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

**Minutes of the 17th meeting
held in the Chamber of Legislative Council Building
on Wednesday, 5 June 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 Fred LI Wah-ming, JP
Hon James TO Kun-sun
Hon CHAN Yuen-han, JP
Hon SIN Chung-kai
Hon Andrew WONG Wang-fat, JP
Hon LAU Kong-wah
Hon Miriam LAU Kin-yee, JP
Hon Emily LAU Wai-hing, JP
Hon Andrew CHENG Kar-foo
Hon LAW Chi-kwong, JP
Hon TAM Yiu-chung, GBS, 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

Members absent:

Hon Cyd HO Sau-lan
Hon Eric LI Ka-cheung, JP
Hon CHAN Kam-lam
Hon WONG Yung-kan

Dr Hon TANG Siu-tong, JP
Hon MA Fung-kwok

Public officers attending:

Miss Elizabeth TSE, JP	Deputy Secretary for the Treasury (3)
Mr K K KWOK	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)
Mr Michael WONG	Deputy Secretary for Security 3 Security Bureau
Mr Alan CHU	Principal Assistant Secretary (Security)D Security Bureau
Mr S H PAU, JP	Director of Architectural Services
Mr CHOI Ping-lun	Assistant Director (Administration and Planning), Immigration Department
Mr CHUN Yiu	Principal Immigration Officer (Investigation), Immigration Department
Mr Daniel CHENG	Principal Assistant Secretary (Planning) Planning and Lands Bureau
Mr M L WAN	Principal Assistant Secretary (Transport)7 Transport Bureau
Mr H K WONG, JP	Director of Territory Development
Mr H H YEUNG	Chief Engineer (HK1) Territory Development Department
Mr Y C TSE	Chief Engineer (Yuen Long) Territory Development Department
Mr M Y MA	Chief Engineer (TSW & PSK) Territory Development Department
Mr William C G KO, JP	Director of Water Supplies
Mr LEUNG Mang-chiu	Assistant Director of Water Supplies/New Works
Mr Raistlin LAU	Principal Assistant Secretary (B)1 Environment and Food Bureau
Mr John COLLIER, JP	Director of Drainage Services
Mr K C NG	Chief Engineer/Project Management Drainage Services Department
Ms Eva TO	Principal Assistant Secretary for Home Affairs (Recreation and Sport)
Mr Eddy YAU	Assistant Director (Leisure Services)3 Leisure and Cultural Services Department
Ms Pamela CHAN	Principal Executive Officer (Planning) Leisure and Cultural Services Department

Mr Patrick HO	Principal Assistant Secretary 1 Transport Bureau
Mr Y C LO	Director of Highways
Mr K K YEUNG	Chief Highway Engineer/Kowloon Highways Department
Mr Y M HO	Principal Transport Officer/Urban Transport Department

Clerk in attendance:

Ms Anita SIT	Chief Assistant Secretary (1)6
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Staff in attendance:

Mr Stephen LAU	Senior Assistant Secretary (Temp)
Ms Pauline NG	Assistant Secretary General 1

HEAD 703 – Buildings

**PWSC(2002-03)39 6GD Immigration Service Training School and
Perowne Immigration Centre at Castle
Peak Road, Tuen Mun – stage 2**

Members noted that the Panel on Security had been briefed on this item on 4 March 1999 before the stage 1 works of this project was started. An information paper was circulated to the Panel on 19 April 2002 on the progress of the ongoing stage 1 works and the funding proposed for the stage 2 works.

2. Mr Kenneth TING expressed support for the proposed Immigration Service Training School (ISTS) and Perowne Immigration Centre (PIC) but queried whether the construction unit cost of \$10,233 per square metre for the project was too high. The Director of Architectural Services (DArchS) replied that the cost was not exceptionally high when compared with similar projects. For example, the construction unit cost for a building complex for Category A inmates inside Stanley Prison was about \$9,580 per square metre and that for a district community centre-cum-singleton hostel in Sai Ying Pun was about \$11,011 per square metre. He also advised that since both the ISTS and PIC would be low-rise buildings, their construction unit costs would expectedly be higher than those of the high-rise buildings.

