

立法會
Legislative Council

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

**Minutes of the 4th meeting
held in the Chamber of Legislative Council Building
on Wednesday, 22 November 2000, 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 Cyd HO Sau-lan

Hon Eric LI Ka-cheung, JP

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 LAW Chi-kwong, JP

Hon TAM Yiu-chung, GBS, 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

Members absent:

Hon Fred LI Wah-ming, JP
Prof Hon NG Ching-fai
Hon Mrs Miriam LAU Kin-yee, JP
Hon Andrew CHENG Kar-foo
Dr Hon TANG Siu-tong, 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)
Ms Shirley LAM	Principal Assistant Secretary for Transport
Mr Y C LO, JP	Director of Highways
Mr W C CHAN	Deputy Project Manager/Major Works, Highways Department
Mr SIN Kwok-keung	Chief Traffic Engineer/New Territories East, Transport Department
Mr K S CHAN	Regional Highway Engineer/Hong Kong, Highways Department
Mr KWAN Chi-wai	Chief Traffic Engineer/Hong Kong, Transport Department
Mr David F L WONG	Principal Assistant Secretary for Security (B)
Dr LAU Ching-kwong, JP	Director of Civil Engineering
Mr William C W HUI	Civil Secretary, Correctional Services Department
Mr F M LUK	Chief Engineer/Technical Services, Civil Engineering Department
Mr Patrick LI	Principal Assistant Secretary for Education and Manpower
Mr S H PAU, JP	Director of Architectural Services
Mr Peter P Y LEUNG	Assistant Director of Education (Special Duties)
Mr Jim BEVERIDGE	Project Manager, Architectural Services Department
Mr W H KO	Assistant Director/Projects and Development, Drainage Services Department
Mr P K CHAN	Chief Engineer/Sewerage Projects, Drainage Services Department
Mr KO Chan-gock, JP	Director of Water Supplies

Mr LEUNG Mang-chiu	Assistant Director/New Works, Water Supplies Department
Mr Donald TONG	Principal Assistant Secretary for the Environment and Food
Mr Sam WONG	Principal Environmental Protection Officer/Local Control Office (Territory North), Environmental Protection Department
Miss Eliza YAU	Principal Assistant Secretary for Security (E)
Mr D G THOMAS	Chief Superintendent of Police (Planning and Development), Hong Kong Police Force

Clerk in attendance:

Miss Polly YEUNG	Chief Assistant Secretary (1)3
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Staff in attendance:

Ms Pauline NG	Assistant Secretary General 1
Ms Anita SIT	Senior Assistant Secretary (1)8

HEAD 706 - HIGHWAYS

PWSC(2000-01)60	720TH	Widening of Tolo Highway/Fanling Highway between Island House Interchange and Fanling
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Mr LAU Kong-wah noticed that only one section of Yuen Shin Road (YSR) adjacent to Wang Fuk Court (WFC) would be provided with noise barriers while the other section which also exposed WFC to excessive traffic noise, would not be provided with similar facilities. He pointed out that as a new policy to mitigate the noise impact on existing roads was recently announced, the implementation of the said new policy should be dovetailed with other public works projects to achieve cost-effectiveness and to benefit the public as soon as possible. If noise barriers ought to be retrofitted along the whole section of YSR adjacent to WFC pursuant to the new policy, the works should be incorporated into this project. Mr CHAN Kam-lam also opined that the incorporation of noise barriers at YSR into this project would be a more cost-effective arrangement.

2. The Director of Environmental Protection (DEP) confirmed that the new policy approved recently by the Executive Council had aimed at addressing the noise impact of existing roads. One of the measures recommended was to retrofit, if technically feasible, noise barriers or enclosures along existing roads

generating excessive noise and 29 existing roads had been identified for the retrofitting. Members of the Legislative Council would be briefed on the policy and consulted on the roads identified. He admitted that it would be more cost-effective to incorporate the works for retrofitting noise barriers/enclosures into highway projects to be carried out in the vicinity, but the decision on whether further retrofitting of noise barriers at YSR should be incorporated into this project would be subject to the consultation exercise and further review within the Government.

Admin

3. The Principal Assistant Secretary for Transport (PAS(T)) and the Director of Highways (DH_y) also confirmed that as the construction of this project was scheduled to commence in mid 2003, it was technically feasible to carry out the works to retrofit noise barriers at YSR together with this project. Subject to views that Members might have on Government's proposed retrofitting programme, the Administration would positively consider carrying out the retrofitting of noise barriers at YSR at the same time with this project.

4. Mr WONG Yung-kan echoed the need for providing noise barriers for the entire section of YSR facing WFC. He also urged the Administration to ensure that noise barriers would be provided along highways adjacent to residential developments, such as the sections of Tolo Highway near Wan Tau Tong Estate and Kam Shek New Village.

