在田中低飛，雄偉的紅隼在電線桿上休息.....。同學們發現原來身處的大自然是充滿著生機，是多麼和諧。

在中學的課程裡，同學能認識一些重點的環境問題，例如酸雨、溫室效應、臭氧層變薄等成因及影響。我們期望同學能明白環境與人類息息相關，所以保護環境是非常重要的，並進一步身體力行減低對環境的破壞。但現在香港政府不干預九廣興建橫跨塢原濕地的鐵路，正帶給全港學生一個負面的信息——環保只是在書本裡存在，在現實生活上只會考慮成本效益，因為連香港政府也帶頭唱反調，我們為何要響應環保呢？其實在香港學校裡，絕大部份學生都已經有一定的環保意識，假若香港政府接二連三不理會香港環境及生態問題，辛苦培養在學生心裡的環保幼苗，便會窒息枯萎，希望政府三思。

透過體會大自然的和諧，同學們會懂得珍惜身邊的一草一木，愛護一切生物，不會只顧自己的事，懂得多考慮別人感受。這種由多接觸大自然而生的大同思想，是應該多加培育。不過一旦一些獨特的生態環境被破壞，全港市民便被剝奪親近大自然的機會。雖然九廣將鐵路建在天橋上，並在建築完成後建造人造濕地，但其可行性是令人懷疑。正如將一個人的右手割除，將右肢放在冷藏室內，一段時間後再進行右手接駁手術，雖然手術能順利完成，但其右手日後能否回復正常，相信大家也不能肯定。但九廣憑著甚麼根據而理直氣壯地說濕地生態不受影響呢？

(Translated Version 英文譯本)

A schoolteacher on environmental education has sent a letter to the Chief Executive. He enjoyed the time when he carried out outdoor school activities, and he found that students become more happy and more energetic. At the beginning of this year, he took his students to visit Long Valley, a good place for him to teach them farm work and to watch various life forms. He found this is an area full of harmony, and his students asked many questions. The government and the railway company insist the railway project with habitat compensation. He suspected the successful of such compensation, and questioned whether it is really optimistic that a destroyed habitat can be recover successfully. It is sad that the government is now demonstrating how to ruin children's future on appreciates their environment.

(Translated Version 英文譯本)

我是一位基督徒，在聖經裡記載著神創造世界，並交付人類好好管理世界：《神說：我們要照著我們的形像、按著我們的樣式造人，使他們管理海裡的魚、空中的鳥、地上的牲畜，和全地，並地上所爬的一切昆蟲。》(創1:26)。但一些人類無知的行徑，在過往不斷摧毀環境。創造主交付人類管理的世界，我們應悉心保護，務求與大自然和諧共存。為著自己或我們的下一代，我們應盡力保存塋原的生態環境，否則雖然人造濕地繼續存在，但很多獨特品種的雀鳥便會面對被滅絕的危機，我們有甚麼權利去奪取雀鳥生存的權利呢？

董特首先生，香港擁有一個開明的政府，過去日子不斷為市民生活起居努力以赴。塋原對我、全港學生、市民都有極重要的意義，所以我大膽表達我的愚見，深信董先生必定認真考慮，為市民、為環保獻出一分力量。

Article 8 文章八

董先生：

您好！「保護塋原濕地」的訊息想必收了不少，亦有環保、城市規劃專家提供頗多可行及可靠的方法，讓塋原濕地不被破壞，而又可發展應有的鐵路系統解決將來運輸等城市需要。希望董先生能以你的高瞻遠矚，於年前提出的本港環保政策，再一次給予落實，能夠介入，讓本港可以有一個國際知名的生態地可以保存下來。

給您寫信，是因為我不相信鐵路當局所提出的在此塊濕地上起高架橋，仍然可以不干擾兩百多種雀鳥的棲息。每天當我坐巴士經過3號幹線或粉嶺公路一些高架橋時，我都留意橋下的溪澗或小水池可否發現一些雀鳥的蹤跡，每次都失望；反而遠處農家的樹叢或魚塘有不少鷺鳥在爭吵或覓食。故此鐵路當局所提出的方法是行不通的。

為甚麼我會要求您介入「保護塋原濕地」？

1. 塋原真的是本港獨有及國際關注的濕地。詳細的訊息可參閱香港觀鳥會第174期通訊。
2. 我是特殊學校的教師，學生大都是癌症康復者。正計劃下學年舉辦多次的野外觀鳥活動，讓他們感受自然活潑的生命訊息。而塋原是一個比米埔更方便，更多鳥類的地點。平民百姓、遊客可以無拘無束的盡情觀賞。對於一個教育工作者去讓學生響應政府的環保政策及提高環保意識，在提供適當資源外，亦有賴政府保存現有可教育性資源……

Article 9 文章九

……失去塋原，鳥類和香港生物多樣性會明顯地受到影響。如果政府要提倡可持續發展，「生物多樣性」便是八項指導原則中其中一項。容讓鐵路貫穿塋原心臟地帶實在令人感到悲哀和痛心。這只會增加對環境的干擾，從而影響野生生物的生態環境……

A teacher from a special school has written to the Chief Executive to express his concern. Recently, Mr. Tung has announced his environmental policy, but it is yet to be seen whether it can save ecological important habitats from railway destruction. Long Valley issue has triggered his concern on environment more. Now he tried to note environmental changes during his traveling time every day. He hopes the Chief Executive can interfere in the Long Valley railway project, in order to let more educational resources such as Long Valley can be retained and reserved, for the general public, visitors and students.

"...Obviously if Long Valley was lost the birds would suffer and so would the biodiversity of Hong Kong. If the Government is promoting sustainable development, biodiversity is one of the "8 Guiding Principles"... Allowing the railway to pierce the heart of Long Valley is indeed sad and regrettable. ...This will lead to increased environmental disturbance, which will affect the habitat of the wildlife."

Article 10 文章十

……塋原雖然不是純自然環境，但其活躍的水耕種植活動，微生境多樣性和其完整性，使其有相當高的生態價值。從環境影響評估報告中第4.4.14及4.4.16段所述，報告也承認塋原擁有很多動植物，有很高的生態價值，而且亦是香港所剩無幾的珍貴淡水沼澤地。

環境影響評估中緩和措施的精神，首先是避免影響珍貴/重要的地方，不能避免才考慮減低有關的影響，最後無法避免才作出補償。環境影響評估報告第2.9.5.1.1及4.7.2段，似乎只輕輕帶過鐵路位置選擇的原因，似乎沒有充分理由解釋為何不能選擇一條繞過塋原的路線。九廣鐵路公司沒有採取避免影響塋原的路線，我認為是有違環境影響評估緩和措施的精神。

再者，環境影響評估中有關補償措施的可行性亦很令人懷疑，從表4.25中對於支線對農耕生境的影響，總是認為是「可復原」，但並沒有實質的證據。從第4.7.56段，報告提出製造一些濕地容納受影響的生物，但是是怎樣「搬遷」生物呢？若不能搬遷，又會否繼續建鐵路工程呢？報告似乎沒有詳細交代。從我接觸米埔自然護理區的濕地管理例子，野生生物，尤其是雀鳥所偏好停留的地方是難以預測的，米埔不少割去植被以吸引雀鳥棲息的基圍，也不是常有雀鳥停留；一些作試驗的淡水濕地，經過很長時間也未見成果。因此，報告所指的濕地製造、方法、成效是難以確保作出有效的補償。

我認為環境影響評估的有關補償措施不能有效地避免破壞塋原這片具很高生態價值地方的生境、生物、景觀，因此反對上水至落馬洲支線的提案……

Article 11 文章十一

……塋原作為香港最後一個的淡水農田生態環境，對今日已是烏煙瘴氣、郊野環境慘遭貪婪剝奪的香港來說，應是我們須要同加努力保護的「自然遺產」。塋原濕地除提供香港多種鳥類一個寶貴的存活空間外，更可以是市民大眾綠化心靈的一個泉源。計劃中的鐵路支線只會進一步摧毀野生動物的棲息地，剝奪市民大眾享受自然生趣的權利，尤其對於今日的香港，自然環境已屢遭無情破壞來說，這是不可接受的。

九廣鐵路的環境影響評估研究，完全沒有考慮塋原以外的其他替代方案，是沒有誠意的做法。九廣鐵路公司認為只要作出相對的生態緩解和補償，就有充分理由支持其不惜將一塊高質素自然生境地予以破壞，以滿足公司營運的目的。但是，建議的生態緩解和補償措施，在沒有長遠計劃、資金保證、運作基制等具體承諾下，其可靠程度實在令人懷疑。且更重要的，生態緩解和補償措施是難以替代自然原貌的，究竟有多少生物仍舊會選擇在高架橋下或附近棲息，這是難以預料的。我們須知道，大自然的平衡是很微妙的，並不是人類的意志可以隨便支配，大自然與人的關係理應是互相尊重，互相包融，而不是依靠自以為是的計算與控制。

請給野生生物與我們的下一代一個機會！我們只是共享這片土地的住民，而非是它的主人，其他的生命體與我們一樣擁有相同的存活權利。不能明白這道理，任何環保的言辭都只會是虛偽的托詞，更談不上甚麼「可持續發展」的滔滔宏論了……

Although Long Valley is not a natural system, but the active managed farming system, its various microhabitats, make it a precious area of high ecological value. However, it is found that the KCR's EIA report disregard the spirit of EIA Ordinance of avoiding destruction of valuable habitat. Compensation is necessary in case there is no other ways to avoid the impact. It is found that KCR's report hasn't explained any reason of not choosing avoidance, but exaggerates their compensation proposal. It is highly suspected that the possibility of "recoverable" mitigation and compensation. It is a question how wildlife can "move home". Even Mai Po, with active management, for example, removed vegetation for birds, creating freshwater wetland, is not yet been successful. How can the railway company guarantees their mitigation proposal will successful?

Long Valley is the largest remaining freshwater farmland which is a natural heritage and deserves our concern. However, the proposal railway will destroy the wetland habitat, reducing the future chance for the public to appreciate nature. KCR claimed there is only one possible railway, and insist their wetland mitigation can compensate the lost of habitat and ecological balance. Without long-term management strategy and investment of resources, the sincerity of the railway company is highly suspected. I urge the government to leave us, our children and wildlife a chance, not because we are the land lord, but we are in this living system.

Article 12 文章十二

Long Valley is one of the best kept secrets of Hong Kong

May I ask whether you have ever been to Long Valley?

If not, it is not surprising. It was end of the 1996 when we first visited Long Valley after living in Hong Kong for nearly 30 years. We were immediately enchanted by this place. The tranquility and the scenery are fascinating and yet liveliness is amid this piece of farmland. There is no other place in Hong Kong that appeals to us more because there is a good balance between human and nature.

