

立法會
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**Public Works Subcommittee of the Finance Committee
of the Legislative Council**

**Minutes of the 19th meeting
held in the Chamber of Legislative Council Building
on Wednesday, 6 June 2001, at 10:45 am**

Members present :

Ir Dr Hon Raymond HO Chung-tai, JP (Chairman)

Hon Albert CHAN Wai-yip (Deputy Chairman)

Hon Kenneth TING Woo-shou, JP

Hon Eric LI Ka-cheung, JP

Hon Fred LI Wah-ming, JP

Prof Hon NG Ching-fai

Hon James TO Kun-sun

Hon CHAN Yuen-han

Hon CHAN Kam-lam

Hon SIN Chung-kai

Hon Andrew WONG Wang-fat, JP

Hon WONG Yung-kan

Hon LAU Kong-wah

Hon Emily LAU Wai-hing, JP

Hon Andrew CHENG Kar-foo

Hon LAW Chi-kwong, JP

Hon TAM Yiu-chung, GBS, JP

Dr Hon TANG Siu-tong, JP

Hon Abraham SHEK Lai-him, JP

Hon Henry WU King-cheong, BBS

Hon Michael MAK Kwok-fung

Hon WONG Sing-chi

Hon IP Kwok-him, JP

Hon LAU Ping-cheung

Non-Subcommittee Member attending:

Hon Tommy CHEUNG Yu-yan, JP

Members absent:

Hon Cyd HO Sau-lan

Hon Mrs Miriam LAU Kin-yea, JP

Public officers attending:

Miss Elizabeth TSE	Deputy Secretary for the Treasury
Mr S S LEE, JP	Secretary for Works
Mr Gordon SIU, JP	Secretary for Planning and Lands
Mr Rob LAW, JP	Director of Environmental Protection
Mr James HERD	Principal Assistant Secretary of the Treasury (Works)
Mr Donald TONG	Deputy Secretary for Environment and Food
Mr J COLLIER, JP	Director of Drainage Services
Mr W T YEUNG	Chief Engineer/Consultants Management, Drainage Services Department
Mr Edmond HO	Principal Environmental Protection Officer (Sewage Infrastructure Planning), Environment Protection Department
Mrs Rebecca LAI, JP	Commissioner for Tourism, Economic Services Bureau
Miss Winnie HO	Assistant Commissioner for Tourism, Economic Services Bureau
Mr C C CHAN, JP	Director of Civil Engineering (Acting)
Mr W K TAM, JP	Deputy Director (Special Duties), Civil Engineering Department
Mr S C YIP	Assistant Director(Civil)/Project Management, Civil Engineering Department
Mr David WONG	Principal Assistant Secretary for Security
Mr KWOK Jing-keung	Chief Fire Officer (Headquarters), Fire Services Department
Mr MAK Kwai-pui	Chief Ambulance Officer, Fire Services Department
Mr P L KWAN, JP	Deputy Director of Architectural Services
Mr MOK Kam-kwan	Deputy Government Property Administrator
Mr LAU Kwok-choi	Principal Assistant Secretary for Works (Policy and Development)
Mr LAI Sze-hoi, JP	Director of Electrical and Mechanical Services
Mr LAI Kwok-ying, JP	Government Property Administrator
Mr John LEUNG	Principal Assistant Secretary for Education and Manpower

Mr Peter P Y LEUNG	Assistant Director of Education (Special Duties)
Mr William SHIU	Principal Assistant Secretary for Transport
Mr Y C LO, JP	Director of Highways
Mr L T MA	Government Engineer/Railway Development, Highways Department
Mr William CHUNG	Chief Engineer/Priority Railway, Transport Department

Clerk in attendance:

Miss Becky YU	Chief Assistant Secretary (1)1
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Staff in attendance:

Ms Pauline NG	Assistant Secretary General 1
Mrs Mary TANG	Senior Assistant Secretary (1)2