5. Mr Andrew WONG considered that as residents of WFC was already subject to very high noise impact at present, noise barriers should be retrofitted at YSR as soon as possible. As the construction of the project under the present proposal was scheduled for completion by end 2006, he asked whether it was possible to pursue the provision of noise barriers at YSR under a current project: 561TH - "Widening of Tolo Highway between Island House Interchange and Ma Liu Shui Interchange". In response, DH_y advised that this would give rise to substantial contractual problems as the construction contract for the project had already been awarded and construction works were underway.

6. DEP reiterated that when seeking Members' views on the priority of the roads, the Administration would recommend locations which would benefit a large number of people. Having regard to members' views expressed at this Subcommittee meeting, the Administration would also recommend that priority be accorded also to locations where other works were planned to be undertaken in the vicinity. DEP also informed members that in fact, the road section of YSR facing WFC was not high up in the priority list among the 29 existing roads identified for retrofitting noise barriers. It was unlikely that noise barriers would be provided at YSR before year 2006 if not for the present road widening project. Pending consultation on the new policy and on the priority of implementation, a more practical option was to pursue the retrofitting of noise barriers at YSR pursuant to the new policy.

7. Regarding the extent of noise barriers to be provided under the project, DHy advised that the noise barriers shown on the layout plans attached to the discussion paper was indicative only. The exact location, the type and the height of the noise barriers to be provided would need to be further examined at the detailed design stage. However, members' views and concerns expressed at this meeting would be fully taken into account in the detailed design.

8. Referring to Mr WONG Sing-chi's question on the provision of noise barriers at the Fanling and Tolo Highways sections adjacent to Choi Yuen Estate and Fanling Centre, PAS(T) advised that these road sections were outside the scope of this project. She suggested that it would be more appropriate to consider the subject in the context of the consultation on the said new policy.

Admin

9. Mr WONG Shing-chi expressed grave disappointment with the lack of concrete plans so far on the provision of noise barriers at the road sections referred to by him. As the points raised by Mr WONG were outside the scope of the present proposal, the Chairman requested the Administration to follow up with Mr WONG after the meeting.

10. Mr LAU Kong-wah referred to the concern raised by the Fanling Rural Committee on the traffic impact as a result of the temporary closure of Kiu Tau Bridge for the bridge reconstruction works under the project. He enquired about the measures that would be taken to minimize the duration of the temporary closure.

11. In reply, the Chief Traffic Engineer/New Territories East, Transport Department (CTE/NTE, TD) advised that as the detailed design for the project was yet to be undertaken, details of the bridge reconstruction works were not known at this stage. He however assured members that the Administration and the consultants would make the best endeavours to identify ways to shorten the duration of the temporary closure of the bridge so as to minimize disruption to the public. DHy supplemented that consideration had been given to building a temporary bridge before demolishing the existing Kiu Tau Bridge, so that during the reconstruction of the Kiu Tau Bridge, traffic could be diverted to the temporary bridge. This option would be further examined in the detailed design of the project.

Admin

12. Mr LAU Kong-wah urged the Administration to examine the matter urgently and provide relevant information for further consultation as soon as possible. In response, DHy assured members that the consultants would be advised to accord priority to the matter and the Administration would keep members informed once feasible options to shorten the duration of the temporary closure of the bridge had been identified.

Admin

13. Mr Andrew WONG highlighted that at present, Lam Kam Road Interchange was of a high curvature and this had obstructed smooth traffic flow. Noting that under the present project, the interchange would be widened from dual two-lane to dual three-lane, he suggested that the opportunity be taken to reduce the curvature of this interchange. The Administration took note of Mr WONG's suggestion for consideration.

14. In reply to Mr CHAN Kam-lam's enquiries about the projected volume/capacity (V/C) ratios set out in paragraph 8 of the discussion paper, CTE/NTE, TD confirmed that the V/C ratios for year 2000 for both highway sections were obtained by actual survey while the V/C ratios for the years 2006, 2011 and 2016 were projections generated by traffic modelling. On Mr CHAN Kam-lam's concern that conducting the survey at different locations along the highways in question might produce varying results, CTE/NTE, TD advised that as there was no other entrance/exit along the Tolo Highway between Island House and Hong Lok Yuen, and along the Fanling Highway between Hong Lok Yuen and Fanling, vehicle counting conducted at any point along the above highway sections would produce similar results.