Construction of Spur Line has irreversible impact

After reading the environmental impact assessment of the spur line, we are extremely furious that there is not any single hint that KCRC would make any amendment to its project despite there is strong evidence of irreversible impact to the habitat and scenery to Long Valley. It is factual that Long Valley has high ecological value in Hong Kong. Its ecological value may be even higher when consideration is taken for the whole southernmost China because of the area's rapid urbanization. Yet Mai Po or other salt-water marshes cannot replace it since they are different habitat. The construction of the spur line destructs the whole area by splitting into 2 areas. Future construction of highways will soon follow the spur line and completely destroyed this area. We would support the conservation of whole Long Valley intact.

Railway is for environment protection, not destruction

We strongly support the construction of more railway system because it is more environmental friendly. However with the presence of alternate and feasible plan, we cannot understand the reason why KCRC has to insist on its original plan which is the most environmentally damaging. Our environment is priceless. Once destroyed, there is no guarantee that any compensation plan is useful at all. To fulfill the idea of environment conservation, we hope that the authority would consider alternate route like the Beas River route.

The value of conserving Long Valley is more than one may think

There are some voices from the public saying that despite they live in New Territories for all their lives, they have not seen any birds in Long Valley...

We share with many people in Hong Kong the activity of bird-watching and nature photography. As mentioned it is our most favourite place to go in pastime. Furthermore, this habit is shared with tens of thousands of people living overseas and some of them come to Hong Kong specifically for bird-watching. It may be difficult to estimate the number of individual visits but group eco-tour to Hong Kong is advertised frequently in overseas magazine. Long Valley is one of the three must-go spots (the other being Mai Po and Tai Po Kau, both of them have been conserved).

If you were an overseas birdwatcher, would you still come to Hong Kong and "bird" under a railway?...

望原是作者印象最深刻的土地，在這可找到人與大自然共存和諧的一面。望原跟米埔相比，都有獨一無二的生態環境和文化傳承。他擔心鐵路公司堅持不改劃貫穿望原支線會帶來不可挽回的生境破壞和損失。其實鐵路是環保的交通工具，但如用在沒有周全的計劃上，將會是一件徹底破壞的工具，而損耗了環境的環境是無法補償的。望原不只是攝影愛好者、觀鳥者的天堂，亦是國際公認的生態旅遊景點。建造貫穿望原支線以後，能想像會有遊人喜歡在火車橋底下觀鳥？

Article 13 文章十三

.....我是一年齡快要四十的人了！我記得兒童時代乘火車，經過現在的大埔至太和的那一段路時，我可以見到一逼青綠的紅樹林，我也曾在那逼潮濕的濕地上捉土兵蟹和跳跳魚！那是一沒有愁思的年代！

時光飛逝，滄海不再。前天我帶我的兒女前往同一地點，我告訴他們這裡從前的模樣，是怎樣的美及可愛。可是我如何的努力，我都沒有可能描述出來，不可能把那幅美麗的圖畫重現，他們不可能想像得到哪是一幅怎樣的圖畫，因為在他們的眼前，是一棟棟高樓大廈和大埔海濱公園！土地資源的匱乏的驅使，結果把這逼土地埋葬了！長埋在我們的腳下！

當大陸的開放及回歸之後，香港過去視為稀有的土地資源，現在已經不再是珍品了！金融風暴的吹襲，更加快把所有泡沫吹散。在新界沒有多少經濟和文化價值的土地比比皆是，不明白為什麼九鐵堅持一條路線方案，一定要把鐵路橫躺在望原這塊濕地上？如果濕地是可以重建的話，哪請把大埔的那逼濕地重建給我的兒女、重建給我們香港市民的下一代！莫讓他們從泛黃的照片，向我們追問為什麼不珍惜這逼土地！

望原濕地及米埔我和我的家人都沒有去過，我祈望現在將來，都可以隨時可以去感受，感受一個沒有給人工破壞的生態環境.....

Article 14 文章十四

.....如果政府敢逆地方鄉紳的意，那簡炳輝便會發動抽水行動。我聽到這個消息之後，擔心了好一會。幸好鄉紳說了未幾，天就開始下雨，一下雨，我忽然想到，水不定可以抽乾的。我不清楚有多少個擁有土地業權的人還在耕種。望原的農民不一定是地主，即是說，地主要抽水，便影響了農民的生計。業主當然可以在自己的土地為所欲為，但當土地已經出租與他人耕種，抽水行動等於強斷他人生活計，道德上過不去，法律上也不許可.....

The writer send a letter to the Chief Executive telling him when he took his daughter to Tai Po, which is a place of green mangrove, with active fiddler crabs and mudskippers, but all of these are images in the past. Now, they went to the same place, he has tried hard to describe the past beautiful scenery, but her daughter seems not to understand, because it has been replaced by high-rise building and man-made garden. The past scenery was disappeared. KCR insisted on building a railway across Long Valley, claiming that they have compensation for the loss of wetland for their only possible route. If wetland can be re-built, please rebuild a piece of wetland at Tai Po for her daughter. Please don't let the present scenery become past images.

There are widely news reported that the landlord of Long Valley said that they are going to destroy the wetland by draining away the water. The writer considered this is an appropriate action which is the same as to snatch the tenant farmers' live for ones own benefit.

Letter to the Editor (Selected and extracted) 致國報刊(節錄)

假特首之名·鐵路橫行
馬嘉慧

六月十二日九廣鐵路發表上水至落馬洲支線的環境影響評估報告，堅持穿過塱原核心是唯一的線路，漠視社會大眾要求繞道的呼籲。本來是比較環保的鐵路在九廣鐵路上變成破壞環境的火車頭，令人嘆息！

塱原是位於上水松柏圍附近的一片小平原，是本港濕地農耕的最後一個典型，視野開闊，阡陌相連，是繁忙都市邊緣倖存的悠閒景觀。塱原原野看平平無奇，到一面走走，你可見多種的小生態環境孕育著無數鳥類、蝴蝶、蜻蜓、兩棲動物等。近來大片荷花盛放，更似人間仙境。但是鐵路偏要從中橫過。

環境影響評估的用處是用來減低和避免對環境作出破壞，如用於公路或鐵路線規劃上，可以改劃路線以減低對環境的影響(如粉嶺繞道已改劃至塱原外圍)。可是九廣鐵路確定了路線，始進行環評，完全漠視環評的意義。

九廣鐵路不斷放出空氣，支線的建設是奉特首之命進行的，而且限期二零零四年完成，不得有誤！由於早前的工程設都是以穿過塱原中心的路線為基礎，假如改變路線設計要從新開始，工程便要押後，達不到二零零四年的指標。反過來說，為了方便，絕不能改變路線。

在支線穿過塱原的事情上，為了快，定路線時沒有讓負責規劃、地政、環境、自然護理的官員或委員會參與，劃路線後一意孤行。九廣鐵路祭起特首的旗號，以商業公司身份壓著官員，悍然以鐵路條例賦予的法律權力，將破壞自然生態、破壞價值連城的景觀的路線刊憲推行。甚至去年底發表的新界北部新市鎮規劃圖的鐵路路線也是事先指定的，規劃人員不容置喙，城市規劃委員會亦無權過問。

六月九日九廣鐵路會見了香港觀鳥會，他們坦言沒有詳細研究我們提出從北方繞過塱原的路線，卻反覆重申是奉「高層」之命而行。但是最近運輸局給觀鳥會的信指出支線的計劃是九廣鐵路提出的。建設支線是否存在不能更易的限期，我們無法知曉，就像赤鱗角機場開幕日期誰下命令不能改，至今存疑一樣。新機場的慘痛教訓是：切勿把重大工程放上「趕急的軌跡(Fast Track)」，不幸地這正是運輸局回覆陸恭慈議員查詢支線事項時的用語。

從另一角度看，九廣強調「先破壞，後補償」，為要以一直線連接上水至落馬洲火車站，不惜以「低估破壞、誇張補償」，宣稱會「製造」濕地。試問該2.4公頃位於火車橋底的濕地可以吸引鳥類和野生動物嗎？這似乎有違原理。在近雙魚河的位置，九廣又稱會「製造」濕地，該地是建設防洪大渠時破壞而留下來的，九廣又將之「據為己有」並強調是自己作的保債。

上兩星期九廣鐵路已經開工了，在塱原進行探土工程。可憐政府官員還在電台說明低環境影響評估報告未通過，支線路線尚未確定。鐵路橫行已是不爭事實，政府的行政機制在九廣鐵路面前全線崩潰。

我們有一連串問題：趕急建設支線是否在幫九廣鐵路霸佔新界地盤，防止其他鐵路公司建設將來連接市區和邊境的快線？九廣鐵路是不在代表香港政府執行規劃？假特首之名，確可橫行？



KCR claimed their Spur Line alignment is the only possible way. This disregards the public's opinion. An environmental friendly railway has become means of destruction on the environment.

Long Valley is an area comprising various micro-habitats, for a large number of birds, butterfly, dragonfly and amphibians species.

EIA Ordinance aims at avoiding and reducing environmental destruction. It is a tool for choosing appropriate alignment before any developmental plan.

However, the railway company has reversed the process - assess the environment after choosing their preferred alignment. This totally disregard the spirit of EIA Ordinance.

KCR also announce the spur line development follows the order of senior government official and have to be finished by 2004. KCR took the "fast-track" approach, without the participation of government departments which deals with planning, lands, environment, and conservation. For example, the railway has already been gazetted before the Planning Departments' NE and NWN1 development plan.

KCR emphasizes on "compensation after destruction" and they "exaggerate compensation". It is still questionable whether the 2.4 ha man-made wetland below the viaduct can really attract wildlife or not.

Dear Sir

I am writing in response to a letter from KCRC printed on Saturday 1st July, 2000.

KCRC accuses green groups of being biased towards the environment and not considering social and economic issues. I would first like to clarify that none of Hong Kong's green groups are opposed to railways. However we are all strongly opposed to the proposed alignment for the Sheng Shui Lok Ma Chau Spur Line, and in fact our opposition extends to include social and economic factors.

KCRC has repeatedly stated that the proposed alignment, which cuts right across Long Valley is the only possible solution to the problem of alleviating cross-border congestion at Lo Wu, and that as a result, there is no alternative to building across Long Valley. In the environmental impact assessment (EIA) report for the project, KCRC acknowledges the conservation, cultural and landscape value of Long Valley and that there will be lasting impact on the birds and the landscape. Yet they still insist that the Spur line must be built through Long Valley.

There are other reasons that green groups are not satisfied with the plans for Long Valley. These include the poor track record of KCRC in constructing West Rail - there are documented records of their destruction of trees, and damage caused to populations of rare fish, egrets and most importantly to Painted Snipe a key species of concern at Long Valley.

In addition, their proposed mitigation - a 800m long and less than 40 metres wide sausage-shaped wetland with a roof- and an area of land already in use by Territory Development Department for mitigation of the river retraining scheme, is not sufficient to allay the damage caused. The principal reason for this is that the EIA includes no management plan for the reserve, no managing authority, and no funding allocated for management of this wetland. Furthermore, the very fact that an area as sensitive as LV should be subjected to the experiment of a wetland under a viaduct for the sake of a project which might not even be necessary suggests a company that is environmentally concerned only when it is convenient.