HEAD 704 - DRAINAGE

**PWSC(2001-02)40 209DS Outlying Islands sewerage, stage 1, phase 1
- consultants' fees and investigations**

While expressing support for the proposed project, Mr Kenneth TING noted that the revised treatment capacity of the Ngong Ping Sewage Treatment Plant (STP) was based on the estimate of 49,000 visitors per day as projected in the Tung Chung Cable Car Feasibility Study. He enquired about the passenger capacity of the cable car and how far changes in the passenger capacity would affect the treatment capacity of Ngong Ping STP. In response, the Principal Environmental Protection Officer, (Sewage Infrastructure Planning), Environmental Protection Department (PEPO/SIP,EPD) explained that the projected number of 49,000 tourists was based on the latest tourist forecast released by the Hong Kong Tourist Board in February 2001, which was in turn based on the projection given in the Tung Chung Cable Car Feasibility Study completed by the Mass Transit Railway Corporation in March 1999. While these projections had taken into account possible increases, another estimate based on latest development would be made before the actual construction of the sewerage project. The Deputy Secretary for the Environment and Food (DS(EF)B) supplemented that the Tourism Commission had just invited tenders for the cable car system. The number of visitors using the cable car system would depend on a number of factors, including above all the charges to be imposed. A more accurate projection could be made upon receipt of the tender documents but the present projection of 49,000 visitors was considered justified.

2. Mr Albert CHAN enquired whether, apart from working on the basis of the projected number of visitors, the proposed project had taken into account the drainage needs of the population of Ngong Ping as well as other potential developments. DS(EF)B advised that the population of Ngong Ping was about 700, including those living in the monasteries. Although there might be some new developments within Ngong Ping, these developments were limited in size and would not bring about a drastic increase in population within the area. The Chief Engineer/Consultants Management, Drainage Services Department (CE/CM,DSD) assured members that the proposed drainage capacity would be sufficient to cater for the needs of the population and would not constrain future developments within Ngong Ping. The Chairman however reminded the Administration of the need for flexibility in sewerage design as the additional cost incurred from the increase in drainage capacity was minimal.

3. Noting that the four-year consultancy studies for the sewage project would commence in October 2001 for completion in October 2005, Mr IP kwok-him was concerned if the proposed schedule would be able to tie in with that of the cable car project. The Director of Drainage Services (DDS) explained that given the urgency of the sewage project, the Administration planned to seek funding approval for the construction of the STP and related works in December 2003 as soon as the consultants had completed the initial assessments. CE/CM,DSD added that this part of the works would be completed by March 2006 in time to tie in with the completion of the cable car project. The remainder of the sewerage improvement works would take a longer time to complete as the works would involve drainage connections to the neighbouring villages which would require resumption of land and a consequent gazettal process. It was anticipated that the remaining works would commence upon completion of the consultancy studies in October 2005 and would be completed in April 2007.

4. Miss Emily LAU expressed concern that the cost of \$1.1 million incurred from the consultancy studies on the original Ngong Ping sewerage scheme would be wasted as a result of the abortion of the scheme. CE/CM,DSD said that the cost for site investigations, preliminary design and environmental impact assessment for the original scheme might not be entirely wasted as these studies would be of use in the future development of Ngong Ping. He also informed members that the sum of \$0.7 million set aside for the detailed design of the original sewerage scheme had not been used.

5. Miss LAU enquired about the basis upon which the choice of effluent discharge location at Tai O was arrived at and its impact on the stilt house areas. PEPO/SIP,EPD explained that in arriving at the proposal, EPD had examined the feasibility of other export routes and effluent discharge locations, including connecting the export pipeline to the sewerage system at Tung Chung and discharging the effluent to the marine waters at Sham Wat Bay. The first option was ruled out because the construction works, which involved extensive slope stabilization and tree-felling works, would have serious impact on the environmentally and ecologically sensitive areas within the Country Park. The latter option was also not acceptable due to its significant impact on the existing diverse ecology in Sham Wat, which was a designated

archeological site rich in marine and terrestrial habitats. He stressed that upon the commissioning of the Ngong Ping STP which provided for a tertiary treatment with disinfection, the treated effluent would be of a very high quality. Besides, as the effluent would be conveyed by the proposed fully enclosed pipeline on Ngong Ping Road and Tai O Road to Tai O for disposal to marine waters via an existing culvert, there would not be a serious impact arising from the effluent discharge at Tai O.

