

**立法會**  
**Legislative Council**

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

**Minutes of the 14<sup>th</sup> meeting  
held in the Chamber of Legislative Council Building  
on Wednesday, 17 April 2002, 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 Fred LI Wah-ming, JP

Hon James TO Kun-sun

Hon CHAN Yuen-han, JP

Hon CHAN Kam-lam

Hon Andrew WONG Wang-fat, JP

Hon WONG Yung-kan

Hon LAU Kong-wah

Hon Miriam LAU Kin-yea, JP

Hon Andrew CHENG Kar-foo

Hon LAW Chi-kwong, JP

Hon TAM Yiu-chung, GBS, JP

Hon Henry WU King-cheong, BBS

Hon WONG Sing-chi

Hon IP Kwok-him, JP

Hon LAU Ping-cheung

Hon MA Fung-kwok

**Members absent:**

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Hon SIN Chung-kai  
Hon Emily LAU Wai-hing, JP  
Dr Hon TANG Siu-tong, JP  
Hon Abraham SHEK Lai-him, JP

**Public officers attending:**

Miss Elizabeth TSE, JP	Deputy Secretary for the Treasury (3)
Mr S S LEE, JP	Secretary for Works
Mr John C TSANG, JP	Secretary for Planning and Lands
Mr Mike STOKOE, JP	Deputy Director of Environmental Protection
Miss Janice TSE	Principal Assistant Secretary for the Treasury (Works)
Mr Michael WONG	Deputy Secretary for Security 3
Mr Alan CHU	Principal Assistant Secretary for Security (D)
Mr S H PAU, JP	Director of Architectural Services
Mr Peter YUEN	Project Director 1
	Architectural Services Department
Mr W C TING	Senior Principal Immigration Officer (Border)
	Immigration Department
Miss Eliza YAU	Principal Assistant Secretary for Security (E)
Mr Albert LAI Kwok-ying	Director of Finance, Administration and Planning
	Hong Kong Police Force
Mr Michael B DOWIE	Regional Commander, New Territories South
	Hong Kong Police Force
Ms Barbara R WILLISON	Chief Superintendent, Planning and Development Branch
	Hong Kong Police Force
Mr John LEUNG	Principal Assistant Secretary for
	Education and Manpower (9)
Mr S L MA	Principal Education Officer (Infrastructure)
	Education Department
Mr KWAN Wing-wah, JP	Deputy Secretary for Home Affairs (1)
Mr Charles CHAN	Principal Assistant Secretary for Home Affairs (3)
Ms Anna WU	Chairperson of Equal Opportunities Commission
Mr Michael CHAN	Director (Planning & Administration)
	Equal Opportunities Commission
Mr K K MOK	Deputy Government Property Administrator
Mr Daniel CHENG	Principal Assistant Secretary (Planning)
	Planning and Lands Bureau
Mr H K WONG, JP	Director of Territory Development

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Mrs Christina KWONG	Chief Engineer (Kowloon West) Territory Development Department
Mr Clement LEUNG	Principal Assistant Secretary for Education and Manpower (1)
Mr Jeff LEUNG	Deputy Secretary-General (1) University Grants Committee
Mr CHAN Chiu-ming	Chief Technical Advisor/Subvented Projects Architectural Services Department

**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 Rosalind MA	Senior Assistant Secretary (1)9

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**HEAD 703 – BUILDINGS**

**PWSC(2002-03)8      72KA      Improvement works at Lo Wu Terminal Building**

Members noted that the item was discussed at a meeting of the Panel on Security on 7 March 2002 and Panel members had made a site visit to the Lo Wu Terminal Building on 8 April 2002.

Effectiveness of the proposed improvement works in alleviating the congestion at Lo Wu and impact of works on passengers

2. Mr TAM Yiu-chung supported the Administration's proposed improvement works to alleviate the congestion at the Lo Wu Terminal Building. He enquired about the target completion date of the improvement works at the Shenzhen border control building, as well as the capability of the Lo Wu control point to cope with the increase in the number of southbound passengers handled by the Shenzhen border control after completion of its improvement works. Moreover, he expressed concern about the measures to minimize disruption to normal services and inconvenience to passengers during implementation of the proposed works.

