

**立法會**  
**Legislative Council**

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by the Administration)

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

**Minutes of the 16<sup>th</sup> meeting  
held in the Chamber of Legislative Council Building  
on Wednesday, 22 May 2002, at 10:00 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  
Hon CHAN Kam-lam  
Hon SIN Chung-kai  
Hon Andrew WONG Wang-fat, JP  
Hon WONG Yung-kan  
Hon LAU Kong-wah  
Hon Miriam LAU Kin-ye, 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 WONG Sing-chi  
Hon IP Kwok-him, JP  
Hon LAU Ping-cheung  
Hon MA Fung-kwok

**Members absent:**

Hon Cyd HO Sau-lan  
Hon James TO Kun-sun  
Hon CHAN Yuen-han, JP  
Hon Emily LAU Wai-hing, JP

**Public officers attending:**

Miss Elizabeth TSE, JP	Deputy Secretary for the Treasury (3)
Mr S S LEE, JP	Secretary for Works
Mr Thomas TSO, JP	Deputy Secretary for Planning and Lands (Lands and Planning)
Mr Rob LAW, JP	Director of Environmental Protection
Miss Janice TSE	Principal Assistant Secretary for the Treasury (Works)
Miss Angela LUK	Principal Assistant Secretary for Health and Welfare (Medical) 1
Dr Constance CHAN	Assistant Director of Health (Health Administration and Planning)
Mr S H PAU, JP	Director of Architectural Services
Ms Shirley LAM	Principal Assistant Secretary for Transport (5)
Mr R H LLOYD, JP	Director of Highways
Mr K K NG	Deputy Project Manager/Major Works (3) Highways Department
Mr Y T SO	Chief Engineer/Strategic Roads, Transport Department
Mr H K WONG, JP	Director of Territory Development
Mr C S LIU	Chief Engineer (Tai Po & North) Territory Development Department
Mr Y C TSE	Chief Engineer (Yuen Long) Territory Development Department
Ms Betty HO	Acting Principal Assistant Secretary for Planning and Lands (Planning)
Mr Raistlin LAU	Principal Assistant Secretary for Environment and Food (B)1
Mr John COLLIER, JP	Director of Drainage Services
Mr K C NG	Chief Engineer/Project Management Drainage Services Department
Mr Y T CHEUNG	Chief Engineer/Consultants Management Drainage Services Department
Mr William C G KO, JP	Director of Water Supplies
Mr LEUNG Mang-chiu	Assistant Director of Water Supplies (New Works)

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**Clerk in attendance:**

Ms Anita SIT

Chief Assistant Secretary (1)6

**Staff in attendance:**

Ms Rosalind MA

Senior Assistant Secretary (1)9

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**HEAD 703 – BUILDINGS**

**PWSC(2002-03)33      12NB      Public mortuary in Area 26E, Kwai Chung**

Members noted that this proposal had been discussed at the meeting of the Panel on Health Services on 13 May 2002.

2. Mr Albert CHAN opined that the exterior and interior design of the proposed public mortuary building should not give rise to a gloomy atmosphere so as to relieve the hard feelings of users. The Director of Architectural Services (D Arch S) advised that the proposed public mortuary would be a two-storey building with up-to-standard facilities to provide more privacy and spacious areas for users. The outlook of the building would be non-protrusive and there would be provision for soft landscaping in the environs of the mortuary. At the request of the Chairman, D Arch S agreed to provide the Subcommittee with three-dimensional perspective drawings on the design of the proposed mortuary building and its ancillary areas.

Admin

3. The item was voted on and endorsed.

**HEAD 706 – HIGHWAYS**

**PWSC(2002-03)31      711TH      Route 9 between Tsing Yi and Cheung Sha Wan – remaining works**

4. Members noted that the Route 9 project had been discussed at the meeting of the Panel on Transport on 7 May 2001 and a supplementary paper had been issued to Panel members on 31 May 2001.