6. Responding to Miss LAU's further enquiry on the existing arrangements and the future planning for sewage treatment in Tai O, PEPO/SIP, EPD advised that Tai O had its own STP which provided treatment of sewage from the older parts of the area. The sewerage requirements of Tai O were being investigated under the Outlying Islands Sewerage Master Plan Stage II Review Study for completion in late 2001. The Study would address the drainage needs of Tai O and assess the extent of drainage network, taking into account the development plans. It was anticipated that the extension of drainage network in Tai O would be completed around 2008, but the exact completion date would depend on the progress of land resumption.

7. In response to Mr WONG Yung-kan, DS(EF)B said that the Administration was also keen to complete the sewerage works for the unsewered areas as soon as possible, but it had to consult the affected residents and address their concerns before implementing the sewerage projects. The Administration was aware of the concerns of the Tai Po District Council on the water quality of the Tolo Harbour Catchment. It would try its best to expedite the construction works.

8. The item was voted on and endorsed.

HEAD 705 - CIVIL ENGINEERING

PWSC(2001-02)25

660CL

Site formation, construction of associated infrastructure and provision of government, institution and community facilities for an international theme park on Lantau Island

9. Members noted that the item was discussed by the Panel on Economic Services at its meeting on 23 April 2001 and the Panel on Planning, Lands, and Works (PLW Panel) on 7 May and 4 June 2001. The Chairman drew members' attention to the lengthy deliberation at the Panel meetings on the impact of the project on the marine environment and the entrusting of different companies to carry out the project works. He invited members' views on whether these issues need to be further pursued at this meeting. Noting that some members of the Public Works Subcommittee had not attended the Panel meetings, Dr TANG Siu-tong, Chairman of the PLW Panel, gave an account of the Panel's deliberations at its meetings. He pointed out that the main concern of the Panel was on the size of the proposed contract which could make it

difficult for smaller local companies to participate in the tendering exercise. The Panel also discussed the need for compensating affected fishermen. Dr TANG reported that in the present proposal, the Administration had responded to the Panel's request and split the original contract into three independent contracts. The Administration had also agreed to conduct an independent investigation to look into the cause of the fishkill and to set up a liaison group to monitor the work of the independent experts. Members had no objection to refraining from repeating the points already made at the Panel meetings.

10. Mr Albert CHAN expressed appreciation of the Administration's efforts, as provided in the written response to the PLW Panel, in addressing the concerns of the affected fishermen. Mr WONG Yung-kan requested early appointment of the independent experts to expedite the process. The Deputy Director (Special Duties), Civil Engineering Department (DD/SD,CED) said that the Administration had already prepared a draft consultancy brief for the investigation and would proceed with the invitation to consultants as soon as possible.

11. Noting that the project would require 10 hectares of reclamation at Yam O, Mr IP Kwok-him was concerned about the ecological impact of the works on the marine environment. The Assistant Director (Civil)/Project Management, CED (AD(C)/PM, CED) advised that in the light of the impact of dredging at Ma Wan Fish Culture Zone, the Administration would adopt a non-dredge reclamation method to minimize the dredging volume and would limit dredging mainly to the seawall foundation. He assured members that the Administration would continue to monitor the impact of works on the marine environment.

12. As regards the criteria for assessing compensation for affected fishermen, Mr WONG considered it unfair for the Administration to take into account earlier ex gratia payment made to the fishermen due to the present works. Mr LAU Ping-cheung remarked that the compensation arrangements for affected fishermen should be modelled on the practice for land resumption, such that fishermen could engage their own professional consultants to undertake the impact assessment in parallel with the Government's assessment. In reply, AD(C)/PM,CED clarified that the Administration did not have any established criteria for assessing compensation. For the assessment in the present case, the Administration had the obligation to make reference to earlier ex gratia payments given to the fishermen so as to avoid duplication in calculating the amount of compensation payable, if any.