15. Mr CHAN Kam-lam noted that with the proposed widening works, the V/C ratio of Tolo Highway between Island House and Hong Lok Yuen was projected to be 1.14 in year 2016. He asked whether this highway section would be further widened to address the then traffic congestion problem, and if so, whether the space currently reserved for hard shoulders would be used for road widening purposes. In reply, CTE/NTE,TD said that if traffic congestion arose in 2016 or earlier, the Administration would examine various options to address the problem. Making use of the hard shoulders to provide more traffic lanes might be one of the measures to be adopted in the interim.

16. Mr Albert CHAN pointed out that at present, there were certain bottlenecks along the Tolo Highway where traffic congestion often occurred. He therefore expressed concern that the congestion at these bottlenecks would be aggravated while the proposed widening works were underway. In response, DHy advised that the Administration together with the project consultants would pay special attention to minimizing disruption to normal traffic during the construction period. Three traffic lanes on both directions would be maintained along the highway sections in question during the construction period. He acknowledged that a certain extent of disruption would be inevitable when works were undertaken at the slip roads of Tolo Highway and Fanling Highway.

17. Miss Emily LAU enquired whether environmental-friendly modes of transport such as railways had been explored as alternative solutions to address the traffic congestion problems on Fanling Highway and Tolo Highway. In reply, PAS(T) confirmed that sustainable development was an essential factor that would be taken into account in planning all highway projects. In this case, there had been a continuous growth in the traffic volume on Tolo Highway and

Fanling Highway. While the Eastern Kowloon-Canton Railway provided an alternative for passenger traffic in northeastern New Territories, widening of Tolo Highway and Fanling Highway was still necessary to meet the future traffic demand, in particular that arising from local and cross-border freight traffic. To mitigate the environmental impacts of the road widening project, appropriate measures, in particular the provision of noise barriers, would be implemented to control and reduce the impacts.

18. Miss Emily LAU referred to the case of the T7 project in which residents of Monte Vista had lodged complaints against the Administration for being notified of the details of the project only at a very late stage. She asked whether the residents who would be directly affected by the project under the present proposal would be notified of the details, in particular details about the provision of noise mitigation measures, at an early stage.

19. In reply, PAS(T) and DHy advised that as in the case of other major highway projects, the Administration had briefed the relevant District Councils (DCs) on this project at various stages from planning to construction. They assured members that when the detailed design of the project had been drawn up, the Administration would consult the relevant DCs again. If the DCs considered it appropriate, the Administration would also consult the affected residents on the detailed design for the project. In any case, the Administration would notify the affected residents before the construction works commenced.

20. Miss Emily LAU considered that it would be too late to notify affected residents only when the construction works were about to commence. She urged the Administration to consult the directly affected residents at the earliest opportunity so that the latter's views could be taken into account in drawing up the detailed design for the project. The Administration took note of Miss LAU's concern for follow-up actions as appropriate.

Admin

21. In reply to Mr LAU Ping-cheung's enquiry about the consultants' fees for the project, DHy advised that the total cost for the project was about \$3 billion. The consultants' fees of \$51.7 million under the current proposal, covering mainly the detailed design, preparation of tender documents, and supervision of ground investigation, accounted for about 1.7% of the total project cost. This percentage was slightly on the low side as the percentage was 2% to 3% on average for major highways projects. For members' reference, he advised that the consultants' fees covering the same items of work under another project 561TH was around 1.9%. DHy also confirmed that the consultants' fees under the present proposal did not cover fees for supervision of construction works as such fees would be included in the future proposal on the construction of the project.

22. Mr Albert CHAN recalled that when this project was discussed at the Tai Po DC, DC members had suggested that a working group should be set up to monitor the progress of the project. He enquired about the Administration's position on this suggestion. In reply, DHy assured members that the Highways Department and the project consultants would exercise due diligence in supervising the project. There were established procedures requiring the Administration to report the progress of the project to the public and the Administration considered that the existing monitoring and reporting mechanism had been working well.

23. Mr Albert CHAN urged the Administration to give due attention to the design of the noise barriers to be provided under this project to avoid adverse visual impact on the surrounding environment. In response, DHy said that the Administration was fully aware of the need to avoid creating eyesores on the landscape in providing noise barriers. Therefore, various means such as the use of earth mound, the provision of landscaping features and the use of transparent materials would be explored to reduce the visual impact of the barriers to be provided under this project.

24. Mr Albert CHAN expressed concern about the damaging effect on existing vegetation caused by the proposed widening works and the provision of noise barriers, and enquired about the measures to preserve and re-plant vegetation along the highway sections in question. In response, DHy advised that according to a recent survey, the proposed works would affect about 15 000 trees. Of these, 5 000 would be preserved at their existing locations and a further 200 precious ones would be transplanted. An additional 80 000 trees would be planted along the highways under this project.

