

## 《2002年土地雜項條文(修訂)條例草案》委員會

2002年3月18日會議

### 補充資料

#### 對於和記環球電訊發給法案委員會信件的回應

政府完全明白和記環球電訊(和記)在此事上的立場。

我們同意和記在信中第(1)點的看法，即在行車道上進行挖掘工程，可能有廣泛影響，並會引致多處地方交通擠塞和出現延誤。從此亦帶來嚴重的社會和經濟成本。在行人路上進行的工程，其影響範圍，一般只會限於工程進行的地點，而行人亦較容易對在挖掘工程處受到的延誤作出調節，故整體上，相對行車道上的車輛而言，挖掘工程對行人的延誤十分輕微。

在2003年3月5日與公用事業機構舉行的諮詢會議上，公用事業機構告訴我們，他們已致力控制掘路工程的進度。除監管承建商表現外，亦有透過合約機制引入鼓勵提前完工的措施。我們同意，不論私營界別或公營界別的工程倡議人，都不會因掘路工程延誤而得到任何利益，故他們絕對無意令工程有所延誤。不過，亦不能單靠掘路工程倡議人自律，必須要制定適切的規管架構，尤其是對於那些有欠自律的工程倡議人。我們認為條例草案所提出的管制水平寬緊適宜，整體上足以緩減工程這方面的滋擾。

從來信第(5)及(6)點所見，公用事業公司對掘路安排的態度是正面而且負責的，這是可喜的現象。事實上，路政署所設的3層諮詢架構現已取得理想成效。而掘路倡議者、道路使用者與店鋪東主之間可透過溝通、合作與諒解來解決問題，而政府無須過度規管。

鑑於以上所述，我們認為收取在行人道的掘路的經濟成本，不但在技術上並不可行，而且亦無必要。

#### 就2003年2月22日實地視察的報告作出回應

我們已注意到2003年2月22日實地視察的報告，但為了更準確反映事情及避免不必要的推廣，我們把所視察的地點以及當日所看到的情況，詳細列載於附

件（只提供英文版）。

以下是我們對議員建議的回應，依次闡述如下：

(a) 路政署須加強巡查，並與公用設施機構跟進，以確保工程依時完工

在掘路工程方面，路政署一直扮演著審核的角色。該署已達到每 7 天視察 1 次的目標。他們亦平均每月在約 6,000 次巡查中發出約 2,000 份違反掘路證條件通知書。不過，該署在與各公用事業公司舉行例會時，仍會提醒他們須確保早日完成工程。條例草案在立法會通過對改善情況有莫大幫助。

(b) 渠務署應縮短該署在崇光百貨公司門外工程的施工時間

考慮到工程的規模及工作時段的限制，該污水渠的建造時間已是非常緊逼。爲了要減少對交通及市民所造成的影響，在情況允許下，會在工程間斷時把豎井蓋上，俾使交通能回復正常。渠務署並採取所以下行動，以加快工程：

- (i) 盡快將在工地發生的問題即場予以解決；
- (ii) 視乎情況變化，不時予以檢討作出調整，並以最有效的方法，解決與其他各方面的衝突；
- (iii) 鼓勵承建商盡量調配更多資源；
- (iv) 促使其他公用事業公司盡快完成有關工程，並定期舉行聯絡會議；
- (v) 盡量減少對鄰近店舖及行人的影響，例如架設美觀的圍版及盡量減少所佔空間。

雖然如此，環境運輸及工務局常任秘書長（運輸及工務）已要求渠務處處長密切注意該處情況。

(c) 水務署應避免該署的工地閒置

正如附件所述，水務署工地只是停止工作一段短暫的時間。路政署會促使其作出改善，並負責跟進工作，以監察有關情況。在環境運輸及工務局與水務署定期內部事務會議上，環境運輸及工務局常任秘書長（運輸及工務）已向水務署署長就此事施壓。

(d) 應在非施工時段臨時鋪設板塊，讓行車道或行人路得以重開

自 90 年代以來，我們已在掘路證的條件中訂明，在工地停工的一段期間，持證人須為掘開的路面鋪上臨時板塊，以便重開路面，供道路使用者使用，除非在工程及實務上，有關安排並不可行。我們會密切監察有關情況。條例草案的通過會增強掘路證條件的阻嚇力。