13. Mr LAU Ping-cheung pointed out that although two components of the works had been taken out from the main contract for separate bidding, the views he had got from the Hong Kong Construction Association (HKCA) was that the project could be further split into smaller components. He requested more thorough discussion on the subject. Mr Abraham SHEK, who had also consulted HKCA, clarified that the revised proposal had the support of HKCA as its members would be able to tender for the proposed works. While agreeing that the interest of the minorities should not be compromised in the implementation of project works, Mr Albert CHAN noted that the

PLW Panel had so far not received any formal request nor written submissions from any organization on the splitting of the project. There was no grounds for further delaying the project just to consider in what way more companies could be entrusted to carry out the works. He stated that Members of the Democratic Party would support the proposed project as it now stood.

14. Miss Emily LAU stressed that any request for splitting the project to facilitate participation of local enterprises ought to be made and discussed in an open forum. As an international city, Hong Kong should adopt an open and fair approach in its award of contracts and should avoid any move that would tarnish its reputation as an open economy. She said that the interest of the community should be first and foremost. While welcoming the participation of local enterprises, she was of the view that they should compete with others on an equal footing. The Chairman clarified that the request for splitting of contracts for the project was proposed by Mr LAU Ping-cheung at an open meeting of the PLW Panel. He further stated that in future, it might be more advisable to request the organizations concerned to provide written submissions to the Panels for discussion.

15. The Secretary for Works (S for W) explained that the present proposal of splitting the original contract into three contracts was made in response to the deliberations at the Panel meetings. He said that the Administration had all along been adopting an open and fair approach in its award of contracts and ensuring fair competition, particularly having regard to its obligations under the World Trade Organization (WTO) Agreement on Government Procurement. He added that both the original and the revised proposals had met the WTO requirements and would facilitate the participation of local tenderers. However, the revised proposal was considered the best option that served the interest of the community.

16. Mr LAU Ping-cheung queried the rationale behind the Administration's refusal to split the project into smaller components. He pointed out that if the entire project were entrusted to one company under a single contract, there would be an inherent risk that the entire project would be delayed if the company encountered difficulties. He considered that there was scope for further splitting of the contract works in view of the extent of the works. S for W explained that there were advantages and disadvantages in splitting contracts. By way of illustration, it would be best for road infrastructure works to be carried out by one company to avoid interfacing problems, which might lead to compensation problems.

17. The Chairman reminded Mr LAU that the point he made had already been thoroughly discussed at the Panel meetings and members were in agreement to the revised proposal. Mr TAM Yiu-chung concurred with the Chairman that unless there were new areas of concern, there was no point in re-opening discussions on subjects which were fully deliberated at Panel meetings. While agreeing that repetitive discussions should be avoided as far as possible, Miss Emily LAU said that as members of PWSC played an important role in deciding on the funding of public works projects,

they should not be prevented from raising questions when in doubt, particularly when they might not have attended the relevant Panel meetings. There was a need for balanced consideration in discussing a subject which had previously been deliberated. Mr Albert CHAN said that members should refrain from repeating their concerns on a topic which had earlier been discussed. If after deliberation, they still could not agree to the proposal, they should only state their opinions or positions on the matter so as not to affect the proceedings of the meeting.

18. Mr Abraham SHEK took the opportunity to clarify the position of HKCA. He said that the HKCA's request for splitting of project into smaller components was not meant to facilitate participation of local enterprises, as there were also a number of international enterprises in HKCA, but to enable participation of different companies, both large and small.

19. Miss CHAN Yuen-han said that Members of the Hong Kong Federation of Trade Unions had all along welcomed the splitting of project into smaller components as this would enable local enterprises to compete on an equal footing. While supporting for the open tendering process and the revised proposal of splitting the original contract into three contracts, she agreed that there might be scope for further splitting of the contracts. She requested and the Administration agreed to provide the requirements in the award of contracts as set out under the WTO Agreement on Government Procurement.