5. Noting that the estimated cost for the proposed works would amount to \$7,468.2 million, Mr Albert CHAN enquired whether the Administration had plans to split the works into a number of contract packages. In response, the Director of Highways (DHy) advised that the proposed works would be carried out under five

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contracts and gave a brief account of the contracts as follows:

<u>Contract title</u>	<u>Approximate contract value (\$M in MOD)</u>
Nam Wan Tunnel and West Tsing Yi Viaduct	1,400
Stonecutters Bridge	3,000
Look-out Point and Exhibition Centre	20
East Tsing Yi Viaduct	1,100
Traffic Control and Surveillance System	170

Admin DHy agreed to provide more precise details of the contract packages in writing after the meeting.

6. Responding to Mr Henry WU's enquiry about the provision of soft landscaping at the central dividers of the proposed viaducts, DHy said that this had been considered in the design of the proposed East Tsing Yi and West Tsing Yi Viaducts. However, given the height of the viaducts and the presence of strong wind at such height, it would not be feasible to grow plants there. He nevertheless advised that substantial planting would be done beneath the viaducts at ground level.

7. The item was voted on and endorsed.

**PWSC(2002-03)30      694TH      Route 9 between Cheung Sha Wan and Sha Tin**

Admin. 8. Upon Mr Albert CHAN's request, DHy agreed to provide detailed information on the contract packages for the proposed works for Route 9 between Cheung Sha Wan and Sha Tin. He also gave a brief account of the contract packages as follows:

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<u>Contract title</u>	<u>Approximate contract value (\$M in MOD)</u>
Advance Works	100
Reprovisioning of Waterworks	20
Sha Tin Heights Tunnel and Approaches	1,300
Eagle's Nest Tunnel and Associated Works	3,000
Lai Chi Kok Viaduct	1,100

9. Quoting the undesirable bus-bus interchange arrangements at the Tsing Ma Bridge toll plaza where no fare discount was offered, Mr Albert CHAN requested the Administration to ensure the provision of fare discounts for the bus-bus interchanges along Route 9. He opined that the provision of fare discounts for bus-bus interchanges at toll plazas of tunnels and highways should be made a standard arrangement. The Principal Assistant Secretary for Transport (5) (PAS(T)5) responded that bus-bus interchanges would be arranged for bus passengers using Route 9 but discussion with bus companies regarding bus routes and fare discounts would be carried out at a later stage. She assured members that the Administration would discuss the fare discount arrangements with bus companies and the District Councils concerned would be consulted on the proposed arrangements.

10. Referring to Enclosure 2 of the information paper, Mr Henry WU enquired about the provision of landscaping in the central reserve of the Lai Chi Kok Viaduct and urged the Administration to consider beautifying the noise barrier along the central reserve. Mr LAU Kong-wah shared his view. DHy responded that as the noise barrier to be erected along the central reserve had to be supported by some form of foundation, there might not be adequate room for landscaping treatment at the central reserve. Nevertheless, he advised that the Highways Department was embarking upon substantial landscaping treatment for all existing and new roads where there were such opportunities. At Mr LAU's request, DHy agreed to provide information on the provision of landscaping along Route 9 to the Panel on Transport.

Admin.

11. Mr LAU Kong-wah enquired whether access for emergency vehicles, such as fire engines, to the opposite side of the carriageways, had been taken into consideration in the design of Route 9 and other highways. He asked whether the Fire Services Department had been consulted in this regard. In response, DHy said

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that gaps at regular intervals would normally be provided along the central divider of carriageways to allow access in emergencies. He undertook to find out whether the Fire Services Department had been consulted on the arrangements and to inform members after the meeting.

Admin.

12. Upon Mr LAU Kong-wah's request, PAS(T)5 agreed to consider the provision of public toilet facilities at the toll plaza of Route 9 for the convenience of bus passengers.