Admin

25. Mr Albert CHAN urged the Administration to explore ways to preserve as many trees as possible and suggested that all trees of 20 years' old be retained or transplanted. DHy agreed to consider the suggestion in consultation with the Agriculture, Fisheries and Conservation Department and report the outcome to the Subcommittee in due course.

Admin

26. Miss Cyd HO expressed concern about the treatment of the trees that would be removed under this project. She suggested that the Administration should explore ways to recycle or reuse these removed trees instead of disposing of them as waste. She also suggested that pursuant to preserving the environment, the Administration should look into the treatment of trees/vegetation removed in the course of works projects and establish general guidelines if necessary. DHy agreed to examine the matter in conjunction with the Environmental Protection Department (EPD).

27. The item was voted on and endorsed.

HEAD 706 - HIGHWAYS

PWSC(2000-01)59 724TH Road works in Chai Wan reclamation area

28. Miss Cyd HO noted that when consulted on the present proposal in September 1999, a member of the Traffic and Transport Committee of the then Eastern Provisional District Board (EPDB) had raised objection to the rezoning of the sites in the reclamation area for industrial use. She enquired about the reasons for the objection and the present position regarding the land uses in the area.

29. In reply, the Regional Highway Engineer/Hong Kong, Highways Department (RHE/HK,HyD) advised that the EPDB member who raised objection was mainly concerned about the noise and traffic impacts of the permanent bus depot under construction and the proposed Hong Kong Post's Super Centre (HKPSC). The District Planning Officer (Hong Kong) had explained to the EPDB that environmental impact assessment (EIA) and traffic impact assessment (TIA) had been/would be made in respect of the proposed land use of each individual site in the reclamation area and thereafter, public consultation had been/would be undertaken having regard to the results the EIA and TIA before the future land use of the sites was finalized.

30. Miss Cyd HO appreciated the DC member's concern about the noise and traffic impacts of the permanent bus depot and the HKPSC, pointing out that 430 buses as well as the vehicles of the Post Office would be travelling to and from the area each day. She therefore enquired about the planned traffic arrangements and measures to mitigate the impacts.

31. The Chief Traffic Engineer/Hong Kong, Transport Department advised that in planning the proposed road works, the Administration had taken into account the possible traffic impact of the bus depot and the HKPSC on the residential developments in the vicinity, in particular Tsui Wan Estate. He elaborated that buses travelling to and from the west would make use of Shing Tai Road and the proposed new carriageways to reach/leave the bus depot, while buses travelling to and from the east would make use of Sheung On Street. The existing one-way traffic on Sheung On Street would be converted to two-way traffic to facilitate this arrangement. Hence, fewer buses would need to make use of Wing Tai Road and pass by Tsui Wan Estate. The vehicles of the Post Office, most of which would be light vehicles, would take similar routes as buses. Therefore, it was expected that the traffic generated by the bus depot and the proposed HKPSC would not cause undue impacts on the residential developments nearby.

32. Miss Emily LAU recalled that at the last meeting on 8 November 2000, she had requested the Administration to provide information on the percentage of construction and demolition (C&D) materials generated under a project to be

disposed of at landfills in future proposals to the Subcommittee. She enquired whether such information was available in respect of the present proposal.

33. In reply, the Deputy Secretary for the Treasury (D/Tsy) confirmed that after the said meeting, the Finance Bureau had requested policy bureaux and departments to include the information in future proposals. However, as the first three items on the agenda of this meeting were items deferred from the meeting on 8 November 2000, the relevant bureaux/departments would provide the information to members verbally at the meeting instead.

34. RHE/HK, HyD advised that the 80 cubic metres (m³) of C&D waste that would be disposed of at landfills represented about 70% of the total C&D waste generated under this project. The remaining 30% of C&D waste would be reused or recycled. 2 000 m³ of excavated material under this project would be delivered to other construction sites as imported filling material or to public filling areas. The contractor would be required to sort C&D materials on site and to reuse the materials as far as possible. Moreover, the contractor would be advised to use metal hoardings instead of wood hoardings for the construction works as the former were reusable while the latter were not.

35. Miss Emily LAU considered that the percentage of C&D waste (i.e. 70%) to be disposed at landfills was too high. She urged the Administration to make the best efforts to reduce the amount of C&D waste to be disposed of at landfills under this project.

36. Referring to the proposed public cargo working area (PCWA) in the reclamation area, Miss Cyd HO asked whether funds had been provided for the construction of the PCWA extensions and enquired on the types of cargoes that would be handled at the PCWA. She was particularly concerned about whether dangerous goods would be handled at the PCWA and how the traffic generated by the PCWA would affect the reclamation and the inland areas.