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3. In response, the Deputy Secretary for Security 3 (DS(S)3) confirmed that most of the improvement works would be carried out outside normal operation hours so as to minimize disruption to passengers. In scheduling the works, the contractor would be required to avoid peak hours and festive periods during which heavy passenger traffic was expected. As to the capability of coping with the increase in passenger flow after the completion of the works at the Shenzhen border control in July 2002, DS(S)3 advised that additional manpower would be deployed for the optimal manning of immigration counters during long holidays and festivals to cope with the estimated increase of daily passenger traffic up to a maximum of 400 000. He added that owing to resources constraints at present, existing immigration counters were not fully opened at all times.

4. Ms Miriam LAU commented that close communication and cooperation between the Lo Wu and Shenzhen authorities would be crucial for the smooth flow of cross boundary passenger traffic. She urged the Administration to liaise with the Shenzhen authorities for the appropriate measures to be taken during long holidays and festive seasons.

5. Responding to Mr IP Kwok-him's concern about the possible noise and air nuisances generated from the improvement works and the measures to alleviate the adverse impact on nearby residents, Project Director 1, Architectural Services Department (PD1, ArchSD) said that requirements for the contractor to control noise, dust and site run-off nuisances would be stated in the works contract. In addition, the contractor would be required to submit a waste management plan for the approval of ArchSD. The Chairman remarked that site supervision would be crucial to ensure that the contractor would implement the mitigation measures as required during the works period.

6. Mr CHAN Kam-lam expressed support for the present proposal. In reply to his enquiry on whether the design of the new immigration counters had taken into account the future transition to the automated passenger clearance system, DS(S)3 assured members that the need and compatibility with future automated clearance would be taken into account. He explained that as Hong Kong permanent residents would have their existing identity cards replaced by smart identity cards by phases from 2003, the demand for automated passenger clearance counters would increase gradually but there would still be a need for the traditional immigration counters for processing immigration clearance of visitors.

7. Mr Kenneth TING supported the proposed improvement works and enquired about the estimated average time for passengers to cross the boundary after completion of the improvement works. Mr LAU Kong-wah shared the same concern and pointed out that the Administration should also explore means to reduce

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the long waiting time for travellers from the Mainland to go through the immigration clearance procedures when entering Hong Kong.

8. In response, DS(S)3 explained that through implementation of the proposed improvement works, an extra 1 100 square metres of space would be provided at the Departure Hall. This would provide an additional buffer for circulation and queuing of up to 3 800 passengers compared with the existing capacity of 1 900 passengers. The expansion of the passageway and Departure Hall coupled with the provision of 14 additional departure counters would facilitate the flow of passenger traffic and allow more convenient access to the east wing of the Departure Hall, and enhance the hourly passenger handling capacity from the existing level of 13 000 to over 16 000. DS(S)3 added that the improvement would benefit all cross boundary passengers, including travellers from the Mainland, in facilitating the process of immigration clearance during peak seasons. He informed members that while the performance pledge of the Immigration Department was to clear 92% of passengers within 30 minutes, some 88% of passengers were cleared within 15 minutes in general.

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9. In this connection, Mr Henry WU sought clarification on maintaining the existing performance pledge during the improvement works and after completion of the works. In response, DS(S)3 advised that as much of the improvement works would be done outside normal operation hours, the existing performance pledge would unlikely be affected. The Administration would keep the performance pledge under review having regard to the increase in hourly passenger handling capacity after completion of the works.

Cooperation with the Kowloon Canton Railway Corporation (KCRC)

10. On the additional recurrent expenditure arising from the proposed project, Mr CHAN Kam-lam sought clarification on the reason for an annual management fee of \$800,000 for the additional accommodation. Noting that KCRC was the owner of the Lu Wu Terminal Building, he enquired whether the use of the terminal building by the Administration was pursuant to any contract or agreement signed with KCRC and whether these arrangements would still be adopted even if KCRC was privatized.