3. In reply to the Chairman's enquiry, DArchS advised that the estimated cost for the foundation works, which were carried out under stage 1 of the project, was about \$38 million.

The proposed Immigration Service Training School

4. Mr James TO said that he supported the proposal in principle as it was necessary to provide relief for the overcrowding condition in Victoria Prison. He, however, queried the appropriateness of including a recruitment centre and a library-cum-learning resources centre in this project, given the fairly remote location of the site. He also queried the necessity of providing a self-contained training school with a number of supporting facilities such as swimming pool. He was worried that the ISTS would become a recreation club and that the provision of in-service training for staff was just for the sake of making up a higher utilization rate for the ISTS. Overall, he had the impression that a number of facilities were included in order to justify the ISTS.

5. Regarding the recruitment centre, the Deputy Secretary for Security 3 (DS(S)3) advised that the proposed relocation of the recruitment centre from the Central Government Pier to ISTS would maximize utilization of the project site. The recruitment centre in ISTS would mainly be used for conducting physical fitness tests for applicants. Applicants could obtain and hand in their application forms through the internet or by mail. The Assistant Director (Administration and Planning), Immigration Department (AD(A&P)ID) added that as the responsibility for recruitment also rest with the Training Division of Immigration Department (ID), the proposed relocation would also facilitate effective supervision.

6. As regards the library-cum-learning resources centre, DS(S)3 advised that the training philosophy of ID was in line with that of the Administration in that ID encouraged life-long training for its staff. He believed that the usage of the centre would be high as there were about one thousand staff members of ID working near Tuen Mun and those working in other areas could also have access to the information and learning materials in the centre by other means of distribution.

7. Mr James TO noted that the proposed swimming pool was not a heated pool. He wondered if the Department had given up the heating facilities of the swimming pool as a bargain in order to get support for this project. He considered it rather inhumane to ask trainees to undergo swimming training under very cold weather. DS(S)3 explained that the swimming pool was essential to provide training to new recruits as well as a 5-hour refresher training for serving staff to improve their physical fitness. Currently, ID had about 500 staff working in the Harbour Division and these staff were required to perform port control duties, sometimes carrying heavy equipment, on vessels. The ability to swim was therefore essential to their operation as well as personal safety. He remarked that at present, among all disciplined forces, only the Police was provided with heated swimming pools for training purposes. As staff of ID might be required to perform their duties on vessels under different weather conditions, it would not be inappropriate for staff to have their swimming training in an unheated swimming pool. He however assured members that the training instructors would be required to give regard to the weather condition and the well-being of staff in arranging the training programme.

8. On the expected utilization level of the swimming pool, DS(S)3 and AD(A&P)ID advised that the swimming pool would be open from 9 am to 7 pm on weekdays (with one hour meal break) and in the morning hours on Saturdays. The total operation hours in a year would be about 2 400 hours. It was estimated that a total of 1 800 hours of swimming training would be provided for new recruits and serving staff each year. Hence, the utilization rate would be about 76%. They also advised that for the year 2004-05, about 18 induction classes each comprising 22 trainees would be conducted for new recruits. Each trainee would undergo about 35 hours of swimming training.

9. Mr Henry WU said that he supported the proposal in principle. He enquired about the residential facilities for trainees in the ISTS and details of the facilities for their use. AD(A&P)ID advised that it was estimated at any one time, 240 trainees would live in the ISTS and several officers (eight at the Immigration Assistant rank and two at the Immigration Officer rank) would be accommodated in a room. Each room would be provided with beds and cupboards only. The supporting facilities in the ISTS consisted of a 8-lane 25-metre swimming pool without any spectator stands and an indoor fitness centre, which would be about the size of a basketball court and would be used for both training and fitness test purposes.

The Immigration Processing Centre

10. In reply to Mr Henry WU's enquiry about the residential and supporting facilities in the PIC, AD(A&P)ID advised that the staff barrack of the PIC would be provided with beds to accommodate a maximum of 30 officers during typhoons or when these officers were on standby duties. The accommodation for immigration offenders was planned in accordance with the relevant standards of the Correctional Services Department. Eight offenders would be accommodated in one room. There would be 30 beds in the sick bay of the PIC.