37. In response, DHy said that he did not have detailed information about the PCWA on hand. However, as far as he understood, dangerous goods were usually not handled at PCWAs. He agreed to liaise with relevant Government departments to provide the information requested by Miss Cyd HO.

Admin

38. The item was voted on and endorsed.

HEAD 705 - CIVIL ENGINEERING

PWSC(2000-01)62

71LC

Reconstruction of Hei Ling Chau Pier

39. Mr WONG Yung-kan expressed grave concern about the impact of the proposed works on the marine environment, in particular the possible impact

on the Cheung Sha Wan fish culture zone at the south of Lautau Island. In this regard, he enquired whether any seabed dredging works would be carried out under this project.

40. The Director of Civil Engineering (DCE) confirmed that the construction of the proposed new pier would not require seabed dredging as the new pier would be founded on piles placed in the seabed. In view of the construction method used and the small scale of the works involved, the proposed works would not cause any significant impact on the waters in the vicinity. To control the short-term environmental impacts during construction to within the established standards and guidelines, a number of measures such as the installation of a silt curtain around the site and water-spraying during demolition of the existing pier to reduce emission of fugitive dust would be undertaken.

Admin

41. Echoing Mr WONG Yung-kan's concern, Miss CHAN Yuen-han enquired whether assessment had been made on the possible impact of this project on the Cheung Sha Wan fish culture zone. DCE confirmed that an assessment had been made in the context of the Preliminary Environmental Review for the project. At Miss CHAN's request, DCE agreed to provide information on the relevant assessment results for members' reference after the meeting.

42. On the location of the new pier, Mr Albert CHAN enquired whether consideration had been given to locating the new pier at the typhoon shelter at Hei Ling Chau to enhance navigation safety. In reply, the Principal Assistant Secretary for Security (PAS(S)) advised that the pier was mainly used by staff of the Correctional Services Department (CSD) and the inmates' visiting relatives and friends. A series of ancillary facilities including washrooms, registration area, a visitor waiting area, visit rooms, store rooms etc. had been provided at locations close to the existing pier. It would require substantial additional costs to re-locate these facilities. Having regard to the cost factor and the operational needs of CSD, the Administration considered that the currently proposed location of the new pier appropriate.

Admin

43. Mr Albert CHAN said that while the cost of transferring the existing ancillary facilities should be taken into account, the Administration should consider whether locating the new pier at the typhoon shelter at Hei Ling Chau would be more desirable from a longer-term perspective. In response, the Civil Secretary, Correctional Services Department pointed out that the inland area along the typhoon shelter was rather remote at present. Locating the new pier to the typhoon shelter would have significant implications on the existing traffic arrangements for Hei Ling Chau and on the operation of CSD's institutions on the island. At Mr Albert CHAN's request, the Administration agreed to provide a map showing the locations of the typhoon shelter, CSD's institutions and the existing ancillary facilities of the pier for members' reference.

Admin

44. Noting that about 150 m³ of C&D materials would be generated under this project, Mr Albert CHAN enquired whether consideration had been given to using such materials as artificial reefs. In reply, DCE advised that the C&D materials generated by the demolition of the existing pier would comprise mainly small concrete pieces and which might not be suitable for artificial reef purposes. However, the concrete would be used as filling material in the reconstruction of Tai Lam Chung pier project under item PWSC(2000-01)63. At Mr Albert CHAN's request, DCE agreed to further consider the practicability of using the C&D materials for artificial reef purposes in conjunction with the Agriculture, Fisheries and Conservation Department.

[Post-meeting note: AFCD advised that subject to cutting of the pier structure into suitable sizes and the availability of artificial reef sites, the demolished pier may be used as artificial reef material. CED will work out in conjunction with AFCD the practicability and cost effectiveness of using the C&D materials from this project for creating artificial reefs.]

45. Miss Emily LAU and Miss Cyd HO complimented the Administration on their efforts on minimizing C&D waste in this project, as they noted that all the C&D materials generated under the project would be reused.

46. In this connection, the Chairman recalled his recent visit to the Tseung Kwan O landfill where he found that only three workers were working to sort C&D waste. He commented that given the large amount of C&D waste delivered to the landfill every day, more manpower should be deployed at the landfill for sorting the waste and identifying reusable materials.

47. The item was voted on and endorsed.

HEAD 703 - BUILDINGS

PWSC(2000-01)64 281EP Two primary schools at Site 5, West Kowloon Reclamation

48. Miss Emily LAU enquired about the progress of the school construction programme to meet the increase in demand for primary school places arising from the interim policy target of whole-day primary schooling. In reply, the Principal Assistant Secretary for Education and Manpower (PAS(EM)) advised that subject to funding approval for the present proposal, two additional schools would still be required to be built before the school year 2002/03. The Administration planned to submit proposals on these two schools in late 2000 or early 2001. As the construction of a standard school normally took only about 18 months, there should be sufficient school places to achieve the target of enabling 60% of pupils in public sector schools to study on a whole-day basis by the school year 2002/03.