13. The item was voted on and endorsed.

**HEAD 707 – NEW TOWNS AND URBAN AREA DEVELOPMENT**

**PWSC(2002-03)32      193TH      Ting Kok Road upgrading, stage 1, phase 2**

14. Members noted that this proposal had been discussed at the meeting of the Panel on Transport on 6 May 2002.

Landscaping works

15. Mr Albert CHAN commented that the proposal of planting 490 trees along the section of Ting Kok Road in question was inadequate and feasibility of planting more trees along the road should be explored. The Chief Engineer (Tai Po & North), Territory Development Department (CE/TP&N,TDD) explained that the advice of professional landscape architects would be taken to determine the optimum number of trees to be planted in a certain area so as to allow suitable spacing between trees for their healthy growth. As regards the transplanting of trees under this project, CE/TP&N,TDD confirmed that the 90 trees in question would be transplanted along the same section of Ting Kok Road upon widening.

16. With reference to Enclosure 1 of the information paper, Mr Henry WU enquired about the Administration's plan for the amenity area between the carriageway and the footpath. The Director of Territory Development (DTD) advised that trees and plants would be planted in the amenity area between the road and the footpath. In response to Mr Albert CHAN's enquiry about the design of the proposed landscaping works, DTD advised that the design would be undertaken by professional landscape architects.

17. Mr Henry WU opined that where feasible, trees should be planted alongside carriageways to provide a better environment for pedestrians. The Chairman shared his view and commented that the landscaping works for roads in Hong Kong should be improved by making reference to such works in other cities, such as cities in the

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Mainland. Mr Albert CHAN echoed and added that the standard of landscaping works in Hong Kong had to be improved. While expressing appreciation for the optimum utilization of space for planting along the roads in Shanghai, Mr CHAN criticized the landscaping design and maintenance along the North Lantau Expressway.

18. DTD explained that it was the Administration's policy to provide for landscaping and greening in the design of roads as far as practicable. Nevertheless, given that the section of Ting Kok Road in question was adjacent to steep slope, further widening of the road to provide more space for planting would be very costly.

19. The Secretary for Works (S for W) added that compared with cities in the Mainland, the provision of soft landscaping along roads in Hong Kong was constrained by the lack of space and the hilly topography. While it was the Administration's policy to provide landscaping in road construction projects, widening a road to provide adequate space for extensive landscaping was sometimes too costly. In response to the Chairman, S for W confirmed that concrete spraying was no longer employed as finish for slopes. Instead, hydroseeding or tree planting would be applied to improve the outlook of slopes as well as the general environment of the territory. He also informed members that the Administration was carrying out greening works for slopes previously treated with concrete spraying.

20. The Chairman suggested the Administration should pay more attention to the selection of tree species and should select species that could grow well with the local soil and climate and even under a crowded environment so that more trees could be planted along the road. Mr Albert CHAN opined that in the selection of tree species, emphasis should not be put on the convenience for maintenance. The visual effect of trees was also important.

21. Responding to Mr Wong Yung-kan's concern about the method used for beautification of retaining walls, DTD advised that this would be achieved through decorating the walls with special surface treatment as far as practicable.

22. Mr LAU Kong-wah commented that the existing cycle tracks in Tai Po were not well connected and many cyclists would take risk in riding on the road so as to continue their journey. He requested the Administration to extend the cycle track beyond Tai Mei Tuk to ensure the safety of cyclists. The Chairman shared his view.

23. DTD explained that the provision of a continuous cycle track beyond Tai Mei Tuk was outside the scope of the present project. Nevertheless, he informed members that TDD was conducting a study on the feasibility of connecting the existing cycle track networks in Yuen Long, Sha Tin and Tai Po. He pointed out that the path leading to the Bride's Pool and Wu Kau Tang was very steep and

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Admin unsuitable for cycling. Hence, there was no plan to extend the cycle track beyond Tai Mei Tuk to the Bride's Pool. However, the Administration could further review the feasibility and need for the provision of this part of cycle track. Upon Mr LAU's request, the Administration undertook to revert to the Panel on Planning, Lands and Works on the review by end 2002.