11. Ms Miriam LAU said that she supported this proposal as she believed the proposed ISTS and PIC were essential to the operation of ID. She enquired about the basis for the provision of 400 detention places in the PIC, and asked whether the deportation of immigration offenders would be centrally handled after the completion of the PIC, thus releasing all the other smaller facilities located near the boundary, which were presently used for detaining immigration offenders pending deportation to the Mainland.

12. The Principal Immigration Officer (I), Immigration Department replied that based on the figures on immigration offenders in the past five years, which had become quite stabilized, it was estimated that 400 detention places would be required to meet the operational need in the foreseeable future. As regards the small houses such as the San Uk Ling Holding Centre, they would still be required upon the completion of the PIC. These small houses were used for detaining immigration offenders for a very brief period, probably less than one day, before they were

deported to the Mainland. The PIC would retain other immigration offenders such as illegal workers and those who could not be returned immediately for various reasons.

13. Ms Miriam LAU asked whether the figures on immigration offenders in the past five years had included the Vietnamese boat people, a problem no longer existed. She was worried that 400 detention places might be excessive. Miss Emily LAU echoed the concern of Ms Miriam LAU and sought information on the construction cost for a detention place.

14. DS(S)3 advised that in the past five years, the average number of immigration offenders detained in the Victoria Prison was 60 to 67 and the average detention period was five days. Hence, the average number of detention places occupied had been in the order of 300 to 340. The proposed provision of 400 detention places would allow a buffer to meet occasional surges in the number of offenders. If no detention places were available, immigration offenders who should be detained might have to be issued recognizance forms instead. During the period from 1994 to 2001, 63 000 offenders were issued recognizance forms for this reason but 1 300 had absconded. A lot of resources and time would be required to locate such offenders. DS(S)3 further advised that with the relaxation of immigration control over visitors from the Mainland, cases of immigration offenders overstaying as illegal workers and engaging in prostitution had increased. It was therefore expected that the proposed 400 detention places were necessary for the smooth operation of ID in respect of immigration control.

15. DS(S)3 further advised that the construction cost per detention place was estimated to be about \$400,000. He remarked that this was a very rough figure arrived at by dividing the total construction cost for the PIC by the number of detention places.

16. Miss Emily LAU said that a detention place costing \$400,000 to build appeared too expensive. The Chairman shared Miss Emily LAU's view and asked if there was any reference cost figures for similar facilities. DS(S)3 reiterated that the figure of \$400,000 was a rough estimate only and any savings by reducing 400 places to say 340 places would not be directly proportional to the percentage of places reduced as the costs for the foundation works and other necessary facilities would be more or less the same. DArchS advised that as a rough indication, the construction cost of a hospital was \$2,300,000 per hospital bed and that of a school was about \$100,000 per student place.

17. In reply to Miss Emily LAU's enquiry about the reasons for detaining immigration offenders instead of immediate deportation, AD(A&P) ID clarified that the PIC would be used to detain those offenders who could not be immediately returned, pending the provision of documents, air tickets, etc. Overstaying offenders who could be immediately returned to the Mainland would not be detained in the PIC as they would be immediately deported from Hong Kong.

18. Miss Emily LAU asked about the future of the Victoria Prison, noting its overcrowding rate of 31%. She said she had asked a similar question at a recent Council meeting but wanted to know if there was any new development since then. DS(S)3 said that he had nothing to add to the Administration's reply to Miss LAU's Council question on the subject. At present the Administration had no immediate plan to discontinue the use of the Victoria Prison.

Construction and demolition waste

19. Mr Fred LI pointed out that the project would generate about 7,600 cubic metres of construction and demolition (C&D) materials, of which about 34% would be disposed of at landfills. He remarked that the issue of waste disposal at landfills had been discussed at the recent meetings of the Public Accounts Committee. The Committee noted that landfills occupied precious land area and was gravely concerned about the prospect that existing landfills would be filled up shortly and further landfill sites would need to be identified. He sought the view of the Director of Environmental Protection (DEP) on whether it was possible to dispose more C&D materials in public filling areas instead of at landfills for this project.