49. In reply to Miss Emily LAU, PAS(EM) confirmed that the provision of whole-day primary schooling for 60% of pupils in public sector schools by the school year 2002/03 was the interim target, while the long-term target was to provide whole-day primary schooling for all pupils in public sector schools by the school year 2007/08.

50. Miss Emily LAU queried the desirability of constructing a three-metre high solid boundary wall around each of the two school sites in question. In reply, the Director of Architectural Services (DArchS) advised that as solid boundary walls were required by the Environmental Protection Department (EPD) and considered one of the most effective means to abate the noise impact of road traffic, these walls were a common feature in many recent school projects and in general, were well received by the schools. He further advised that these walls were designed with varied colour schemes, windows openings, and soft landscaping to enhance the appearance of the solid boundary walls. He then displayed to members' pictures of some recently built schools of the Year 2000 design which indicated various designs of the solid boundary walls.

51. Mr Albert CHAN shared Miss Emily LAU's concern and queried the need for a three-metre high solid boundary wall at the southern facade of both schools which was facing a residential site. In reply, DArchS advised that according to available information, there would be a two-storey carpark located on the ground floor and the first floor of the future residential development adjacent to the proposed schools. EPD had recommended that a three-metre high solid boundary wall should be provided on this side of the schools to abate the noise impact from the adjacent road prior to the construction of the carpark. He also informed members that the cost for the construction of a solid boundary wall at this side of the schools was about \$100,000.

52. Mr Albert CHAN questioned whether the solid boundary walls (of three metres) would be sufficiently high for the purpose of abating the noise impact of the future carpark. DArchS confirmed that the three-metre solid boundary walls would serve the purpose of noise abatement. He added that the classrooms and some special rooms of both proposed schools would also be provided with insulated windows and air-conditioning.

53. Noting that about 1 520 m³ of C&D waste (representing 17.1% of the total C&D materials generated in the project) would be disposed of at landfills, Miss Emily LAU enquired about the management of C&D materials during the construction period and asked whether the amount of C&D waste to be disposed of at landfills could be further reduced.

54. In reply, DArchS advised that relevant conditions had been included in the works contract to require the contractor to prepare a Waste Management Plan (WMP) on the management of C&D materials under the project. The

WMP would be subject to the approval of Architectural Services Department and the contractor's compliance with the approved C&D materials management measures would be closely monitored during the construction period. DArchS further said that the Administration would strive to minimize the amount of C&D waste generated from public works projects. The percentage of 17.1% of C&D waste to be disposed of at landfills under this project was considered a reasonable target given the currently available measures for effective management of C&D materials.

55. Mr Henry WU expressed support for the provision of a green corner for each of the two proposed primary schools. Noting that the green corner for School (1) would be located on ground level and the one for School (2) would be located at the rooftop of the classroom block, he enquired about the consideration and standards for the provision of green corners for schools. In reply, DArchS advised that in principle, a green corner would be provided for all new schools as far as possible. The location of the green corner would be decided by the school sponsoring body (SSB) concerned while the size of the corner would be subject to the site characteristics.

56. Mr TAM Yiu-chung observed that in recent school projects, shared facilities were often provided for co-located schools. In this case, the two schools were separated by an ingress/egress and no shared facility had been planned for the schools. He therefore enquired about the principles and criteria for the provision of shared facilities.

57. In reply, PAS(EM) confirmed that the Administration had always strived to improve school designs taking into account, inter alia, Members' views, and one of the notable improvements was the provision of shared facilities to make available a greater variety of facilities for student activities. However, under the present proposal, the two schools were separated by an ingress/egress provided at Sham Shing Road for access to the schools and the adjacent residential site. The alternative of locating the ingress/egress at Sham Mong Road and Hing Wah Street was not feasible because they were the local main roads with heavy traffic. He however remarked that although no shared facility could be designated in this case, the Administration would encourage the two schools to share the use of their facilities.

58. In reply to Mr TAM Yiu-chung's enquiry about the feasibility of providing a mini-soccer pitch for proposed School (2), PAS(EM) advised that the present designation of facilities at the school playgrounds was by no means final. After the two schools had been allocated to SSBs in June 2001, the Administration would consult the SSBs on their preference about the design details. A mini-soccer pitch instead of two basketball courts could be designated at the playground of School (2) if that was preferred by the SSB concerned.