(e) 應避免工地閒置，並應將閒置工地的原因，以及閒置日期，登載在告示板上

掘路證的條件中已訂明倘若沒有充分理由，持證人不得讓工地閒置，而有關理由必須列載於告示板上。條例草案的通過會增強掘路證條件的阻嚇力。供行人閱覽的告示板已顯示復工日期。至於供駕駛人士閱覽的告示板將會修改，以包括這一項資料。

(f) 告示版須顯示工程開展和竣工日期，以及延長的期限，並須載有投訴電話號碼

持證人在現時的告示板上已展示了原定和估計的竣工日期，以及投訴熱線。我們會就是否包括工程展開的日期一點徵詢業界的意見。

(g) 避免在路旁停車位進行挖掘工程以及提供額外的建造比率，鼓勵發展商提供停車位

我們會將這項建議提交有關決策局／部門考慮。

(h) 推行嘉許計劃鼓勵持證人早日完工，並表揚良好的作業方法

請參看 2003 年 3 月 18 日法案委員會資料文件問題(a)的答案。

**環境運輸及工務局**

**2003 年 3 月 17 日**

## Observations on Study Tour on 22 February 2003

Location	Phenomena	Reason	Remark
Star Street Hong Kong Electric Company sites – series of openings made.	Some sites were unattended, but workers moved around the openings.	Not applicable	The openings are interrelated. Site inspection on 17/2/03 and 24/2/03 found the sites were attended.
Luard Road Hong Kong Electric Company site.	Site was slightly flooded.	Not applicable	Found to be flooded on 13/2/03, correction found to be completed on 24/2/03.
Highways Department (HyD) capital work site at Lockhart Road	Signboard too small. Work on 3 manhole covers without lighting, sign and guarding (LSG). Coned off, no work.	Not applicable	HyD Research and Development Division will following up on the size of the signboard. LSG was put back immediately. Channelise traffic near junction.
HEC site at westbound King's Road near Oil Street	Unattended and no publicity board.		HEC explained that a display board with statement that concrete curing was in progress was posted on site. The board needed not be big due to the short duration of the works.

Location	Phenomena	Reason	Remark
Drainage Services Department (DSD) site at Sogo	Footpath was converted into a work site, causing serious congestion.	Drainage Services Department is implementing a sewerage improvement works project in Causeway Bay and North Point. In order to reduce the impact to traffic, trenchless excavation method has been adopted. Even for this method, spaces are required for construction of vertical shafts for jacking of sewage pipes between them, hence some footpath and carriageway spaces have to be occupied.	<p>Will complete by December 2004.</p> <p>Restricted working hours has been imposed taking into account of pedestrian flow.</p> <p>Shaft openings will be covered up to restore traffic whenever possible.</p> <p>Contractor has been encouraged to take measures to minimize disturbance including working at night. Contractor has provided transparent hoardings, and coordinated with all parties actively.</p> <p>The situation will be reviewed from time to time.</p>
Water Supplies Department (WSD) sites at Hing Fat Street, Electric road and Java	Unattended sites.	The Department explained that the sites were active. Works might have been	

Location	Phenomena	Reason	Remark
Road		halted for short durations.	
WSD site at westbound King's Road near West Land Road	Unattended sites.	The Department explained that the sites were active. Works might have been halted for short durations.	
WSD site at westbound King's Road opposite Cambridge House	No leading taper was provided.	Taper of cones at Oil Street was curtailed as requested by traffic police due to adjacent bus stop. The shortened taper at Tong Cheong Street was an approved design.	
WSD site at westbound King's Road opposite Fortress Tower	Unattended sites.	The Department explained that the sites were active. Works might have been halted for short durations.	

Location	Phenomena	Reason	Remark
Diversion trial at Johnston Road near Tai Yuen Street	Carriageway coned off.	District diversion trial. The trial run is required by Transport Department to observe the effect of a road widening proposal. The carriageways are coned off to simulate the situation.	
DSD site at Causeway Road behind Regal Hong Kong	Insufficient information on publicity boards about start date and end date of a project including extensions.	Publicity boards should be provided with original and anticipated end dates.	Highways Department has recently promoted the use of new publicity boards. We shall consult the industry on inclusion of commencement dates.
Tramway station, King's Road	Insufficient safety measures to protect workers themselves and pedestrians from flying debris arising from work on the site.	The permittee is contravening permit conditions and other regulations relating to industrial safety.	HyD will inform the permittees on non-compliance with the permit conditions. Other authorities will take care about breach of industrial safety regulations.