11. Mr Albert CHAN also expressed concern about the proper interface of improvement works taken by the Administration and KCRC on its own accord. He stressed the need for the Administration to work closely with KCRC to avoid any disruption to services and inconvenience to passengers during the proposed improvement works.

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Admin.

12. In response, DS(S)3 advised that KCRC did not charge the Administration any rental fee for the use of the Lu Wo Terminal Building. However, the Administration had to share the management costs of the building in proportion to the floor area it occupied. As such, the management costs to be borne by the Administration would increase by around \$800,000 after the completion of the improvement works which would bring about an increase in floor area taken up by the Administration. At present, there were formal arrangements agreed by the Administration and KCRC for the use of the Terminal Building. Whether and how these arrangements would be revised if KCRC was privatized would have to be worked out in due course. DS(S)3 undertook to provide information on the existing arrangements for members' perusal. He further pointed out that the Administration and KCRC had all along worked closely for the efficient handling of cross boundary passenger traffic. The major improvement works planned by KCRC included the implementation of a new boarding and alighting scheme which would segregate northbound and southbound passengers on the platform. The works proposed by the Administration would bring relief to the present congestion in the passageway and Departure Hall of Lo Wu Terminal Building. Such improvement works are complementary in nature.

Expediting the proposed improvement works

13. Ms Miriam LAU reiterated that in view of the urgent need for alleviation of the congestion problem at Lo Wu Terminal Building, the proposed schedule of work should be advanced, instead of commencing in mid 2003 as scheduled. To expedite works, she said that the contractor should be requested to carry out works around the clock as far as practicable. Moreover, she urged the Administration to seek earlier commencement of the works by shortening the lead time in preparation work such as detailed design and invitation for tender. Mr MA Fung-kwok concurred and said that as the proposed works were relatively simple in nature and no land acquisition would be required, the Administration should be able to compress the work schedule so that the project could be completed before early 2005.

14. In response, PD1, ArchSD explained that taking into consideration the lead time required by the consultant for the detailed design, the need to seek approval by the Buildings Department and the tendering procedures, the commencement of the proposed works not later than mid 2003 was a realistic estimate. He reiterated that the improvement works would be completed and made available for public use in phases. For example, the expansion of the concourse between the ticket turnstile and the Departure Hall was expected to be completed by early 2004 and opened for use during the Chinese New Year period. The expansion of the Departure Hall and installation of additional departure counters would be completed by mid 2004. While noting members' concern about early completion of the improvement works, DS(S)3 pointed out that there were certain established procedures which must be

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followed, such as open invitation for tender, and there was very little room for fast-tracking. Nevertheless, he assured members that where practicable, every effort would be made to expedite the project.

### Estimated cost for the improvement works

15. In response to Mr Henry WU's enquiry about the cost comparison between the proposed works at Lo Wu Terminal Building and the improvement works at Lok Ma Chau control point, DS(S)3 said that the estimated construction unit cost for the former was about \$15,000 per square metre while that for the latter was around \$13,000 per square metre. He advised that the main reasons for a higher construction unit cost for the proposed works at Lo Wu Terminal Building were the requirement to undertake much of the work outside normal operation hours and the difference in the nature of work.

16. Mr James TO noted that the Administration would entrust the detailed design and construction of the improvement works to KCRC which was also planning its own improvement works at the Lo Wu Terminal. As such, he considered that KCRC should be able to achieve some economy of scale, for example, in the cost of work supervision, or savings in other forms. He therefore urged the Administration to seek better terms with KCRC in the entrustment. PD1, ArchSD informed members that the estimated entrustment fee of \$12,700,000 was only the ceiling and the Administration would make every effort to negotiate for the most favourable terms with KCRC.