When large and powerful organisations fail to fulfill their responsibilities in protecting the environment, then green groups must speak up. There are many voices in Hong Kong to speak up for the economy, but far fewer to do so for the environment. However since KCRC would like some comment on social and economic implications of the Spur Line below are some initial comments on these aspects of the project.

We believe that the justification for the spur line is weak. We believe that in the short to medium term alternatives to ease the cross-border congestion problem exist, but they are a matter for Customs and Immigration. Once this justification disappears, there is little reason why KCRC should not consider opening a spur line to the border from West Rail, rather than East Rail.

In considering the social issues, an examination of KCRC's "concern" for the villagers of Ho Shung Heung is somewhat limited. Has KCRC considered the wishes of the tenant farmers who actually use the land? They do not want to give up their farms - they depend on Long Valley for their livelihoods. What concern has KCRC shown for them?

Further social issues which KCRC may consider include the following. By destroying the open aspect of Long Valley with a 15m high viaduct, the value of Long Valley as a recreational space for the Kwu Tung North new town and for Shueng Shui is severely compromised. What is the value of a green open area that is neither open nor green?

In addition, the role played by the legislation in infrastructure planning and development raises major issues of social and political concern for the people of Hong Kong. Currently, approval of a project under the Railways Ordinance means that it does not need Town Planning Board approval and it can be processed while an EIA is still underway. We believe this issue should be addressed now since the plans put forward in Railway Development Strategy 2000 will affect many thousands of people.

Mike Kilburn
Chairman
Conservation Committee
Hong Kong Bird Watching Society

(中文譯本)

本人回應九廣鐵路於二〇〇〇年七月一日(星期六)於刊登之文章。

我想就九廣鐵路較早前作之批評作出討論。九廣鐵路指責綠色團體偏重於環境而不顧及社會及經濟實際需要。首先我要澄清一點是沒有一個香港的綠色團體反對鐵路發展。不過我們要強烈反對上水至落馬洲鐵路支線的選址，而事實上我們作出的反對亦顧及到社會及經濟因素。

九廣鐵路重複地表示現時貫穿塱原的鐵路是唯一可以解決和紓緩羅湖擠滿的過境人潮的方案，因此沒有其可替代貫穿塱原的路線。在該支線項目的環境影響評估報告中，九廣鐵路承認塱原的生態保育、文化和景觀價值，而項目亦會對鳥類和景觀帶來長期性的影響，不過他們仍堅持將鐵路貫穿塱原。

綠色團體不滿塱原的支線規劃，還有基於其他不同原因。這包括九廣鐵路建造西鐵時的環保紀錄不濟——資料顯示西鐵工程恣意破壞林木，影響野生生物的種群數量，包括稀有魚類、鷺鳥，和尤其重要的彩鵪。

此外，九鐵建議的補償方法——香腸型有蓋濕地——加上拓展署河道改善工程原本劃作補償的土地，這是不足以減輕所帶來的破壞。該環境影響評估報告內容並沒有提及濕地保育區的管理計劃、管理團體和管理資金調配。而且，肯定的是如塱原這樣敏感的地帶，被一間自稱關注環保的私營機構，為圖方便，嘗試建造世界歷史首創在天橋底的人工濕地。

當大型和具有權力的機構不能履行保護環境的責任，綠色團體需要站起來。香港有不少爭取保障經濟的聲音，卻少有爭取保護環境。由於九廣鐵路想收到關於鐵路支線與社會和經濟關係的意見，我們就這方面提出了初步評論。

我們相信鐵路原有支線的理據非常薄弱。我們同意無論是短期或是中期，鐵路可以紓緩過境人潮擠滿問題，不過這已是海關和入境處的工作範圍。這事實亦指出為甚麼九廣鐵

路不肯考慮將通往邊境的支線取道於西鐵，以取代東鐵支線的問題。長期而言，我們認同有需要增設第二個以鐵路為主過境口岸。

在考慮社會問題方面，九鐵在「關注」河上鄉村民方面的審查是不足夠的。九廣鐵路又有否考慮實際上使用該地的農地租戶的意願？他們不願意放棄農耕——塱原是他們賴以為生的地方。

其他九廣鐵路可考慮的社會問題，包括當破壞了塱原的開闊景觀，取而代之是建造一條一五公尺高的行車天橋，將大大削弱塱原為向古洞北新市鎮和上水的居民提供休閒空間的價值。試問一處不開闊和沒有青蔥翠綠的「綠色區域」價值何在？

再者，整件事件最令人關注的是否應該讓《鐵路條例》取代《城市規劃條例》和《環境影響評估條例》，尤其是現時九廣鐵路正在就推行下一期「鐵路發展策略2000」項目，受影響市民的將逾數千。

Dear Sir

I was concerned to read on 8 August that the Chairman of the Kowloon Canton Railway Corporation Yeung Kai Yin, was once again restating the now rather tired arguments regarding the routing and justification for the Lok Ma Chau Spur Line.

As reported by Kevin Sinclair some time ago, cross-border congestion, the justification given by KCRC, is not a railway issue, it is a border issue. The Shenzhen authorities have announced that, with the construction of its new underground railway system, the Shenzhen customs house at Lo Wu will be redeveloped to increase its capacity to handle up to 400,000 people per day. There has been no statement that Hong Kong will upgrade its own facilities to match this capacity. Would the Director of Immigration please comment on this point?

This is of particular interest because the KCRC justification for fast-tracking the Spur line was that the Lok Ma Chau border crossing had to be in place by 2004, in time to link with the Shenzhen underground. Why, when the same developer, government departments, and cross-border partners are involved, should this logic not apply at Lo Wu also?

Furthermore, I would be interested to know why the Hong Kong Ramsar Convention implementation authority, the Agriculture, Fisheries and Conservation Department, has made no comment on plans which will clearly affect Hong Kong's commitment to wise use of wetlands, both at Lok Ma Chau and at Long Valley, especially where expert international and local opinion has cast serious doubts on the effectiveness of KCRC's proposed, but unproven, mitigation.

At Lok Ma Chau, which is covered under the Ramsar Convention, the plans for resumption of fishponds proposed by KCRC fails to comply with the terms of the Convention, which states that there should be no net loss of area and function of wetland. In addition to the net loss of 9.5 hectares, this area is known to be used by Black-faced Spoonbills, a bird for

Source of background:
SCMP 12/8/2000
背景圖片:
南華早報 12/8/2000

which Hong Kong carries huge responsibility (25% of the global population spends the winter in Deep Bay). The measures proposed by KCRC do not take the requirements of the spoonbills into account. I would welcome comment from either the Director of AFCD or the Secretary for Environment & Food, on an issue which directly affects Hong Kong's reputation as a responsible citizen of the global conservation community.

To date it is only KCRC who has taken upon itself to comment on these points; which I consider extraordinary. It was my understanding that their job is to manage railways, not manage our borders, our environmental decision-making or our commitments to international conservation treaties. I think we all know the view of KCRC on these points, let's hear instead what the mandated authorities have to say.

Yours sincerely
Mike Kilburn
Conservation Officer

(中文譯本)

對於九廣鐵路公司主席楊啟彥先生於八月八日再次公開表示上水至落馬洲鐵路支線的規劃路線將不予改變的舊有理由，我們深表關注。

較早前有報章報導，現時的過關人擠塞的原因，並不在於九廣鐵路交通路線，關鍵是在提供設施讓旅客到達羅湖和迅速過境。深圳市有關部門已經宣佈，除了建設新的地下鐵路系統外，羅湖聯檢大樓將擴建改造，預計每日通關能力將達四十萬人次。可是，香港卻沒有就如何配合該預計之通關能力，表達改善過境設施方面的意見。請問入境事務處處長可以就這方面發表意見嗎？

值得注意的是，九廣鐵路堅稱上水至落馬洲鐵路支線需要於二〇〇四年限期前完成，以接駁深圳市地下鐵路。既然是同一個承建商、政府部門和邊境伙伴，為甚麼這項邏輯不能應用於羅湖呢？

再者，我們欲了解為甚麼負責執行國際重要濕地公約的政府部門——漁農自然護理署，從來沒有就落馬洲和壆原濕地受到威脅、與「善用濕地」的承諾發表意見。面對著國際專家和本地各界的意見，包括對九廣鐵路提議濕地保償成效的懷疑、國際濕地公約執行局向特首董建華先生表達的關注，漁農自然護理署仍然保持沉默，這是不能令人理解的。

落馬洲位於國際重要濕地範圍以內，九廣鐵路建議在該地重建魚塘，事實上是沒有遵守國際重要濕地公約有關「面積及功能淨損失」的條款。此外，該淨損失的九點五公畝濕地，是瀕危絕種動物黑臉琵鷺的主要用地，每年在香港后海灣度冬的黑臉琵鷺數量佔全球百分之二十五，香港對保護這種珍貴物種的責任極為重大。可惜的是，九廣鐵路建議中的濕地保償，從來沒有考慮過這種全球性受威脅動物的需要。這舉動能直接影響香港作為履行保護環境的國際聲譽，我們懇請漁農自然護理署署長或環境食物局局長就這方面發表意見。

我們需指出，現時只有九廣鐵路公司就此事發表理據，確實令人感到不尋常。據理解，九廣鐵路的工作是管理鐵路，而不是管理香港的邊境、環保決策權、或者國際環保公約的承諾。對於九廣鐵路公司意見，我們已經聽過，就讓我們來聽取這些負責執行權力機構的意見。

Dear Sir,

Your editorial (Dragged through the mud, 21st September) highlights exactly the problems that EPD and, therefore, the Hong Kong community faces in opposing environmentally damaging but "economically necessary" projects. EPD is under-resourced and comes very much at the bottom of the pecking order when trying to do its job in the face of determined pressure and lobbying from "economic" departments such as Transport Bureau. We have become well aware of this in our campaign against the KCRC's proposed spur line across Long Valley.

Project proponents such as KCRC/Highways Department have unlimited lobbying resources and wave the flag of "economic necessity" to such an extent that the true environmental case rarely gets a full airing. Whilst on the subject of airing views we would like to comment that, with the notable exception of SCMP letters page, the issue of Long Valley has been almost totally ignored by the English language press in total contrast to the massive coverage in the Chinese language press.

EPD is currently considering whether an Environmental Permit should be issued for the proposed Long Valley spur line. The EIA Report attracted an unprecedented 220 objections (Disney had 5), which makes the opposition to this project apparent. All of these have been referred back by EPD to KCRC for answers and we understand that KCRC has now replied to EPD. Kim Salkeld's letter of 22 August to this page says that EPD must be left to make its own decision. KCRC and Highways Department, however, have carried on a high-profile lobbying campaign with the same refrain which is, basically, "economic necessity". They have ignored totally the detailed international expert criticism of the project. This demonstrates the contempt that such departments have for EPD and the whole process of environmental review.