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20. Mr IP Kwok-him said that Members of the Democratic Alliance for the Betterment of Hong Kong were in support of the project. While appreciating the Administration's efforts to address members' concerns, he shared the view of some members on the need for splitting the project into smaller components so that more companies could be entrusted to carry out the works.

21. On Mr James TO's enquiry on the cost effectiveness of splitting the project into smaller components, S for W said that such an assessment had not been made. He explained that costing was only available in respect of the tendering arrangements as recommended for the proposed projects. As such, no cost comparison was made unless separate tenders were invited for both the split-project and single-project scenarios. S for W stressed that splitting of the project into smaller components would require greater co-ordination efforts. In determining the best contract strategy, consideration would be given to factors such as time, cost, interfaces and availability of suitable tenders. Past experiences showed that too many interfaces for a complex project with tight schedule would easily lead to disputes and contractual claims, in turn causing delay and spending over budget. Mr TO however remarked that the Administration would not be able to justify why the project could not be further split into smaller components if it could not quantify the additional cost incurred in co-ordinating the project. The Chairman reminded members that the policy of the splitting of contract was outside the remit of PWSC, but he remarked that contract packaging remained a matter of professional judgment to which S for W agreed.

22. Given the high construction cost for the storm water drainage system, Mr Henry WU asked whether the present basis adopted for the design of the system would be value-for-money. DD/SD,CED said that the design met the standard requirements. Different storm return periods would be adopted for different components of the drainage system. Some components were designed for a return period of one in 50 years.

23. The item was voted on and endorsed.

HEAD 703 - BUILDINGS

PWSC(2001-02)38 124BF Sha Tau Kok fire station with ambulance facilities Head 703 - Buildings

24. While supporting the need for a new fire station in Sha Tau Kok, Mr LAU Kong-wah expressed concern about the noise nuisance arising from the operation of fire stations in general. He pointed out that the high sound level of the public address system and the wig-wag signal for falling in of fire fighters had caused much disturbances to the residents nearby. To reduce the sound level, consideration should be given to replacing the public address system with a digital message system in the dissemination of information such as the locations of fire. A softer tone should also be used for the wig-wag signal. Expressing similar concern, Mr Albert CHAN opined that efforts should be made to avoid the use of sirens, particularly in the night time when the flash light of fire appliances and ambulances would suffice to alert other road users.

25. The Chief Fire Officer (Headquarters), Fire Services Department (CFO(Hqts), FSD) said that FSD was aware of the complaints against noise nuisance during the operation of fire stations. To this end, mitigation measures to minimize noise nuisance had been implemented. These included the use of volume adjusting devices for controlling the sound level of the public address system, sirens of fire appliances and ambulances and wig-wag signals as well as a facsimile system for transmitting addresses of fire locations. Besides, loud speakers in fire stations had been replaced by those capable of directing the sound towards the inside of stations. CFO(Hqts), FSD however stressed the need to strike a balance in the use of sirens of fire appliances and ambulances as sirens would not only serve as an alarm to other road users but also a signal to fire victims on the due arrival of rescue.

26. Mr LAU Kong-wah asked if the ambulance in the new fire station would be used for transferring patients returning to Hong Kong from the border. As Sha Tau Kok was a border control point, the Chief Ambulance Officer, FSD confirmed that ambulance service would be made available to any local residents who were in need.

27. Mr MAK Kwok-fung enquired whether the existing fire services for Sha Tau Kok would be affected during the course of construction of the new station. The Deputy Government Property Administrator (DGPA) confirmed that the new station would be built on a separate site, hence services currently provided by the Sha Tau Kok Fire Station (STKFS) would not be affected. Noting that the present site of STKFS was shared by the Food and Environment Hygiene Department and the Post Office, Mr MAK enquired about the impact of the relocation of STKFS on these two departments. DGPA advised that the two departments would continue their operations and the vacated site of STKFS would be reverted back to the Government.