Other concerns

24. Mr LAU Kong-wah pointed out that the widening and improvement works to the section of Ting Kok Road between Sheun Wan and Tai Mei Tuk had failed to meet the target completion date. He urged the Administration to ensure timely completion of the proposed works under this item. DTD responded that the widening works at the section of Ting Kok Road between Shuen Wan and Tai Mei Tuk had to be carried out at a slower pace to avoid causing undue disruption to traffic. It was because the road section was a two-lane single carriageway and the widening works were to bring it up to the current highway standard to improve safety. He was confident that the proposed works for the section of Ting Kok Road between Tai Po Industrial Estate and Shuen Wan could be carried out at a faster pace as widening works at the slope side of the road could be carried out first to provide additional space for the diversion of traffic.

25. Mr Henry WU queried why the proposed noise barrier was not located alongside the carriageway, but in-between the proposed amenity area and the cycle track. He also noted that the proposed noise barrier was to mitigate traffic noise impact on the Fortune Garden, which however would be at a distance from the Ting Kok Road with the proposed amenity area and cycle track in between. He therefore queried the necessity of providing the noise barrier. The Chairman concurred with Mr WU's observation and added that both the location and the height (1.5 metre) of the noise barrier did not seem to have practical effect in mitigating noise from the carriageway.

Admin 26. The CE/TP&N, TDD said that the noise barrier was designed in accordance with the recommendations of the Environmental Impact Assessment report. In general, noise barriers would be constructed immediately next to the carriageway as far as practicable, whilst other factors had to be taken into consideration to ensure feasibility of the design. He undertook to re-consider the design of the noise barrier taking into account members' views.

Admin 27. In response to Mr Albert CHAN's suggestion of providing an open cafeteria at the waterfront open space near Fortune Garden, DTD said that facilities such as public toilets and cycle parking spaces were provided along Ting Kok Road. He would explore with the Leisure and Cultural Services Department the feasibility of providing a snack shop or cafeteria at the site.



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28. The item was voted on and endorsed.

<b>PWSC(2002-03)29</b>	<b>27CG</b>	<b>Yuen Long south eastern extension – site formation, roads and drainage works</b>
	<b>28CG</b>	<b>Yuen Long south western extension – site formation, roads and drainage works</b>

29. Members noted that an information paper on the above projects had been circulated to the Panel on Planning, Lands and Works on 13 May 2002.

30. Mr Albert CHAN enquired whether there would be landscaping arrangement at the different sections of retaining walls shown in Enclosure 2 of the discussion paper. DTD advised that the proposed retaining walls were designed for the purpose of minimizing resumption of private land in the project. While landscaping works would be carried out in connection with road works as far as possible, the chance of planting trees on the retaining walls was rather slim. However, landscaping works would be carried out at the slopes near the Shap Pat Heung Interchange.

31. In reply to Mr Henry WU's enquiry about the design of the proposed Road L3 and the footpaths on both sides of the road, DTD advised that Road L3 was a standard road of 10.3 metres in width. No special facilities but pedestrian railings would be provided between the footpaths and the carriageway. On Mr Henry WU's query about the need for the extensive area reserved for the footpath on Ma Tin Road near the Yuen Long Nullah, DTD agreed to consider reducing the size of the footpath to give more space for landscaping works instead.

32. Dr TANG Siu-tong doubted whether the proposed road works would cater for the future population growth in Yuen Long arising from, in particular, the residential development in Area 13. He said that according to the findings of the Yuen Long South Traffic Impact Study Final Report, which he had obtained from the Transport Department (TD), the peak hour traffic flow would reach a saturated level in 2006 at Road L2 sections Kung Um to Tai Tong and Road L3 to Kung Um. In this connection, he sought clarification from the Administration whether the proposed works would cater for the increase in traffic demand in the area beyond 2006.