A letter on this page on 8 September (KCRC lacks vision) does a very effective job of demolishing the economic and railway engineering arguments put forward for this project and, indeed, raises points which have never had full public discussion. Why have these points never been fully aired? The answer is obvious: Highways Department produces only information that supports its case and ignores anything that might contradict it. Criticism is usually countered with the view that "we are the experts so you'll just have to accept it" and bodies such as ourselves do not have the funds to hire overseas experts to refute the case made by Highways/KCRC.

Until EPD's role as protector of the environment is accepted by other government departments and until all spending departments are obliged to take account of environmental and social costs, rather than just direct economic costs, in their project appraisals the situation is unlikely to change. If Hong Kong really wants to be a world-class city it needs to adopt world-class attitudes to the environment.

Finally, Rob Law in his reply of 23 September to your editorial says that since green groups did not object to the Disney EIA this shows that it was not flawed. We hope that he will follow this reasoning and note the united opposition of all green groups involved plus international organisations such as Birdlife International and Wetlands International to the Long Valley EIA which is, indeed, deeply flawed. The logic of this approach is that this EIA

本會去信華南早報，指現時社會大眾面對「經濟需要」而需破壞環境的大問題。環保署亦面對著多方面的壓力，例如掌管著「經濟」的交通部門。這反映出如鐵路公司、路政署等部門，只要祭起「經濟需要」的旗號，環境保護便要讓路。

這邊廂，環保署共收到二百多個鐵路支線環評報告的正式反對，各部門將決定性的「球」交回環保署；那邊廂，鐵路公司和路政署等部門，漠視本地和國際間的批評，強行他們「經濟需要」的方案。這指出政府部門在環境評審方面不協調的現象。

鐵路公司和有關部門如路政署現時才提出經濟和鐵路工程的論點，為甚麼這麼遲才發表？原因是他們一直自以為是，從來沒有想像到有受到批評。如鐵路要達到世界級水準，那麼，他們在保護環境的態度亦要有世界性的水平。環保署署長在九月廿三日在南華早報發表文章，指出環保團體不反對迪士尼樂園計劃，可見環評報告沒有缺失。如是者，用同一理據看鐵路公司的環評報告，反對者不止於環保團體和公眾，還有國際保育和法案組織。這充份指出鐵路公司的環評報告有嚴重的缺失。

should be rejected by EPD a move which would have the full support of all green groups involved and, judging from the number of objections received, a substantial proportion of the Hong Kong public.

Yours faithfully,

L. Johnstone
Conservation Committee
Hong Kong Birdwatching Society

I am writing in response to the letter from Asia Ecological Consultants (16 October, 2000) and articles appearing in your newspaper on 10 October "Endangered Birds Left off Rail Developer's list" and 17 October "The species that put the proposal to flight" regarding some of the bird species mentioned in the debate surrounding the Lok Ma Chau Spur Line.

The Hong Kong Bird Watching Society is the internationally recognized authority on bird observation data in Hong Kong. Its archive of bird records has been built through more than forty years of persistent and rigorous field observations and it is the standard source of reference for international and local research. I would like to clarify the status of several birds that have appeared in the above mentioned articles and letter.

However, I would first like to state the difference between Lok Ma Chau and Long Valley. Lok Ma Chau is an area primarily of brackish fishponds bordering the Shenzhen river. It falls within the Wetland Conservation Area, which acts as a buffer zone to the Deep Bay Ramsar site.

Long Valley is a freshwater floodplain supporting various forms of wet agriculture and containing other microhabitats including ditches, small marshy areas and freshwater fishponds. Today it has no conservation status, although HKBWS and WWF (HK) are in the process of applying for Long Valley to be rezoned as Conservation Area.

Seven globally threatened species and Painted Snipe, which breeds at just two locations in Hong Kong, were stated to have occurred at Long Valley and Lok Ma Chau. This is correct. However I believe that confusion has arisen regarding where the birds occur, and the importance of the respective habitats for those species.

It is correct that a single Asiatic Dowitcher has been recorded at Long Valley, while a few hundred pass through Mai Po each year. Long Valley is not a significant site for the conservation of this species. Of the others that have been recorded at Long Valley, it is correct that Schrenck's Bittern (I saw one there on last Saturday) and Japanese Yellow Bunting are the species for which Long Valley has a clear conservation value.

Black-faced Spoonbill has never occurred at Long Valley and Long Valley is not a significant habitat for its conservation. Black-faced Spoonbill is recorded from Lok Ma Chau. However, the number of birds seen within the boundaries of the Spur Line study area is still the subject of some debate.

鐵路公司多次利用他們的鳥類學家提供的資料攻擊本會，混淆公眾視聽。本會於十月去信華南早報，確認本會的是國際公認的本地鳥類保育權威。本會有四十多年的鳥類紀錄，提供最標準的資料與本地及國際研究之用。

較早前南華早報刊登落馬洲支線計劃範圍有多種瀕危鳥類紀錄，包括黑臉琵鷺和半蹼鶯等。可是鐵路公司的鳥類專家質疑這些鳥類的可信性，並告知公眾這地沒有這些鳥類的紀錄。根據紀錄，鐵路支線曾確實有這些紀錄，這足以明證鐵路公司並沒有做足野外普查和紀錄。

鐵路的一端，落馬洲位於米埔內前海灣國際重要濕地的保育區範圍，外面有鹹淡水的深圳河，而另一端是由多種不同小生境組成的淡水濕地，這些瀕危鳥類正使用在這兩端的濕地。

塋原有一個半蹼鶯的紀錄，雖然不及米埔有過百隻的紀錄這樣多，這地對這種鳥類的重要性確是不容置疑事實。此外，塋原地還有受脅鳥類如疏黃鶯；落馬洲和塋原之間，有瀕危鳥類白肩鵲和鳥鵲棲息和覓食。這些資料亦確定了保護塋原和落馬洲的迫切性。

What is true is that the whole area, both inside the study area and outside it, constitutes suitable habitat for Black-faced Spoonbill. The same is true for Spotted Eagle, Imperial Eagle and the rarely recorded Black Vulture, all of which take advantage of Deep Bay area for hunting and loafing during the day. The latter two species are known to roost at night on the hills between Long Valley and Lok Ma Chau.

Mike Kilburn
Chairman
Conservation Committee
Hong Kong Bird Watching Society

東鐵胡亂發展支線，市民承擔經濟後果 吳祖南

香港市民剛榮升地鐵老闆，大家喜氣洋洋之餘，要小心留意另外一家鐵路可能靜靜地在為大家製造一個經濟包袱。

東鐵以邊境過境人數增加為藉口，匆匆逼政府接納興建一條由上水往落馬洲的支線，估計興建費用近百億，但是效用成疑，經濟後果最後要由市民負擔。

首先，東鐵的過境客源自紅磡至上水路段，多一個分叉路往落馬洲不能增加東鐵的客運量，能夠運載的過境客一個都沒有多，何來解決過量人流流量擠塞的道理？

其次，從經濟角度看，多投資百億，卻沒有增加客源，服務著的是來自同一條東鐵的過境客，是笨得不可以再笨的生意經——既增加成本，卻又沒有提高收入潛能，結果，單位成本必然上升。九廣鐵路將來要保持收支平衡，一句「用者自付」，恐怕過境客便逃不過加價的厄運。又或者九廣鐵路不敢用市民伸手，到時便要大股東、香港政府掏腰包付賬，最終還是納稅人遭殃。

事實上，祇要羅湖過境設施加以擴充，讓東鐵送來的過境客順暢地過關，東鐵不花分毫，便能盡量發揮上水至羅湖段的載客功能，以及從這些額外的客運中賺取票費，對東鐵來說這才是最上算的策略。擴充羅湖設施也許祇是兩、三億的工程，比起以近百億，興建一條祇有一個站的上水至落馬洲支線化算得多。此外，深圳方面已經宣佈了把海關聯檢大樓擴建至每天處理四十萬人次的流量，欠的祇是港方的配合。

經常過境的市民千萬不要誤會東鐵落馬洲支線是免費午餐。將來大家總要以這樣或那樣的方式付鈔票，承擔這個愚笨投資的後果。說到這裡，大家不難明白九廣鐵路主席楊啟彥為甚麼公開說了九廣鐵路不能此刻在股票市場上市，因為他們的經營實在太差勁！

東鐵胡亂發展支線，市民將要承擔經濟後果。統領特區的行政長官應以全盤角度考慮解決過境人流的問題，不要讓九廣鐵路盲目帶引去完全不符經濟原則的方向。

KCR haven't considered the most important economic factor. It insists the spur line can increase the carrying capacity, however, it is the fact that all the passenger are from Hung Hom to Sheung Shui, there is actually no increase in carrying capacity. By the way, spending billions of dollars for the railway which has only got one station, this is, of course increase the cost of railway. The writer worried the economic burden will finally return to citizens. Shenzhen has announced the expansion of Lo Wu border crossing station for the increase in capacity, it is time for the Hong Kong side to consider carefully to match changes at the Shenzhen side.

Press reports (selected extracts) 傳媒報導 (節錄)

The Society has organized "Save Long Valley Campaign" since 1999, there were more than a hundred and fifty news report of the event. In October, the Director of Environmental Protection reject the Spur Line EIA report, it was then become the first headlined local environmental news. DEP's decision was also being elected by international press as one of the world's five best 2000 environmental news. This clearly shows nature conservation and environmental protection is an important trend of sustainable development and public education. Followed are some extracted news for your reference.

自一九九九年，本會發動「保護塢原運動」以來，已獲得超過一百五十次傳媒報導。而在十月中，環保署署長宣佈否決鐵路公司環境影響評估報告的決定，令塢原事件成為本港首宗登上報章頭條的環保新聞，十二月更被國際傳媒選為千禧全球五大最佳環保新聞之一。可見自然保育和環境保護，成為現今可持續發展和公眾教育的重要的趨勢。以下節錄了一些報章報導，與各會員參考：

9/6/2000 The Sun

太陽報
International E-mails targeted CE Office
國際環保電郵狂轟特首辦

.....特首辦公室近日飽受國際電郵狂轟！來自世界不同國家的環保組織，為響應本港環保團體不同意西鐵二期上水至落馬洲路線，直穿本港獨有的第二塊自然濕地塢原，近日不斷以電子郵件送入特首辦，要求特首董建華介入更改西鐵路線，保留自然濕地。

電郵目前已經累積近百封，成為國際關注團體首次就本港建設直接向特首施壓，並聲言若不及早改善，將斷送了香港向來是環保領袖地位。

香港作為國際大都會，是否破壞環境的一舉一動，均受到國際社會關注。九廣鐵路水上至落馬洲鐵路支線計畫，途經本港米埔之外的第二個重要濕地——塢原，引起來自日本、韓國、泰國、德國、英國及瑞士等國家的環保團體關注，其中包括國際著名觀鳥組織「國際鳥盟」代表的全球二百多萬名成員，去信或電郵行政長官董建華，要求介入改變路線，認為西鐵若一意孤行，將會影響香港的環保聲譽.....