28. Miss Emily LAU noted in the paper as well as other similar papers that calls for joint users in project sites of new fire stations often received poor response. DGPA explained that it was Government's policy to optimize site development potential. Circulars were issued to all government departments drawing the attention of those with regional offices such as the Social Welfare Department and the Immigration Department. However, there were practical difficulties in identifying compatible joint users, partly due to the remoteness of the site and partly due to the distinct nature of fire stations.

29. The item was voted on and endorsed.

PWSC(2001-02)39 126BF Braemar Hill fire station-cum-ambulance depot

30. Miss Emily LAU noted that the response time of seven minutes for fire services for Braemar Hill had exceeded the approved six-minute graded response time for a "congested built-up area". She asked if the delay was partly due to traffic congestion. CFO(Hqts), FSD explained that at present, fire services for Braemar Hill were provided by North Point Fire Station and Tung Lo Wan Fire Station which were about three kilometres away. Owing to the distance and hilly terrain coupled with traffic congestion, it took about seven minutes for fire appliances from the North Point Fire Station and Tung Lo Wan Fire Station to reach Braemar Hill. On the number of fire calls which had been met within the response time of six minutes, CFO(Hqts), FSD advised that only 50% of the 100 to 200 calls received each year could be met within the response time. In reply to Miss LAU's further question, CFO(Hqts), FSD said that so far the delay had not caused additional casualties nor loss of properties.

31. Mr Albert CHAN expressed concern about the high capital cost of \$76.5 million for the new fire station in Braemar Hill. He pointed out that with the same provision of a four-bay appliance room, the capital cost of the new fire station in Sha Tau Kok was only \$40.4 million. DGPA explained that the significant cost difference between the two new fire stations in Braemar Hill and Sha Tau Kok was mainly attributed to the higher site formation cost of the former as a result of the steep gradient of the site. This had also incurred additional equipment cost since a hydraulic platform

had to be provided for the new fire station in Braemar Hill. As to whether the present site was the only suitable site for the new fire station, the Principal Secretary for Security (B) (PAS(S)B) affirmed that the present site was selected after due consideration with the Planning Department. It was the only site that could satisfy all the pre-determined requirements. He added that despite the additional site formation and equipment costs, the construction unit cost of the new fire station in Braemar Hill was comparable to that of other fire stations built by the Government, including the new fire station in Sha Tau Kok.

32. Noting that unlike the project in Sha Tau Kok where 15% of the construction and demolition (C&D) waste would be disposed of at landfills, only 4% of the C&D waste generated from the project in Braemar Hill had to be disposed of at landfills, Miss Emily LAU enquired about the rationale behind such a difference. The Deputy Director of Architectural Services (DDArchS) advised that, due to the geographical differences of the two sites, the total volume of C&D materials generated by the Braemar Hill project was relatively higher than that generated by the Sha Tau Kok project. Under the current practice, the top layer of soil excavated from grassland had to be disposed of at landfills. When compared with the total volume of C&D materials of the individual projects, the percentage of C&D waste to be disposed of at landfills by the Sha Tau Kok project was therefore 15% (i.e. 600 cubic metres (m³) as against a total of 4 000 m³ of C&D materials) whereas the percentage for Braemar Hill was only 4% (i.e. 800 m³ as against a total of 20 300 m³).

33. Given the anticipated shortfall in landfills, Miss LAU stressed the need for reduction of C&D waste. She asked whether on-site inspection would be carried out to control the disposal of C&D waste. DDArchS replied that under the current trip-ticket system, contractors would be required to separate public fill from C&D waste for disposal at the designated public filling facilities and landfills respectively. The Administration would record the disposal, reuse and recycling of C&D materials for monitoring purposes.