59. Mr Henry WU enquired whether the small triangular site adjacent to the west side of School (1) could be incorporated into the site for School (1). In reply, DArchS advised that the triangular site had been designated as an amenity area under the relevant outline zoning plan. According to the Lands Department, the land use of the triangular site could not be changed but the vacant site could be used by temporary allocation to the school for amenity purposes. Hence, the current plan was to extend the boundary wall of School (1) to include this amenity area. Mr Henry WU expressed support for this arrangement.

Admin

60. Mr Albert CHAN reiterated his concern about the noise impact of school activities on noise sensitive receivers nearby and urged the Administration to improve the public address systems used in schools and explore other ways to reduce the impact. The Administration took note of Mr CHAN's for follow-up action as appropriate.

61. Mr Albert CHAN reiterated his grave concern about the significant increase in the construction cost for school projects over the past years. He urged the Administration to review the various cost items and explore feasible ways to reduce the cost. DS/Tsy advised that in response to the same concern raised by Mr CHAN at the last meeting on 8 November 2000, the Administration was preparing an information paper on recent tender results for school projects for members' reference. She remarked that the estimates shown in the school project proposals were for budgeting purposes only. The actual expenditure would depend on the tender prices of the successful bids for these projects.

62. The item was voted on and endorsed.

HEAD 704 - DRAINAGE

PWSC(2000-01)66

285DS

Improvement of sewage treatment facilities at the sites of Correctional Services Department

63. Miss Emily LAU enquired whether the existing effluent discharged from the three institutions in question was in compliance with the effluent standard required under the Water Pollution Control Ordinance (WPCO), and if not, whether enforcement actions had been taken against the Government. In reply, the Principal Assistant Secretary for Security (PAS(S)) advised that the sewage treatment facilities of the institutions had been in use for about 20 years and could no longer treat the daily sewage generated from the institutions to the required effluent quality. The present proposal sought to carry out improvement works so that the treatment facilities for the institutions would comply with the effluent standard required under the WPCO.

64. The Director of Environmental Protection (DEP) confirmed that the current effluent discharged from the institutions fell short of the effluent quality required under the WPCO. As regards enforcement actions, he confirmed that while the WPCO was binding on the Government, prosecution would not be taken against Government agencies for non-compliance. However, DEP stressed that in case of non-compliance with the statutory requirements on pollution control by any Government institution, EPD would urge the relevant bureau/department to rectify the irregularity, as in the present case.

65. Miss Emily LAU opined that as the WPCO was binding on the Government, the Government should also be sanctioned in case of non-compliance with the statutory requirements under the Ordinance. She queried the Administration for adopting double standards in law enforcement.

66. In response, DEP affirmed that the Administration adopted an even-handed approach in enforcing the statutory requirements relating to pollution control. However, it should be noted that in keeping with other legislation binding the Government, the pollution control legislation was not structured in such a way as to allow the Government to prosecute itself. DEP said that this would not make sense. Instead, remedial measures had to be implemented whenever non-compliance was detected. If the remedial measures were not implemented to DEP's satisfaction, he was required to report the matter to the Chief Secretary. He further advised that due to the need to utilize limited resources effectively, EPD had targeted its enforcement action at operations that gave rise to more serious pollution. He confirmed that the present case involving the effluent from the institutions of CSD had been dealt with by EPD in accordance with established procedures.

67. As to whether timely actions had been undertaken to rectify non-compliance in this case, PAS(S) advised according to available information, the Administration had become aware of the need to improve the sewage treatment facilities of the institutions in mid-1990. Thereafter, the Administration had undertaken a necessary study to assess the problem and identify options for improvement. Having determined the works to be carried out, the responsible bureau then proceeded to bid for the necessary resources. Meanwhile, CSD had adopted a number of interim measures to control the pollution caused by the effluent from the institutions, such as more frequent repair of the sewage facilities, regular desludging and cleaning of septic tanks and close monitoring of sewage discharge.

68. Mr Albert CHAN said that there were some residential developments in the vicinity of Tong Fuk Centre which were not yet serviced by any sewage treatment facilities at present. He asked whether consideration had been given to incorporate the required sewerage works for these residential developments into the works under the present proposal, an arrangement which he considered would help reduce the total cost for providing the required sewage treatment facilities for the Tong Fuk area.

Admin

69. In reply, PAS(S) advised that the proposed works in respect of Ma Po Ping Prison and Tong Fuk Centre involved the installation of a standby power supply for the existing sewage treatment plant (STP) to ensure continuous sewage treatment in the event of a discontinuation of the main power supply. The Assistant Director/Projects and Development, Drainage Services Department (AD/P&D, DSD) added that as far as he understood, EPD was undertaking a separate study on the sewage treatment requirements of the Tong Fuk area. At the request of Mr Albert CHAN, the Administration agreed to provide information on the sewage treatment plan for the Tong Fuk area.