33. In response, Chief Engineer (Yuen Long), TDD (CE/YL,TDD) said that the proposed widening and upgrading works were designed in accordance with the consultancy study on transport demands in Yuen Long, which had taken into consideration the future population growth resulted from planned residential developments in the area. The findings had been endorsed by the Transport Department. DTD supplemented that TDD had conducted assessment on the traffic

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demand jointly with TD and the proposed road works were designed based on the findings of the assessment. While he was unable to comment on the findings of the traffic impact study quoted by Dr TANG Siu-tong without the figures in hand, he undertook to liaise with TD in this regard and revert to the Subcommittee before submitting the item to the Finance Committee for approval.

Admin

34. As to Dr TANG's concern about the narrowing down of Road L2 from the section of the Sereno Verdo to Ma Tin Tsuen, DTD explained that the narrowed down section would be a 10.3 metre wide single carriageway which was wider than the regular standard. This was designed in accordance with current traffic engineering standards taking into account the traffic demand resulted from the future development of the area.

35. Pointing out that the section of Tai Tong Road to the south of Road L2 was narrow, Dr TANG Siu-tong doubted whether this could cater for the traffic demand of the villages south of Area 14, which had an estimated population of about 30 000, to gain access to the Shap Pat Heung Interchange through Road L2. In this connection, he opined that an alternate link from Tai Tong Road to the Yuen Long Highway should be provided. DTD explained that under the current design, traffic from these villages heading towards Shap Pat Heung Interchange could gain access through Tai Tong Road and Road L2. However, due to physical site constraints, there was no direct access from Tai Kei Lang Road to Shap Pat Heung Interchange, unless a connecting structure, such as a flyover, was provided. However, traffic from Shap Pat Heung Interchange heading for the villages south of Area 14 could either use Road L2 or Tai Kei Leng Road and Tai Tong Road. He however undertook to liaise with TD on the feasibility of enhancing the road links in this area and advise the Subcommittee of the outcome in due course.

Admin

36. Responding to Mr Henry WU's enquiry about the different locations of noise barriers on the two sides of Road L2 as shown in Section A-A of Enclosure 1, CE/YL,TDD explained that noise barriers would be constructed adjacent to carriageways as far as possible. In this particular case, the proposed design would facilitate better pedestrian access in the concerned area.

37. The item was voted on and endorsed.

## **HEAD 704 – DRAINAGE**

**PWSC(2002-03)28      143DS      Central, Western and Wan Chai West  
sewerage, stage 2 phase 2 works**

38. Members noted that this project had been discussed at the meeting of the Panel on Environmental Affairs on 26 November 2001.

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39. Mr IP Kwok-him highlighted that repeated opening of road surface would cause inconvenience to business operators and residents as well as disturbance to traffic. Quoting the example of the road opening works along Hollywood Road which almost lasted continuously for five years, he urged the Administration to improve co-ordination between relevant departments, in particular, the Drainage Services Department (DSD) and Water Supplies Department (WSD) to prevent repeated opening up of roads for sewerage and water works. S for W fully appreciated Mr IP's concern and assured that relevant departments including DSD, WSD, TD and the Police had been working closely to implement appropriate measures, such as scheduling works for night time and public holidays, to minimize the impact of works involving road openings. He nevertheless pointed out that in view of the normal wear and tear of the underground sewers and water pipes in the territory, replacement works would be necessary and this would involve opening up of roads.

40. Mr IP Kwok-him enquired about the arrangements for overnight works in commercial areas in Central. The Chief Engineer/Project Management DSD (CE/PM,DSD) advised that after joint assessment with the Environmental Protection Department and the Police, it was agreed that overnight works from 7:00 pm to early morning the next day could be carried out in commercial areas in Central, such as at road sections of Des Voeux Road, Chater Road, Murray Road, Harcourt Road and Ice House Street, to expedite works progress without causing unacceptable nuisance to the public.

41. The Director of Drainage Services (DDS) explained that DSD had been working closely with other departments, in particular, WSD, for co-ordination of public works so as to shorten the duration of works. For sewerage works in the urban areas, contractors were required to open up the road section-by-section and they could only proceed to work on the next section after completion of the previous one. The Chairman cautioned that the Administration should strike a balance between this requirement and the period required for works completion so that the duration of works would not be unduly lengthened.