17. Mr LAU Kong-wah enquired about the shared used of facilities, such as machine plant room, between the proposed improvement project and the works related to the installation of air-conditioning at the Lo Wu Footbridge. In reply, PD1, ArchSD said that although the installation of air-conditioning at the Lo Wu Footbridge was outside the scope of the proposed improvement works, the Administration would make the best use of resources which could be shared with other projects.

### Other plans to facilitate cross boundary traffic

18. Mr Albert CHAN opined that the existing arrangements of allowing only KCR passengers to use the Lo Wu control point were unreasonable and urged the Administration to consider opening up alternative access routes to the Lo Wu control point, such as road access by minibuses and private cars. He further suggested that the Administration should consider other means of public transport to cross the boundary, such as additional ferry services between Tuen Mun and cities in the Pearl Delta area. Mr LAU Kong-wah shared his view and requested the Administration to consider opening up the existing road access to Lo Wu to minibuses and private cars during long holidays and festive seasons.

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19. DS(S)3 responded that the existing road leading to Lo Wu was unsuitable for the use of public transport. He explained that since the crux of the congestion problem at Lo Wu was the inability of the immigration control counters to clear the large number of passengers arriving from the trains within a short period of time, additional access routes to the Lo Wu control point could not help to alleviate the problem. The existing arrangements that only KCR passengers could cross the boundary at the Lo Wu control point could in fact facilitate crowd control as where necessary, KCRC staff would assist in setting passenger quotas for Lo Wu-bound trains so that the number of passengers waiting at the Terminal Building could be controlled during times of extremely heavy passenger traffic.

20. Mr LAU Ping-cheung declared interest as the consultant firm he worked for might tender for the contracts for the proposed improvement works. He sought information on the Administration's forecast of the percentage increase in the number of cross boundary passenger traffic in the coming years and its plan to cope with the increase. DS(S)3 responded that according to the projections of the Planning Department, there would be a 6% to 7% growth in cross boundary passenger traffic in the next few years. He advised that with the completion of the Shenzhen Western Corridor in 2005 and the construction of the Sheung Shui to Lok Ma Chau Spur Line, there would be more alternative routes for cross boundary passengers. The proposed improvement works sought to facilitate the circulation of passengers from the train platforms to the Departure Hall. DS(S)3 added that a significant increase in the average number of passengers handled at the control point could be brought about by the introduction of the automated immigration clearance system for passengers in 2004-05.

21. While expressing his support for the proposed improvement, Mr MA Fung-  
kwok sought information on the Administration's long term measures for further  
enhancement of cross boundary traffic. In response, DS(S)3 advised that the  
Administration had various measures to facilitate cross boundary traffic and  
undertook to provide a summary of all such efforts for members' information after  
the meeting.

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22. The item was voted on and endorsed.



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**PWSC(2002-03)9      241LP      New Territories South Regional Police  
Headquarters and Operational Base at  
Tsuen Wan**

23. Members noted that the item was discussed at a meeting of the Panel on Security on 17 January 2002 and again on 7 March 2002. A site visit by Panel members was conducted on 28 February 2002 to the existing facilities.

24. Mr TAM Yiu-chung opined that in view of the increasing population and the crime rate in the New Territories South Region, the proposed construction of a new regional police headquarters was timely and appropriate. He further pointed out that the construction project would create job opportunities and thus should be supported.

25. Mr IP Kwok-him also supported the proposed project. Noting that two sites would be relinquished after the project and one of them might be used for the construction of a primary school, he enquired whether this proposed use had been confirmed and the proposed use of the other site, as well as the estimated land value of these sites. He also sought information on the improvement in work efficiency which could be achieved as a result of the setting up of the regional police headquarter at Tsuen Wan.

26. The Director of Finance, Administration and Planning, Hong Kong Police Force (D/FA&P, HKPF) advised that the initial plan was to relinquish the remaining site area of approximately 6 400 square metres for the construction of a primary school after completion of the proposed regional headquarters. The site of the former Sha Tin Police Station at Tung Lo Wan Hill Road was planned for residential purpose. The school site was zoned Government, Institution and Community facilities at present and therefore had no commercial value. If both sites were to be used for commercial/residential purposes, they could fetch as much as the capital cost for the proposed project (i.e. about \$670 million). D/FA&P, HKPF further advised that the proposed relocation and consolidation of accommodation would improve overall operational efficiency, such as facilitating communication between key operational personnel and regional senior staff, shortening the initial response time in case of major incidents and enhancing the quality of service to the public with its more convenient location. The provision of a shooting range in the complex would also reduce the commuting time incurred by officers.