70. Mr Henry WU enquired about the design capacity of the proposed two STPs under the present proposal and the level of treatment to be provided at these plants. In reply, AD/P&D, DSD advised that the two proposed STPs would provide secondary treatment with UV disinfection. The effluent after treatment would be compliant with the required standard for discharge into the sea. The design capacity of each of the STPs was about 25% higher than the daily output of the respective institutions. The design capacity of the STPs for the Cape Collinson Correctional Institution and the Chimawan Drug Addiction Treatment Centre was 105 m³ and 140 m³ respectively as against the respective daily output of 80 m³ and 110 m³ of the two institutions at present.

71. Referring to his visits to some sewage treatment plants in the Mainland, Mr Henry WU said that his impression was that the treatment results were satisfactory while the costs were relatively low. In reply to his enquiry about the unit construction cost of the proposed treatment facilities, AD/P&D, DSD advised that the unit construction cost for large STPs was about \$15,000 per m³, while the estimated unit construction cost for the two proposed STPs was about ten times that for large STPs, mainly because of their small scale and remote locations.

Admin

72. Taking note of the significant difference in unit construction cost between large STPs and small STPs, Mr Henry WU shared Mr Albert CHAN's view that where practicable, the sewerage works for individual Government institutions should be carried out in conjunction with the sewerage works for the district or area in which the institutions were located so as to benefit from the economies of scale. The Administration took note of Mr WU's comment.

73. The item was voted on and endorsed.

HEAD 709 - WATERWORKS

**PWSC(2000-01)67 241WF Extension of water supply to Pok
Fu Lam areas**

74. Noting from the discussion paper that the population in the Pok Fu Lam area was envisaged to increase from the current 88 000 to 106 000 by 2007,

Miss Cyd HO enquired about the proportion of population growth which could be attributed to the housing development at Telegraph Bay and the re-developments in Pok Fu Lam area. She also sought information on the planned re-developments in Pok Fu Lam area and the number of people who would be affected.

75. In reply, the Director of Water Supplies (DWS) advised that of the estimated increase of 18 000 in population by 2007, about 10 000 was attributed to the development at Telegraph Bay and the remaining 8 000 was attributed to the net increase in population as a result of other developments and re-developments in Pok Fu Lam area. He elaborated that there would be new developments at certain lots near Victoria Road battery, Wah Fu Estate and at an area east of Chi Fu Fa Yuen and while some private residential developments in the Pok Fu Lam area would be redeveloped.

76. Mr Albert CHAN commented that to a large extent, the proposed waterworks were provided to service the Cyberport development. In this connection, he questioned whether the Administration had duly informed the public of the total amount of public resources required in pursuit of the Cyberport project. In order to obtain a full picture of the financial commitment required of the Government to take forward the project, he sought information on all the planned and committed public works projects which were partly or wholly related or incidental to the Cyberport project. In reply, DS(Tsy) recalled that a proposal on certain road works which also serviced the Cyberport development at Telegraph Bay had been submitted to this Subcommittee. She would check and provide the relevant information after the meeting.

Admin

77. In this connection, Mr Andrew WONG remarked that as the waterworks under the present proposal and the works for the Pok Fu Lam area under other public works projects were not implemented solely for servicing the Cyberport, he expressed doubt on whether it was feasible for the Administration to provide precise information in response to Mr Albert CHAN's concern. DWS confirmed that the waterworks under the present proposal were implemented for servicing the Telegraph Bay development as well as other developments in the Pok Fu Lam area. He said that based on a rough estimate, the cost for the waterworks under the present proposal would be reduced by some 50% if there was no need to service the Telegraph Bay development.

78. In reply to Mr Andrew WONG's enquiry, DWS confirmed that the present proposal covered the mainlaying works and the construction of a water service reservoir shown in "blue" on the layout plan attached to the discussion paper.

79. The item was voted on and endorsed.

80. In view of time constraints, the Chairman instructed that consideration of the remaining items on the agenda, i.e. PWSC(2000-01)65 and 63, should be carried over to the next meeting scheduled for 6 December 2000. In this connection, Miss Emily LAU commented that it might be more desirable to schedule fewer items on the agenda so that the Subcommittee could complete deliberation of all items at a meeting. Mr Albert CHAN on the other hand saw no problem with the existing arrangement whereby unfinished items at one meeting would be carried forward to the next meeting for discussion.

81. The meeting ended at 1:00 pm.

Legislative Council Secretariat
14 December 2000