16/6/2000 South China Morning Post

南華早報
Official "hostile" to ornithologist
官員對鳥類學家態度惡劣

...A Scottish ornithologist has accused transport officials of being hostile and intimidating in questioning the validity of his objections to a plan to build a railway line across the environmentally sensitive Long Valley.

Mr. Scott, a member of the Scottish Ornithologists' Club and the Royal Society for the Protection of Birds in Britain, said he discovered the valley was in danger after visiting Hong Kong between December 10 and January 10. He sent a letter of objections to Transport Bureau and the Highway Department just before he left the SAR.

9/6/2000 The Sun reports The Chief Executive Office being flooded by e-mails from environmentally concerned citizen. More than a hundred local and international e-mails expressing their feeling and objections towards the proposed railway construction at Long Valley were sent to the head of Chief Executive. As a metropolis, the movement of the Government is being monitored around the World. If the Government neglects this matter, it would destroy Hong Kong's international image of a green city.

六月十六日南華早報報導，去年九月至今年一月，一名英國的觀鳥專家到訪香港，看到了塢原的環境，發覺塢原是對雀鳥一塊重要的濕地，故他去信有關部門抗議九鐵將貫穿塢原。然而，不久之後運輸署要求這名專家提交其出入境記錄，令該名專家十分氣憤，並認為這件事情的目的是要阻礙其他提出反對聲音的人。他又認為，塢原的問題不再是只是本港的內部問題，而是已發展為全球所關注的問題。

The bureau wrote to Mr Scott asking for written consent to obtain his immigration records. "It is quite a hostile response and the tone is a bit intimidating," he said. "Why would I lie about my holiday dates?" He said he considered the bureau's action to be a cynical attempt to stop alternative views being discussed.

Mr Scott, who will bring a group of 18 people from Scotland to Hong Kong in April next year for a bird-watching trip, said he believed that everybody had a right to comment on the Long Valley's future, as the environment was not a solely local issue.

24/6/2000 Apple Daily

蘋果日報
Green Groups urged to protect Long Valley, KCR threatened give up their spurlines plan
落馬洲線跨濕地 綠色團體促保護 東鐵恐嚇擱置三線

.....九廣鐵路昨日則警告，若落馬洲支線未能依計劃興建，即將動工的馬鞍山及尖沙咀支線亦將擱置.....九廣鐵路東鐵支線總監李鏡權表示，在工程、民生及列車班次多樣限制下，現時擬定的落馬洲支線已為最佳選擇。三條支線是三位一體，若擱置興建落馬洲支線計劃，有關財務、營運及工程費用都會不化算，屆時三條支線的興建計劃均會同受影響.....對於九鐵近乎帶有「要脅」的言論，世界自然（香港）基金會高級環保主任邱淑儀表示：「好似輸打贏要咁態度，都唔係正面解決問題。」.....

8/7/2000 Ming Pao

明報
Lok Ma Chau Spurline invade Mai Po
落馬洲支線入侵米埔

.....建議中落馬洲支線要穿過的塢原，引起環保團體甚至政黨極大關注，不過，根據現時建議中的路線，支線的終站落馬洲站，更會「入侵」米埔。

落馬洲支線的落馬洲站將興建在濕地保育區內，即是以前的米埔濕地緩衝區，將是保育區內首個大型工務工程，有環保人士指出，九鐵提供的補償措施並不足夠，擔心會從此成一個壞的先例，問題不容忽視。

長春社會長吳祖南表示，九鐵今次的補償方案只達到功能的目的；對於已損失了的十公畝土地，則無提及任何補償方法。

香港觀鳥會Mike Kilburn則質疑，雖然九鐵曾承諾會對有關工程所帶來的破壞作出補救，但就錦田工程範圍一帶所見，電池一類廢料並未有妥善處理，且工業廢料堆積八至十呎厚，使雀鳥無法覓食.....

24/6/2000 Apple Daily reports green groups jointly object to the KCR's spur line alignment, but KCR threaten the other two railway will be given up or suspended once the projected is affected.

8/7/2000 Ming Pao reports that Railway intrudes the conservation area of the Mai Po and Inner Deep Bay Ramsar Site. Environmentalist believed this would cause trouble to Mai Po. According to Dr. Ng Cho Nam, KCRC's compensation method will not restore the original appearance and area of lost wetland. Mike Kilburn suspected KCRC's compensation and environmental responsibility. It is evidenced by lots scattered rubbish, dumping and electric batteries at the West Rail construction site at Kam Tin.

24/7/2000 信報

Hong Kong Economic Journal

護鯊、禁採髮菜和香港的環保

Shark Protection, Fat Choi collection and Hong Kong's environment

.....港人和廣東人另有吃珍禽異獸的惡習，在廣東，由於法例不完備和執法不嚴格，像穿山甲等受保護動物不時成為老饕盤中的美食。中國人愛護動物和環保生態平衡觀念之差，在國際上可謂臭名遠播。令人吃驚的是，已獲現在文明熏染的香港人也常顯現出無知農民的惡習。然而，更令人震驚的是，港府官員和一些公共公司如九廣鐵路對於環保亦顯得甚為無知.....

27/7/2000 Apple Daily

蘋果日報

KCR destroyed Fung Shui woods and is fined two million dollars

夷平風水林 無視毀生靈 西鐵亂砍樹罰逾 200 萬

.....西北鐵路工程如火如荼，九廣鐵路公司為了全速搭橋鋪路，無視自然生態。地政總署證實，西鐵工程進行至今已經先後在錦田、屯門及元朗合共四個地點，未經批准亂砍樹木，九鐵正面臨罰款處分。消息透露，單是元朗錦田一個地點，罰款額已超過二百萬元。

其中在錦田的個案，消息人士向本報指出，九鐵在去年底入紙向地政總署申請砍伐樹，地點接近大欖隧道口。地政總署按照慣例諮詢漁農自然護理署，豈料當漁護署職員前往現場視察時，竟發現一大片風水林已遭夷為平地，連不在申請範圍的樹木也被砍伐，經過一輪調查之後，九鐵約於一個月前被罰款二百多萬.....

21/8/2000 Hong Kong Economic Times

香港經濟日報

KCR's report neglect the truth of world threatened Black-faced Spoonbill

報告疑未依法進行 未提及瀕危黑臉琵鷺爭食 落馬洲支線環評 部門涉失職

.....實際上九鐵的環評報告顧問，在評估有「米埔第二」之稱的墾原濕地的生態重要性時，只進行了兩個月的實地考察，主要倚靠文獻資料；報告呈交環諮會後，更被揭發即使是有文獻記載的生態資料，九鐵也遺漏。

去年九月世界自然基金會一份研究報告顯示，去年三月十九日研究人員在早上約一小時內，實地於工程範圍內的三寶樹，目睹三十八隻被列作全球極度瀕危的黑臉琵鷺在覓食，數目相當於全球僅餘數目的百分之五，九鐵的環評報告卻隻字不提。

最諷刺的，是該份報告正是由有份審議，落馬洲支線環評的漁農自然護理署進行資助，以制定拯救黑臉琵鷺的計劃。

24/7/2000 Hong Kong Economic Journal reports the importance of shark, fat choy collection and local environmental conservation. This is based on ignorance of Chinese farmers, they do not concern ecological balance. It is scaring that, the KCR and some of the government departments also showed their ignorance on conservation issue...

27/7/2000 Apple Daily reports that KCR's illegal tree felling has ruined a number of fung shui forest at four areas at Kam Tin, Yuen Long and Tuen Mun, in order to speed up their construction, it has been charged for over 2 million as punishment.

21/8/2000 Hong Kong Economic Times reports the KCR's EIA has not yet fully assessed impacts to the environment. They have only carried out two month's survey, most of sources of remaining information are from literatures, but there were still missing information. From WWF's Black-faced report published last September, there were records of 38 Black-faced Spoonbill at Sam Po Shu at Lok Ma Chau on March 19, 2000. This is about 5% of the world population. However, KCR hasn't mentioned this observation. Obviously, the Black-faced projected is funded and reviewed by the AFCD, however, this department remained silent and

漁農署卻不曾對遺漏張聲，漁農署生態評估主任莫景光更堅持，黑臉琵鷺的報告，不會影響落馬洲支線環評的結論，並聲稱調查員沒有看見三十八隻黑臉琵鷺，又指三寶樹只是在支線工程範圍的邊界...

3/10/2000 Singtao Daily

星島日報

International expert visits Long Valley

外國專家為救墾原奔走

.....「墾原是一塊好地方看特別品種的雀鳥。」國際鳥盟的亞洲區高級項目統籌主任 Richard Grimmett 說，單在墾原走十分鐘便發現了二十多種雀鳥，包括罕見的彩鵲、燕子、白鵲鴿.....現時，在墾原出沒的雀鳥超過二百多種。Grimmett 說，在全英國常見的雀鳥也只得四百種，可見墾原濕地可貴之處。

對於九廣鐵路對墾原作出的環境評估報告，Grimmett 認為報告存在不少弱點。例如九鐵聲稱對墾原濕地採取的緩衝措施，在附近建另一濕地作補償等行動，其可行性極低。他說，全球四分之三的濕地重建計畫也失敗收場，再加上本港易出現水浸情況，重建濕地說來渺茫。

為了繼續爭取保存墾原濕地，國際鳥盟組織除了向本港綠色團體提供技術上支援外，亦會在本月國際鳥盟亞洲議會中進行議決，希望以國際組織力量向港府施壓.....

3/10/2000 Oriental Daily

東方日報

EIA should be independent

規劃環境評估應獨立

.....觀鳥會身兼環諮會成員的吳祖南批評，環諮會當時考慮完全基於環評報告資料，而該報告水平明顯有問題。

這是繼七月中環境諮詢委員會拒絕九鐵上水至落馬洲貫穿墾原濕地鐵路支線環評報告表態之後，又一鐵路線路刊憲後發生對環境評估的爭議。運輸局對是否要重新評估，仍然支吾以對。

如果以城規會的慣常做法，市區商住樓宇建築申請，大都付有有關交通評估影響，部份還需提出環境評估報告。此等報告大多數由申請人聘請顧問公司編製。雖然報告理所當然地傾向偏袒申請人，但有市區整體情況和標準可供參考，問題不致太大。但是對數十公里鐵路沿線環境影響的評估，既缺乏客觀的認定標準，也沒有具可比性的其他基建項目，由有利益衝突的申請人提交評估報告的做法顯然漏洞百出，甚至可能危害香港整體利益。

政府應該立例要求所有提交成規會的環境、交通等等評估報告，必須由獨立的專業顧問公司提交，並對報告付一定法律責任。

而更直截了當的做法是審批規劃時收若干百分比的申請費用，由成規會或規劃署聘請專家，獨立進行工程環境影響的評估，避免一切利益衝突和干擾，尤以大型的基建設施為然.....

claimed the railway project will not affect the threatened birds there

3/10/2000 Singtao Daily reported that Mr. Richard Grimmett of the BirdLife International visited Long Valley. He can easily record a number of species within ten minutes. Long Valley has a record of over 200 bird species, this is a valuable area compare to UK which has only got 400 species. Mr. Grimmett commented that the KCR's EIA report has a number of flaws. For example, the successful of KCR's wetland mitigation is in doubt as more than three-fourth of the world's wetland mitigation were failed. In order to help save Long Valley wetland and to add more international voice to the Hong Kong government, BirdLife International is going to provide support and to have a resolution in the Asian Council Meeting.