42. Addressing Mr Henry WU's concern that the proposed works would aggravate the flooding problem during rainy seasons in the area near Wing Lok Street, DDS said that measures would be taken to alleviate the problem, such as the provision of a new storm water pumping station. Nevertheless, he undertook to consider scheduling the works near that area to be carried out in the dry season as far as possible. As to Mr WU's suggestion about the employment of trenchless technology in sewerage works, DDS advised that this method would be used for about 0.25 km of the sewers to be constructed as specified in paragraph 9 of the discussion paper.

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43. The items was voted on and endorsed.

**PWSC(2002-03)25      61DS      Northwest New Territories development –  
trunk sewers, sewage pumping stations and  
rising mains – stage 3**

44. Members noted that this project had been discussed at the meeting of the Panel on Environmental Affairs on 26 November 2001.

45. The item was voted on and endorsed.

**PWSC(2002-03)27      211DS      Outlying Islands sewerage, stage 1 phase 2**

46. Members noted that this project had been discussed at the meeting of the Panel on Environmental Affairs on 26 November 2001.

Impact of the proposed works on business operators and residents

47. Mr Albert CHAN supported the proposed works which would bring about improvement in the water quality of Southern waters. However, given the existing narrow roads on the islands, he was concerned about the impact of the proposed works on the business operators and residents. He cautioned that measures should be taken to inform all affected operators and residents of the schedule and coverage of the proposed works apart from consulting the relevant Area Committees and District Council.

48. DDS assured that DSD would take every step to avoid causing unnecessary disturbance to local residents and traders, including the use of trenchless method where possible to minimize road openings. He advised that for any large-scale project which might have considerable impact on the public, the Administration would take appropriate measures to ensure wide publicity of the project schedule and scope. This would be done through measures such as door-to-door distribution of information leaflets. The Chief Engineer/Consultant Management, DSD supplemented that to minimize the inconvenience caused to the local community arising from the proposed village sewerage project, DSD would carry out extensive consultation and liaison with the local community on the work schedule including the length and sectioning of the trenches before commencement of the proposed works.

49. Responding to Mr Albert CHAN's concern about the supervision of contractors to ensure that open trenches would not be left unattended, DDS advised that this would be achieved through the existing work control system under which

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contractors were required to demonstrate the availability of adequate resources for obtaining approval to commence sewer laying works. Also, the contractors had to complete one section of road opening works before proceeding to opening up the next section. Therefore, it would be in their cash flow interest to complete the related works at the earliest possible date. DDS further explained that under the contract provisions, contractors were required to ensure that open trenches would not be left unattended unless there were good reasons for that, for example, the discovery of unexpected underground utilities upon the opening of trenches. In those circumstances, the contractors would be required to arrange with the relevant utility companies for immediate diversion of the utilities.

Level of sewage treatment

50. Noting that the collected sewage in Peng Chau would be conveyed to Peng Chau Sewage Treatment Works (STW) for secondary treatment but the sewage collected in Cheung Chau would be conveyed to Cheung Chau STW for primary treatment only, Mr Henry WU sought justification for the difference in level of sewage treatment provided to the two islands. In this regard, he sought information on the cost comparison between primary and secondary treatment.

51. DDS explained that the existing level of sewage treatment for Cheung Chau, together with the extended outfall under construction, would adequately ensure that the effluent disposed would meet the water quality objectives. Proposal of upgrading the level of sewage treatment for Cheung Chau would have to be separately examined by the Environmental Protection Department and the Environment and Food Bureau, and this was outside the scope of this item. He nevertheless agreed to provide the cost comparison on the capital and recurrent cost for the Chemically Enhanced Primary Treatment (CEPT) and the Secondary Biological Treatment, which were the respective types of sewage treatment for Cheung Chau and Ping Chau, for members' information after the meeting.

Admin.