20. DEP said that the respective percentages of C&D materials that would be reused, sent to public filling areas, or disposed of at landfills depended very much on the nature of individual projects. From environmental protection point of view, C&D materials should be reused or sent to public filling areas as far as possible to minimize the amount of these materials to be disposed of at landfills. However, some projects involving large-scale demolition of old buildings would generate a large amount of mixed construction waste which could not be reused or disposed of at public filling areas.

21. The Chairman commented that demolition materials could also be sorted and some could be reused. In many parts of the world, a very high percentage of C&D materials were reused or recycled, but this percentage was very low in Hong Kong. DEP expressed concurrence with the Chairman's remark and added that old buildings with a lot of partitions would generate waste that could not be reused.

22. On the concern about the relatively high percentage of C&D waste generated under this project, DArchS explained that most of the building materials used in Hong Kong were imported. Materials like concretes and bricks could be reused but most of the packaging materials for building materials could not be reused. The Administration had been taking active measures to encourage contractors to reuse and recycle C&D materials.

23. The Chairman enquired whether there were provisions in the works contract to limit the amount and percentage of C&D waste produced in a project, or to impose certain requirements on the contractor regarding the treatment of C&D materials. DArchS replied that it would not be possible to pre-determine exactly the

amount/percentage of different types of C&D materials to be generated under a project and hence the works contract had not included any provision prescribing the respective percentages of C&D materials to be disposed of by different methods. The percentages of C&D materials to be reused, sent to public filling areas and disposed of at landfills set out in the discussion paper were estimates only.

24. Mr Fred LI expressed his dissatisfaction with the Administration's failure to address his concern about the high percentage of C&D waste to be disposed of at landfills under this project. He criticized the lack of effective mechanisms to ensure that the contractors of public works projects would make an effort to minimize C&D waste, which had to be disposed of at landfills. He said that if contractors were allowed to choose their own method of disposal for C&D materials, they would choose the easiest way of disposing of them at landfills.

25. In reply to the Chairman's and Mr Fred LI's further queries, DArchS said that his staff had checked the types of materials of which the existing buildings to be demolished were composed in drawing up the estimates of different types of C&D materials set out in the discussion paper. Moreover, contractors were required to submit a waste management plan which covered the sorting of different types of C&D materials before disposal to specific filling areas and landfills. In reply to the Chairman's enquiry about the monitoring of contractors in this regard, the Secretary for Works said that the Administration would liaise with contractors and explain to them the Government's policy of protecting the environment. The contractors were asked to use non-timber formwork and recyclable materials for temporary works. The aim was to reduce the production of C&D waste.

26. The Chairman said that the issue of C&D waste had been raised at this Subcommittee many times and on previous occasions, members were given the understanding that effective measures were in place to minimize the disposal of C&D waste at landfills. However, according to the Administration's answers on this occasion, it appeared that the Administration would only encourage contractors to minimize the generation of C&D waste, and contractors could choose to ignore the Administration's encouragement. Moreover, the figures regarding the different methods of disposal of C&D materials were estimates only and it was possible that the amount/percentage of C&D waste to be disposed of at landfills could be much higher. He suggested that the issue should be referred to the appropriate Panel for further discussion.

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27. Mr Fred LI demanded that the Administration should provide information to explain why under this project, such a high percentage (34%) of C&D waste would be produced.

28. Miss Emily LAU recalled that she had previously requested the Administration to provide a comparison, showing the estimated amount/percentage of C&D waste to be disposed at landfills as presented in the PWSC papers and the actual figures for completed projects. She asked the Administration to provide the

Construction and reprovisioning of piers

35. Ms Miriam LAU expressed support for the proposal on account of the need to provide land for construction of the Central-Wan Chai By-pass to ease the traffic congestion problem in Central. She enquired about the reprovisioning arrangements for the Star Ferry Piers during and after the proposed reclamation works. In reply, the Director of Territory Development (DTD) advised that the existing Pier 7, upon refurbishment and in conjunction with the new Pier 8, would form a winged structure, just like the existing Star Ferry Piers, for reprovisioning of the Star Ferry Piers. He also advised that the existing services provided at Pier 7 would not be affected as re-arrangement of ferry services would be made to vacate Pier 7 upon completion of the refurbishment works being undertaken at Piers 4, 5 and 6.