3/10/2000 Oriental Daily reports the Advisory Council on the Environment not comment on the Sheung Shui and Lok Ma Chau EIA report reflected a problem: decision to be made by ACE relied on flawed EIA report. Conflict of interest exists when project proponent submit EIA reports which bias their own views and decisions, especially on large projects which will affect Hong Kong's social interest. It is suggested the government to hire independent consultants for the EIA, and these consultants should bear legal responsibility.

11/10/2000 Ming Pao

明報

Long Valley is a sanctuary for threatened species

易危鳥類集中聖地

.....落馬洲支線貫穿聖地之爭，距離環保署署長做決定的最後限期不到一星期。力斥有關鐵路支線破壞雀鳥生態環境的香港觀鳥會，昨日引述國際環保組織公布的最新統計數據，指日前在聖地錄得最多停留覓食的磯鶯，因生態環境受到破壞，這種雀鳥現時屬世界易危品種。

另一方面，九鐵發言人指出，收購雙魚河地區濕地加倍增保方案內的永久濕地面積，只為「撫慰」觀鳥愛好者，並不納入環評報告，故對環保署署長的決定沒有影響。

國際鳥盟於上週在約旦舉行的國際自然保育聯盟年會中發表的《全球受威脅鳥類品種名錄》，顯示全球受威脅的鳥類品種由六年前的一千一百一十一種，上升一成二，至現在的一千一百八十六種，其中九成以上面臨絕種威脅.....

17/10/2000 The Sun

太陽報

Environmental protection become an important factor for consideration

環保不再聯備一格 規劃決策評估優先

九鐵公司以為羅湖過境客量不斷上升，平均每日達二十五萬人次，假日更超過三十萬，加上羅湖車站不能再進行重大的擴建，沒有落馬洲支線舒緩，日後可能出現每周有三、四次往羅湖火車票，要實施配額控制人流。九鐵公司又表示落馬洲支線和馬鞍山、尖沙咀支線是一整套三位一體的規劃，若落馬洲支線擱置，因財務、營運及工程費用不划算，其餘兩條鐵路都會受影響。有這麼「強」的論據，一定可以「過關」，但想不到「陰溝」，遭到環保署否決有關計畫。

而九鐵亦是《環境影響評估條例》實施以來，首宗因為工程可能破壞環境，不獲批准施工。由落馬洲支線的觸礁，引發出一個事實，一種趨勢，就是不論公私機構，在投資進行大規模的建設時，不能忽略環境評估，一定要做好這方面的工作，否則過不了環境評估這一關，任何努力都是徒然。

落馬洲支線等三條支線，影響交通至巨，九鐵公司在提出上訴的同時，應該從速研究其他可行的方案，爭取通過環境評估，不應一味在打官司上著眼，浪費時間及金錢，因為咬住要貫穿聖地這條路線，只會曠日持久糾纏不休，拖延興建，對市民及九鐵公司都沒好處，因為延遲興建，日後出現通貨膨脹，建築鐵路成本自然會增加，票價亦會水漲船高，而羅湖過境交通飽和，沙田出市區鐵路受阻，都令市民出入不便，雙方都是輸家。

17/10/2000 Hong Kong Economic Times

香港經濟日報

The value of wetland become higher nowadays

濕地重於鐵路變今是而昨非

過往香港人習慣，為了經濟發展和建設，其他一切問題都可以讓路。這種短視的做法，在社會資源不足、市民抱著過客心態下，還勉強說得過去，但假如大家視香港為自己的家，希望是自己及子孫生活下去的地方，就必須為其長久發展作思考。

11/10/2000 Ming Pao reports there is less than one week's left for DEP to make decision on the Spur Line EIA report. HKBSWS has quote BirdLife International's information on Japanese Yellow Bunting, which is a globally threatened species. Long Valley is has highest records of this species. However, KCR claimed they have decided to buy more lands to "mollify" birdwatchers. This was not included in the EIA report.

The Sun 17/10/2000 reports KCRC has threaten the public that they are going to have "ticket-counter system" and "to give up the other railway development at Ma On Sha and Tsui Sha Tsui" if the Sheung Shui and Lok Ma Chau Spur Line project failed. However, their EIA report has been rejected by the DEP. This is the first report being rejected by EPD after the implementation of the EIA Ordinance. This reflected that there is a need to put more effort on environmental assessment. It is totally unnecessary to waste money and time to have any court appeal. This will cause the project seriously delay and waste more money in case there is inflation.

Hong Kong Economic Times 17/10/2000 reports that it is time to think about economic development and environmental protection. Today, we are suffering from various pollution which we have done in the past by various development which has destroyed the environment. Today, Long

短視的建設、發展，會造成長遠而沉重代價。香港空氣差，大家難以忍受，正是過去只重建設，忽視環保的惡果；食水的污染，則是廣東省只顧建工廠，忽視對東江的保護，港人花大筆錢搶救之餘，還要飲用不乾淨的食水。環境生態一旦遭到破壞，是幾十年也難以修補的。

當然在盡快興建落馬洲支線，與聖地濕地的雀鳥之間，不少港人因為魚與熊掌難以取捨，造成此困局的，正日港府部門不協調，以及港府過去不重視環保的惡果。

九廣鐵路落馬洲支線，不是今天才有的計劃，早在兩、三年前，九鐵已要詳細規劃路線圖，有關的規劃圖除政府運輸部門要審閱外，還需其他部門傳閱，此包括環保署。只要認真地看，便會發現此支線要穿越聖地濕地，對當地環境造成損害。是當日環保署疏忽，沒有對計劃提出異議？還是兩、三年前，港府內部對環境的重視不高，環保署人微言輕，意見未為採納呢？

環保署今次再環保團體群情洶湧下，否決落馬洲支線工程，與九鐵及政府運輸部門正面衝突，卻樹立了一個極重要的先例，向有任何重大工程的港府部門及發展商顯示，其工程的环境影響評估報告，絕不能走過場，否則有可能否決，令工程無法展開。

17/10/2000 Hong Kong Economic Journal

香港信報

Who pay for the trade-off of environmental protection?

環保意識抬頭 代價誰來支付

.....環保署否決落馬洲支線卻引起其他問題——第一、保育濕地，讓雀鳥和昆蟲有棲息之所，是百分百環保觀點，無庸置疑。第二、發展落馬洲支線是以一項以公眾利益為目標的運輸工程，主要是為解決日益繁忙的中港客運需求，環保署否決「聖地方案」之後，跨境的鐵路支線計劃仍要進行，屆時環保和公眾利益兩大因素如何平衡，如何取捨，最終還是要作出抉擇.....

17/10/2000 Apple Daily

蘋果日報

Wetland Protection is not only for birds

保護濕地不是為了保護雀鳥

.....由於認為落馬洲鐵路支線可能對聖地濕地及在濕地上居住的瀕危雀鳥造成重大干擾和破壞性影響，環保署署長昨天宣布不批准落馬洲支線的環境評估報告，以及不會簽發環境許可證讓九鐵展開工程。環保署長的決定無疑會拖慢落馬洲支線施工的進度，也打亂了九鐵及政府的鐵路發展大計，但是我們認為這樣的延遲是合理及必要的，因為像落馬洲支線穿過聖地濕地這種重大改變香港生態環境的工程，有必要更審慎的研究，更仔細的論證。如果環保署長明知工程將嚴重破壞生態而默不作聲，那只能是失職卸責的表現。

保護像聖地濕地這樣的自然生態不僅是為了保護在當地棲息的幾種雀鳥，更重要的是保護香港的自然資源，保護所有香港人都有份的重要自然生態.....

Valley issue has reflected there is a lack of understanding and coordination between government departments. Today, DEP rejected the EIA report under various public objections. This formed a precedent for all developments, that environmental assessment should be seriously taken, otherwise it will be rejected.

Hong Kong Economic Journal 17/10/2000 reports that two problems have emerged from the EIA report rejected by DEP: (1) Wetlands protection, that is obviously an environmental issue. (2) A balance between environment and public transport. There is a need to make a balance and let the cross-broader railway project to go on in order to solve the increasing demand.

Apple Daily 17/10/2000 says that DEP rejected the Spur Line EIA report due to the fact that it will cause great impact to the environment. Although such action would delay the whole railway project and the Government's plan, this is reasonable and necessary in order to conserve the habitat. It is also necessary to make careful consideration. Protection of Long Valley is not just to protect those birds living there, but also to protect the habitat and existing nature heritage.

17/10/2000 Hong Kong I-Mail

One-Track minds at KCRC

鐵路公司的方案：只有一條「路線」

...The Environmental Protection Department has rejected the Kowloon-Canton Railway corporation proposal to construct the extension of the railway line through the Long Valley wetlands to the Lok Ma Chau border crossing. The wetland, home of many rare species of bird, has been focus of a campaign by groups to save the environment.

There are two issues at stake here. The KCRC is right to be addressing the issue of congestion on the railways. There are currently 250000 people everyday crossing Lo Wu border on weekdays, and over 300000 at weekends and holidays. The KCRC is correct to say that "If nothing is done to relieve congestion by 2004, over crowding will become a daily occurrence" on the Lo Wu line.

However, there is another issue. The wetlands are among just a few areas that are unspoiled, and provide sanctuary to some unique birds. It is right to destroy such a rare habitat?

The two issues need not be in conflict. The EPD believes there are other options apart from the proposed Long Valley route...

22/9/2000 Apple Daily

蘋果日報

K.Y. Yeung's honor become suspected

誠信成疑，楊啟彥遭吳榮奎圍剿

.....運輸局長吳榮奎昨公開駁斥九廣鐵路公司主席楊啟彥日前要脅延遲興建馬鞍山及尖沙咀支線的言論，澄清港兩條支線並無任何延遲通車的理由，環保團體批評楊啟彥『靠嚇』及誠信有問題.....

28/10/2000 Oriental Daily

東方日報

BirdLife International urged HK Government to protection Long Valley

國際鳥促港府保護濕地

.....九鐵上水至落馬洲支線貫穿望原濕地引起國際環保組織關注，由超過一百個國家的觀鳥組織組成的國際鳥盟通過議決，促請政府宣布望原成為自然保護區，令這片珍貴的濕地得以保存。環保團體更建議政府動用三億元，收購望原的土地，以進行長期的自然保育工作。

國際護盟亞洲議會於本月廿五日在斯里蘭卡舉行，與會的香港觀鳥會自然保育委員傅麗賢表示，會上一致通過議決，認同望原是本地最後一塊洪氾平原，促請港府盡力保護濕地的原生態，重新考慮是否需在該處興建鐵路.....