52. In response to Mr Henry WU's enquiry on the location and size of the outfalls at Cheung Chau and Peng Chau, DDS said that the extended outfall at Cheung Chau was heading towards the channel adjacent to Lantau Island and was longer and larger in diameter than the one at Peng Chau, which was leading from the small island at the end of Peng Chau.

53. The Director of Environmental Protection (DEP) added that the issue of level of sewage treatment could be further addressed at meetings of the Panel on Environmental Affairs if members so wished. He advised that the level of treatment was decided after consideration of a combination of factors, such as the nature of surrounding waters and the location of outfalls. From the environmental protection point of view, the primary consideration was the achievement of the appropriate environmental standard rather than the cost required for the treatment. He also

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pointed out that there was no great difference between the quality of effluent treated by the modern CEPT process and the conventional Secondary Biological Treatment. DEP suggested that written explanation on the factors that had been considered in deciding the appropriate level of treatment for the two islands could be provided for members' perusal after the meeting.

54. Mr WONG Yung-kan urged the Administration to consider upgrading the level of sewage treatment for Cheung Chau so as to enhance the water quality in the surrounding waters. Mr IP Kwok-him shared the same concern and urged the Administration to provide clear explanation on the reasons for the different levels/types of sewage treatment for the two islands. The Principal Assistant Secretary for Environment and Food (B)1 assured members that the Administration had taken into consideration all relevant factors in determining the appropriate type and level of treatment for Cheung Chau and Peng Chau. The effluent disposed of at the outfalls after the proposed sewerage improvement works would meet the set water quality objectives.

55. Upon members' request, the Administration agreed to provide further information on the factors of consideration and the justifications for providing the different levels of treatment for the two islands for members' perusal before this item was considered by the Finance Committee.

Admin.

Beautification of footpaths

56. Noting that the Administration was implementing a footpath beautification project to improve the existing surfaces of footpaths, Mr Albert CHAN urged the Administration to take the opportunity of the proposed sewerage works to repave the footpaths in Cheung Chau and Peng Chau. DDS responded that while he was not aware of any plans for improving the footpaths in connection with the proposed works, it was the Administration's policy to carry out landscaping where possible for all public works. S for W added that the footpath improvement project mainly targeted at major residential and commercial areas at the present stage. He nevertheless undertook to look into the feasibility of implementing such improvement in connection with the proposed works under this item.

57. The item was voted on and endorsed.

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**PWSC(2002-03)26            326DS            Central and East Kowloon sewerage, sewage treatment and disposal – advance housing-related works**

58.        Members noted that this proposal had been discussed at the meeting of the Panel on Environmental Affairs on 26 November 2001.

59.        Mr Albert CHAN enquired whether the proposed sewerage improvement works would affect residents nearby and whether any landscaping works would be carried out under this project. In reply, DDS explained that as the proposed works aimed at providing adequate sewerage facilities to serve the planned housing developments in East Kowloon, deep underground new sewers would be constructed and no landscaping works would be required in relation to the proposed works. CE/CM,DSD added that all the works for the construction of the sewers would be carried out along Cha Kwo Ling Road and the works area would be away from the existing residential areas.

60.        Mr CHAN Kam-lam expressed concern about the co-ordination of public works involving road openings in the area for provision of necessary services to the planned residential developments. He urged the Administration to ensure proper co-ordination among relevant departments so that all necessary works could be scheduled appropriately to minimize the duration of road opening works. S for W and DDS assured members that all government departments responsible for the planning and implementation of infrastructure in the territory were well aware of the importance of integrating works in the same area to avoid repeated opening of roads. Relevant mechanisms were already in place for proper co-ordination and integration of public works requiring the opening of roads.