27. The item was voted on and endorsed.

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<b>PWSC(2002-03)12</b>	<b>230ES</b>	<b>Secondary school in Area 36C, Sha Tin</b>
	<b>246ES</b>	<b>Second secondary school in Area 14B, Sha Tin</b>

28. The item was voted on and endorsed.

<b>PWSC(2002-03)13</b>	<b>247ES</b>	<b>Secondary school in Area 13, Tseung Kwan O</b>
	<b>248ES</b>	<b>Second secondary school in Area 13, Tseung Kwan O</b>
	<b>303EP</b>	<b>Primary school in Area 13, Tseung Kwan O</b>

29. The item was voted on and endorsed.

<b>PWSC(2002-03)7</b>	<b>71KA</b>	<b>Purchase and fitting out of office accommodation for the Equal Opportunities Commission</b>
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30. Members noted that the item had been discussed at a meeting of the Panel on Home Affairs on 8 February 2002.

Cost-effectiveness of acquisition of permanent office accommodation

31. Mr Henry WU pointed out that when compared with other statutory bodies which had purchased permanent office premises, the Equal Opportunities Commission (EOC) was seeking to purchase permanent office premises within a relatively short period since its establishment. He had reservation on the proposed purchase and urged the Administration to consider acquiring other leased premises at convenient but less prime locations at a lower rental cost. He also sought information on the calculation of the payback period of 15 to 16 years for the purchase of permanent office premises.

32. In response, the Deputy Secretary for Home Affairs (1) (DS(HA)1) advised that despite its relatively short history, EOC would remain a permanent statutory body and its genuine need for permanent office premises had to be catered for. Given the current conditions of the local property market, the Administration believed that it was a good opportunity to acquire permanent office premises at a relatively low price which would be more economical in the long run than continuous rental arrangements. The Deputy Government Property Administrator (DGPA) advised that the estimated payback period was calculated by dividing the estimated purchase price by the current annual market rent of office premises of comparable location and grade. In reply to Mr Henry WU, the Director (Planning &

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Administration) of EOC (D(P&A)) advised that the current rental for the existing office premises of EOC was \$22 per square foot.

33. Regarding the future plan, if any, for the former post of Chief Executive for EOC and whether office accommodation would be reserved in the new premises for the Chief Executive, if the post was to be reinstated, the Chairperson of EOC confirmed that the duties of the Chief Executive were now shouldered by herself and D(P&A) for the sake of cost saving and greater efficiency. There was no plan to reserve an office for the Chief Executive in the fitting out requirements of the new office premises. Instead, she advised that in order to improve service to the public, additional facilities such as an extra conciliation room, a new training room and a resource centre-cum-library would be provided in the new office premises. The current plan also included an additional 5% of accommodation requirement to allow for future expansion.

Estimated purchase price

34. Noting that the Administration had adjusted downwards the estimated purchase price in response to the comments made by members of the Panel on Home Affairs, Mr IP Kwok-him sought clarification on the rationale for the reduction in fitting out costs for the office premises. In reply, the Senior Quantity Surveyor (17), ArchSD explained that the reduction in estimated fitting out cost was derived from the recent downward adjustment in labour cost under the latest term contracts awarded by ArchSD. She considered the estimated fitting-out cost of \$6,300 per square metre of net floor area reasonable in meeting the needs of EOC.

35. Mr Kenneth TING opined that the estimated budget of \$60,000 per square metre was on the high side given the current market conditions. He urged the Administration to consider acquiring office premises at less prime locations and of a lower grade so that the purchase cost could be further reduced.