36. Miss CHAN Yuen-han stressed that the Administration must fulfill its earlier promise that the design of the reprovisioned Star Ferry Piers would preserve the special characteristics of the existing Star Ferry Piers, which was a landmark in Hong Kong.

37. Ms Miriam LAU noted that the Administration had proposed to construct Pier 9 with extra provision to its pile foundation to permit subsequent double-decking. Pointing out that no development had yet taken place at the existing Piers 4 to 7 which had also been provided with extra pile foundation, she sought further information on the situation of Pier 9. DTD explained that the Administration believed that Pier 9 had considerable development potential and indeed a commercial venture had already expressed a firm interest in the development of the pier. The Administration therefore considered it appropriate to provide extra pile foundation to permit future double decking of the pier. The Administration would invite proposals on its development through an open and competitive exercise. As regards the development of the existing Piers 4 to 7, DTD advised that legal proceedings on the dispute with the developer were in progress.

38. Mr IP Kwok-him said that the proposal had been discussed at the Central and Western District Council, which accepted the proposed reclamation on account of the need to provide land for construction of transport infrastructure to help solve the traffic problem in Central. In reply to his enquiry about the additional cost required for the extra provision of pile foundation at Pier 9, DTD advised that the estimated pile foundation cost for Pier 9 had been increased from \$32 million to \$47 million in order to provide the extra pile foundation. He explained that the diameter of the piles would be increased from 0.7 metre to 1 metre to cope with the larger wind load of the double-decked structure. Responding to Mr IP's concern that an increase of over 40% of the piling cost appeared to be excessive, DTD remarked that the aforesaid cost figures were estimates only and he undertook to provide more information on the piling costs of Pier 9 for members' reference after the meeting.

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39. In reply to the Chairman's enquiry, the Chief Engineer (HK1), Territory Development Department (CE(HK1)TDD) advised that bore piles would be used for

the new piers and the piles would reach the rock layer at the seabed at a depth of 40 to 50 metres. He added that piling works undertaken in the sea were much more complicated than those done on land and thus would normally cost much more.

Water pumping stations and railway station

40. Miss Emily LAU said that she supported the proposed reclamation in principle, as the extent of the reclamation had been minimized to provide land for the necessary transport infrastructure and community facilities. She noted that a number of water pumping stations would be constructed at the section of the waterfront promenade right in front of the Tamar site. Pointing out that the future Central Government Complex (CGC) and the new Legislative Council Building would be constructed on the Tamar site, she expressed concern that the water pumping stations would pose adverse visual impact on the Tamar development. DTD advised that the water pumping stations would be located underground. The only visible structures extended from the pumping stations would be some 2-metre high vent shafts. These vent shafts would be carefully designed to blend in with the surrounding environment.

41. Miss Emily LAU was still concerned about the visual impact of the vent shafts on the Tamar development. She asked the Administration to seriously reconsider the location of the water pumping stations and their vent shafts so as not to affect the scenery of this future land mark. DTD responded that a lot of thoughts had been given on the location of the water pumping stations. He explained that in order not to affect ferry services, reclamation works would be first carried out outside the existing government helicopter pad (which was right in front of the Tamar site). Given this works schedule and other relevant factors, the locations of the water pumping stations currently proposed were considered most appropriate. He however promised to carefully plan the vent shafts to avoid causing adverse impact on the surrounding environment.

42. Miss Emily LAU pointed out that according to a site plan for the Tamar site provided by the Administration, there would be a Tamar Railway Station located immediately to the north of the Tamar site. She expressed concern about the possible disharmony between the exits of the railway station and the Tamar development. DTD responded that as far as he understood, details about the location of the station and its exits were not yet available.