61.        The item was voted on and endorsed.

**HEAD 709 – WATERWORKS**

**PWSC(2002-03)23            227WF            Mainlaying between Au Tau treatment works and Yuen Long Town – remaining works**

62.        Mr CHAN Kam-lam enquired about the integration of the proposed mainlaying between Au Tau treatment works (Au Tau TW) and Yuen Long Town and the proposed drainage works in Yuen Long under PWSC (2002-03)29, which had been considered earlier at this meeting. The Director of Water Supplies (DWS) replied that the proposed mainlaying works would be undertaken as part of two concurrent road works projects 27CG and 28CG under PWSC (2002-03)29, and the

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works would be carried out by the TDD contractors taking up the road works for the two projects.

63. Dr TANG Siu-tong sought information on the maximum capacity of the Au Tau TW and whether this would be adequate to meet the anticipated increase in water demand arising from planned developments in the Tuen Mun and Yuen Long areas. The Assistant Director of Water Supplies (New Works) (AD/NW,WSD) advised that the existing Au Tau TW would be able to cater for the daily fresh water demand of 330 000 cubic metre. It was currently operating at an output level amounting to about two-third of its capacity. DWS added that Ngau Tam Mei TW, which started its operation in December 2000, served to supplement Au Tau TW to cater for future increase in water demand. Further expansion of Ngau Tam Mei TW would be arranged when the capacity of Au Tau TW was found unable to meet the projected increase in population and hence rise in water demand in the area.

64. Mr Albert CHAN expressed concern that the proposed works would cause/aggravate the flooding problem in the area and asked whether flood protection works could be incorporated into this project. DWS advised that regular measures to prevent possible flooding in the course of water works would be implemented. As the proposed works would be taken up by the contractors of TDD, he undertook to examine with TDD the need for special flood prevention/protection measures in the course of works. At the request of Mr Albert CHAN, DWS agreed to provide information on whether sites with flooding records were found within the area of the proposed works, and if so, the flood protection measures to be taken.

Admin.

65. The item was voted on and endorsed.

**PWSC(2002-03)24      36WS      Ring mains for Cha Kwo Ling salt water supply system**

66. Mr CHAN Kam-lam pointed out that the proposal had been discussed at the Kwun Tong District Council (KTDC) and KTDC members were concerned about the traffic impact of the mainlaying works, which would be carried out on a number of busy roads in Kwun Tong. Mr CHAN thus sought information on the measures to ensure timely completion of all the works and to minimize their traffic impact.

67. DWS and AD/NW,WSD advised that the proposed mainlaying works at Cha Kwo Ling Road would be entrusted to the Housing Authority, same as the sewerage works along Cha Kwo Ling Road under 326DS "Central and East Kowloon sewerage, sewage treatment and disposal - advance housing-related works". The entrustment arrangement could avoid interface problems which might arise from two contractors working on the same site. The upgrading of salt water mains in other areas of Kwun Tong would be carried out at a later stage. WSD



Action

would consult KTDC on the detailed design of these works in 2003 so as to tie in with the target commencement of the works in end 2003.

68. Noting that there had been about 160 incidents of bursts or leaks in the Cha Kwo Ling salt water supply system in 2001, Mr Fred LI expressed grave concern about the ageing of the mains and urged the Administration to expedite the salt water mainlaying works in Kwun Tong, or at least part of the works so that the problem in the system could be alleviated at the earliest possible date. He highlighted that frequent incidents of bursts or leaks in the system would cause serious disruption to economic activities and considerable inconvenience to the residents in the Eastern Kowloon areas. Mr Andrew WONG and Mr WONG Yung-kan shared Mr LI's view on the need to expedite completion of the proposed works.

69. DWS explained that the mainlaying works along Cha Kwo Ling Road would be the first phase of the works to upgrade the existing Cha Kwo Ling salt water supply system from the single-line configuration into a ring-main system. The problem of the ageing mains had to be resolved by putting in place a ring-main system and thus could not be resolved through completion of part of the system. Moreover, the impact on road traffic had to be taken into account in the scheduling of the mainlaying works. Nevertheless, he concurred with members on the urgency of the project and assured members that the Administration would explore feasible means to expedite the upgrading works for the whole system, which was currently scheduled for mid-2007.

70. The item was voted on and endorsed.

71. The meeting ended at 12:30 pm.