Hong Kong I-mail 17/10/2000 報導環署否決了九廣鐵路的支線計劃後，望原濕地成為了環保人士的焦點所在，而濕地的雀鳥更成為保護望原濕地的焦點。但這次有兩個問題存在，如果計劃擱置，那麼 2004 年出入口主要交通將不足夠應付需求而出現人滿；但如果堅持在這塊土地上建鐵路，則會破壞了這塊珍貴的濕地。事實上，這兩問題不應該互相影響著，況且該路線並不是唯一的選擇。

Apply Daily 22/9/2000 reports The Secretary of the Transport Bureau W.F. Ng clarified there is no reason for any delay in other railway development. This is obviously against K.Y. Yeung's announcement. Green groups criticized Yeung's honesty and threatening approach.

Oriental Daily 28/10/2000 reports Long Valley event has become an international issue. BirdLife International's Asia Council meeting has passed a resolution which urge the Hong Kong Government consider protecting Long Valley in form of a nature reserve. Green groups also suggest the government to purchase land from land-owners for long-term management.

1/11/2000 Singtao Daily

星島日報

Long Valley will become a nature park, which may cost 200 million dollars

望原擬替劃為天然公園，政府購25公頃私人濕地需2億

.....望原濕地可能有幸逃過遭基建發展吞噬命運。規劃署現正研究將望原規劃作天然公園用途，並考慮在年底推出的「新界東北及規劃發展研究」諮詢報告中提出。政府同時考慮租購望原私人濕地，以永遠維持濕地租購面貌。環保團體估計，若購入二十五公頃望原私人濕地，政府須動用二億元。

環保署雖在早前否決九鐵落馬洲支線的環評報告，卻惹來各方對望原濕地保育問題的爭議。為了有效地保護望原這片濕地，世界自然（香港）基金會環境保護主任胡麗恩稱，規劃署正考慮將望原規劃作天然公園，以限制望原作其他發展。

胡麗恩指，望原核心區約廿五公頃，若以一百元呎價來計算，撤除政府擁有之官地，政府只須花二億元便可擁有整個望原濕地.....

November Hong Kong Economic Journal

信報

What have green groups won after the Long Valley event?
環保組織從望原一役贏了甚麼？

.....雖然環保組織在這個上訴案件當中，鹿死誰手未可知，不過環保組織卻真的贏了民心和彼此的相互支持，這二點影響深遠，比勝了一兩個個案還重要。過去一星期市民就保育望原的討論，樂此不疲，其廣泛的程度和表現出對生態的關懷，是前所未有的.....環保組織在這件事上更贏了團結.....許多人拔刀相助，有的設計網頁，有的設計和繪畫落馬洲支線其他可行方案，有的草擬反對書，有的寫報紙.....

3/11/2000 Asia Week

亞洲週刊

Bird Power - A conservationist victory marks a watershed in Hong Kong
鳥類力量 - 自然保育之戰成為了香港發展與保育的分水嶺

...Last week, Hong Kong's Environmental Protection Department vetoed a plan by the government-owned Kowloon-Canton Railway Corp (KCRC) to build a major line through a rural wetland named Long Valley...Such developments suggest that local authorities have started seriously to heed the burgeoning public desire to protect Hong Kong's delicate environment. The Battle for Long Valley also means that corporations will henceforth need to factor ecological concerns into their business plans...

Singtao Daily 1/11/2000 reports Planning Department is considering Long Valley as a nature park which will be included in the consultation report of NENT Planning and Development Plan Study to be publish next year. At the same time, the Government is considering to rent or purchase land in order to conserve and protect the wetland. It is estimated about two hundred million dollars will be needed.

Hong Kong Economic Journal (Nov 2000) reports that it is still unknown whether KCR or the green groups will win in the Long Valley campaign. It certainly knows that green groups have won public support and cooperation between each other. This is more important than any of the campaign. Last week, the writer discovered that Long Valley and nature conservation become a hot discussion topic, this has never happened before. Green groups worked more closely between each other, which has produced a big impact.

亞洲週刊 3/11/2000 社評指出，環保署署長否決上水至落馬洲鐵路支線環評報告的決定，為本地的生態保育和接受民眾保護環境的意見方面奠定了良好的基礎。鐵路公司如要證明環保的操守的話，那麼要徹底想出一條不影響望原濕地的路線。事實上保育望原，往往要付出代價，最理想的莫過於政府成立保育生態的基金，讓環境得以保存，亦為香港實行可持續發展方面，邁進一大步。

...If KCRC truly has the public interest at heart, it should seriously consider building its rail line around the wetlands, which would cost a bit more...

...Such decisions as Long Valley always involve trade-offs, usually between short-term economic benefits and conservation. Yet the two concerns need not be contradictory. The government could, for example, set up a fund to preserve ecological sites of special interest. It could then open them to tourists, earning income. Besides, the issue goes beyond merely preserving a healthful and attractive environment. Ecological sensitivity is a cornerstone of sustainable development, which should be a key concern to relatively wealthy societies like Hong Kong. That more and more Hong Kongers feel that way is indeed encouraging.

11/11/2000 東方日報

KCR appeal against DEP's decision is a waste of public money
九鐵上訴爭奪濕地 指具信心得直 團體稱浪費公帑

.....九鐵主席楊啟彥就表明會隨時提出上訴.....香港觀鳥會自然保育主任吳祖南博士認為，由港府全資擁有的九鐵今次提出上訴，是浪費納稅人的金錢，對本港市民無益，只會增加律師的收入。他指出，其實九鐵若堅持選線是唯一選擇，重新做另一份環評報告更能節省金錢及時間.....

20/11/2000 Hong Kong Economic Journal
信報

There is a need to set up conservation policy
應盡快制訂自然保育政策

.....當九鐵的環評報告被否決後，環保支持者當然感到欣慰，輿論更罕有地成環保的同情者，對自然保育賦予高度評價。各報章的社論、學者來論、不同政黨的議員的發言，多數肯定保護生態環境的重要性，有不少人士希望九鐵能修改路線以免破壞濕地的生態環境。從望原例子，確實反映港人對環境問題的關注已從污染問題提升至自然保育的層面.....

.....倘若政府沒有一個明確的自然保育政策，自然保育工作將變得十分脆弱，無法抗衡不合理的發展項目。所以，要更有效地去推動本自然保育工作，政府一方面應加速制訂自然保育政策，著手評估香港境內所有具有生態價值的生態系統，並作全面規劃及訂定相關的保育策略。此外，政府更應投入更多資源去加強民眾的生態教育，培養市民一種熱愛自然、保育生態的意識。

Oriental Daily 11/11/2000 reports that Mr. K.Y. Yeung of KCR has announced that they are going to appeal against DEP's decision. But the HKBWS commented that KCR is wasting public money on the process. It would be more practical for them to rewrite another of EIA report rather than insist their preferred alignment.

Hong Kong Economic Journal 20/11/2000 reports that it is encouraged by DEP's decision. The campaign was widely supported by the press, academics and political groups. This further supports the importance of habitat conservation in Hong Kong. This also has reflected local people's concern on environment has risen to the conservation level from pollution-awareness level. It is suggested the Government to start assessing local habitats of potential ecological importance, to work out related conservation policies. In addition, it is necessary for the Government to enhance public education on environmental and habitat conservation.

Dec 2000/Jan 2001 Action Asia

保護鳥類免受鐵路威脅，綠色團體勝了第一仗，爭議仍然持續
Birds derail train project - Green groups win the first round, but the argument continues

...The decision and the appeal are important for the KCRC, green groups and the public, but it is also the first test of the EPD's Environmental Impact Assessment Ordinance (EIAO). Since 1998, when the EIAO was enacted, no project has been turned down for environmental reasons. Upholding the decision will strengthen the law and signal changing attitudes in government. But overturning it will send a message to developers and the public that development comes before the environment in Hong Kong...

18/12/2000 Time

時代雜誌

2000 Best and Worst - Environment - The Best - 5th:
千禧最佳與最差 - 環境 - 首五位：

Derailment - The Kowloon-Canton Railway, which links Hong Kong with mainland China, wanted to build a branch line that would cut right through a bird sanctuary sheltering 210 avian species. But protests persuaded Hong Kong officials to withhold a permit - one of the few times the city has favored ecology over economy.

26/12/2000 Ming Pao

明報

Long Valley event was chosen as one of the best news
"one of the few times the city has favored ecology over economy"
望原線否決膺《時代》最佳新聞「香港難得一次支持生態多於經濟」

環保署署長否決九鐵落馬洲支線貫穿望原的決定，獲國際傳媒的高度讚揚。上期的《時代雜誌》列舉千禧年全球五大最好環境新聞時，這項被視為香港環保團體一次重大勝利的決定，亦榜上有名。

團體促阻止九鐵上訴

有環保團體呼籲，政府應盡量阻止九鐵就環保署長的決定提出上訴，因為一旦上訴得直，就變成一宗全球最差的環境新聞；若上訴遭駁回，亦浪費公帑.....

Action Asia 報導這次是自1998年實行環境影響評估條例以來第一宗上訴案件，如環保署獲勝，這會加強香港政府執行在環境保護方面的意識；不過，如鐵路公司上訴得直，香港將來可能更著重於發展多於環保。

時代雜誌 18/12/2000，就全球千禧年的大事進行了總結，並在商業、科學、體育等各範疇選出五大最佳新聞及五大最差新聞。環保署署長否決九鐵落馬洲支線的環評報告，獲選為全球第五大最佳環境新聞。報道中指出，九鐵欲興建的支線，穿越有多逾210多種雀鳥居住居所，然而「抗議聲音令香港官員不發許可証——香港難得一次支持生態多於經濟」。

DEP's decision of rejecting the Sheung Shui to Lok Ma Chau Spur Line EIA report has won the acclaim of international press. Local green groups urged the government to block KCRC's appeal, otherwise, this will be come one of the world's worst environmental news. And in case the appeal failed, this would waste lots of public money.

Background: HKBWS picture
背景：香港觀鳥會資料圖片

6/1/2001 *South China Morning Post*
南華早報
KCRC brings in the big guns
鐵路公司重裝準備發動攻勢

...It was only last week that Time magazine hailed the Environmental Protection Department's (EPD) decision to reject the controversial Lok ma Chau rail project, which would have cut through a renowned bird haven in Long Valley near Sheung Shui, as one of the world's best pieces of environmental news in 2000.

But even as that decision wins such international acclaim, leaders of local green groups are starting to fear that their so far successful fight to stop the spur line will suffer a serious reverse in 2001.

The Kowloon-Canton Railway Corporation (KCRC) - the public corporation that is furious at being thwarted in its attempts to build through the bird valley - is pulling out its big guns for its forthcoming appeal against the EPD's decision.

...Such fear are not surprising, since the KCRC plans to spend millions of dollars on the next month's appeal and has lined up more than 10 experts from around the world to bolster its chances of success - from a feng shui master to numerous ecologists, including one of Hong Kong's best-known naturalists. It considers the project vital to the corporation's future, since it is planning lucrative property developments along the proposed 7.4-kilometre rail link between Shuen Shui and Lok Ma Chau.