36. Ms Miriam LAU supported the purchase of permanent office premises for EOC but shared Mr Kenneth TING's view that the estimated purchase price was on the high side. She said that according to available market information, there were plentiful supply of office premises which suited the requirements of EOC at a much lower cost than the estimated \$60,000 per square metre if EOC was open to the choice of location and the grade of the office premises to be purchased.

37. Mr CHAN Kam-lam commented that EOC should consider possible locations on the Kowloon side, such as office premises in Kowloon Bay and East Kowloon areas, which had state-of-the art facilities and were conveniently accessible by public transport. He pointed out that the prices of these premises would be much lower than offices premises in prime locations in Central and Wan Chai.

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38. In response, DS(HA)1 stressed that the estimated purchase price of \$60,000 per square metre was only the upper limit below which the Administration would identify office premises in different locations as long as the requirements of EOC on barrier-free accessibility and convenient location could be met. The Administration had no particular view on the grade of the office premises to be purchased. He drew members' attention to the fact that the estimated cost of \$60,000 per square metre referred to the unit cost for net floor area. In terms of gross floor area, the unit cost would only be around \$45,000 per square metre or \$4,180 per square foot.

39. In this connection, DGPA reiterated that the Administration would seek suitable accommodation for EOC having regard to the proposed budget and the criteria set by EOC relating to accessibility. He nevertheless pointed out that some offices premises were only put up for lease, not for sale.

40. The Chairperson of EOC also confirmed that EOC remained open to the choice of location and the grade of office premises to be purchased, as long as the criteria of convenience to the public and accessibility of persons with disabilities could be met.

41. The item was voted on and endorsed.

**HEAD 702- PORT AND AIRPORT DEVELOPMENT**

**PWSC(2002-03)11      354CL      West Kowloon Reclamation - consultants' fees and site investigation**

42. Members noted that an information paper on this proposal was circulated to the Panel on Planning, Lands and Works in early April 2002.

43. Mr Albert CHAN supported the proposal to carry out more landscaping and environmental mitigation works in relation to the West Kowloon Reclamation project. However, he expressed concern about the Administration's practice of under-estimating the project cost and sought information on other Airport Core Programme (ACP) projects for which additional funding had to be sought.

44. In response, the Director of Territory Development confirmed that as far as the projects under the charge of the Territory Development Department (TDD) were concerned, according to information now available, this was the only project for which additional funding was required owing to unforeseeable circumstances. However, he was not in the position to provide full information on all the ACP projects. The Secretary for Works advised that the total expenditure of the 10 ACP projects would be available at a later stage upon completion of all related works and finalization of the accounts. He nevertheless informed members that the latest

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Admin. expenditure outturn of the projects was in fact lower than the original estimate of \$160 billion. At the request of Mr Albert CHAN, he undertook to provide detailed information on the total expenditure incurred by the 10 core ACP projects to the Panel on Planning, Lands and Works for members' consideration in due course.

45. The item was voted on and endorsed.

**HEAD 708 - CAPITAL SUBVENTIONS AND MAJOR SYSTEMS AND EQUIPMENT**

<b>PWSC(2002-03)10</b>	<b>18EJ</b>	<b>Landmark Building, City University of Hong Kong</b>
	<b>20EJ</b>	<b>Multi-media Building, City University of Hong Kong</b>

46. The Chairman declared interest as the former Chairman of the City University of Hong Kong Board of Directors.

47. As a review on tertiary education was underway, Mr Albert CHAN expressed concern about the possibility that the proposed landmark building and multi-media building would no longer be needed if changes were to be introduced as a result of the review. In response, the Deputy Secretary-General (1), University Grants Committee advised that the City University of Hong Kong was facing a shortage of space within the existing campus and this problem had to be addressed without delay. While the review of tertiary education would take into consideration the long term demand for higher education and the expansion in facilities and resources required for this purpose, he did not expect that the outcome of the review would have any impact on the need for the proposed buildings.

48. The item was voted on and endorsed.

49. The meeting ended at 12:20pm.