34. Mr James TO questioned the Administration's failure to identify compatible joint users for the site in Braemar Hill given its proximity to the urban area. He opined that to optimize the development potential of the site, joint usage of site could be made a compulsory arrangement rather than leaving it for government departments to decide voluntarily. DGPA explained that as Braemar Hill was situated at the mid-levels above North Point, it was in fact quite remote from the urban area. Being a congested built up area with mainly high-rise residential buildings and schools, it was considered not desirable for the setting up of government offices in that area. DDArchS added that as the width of the site was merely sufficient to meet the requirements for a four-bay appliance room, the frontage of the entrance at the Braemar Hill Road had to be reserved for the fire appliances, thereby making it not possible to incorporate additional users. He however pointed out that the existing slope of the site, which was marked in green in Enclosure 1 of the committee paper, could be subject to redevelopment if such a need arose.

35. In response to Mr MAK Kwok-fung, PAS(S)B affirmed that additional recurrent staffing cost had already been included to provide the staffing required for the commissioning of the new fire station. CFO(Hqts), FSD added that at present, 81 posts had been earmarked for the provision of fire services in Braemar Hill. Additional staff would be required for the ambulance service.

36. The item was voted on and endorsed.

PWSC(2001-02)46 65GI New Headquarters for the Electrical and Mechanical Services Department at Kai Tak

37. Members noted that a proposed covered footbridge across Kai Cheung Road linking the entrance to the new Electrical and Mechanical Services Department Headquarters (EMSD Hqts) with the public transport facilities near the Hong Kong International Trademart would be extended to reach the first floor of the Headquarters building in response to the request of some members at the PLW Panel meeting on 23 April 2001. Mr IP Kwok-him enquired about the pedestrian flow and whether cost-wise, it was justified to provide this pedestrian link which apparently only served the staff of EMSD Hqts. DDArchS explained that in its original plan, the design of the footbridge did not provide direct linkage to EMSD Hqts and pedestrians using the footbridge could access to EMSD Hqts by walking down to the ground level via a ramp or staircase from the footbridge and then walked across a compound to the building entrance. Having considered the feasibility and merit of extending the footbridge to link directly with the first floor of the new Headquarters to provide convenient access to staff, the Administration had decided to accept members' suggestion. In doing so, the cost of the footbridge would increase from \$18.9 million by \$9.5 million to \$28.4 million, with about \$7 million for extending the length of the footbridge and about \$2 million for installing a lift. The Director of Electrical and Mechanical Services (DEMS) advised that apart from the 2 300 staff, the new EMSD Hqts would be visited by some 80 000 registered electricians who were required to renew their licences once every three years and several thousands of contractors who had to apply for registration and other services. It was expected that there would be around 2 500 people using the footbridge everyday.

38. Responding to Mr IP's question on why a lift was found necessary in the revised plan, DDArchS said that at the end of the extended footbridge which linked up the first floor of the Headquarters building, there was not enough space at the side of the building to construct a ramp down to the ground level due to site constraints. As such, there was a need to provide a lift for use by the disabled, particularly after office hours when the entrance to the Headquarters was closed. Dr TANG Siu-tong queried if the lift was really necessary and if consideration should be given to installing gates to prevent entrance to the footbridge after office hours, thereby saving the cost for the lift. DDArchS advised that the said option had in fact been considered but was rejected as it would cause much inconvenience to the disabled. As to Dr TANG's concern that the use

of the lift would not be supervised after office hours, DDArchS said that this would not be a problem since the lift was adjacent to buildings under management.

39. On the justification for the footbridge in terms of pedestrian flow, Mr IP Kwok-him remained concerned on whether the estimated pedestrian justified for constructing a footbridge. DEMS said that the Traffic Impact Assessment conducted by consultants concluded that there was a need to build a footbridge across Kai Cheung Road to cater for the increase in pedestrian traffic as a result of the reprovisioning of the new EMSD Hqts since over 2 000 pedestrians would need to cross the busy Kai Cheung Road daily to the transport and other facilities on the south, the Principal Assistant Secretary for Works (Policy and Development) added that it would be more convenient to the staff as the footbridge provided direct linkage to the first floor of the new Headquarters building. Also, staff would not have to cross the front yard of the building where delivery activities would create a lot of vehicular traffic.