... They also fear that the appeal will focus on legal and procedural issues ...

...But another observer, who did not wish to be named, said he did not think the KCRC would necessarily win. "If this panel acts in a similar way to the Town Planning Appeal Board, then it will look at two issues. One is whether the EPD's decision in October is valid, the other is whether the department considered all relevant factors. In both cases the EPD does have strong grounds, as it has reviewed all documents and plans submitted by the KCRC."

He also pointed out that even if the panel overturned the EPD's decision, the outcome may not be totally favorable to the KCRC. The panel could ask the KCRC to submit another Environmental Impact Assessment proposal on the rail link. It may also state other conditions before the project can go ahead. For example, it could ask the KCRC to buy the whole valley.

...The case has attracted widespread attention in Hong Kong as the first occasion on which the Government has ever placed environmental considerations ahead of economic development...

...But no matter what happens in the appeal, local taxpayers are bound to end up the losers. Even though the KCRC and the EPD declined to comment on how much they expect to spend on the hearing, green groups estimate that the total bill could run to millions of dollars. The Government has already revealed that it will cost \$580,000 for Mr Justice Mortimer to chair the case, including a business-class return air fare to London and hotel charges, assuming it lasts for two months.

南華早報 6/1/2001 雖然環保署署長否決鐵路支線環評報告獲世界讚許，但是鐵路公司已發動攻勢對該決定進行上訴，除了花費龐大金錢聘請世界各地專家以外，更請得風水人士參與作供。有消息指鐵路公司孤注一擲，為的是貫穿濕地的支線能成功建造，將會獲得豐厚的物業收益。不過綠色團體擔心，上訴會變成流於立法和行政程序的文字遊戲，失去保育生態的真正意義。事實上，自濕地事件，引起香港市民對生態保護的廣泛關注。不過鐵路公司堅持上訴，無論結果如何，都會浪費大量金錢，香港的納稅人最終都會變成輸家。

7/1/2001 *The Sun*
太陽報
KCR has invite Feng Shui expert for the appeal
九鐵環保案 風水佬上陣

...九鐵鐵路公司「不問蒼生問鬼神」，在落馬洲支線上訴聆訊展開，延攬中外共十六名不同嘔的專家嚴陣以待，力撼暫時只得四人的環境保護署；更花逾數十萬元，邀得風水堪輿學家林國雄，以風水理論，力證只有穿過濕地的路線，才配合整體發展及村民運情.....

多個環保團體指，環境評估根本沒有風水要求，若九鐵理據充足，便不需出動風水師，並批評九鐵作為政府全資公營機構，用龐大花費聘請大量專家提出上訴，是浪費稅人金錢，即使勝訴，輸家永遠是香港社會及自然環境，更會進一步破壞香港的國際社會聲譽.....

23/1/2001 *International Herald Tribune*
In Hong Kong, Railroad Starts Battle Anew Over Wetlands
香港的鐵路與濕地之爭再次發動

...The railroad's appeal hearing, expected to begin next month, is shaping up as one of the highest-profile fights ever between environmentalists and developers in the former British colony, which returned to Chinese rule in July 1997. Even the proposed remuneration package for the British judge being flown in from London to hear the case is a matter of media scrutiny.

There is little doubt the railroad, known by its initials KCR, is launching an all-out offensive to overturn the decision. It has assembled a parade of what it hopes will be high-impact witnesses from near and far.

The list includes David Melville, a New Zealand resident and the former executive director of the World Wide Fund for Nature in Hong Kong, and a trio of specialists from EIP Associates, an environmental and planning consultancy based in Sacramento, California.

This month, KCR added an expert of another kind to the list: a specialist in feng shui, the Chinese practice of determining the most harmonious location for a new project and the best ways to stymie evil spirits lurking in the area. The specialist, Paul Lam, was expected to testify that any change in the planned routing of the rail link would be extremely inauspicious for villagers living near the wetlands.

Such a lineup has Hong Kong environmentalists worried....

"The amount of money they are pouring into this case is huge," said Ho Wai-chi, executive director of Greenpeace in Hong Kong...

Many opponents of the rail line frame the issue in more parochial terms. For them, it is about the fate of one of the last pieces of free, open land in an increasingly crowded territory.

"Hong Kong has lost so much already," said Carrie Ma Ka-wai, a project officer at the Hong Kong Birdwatching Society. "I worry if there will be anything left for our children to see, such as a bird habitat and wet farming."...

The Sun 7/1/2001 reports KCRC has hired a fortuneteller Paul Lam Kwok-hung to give advice on feng shui of spur line at Long Valley before the appeal period. Green groups pointed out, in case KCRC have sufficient evidence, there is no need to spend public money to hire a feng shui expert. This is indeed a waste of taxpayer's money. No matter whether KCRC win the appeal or not, Hong Kong's community and nature are always the losers, this will certainly destroy Hong Kong's international image.

鐵路公司現已就環保署的決定提出上訴，這是香港回歸以來最大的一宗環境保護與公務工程之爭。鐵路公司亦請了多位人士包括前世界自然（香港）基金會總監梅偉義先，以及風水師傅提出證供。有指出這會花費大量金錢，亦有擔心倘若上訴得勝，香港的傳統濕地耕作與及環境教育的機會將會湮沒。

Income and Expenditure for "Save Long Valley Campaign"

「保護望原運動」收支表

Period from May 1, 2000 to December 31, 2000 日期由2000年5月1日至2000年12月31日		
Income 收入		
Income from the Campaign 運動經費收入		30,934.50
Expenditure 支出		
Press conference 記者招待會	1,257.00	
Bank charges 銀行手續費	200.00	
Stationery 文具	3,213.70	
Printing 印刷	5,292.30	
Postage 郵費	4,184.00	
Traffic 交通費	2,378.00	
Newspaper 報紙	918.00	
Banner 橫額	600.00	
Air tickets 機票	4,257.00	
Telecommunications 電話費	1,373.00	
Sundry expenses 什項	193.50	
Messing 伙食	421.00	24,288.20
Balance for the campaign 運動盈餘		6,646.30

Acknowledgements

鳴謝

International Organizations 國際組織

Bird Conservation Society of Thailand 泰國鳥類保育協會
BirdLife International 國際鳥盟
Korean Tourist Board 韓國旅遊局
German Federation for Nature Conservation 德國自然保育聯合會
Malaysian Nature Society 馬來西亞自然協會
Oriental Bird Club 東方鳥會
Ramsar Bureau 濕地公約執行局
South China Institute of Endangered Animals 華南瀕危動物研究所
Wetland International Asia Pacific 濕地國際亞太組織
Wild Bird Society of Japan 日本野鳥會

Local green groups 本地綠色團體

The Conservancy Association 長春社
World Wide Fund For Nature Hong Kong 世界自然(香港)基金會
Friends of the Earth (Hong Kong) 地球之友(香港)
Kadoorie Farm and Botanic Garden 嘉道理農場暨植物園
Green Power 綠色力量
Green Lantau Association 綠色大嶼山協會
Greenepeace 綠色和平
Green World, CUHK 香港中文大學綠色天地
Produce Green Foundation 綠田園基金

Local NGOs and government organizations 本地團體及政府機構

ABLE Charity
Catholic Messengers of Green Consciousness 天主教《綠線傳人》
Citizens Party 公民黨
The Frontier 前綫
Environmental Protection Department 環境保護署
Agriculture, Fisheries and Conservation Department 漁農自然護理署

Advisory Committee on the Environment 環境諮詢委員會
Resource Group on Town Planning, The Hong Kong Council of Social Service
香港社會服務聯合會城市規劃資源小組

Schools and educational institution 學校及教育機構

Department of Ecology and Biodiversity
香港大學生態學及分類學系
Environmental Protection Group, Hong Kong Professional Teachers Union
香港教育專業人員協會環保組
Joint University Save Long Valley Group
香港大專生拯救望原聯合會

Press and mass media 新聞及傳媒媒介

A Daily A 報 • Apple Daily 蘋果日報 • Asia Week 亞洲周刊
Asia Action • Associate Press 美聯社 • Asia Television Limited 亞洲電視
Cable TV 有線電視 • China Daily - Hong Kong Edition 中國日報
Commercial Radio Hong Kong 商業電台 • East Week Magazine 東周刊
Express Weekly 快周刊 • HK Cyber Limited 網絡日報
Hong Kong Daily News Limited 新報 • Hong Kong Economic Journal 信報
Hong Kong Economic Times 經濟日報 • Hong Kong Global 公正報
Hong Kong I-Mail • International Herald Tribune • Kung Koo Pao 公教報
Los Angeles Times • Metro Broadcast 新城電台 • Ming Pao Daily 明報
Next Magazine 一週刊 • Oriental Daily 東方日報
Radio Television Hong Kong 香港電台 • Sing Pao 成報
Singtao Daily 星島日報 • South China Media 南華傳媒
South China Morning Post 南華早報 • Sun Satellite Television Co. Ltd 陽光衛視
Tai Kung Pao (H.K.) Ltd 大公報 • The Gannet • The Sun 太陽報
The Young Reporter 新報人 • TIMES 時代雜誌
U-Beat Magazine 大學線月刊 • Weekly Hong Kong 週刊香港
Wen Wai Pao 文匯報 • World Bird Watch • 朝日新聞

Legco members 立法會議員

Hon. Cheung Man Kwong
Hon. Albert Ho Chun Yan
Hon. Cyd Ho Sau Lan
Hon. Lau Chin Shek
Hon. Emily Lau Wai Hing
Hon. Law Chi Kwong
Hon. Lee Cheuk Yan
Hon. Martin Lee Chu Ming
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			Ms. Winnie Yung (Canada)

The long-term future of Long Valley depends on the harmonious co-existence of the birds and local farmers.

When visiting Long Valley, please do pay respect to farmers and their land.

Do not enter into the vegetable fields; do not wade into the lotus ponds to flush birds.

Walk carefully on the paths among the fields; avoid causing damage.

Say hello to our farmer friends. This is their land. We visitors should be courteous to them.

If you see others venturing into the vegetable fields and causing damage, please make an effort to advise them discreetly that this is not good to the future of Long Valley as a conservation area.

望原的長遠前途，關鍵在與當地農民和諧共處。

前往望原觀鳥，必須尊重當地農民以及他們的土地。

切勿踏入菜田，更千萬不要踩入蓮花池驅趕雀鳥。

田間阡陌小心行走，不要破壞。

遇到農友應點頭問好，畢竟是人家土地，總應以禮為先。

如果見到其他人士亂闖農田，請好言相勸，共同為保護望原出力。感謝支持！



Yellow Wagtail
黃鵪鶉

Cheung Ho Fai
張浩輝



Spotted Munia
斑文鳥

Karl Ng
伍耀成



Wood Sandpiper
林鷸

Lo Kar Man
盧嘉孟



Zitting Cisticola
棕扇尾鶯

Lo Kar Man
盧嘉孟