40. Mr Albert CHAN welcomed the revised design for the footbridge which would provide more convenience to the pedestrians. He enquired whether the height of the footbridge leading from the first floor of the new Headquarters building would be the same as that part of the footbridge leading from the other side. DDArchS said that both heights were almost the same and the minor difference would be resolved through the provision of a ramp.

41. Noting that the cost for reprovisioning EMSD to the former Hong Kong Air Cargo Terminal 2 Building at Kai Tak (ex-HACTL2 Building) amounted to \$878.9 million, Mr TAM Yiu-chung asked how this would compare with the cost of demolishing the ex-HACTL2 Building and constructing a new building on site. DDArchS advised that the Administration had considered and rejected such an option on account of the high cost of \$1,370 million and the long lead-time for construction. There would also be a delay of at least two years for the release of the three sites at the existing EMSD Hqts and workshops at Caroline Hill Road in Causeway Bay, a depot at Sung Wong Toi in To Kwa Wan, and a vehicle servicing station at Kowloon Bay. On the building cost of \$414.3 million, DDArchS explained that about \$250 million would be used for refurbishment while the remainder for the installation of the additional lifts, the construction of an additional floor on the roof and the provision of a covered workshop for maintenance of heavy vehicles.

42. Given that the three sites at Causeway Bay, To Kwan Wan and Kowloon Bay had a total area of about 80 000 square metres (m²), Mr Fred LI questioned why only 44 000 m² would be released for redevelopment. DEMS clarified that the combined area of 80 000 m² referred to the total floor area of the three sites while the 44 000 m² to be released for development referred to the total site area. It was also noted that the land use of the three existing sites had not been optimized.

43. Referring to the waste management plan of the project, Mr LI stressed the need for reducing the amount of C&D materials to be disposed of at the landfills.

DDArchS shared Mr LI's concern but pointed out that since the project only involved refurbishment works, very little of the C&D materials could be re-used. Apart from some of the water pipes, most of the building materials of the ex-HACTL2 Building, including materials for ceiling and partitioning, could not be reused and had to be disposed of at the landfills. DEMS added that a lot of the 6 000 m³ C&D materials were generated from the demolition of unused structures of the ex-HACTL2 Building. Mr LI urged the Administration to continue to explore the possibility of further reducing the C&D materials to be disposed of at the landfills.

44. Referring to the comparison of the existing and future accommodation of EMSD as set out in the paper, Miss Emily LAU queried whether the existing accommodation of 83 042 m² was over-provisioned, as compared to the future accommodation of 81 000 m² at the new EMSD Hqts. DEMS reiterated that the land use of the existing accommodation, in particular the uncovered compound at the Headquarters at Caroline Hill Road, was not optimized. With the reprovisioning to the ex-HACTL2 Building, better use of the space could be made through improved planning. There had been some savings in the new accommodation as the space entitlement of some out-stationed staff had not been included in the reprovisioning project. The reprovisioning would also provide accommodation for some of the services now operated in rented premises. He supplemented that there would be a visitor centre for exhibiting electrical, mechanical and gas safety and energy saving equipment in the new EMSD Hqts, as well as a lecture theatre to be used for conducting public educational programmes for promoting electrical safety and energy efficiency. The schedule of accommodation in respect of the new EMSD Hqts had been endorsed by the Government Property Agency. The Government Property Administrator added that greater efficiency in terms of space utilization could be achieved as a result of centralization of service units because facilities such as meeting rooms could be shared. However, the question of whether centralization could result in staff savings would be a matter for DEMS to consider. Mr Henry WU requested and the Administration agreed to provide a breakdown of the number of staff working at the six existing facilities to be reprovisioned and those who would move to the new EMSD Hqts.

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45. Mr WU also stressed the need for greening efforts in the reprovisioning project. DDArchS said that there had been provisions for greening measures and plants would be provided at the roof of the lower blocks.

46. The item was voted on and endorsed.

47. The Subcommittee was adjourned at 1:10 pm.