Pedestrian facilities

43. Miss Emily LAU sought elaboration on the pedestrian circulation corridors and pedestrian routes illustrated on Enclosure 5 to the discussion paper. She also asked whether the proposed footbridge along Road D5 would be the only footbridge to convey pedestrians from the Central inland area to the waterfront promenade.

44. DTD advised that the pedestrian circulation corridors and pedestrian routes were indicative of the direction and alignments of the pedestrian access facilities

linking the inland areas of Admiralty and Central to the waterfront promenade and other infrastructure/community facilities. CE(HK1)TDD supplemented that apart from the proposed footbridge, a major pedestrian corridor would be provided along the "Comprehensive Development Area" north of Statute Square leading to the waterfront promenade. The developer of the commercial development on this area would be responsible for providing the pedestrian corridor. Pending the completion of this corridor, it was necessary to provide the proposed footbridge to convey people to the Central Piers.

45. CE(HK1)TDD further advised that at present, there was already a footbridge connecting Harcourt Garden and Citic Tower, from where further footbridges would be constructed to join new buildings in the vicinity, eventually leading to the waterfront promenade and connecting with the pedestrian network in Wan Chai. He added that other government departments having involvement in the future developments in the area had been informed of this planned pedestrian network.

46. Miss Emily LAU referred to the planned pedestrian circulation corridor spanning from Admiralty cutting through the Tamar site from south to north leading to the waterfront promenade and raised concern on how this corridor would impact on the design and future pedestrian circulation of the Tamar development. She also stressed that the Director of Administration, who was responsible for co-ordinating the Tamar development, should be kept fully informed of the proposed pedestrian corridor and other public works which might affect the Tamar development.

47. DTD responded that the pedestrian corridor was illustrative of the direction of the future pedestrian facilities linking Admiralty to the Tamar site development and eventually leading to the waterfront promenade. The actual design of the pedestrian facilities would be subject to the overall design of the Tamar development. He also advised that to facilitate through access from the Tamar site to the waterfront promenade at the ground level, the section of P2 road in front of the Tamar site would be constructed as an underpass (depicted in deep blue on Enclosure 2).

48. Members noted that the proposed footbridge leading to the Central Piers would be quite long and expressed concern that without the provision of user-friendly facilities such as escalators, travellators, etc., people might refrain from using it, which in turn would result in low patronage of the Central Piers. Mr LAW Chi-kwong also opined that the design and construction materials for the footbridge should blend in with the green environment of the waterfront and that greenery should be provided along the footbridge to attract more users. The Chairman also highlighted the need to provide special aids at the footbridge for the wheel-chair bound.

49. Miss CHAN Yuen-han highlighted the poor planning and design of the footbridges in Wan Chai north and the resultant low patronage of the footbridges and the community facilities in the area. She urged the Administration to adopt new planning concepts and to ensure quality design for the waterfront promenade and the

pedestrian facilities in Central to make them lively and interesting to attract more users. She also remarked that there should be sufficient public amenities, such as toilets, telephone booths, drinking water fountains, available to the public.

50. In response, DTD said that it was an inevitable reality that the proposed footbridge would have to be long. However, it would offer a free and unobstructed passage for pedestrians to get to the piers. Currently, there was no plan to provide a traveller on the proposed footbridge, but in view of members' comments, consideration would be given to install one if justified. He also assured members that more emphasis would be given to the aesthetic aspects and construction materials of the footbridge.

51. The Principal Assistant Secretary (Planning) (PAS(P)) supplemented that it was the Administration's plan to convert the Central waterfront area into an interesting and vibrant promenade of international standard, along which there would be recreational, leisure elements and attractions, linking the existing and established districts with the harbour. Specifically, there would be medium to low-density developments with tourist attractions and facilities on the site marked "OU(2)" to the north of City Hall. There would also be compatible commercial activities along the pedestrian corridor spanning the "Comprehensive Development Area" to the north of Statue Square. While details of the planning of the CGC and the new LegCo building on Tamar site were not yet available, the Administration would be very careful in planning the pedestrian routes from Admiralty to the waterfront promenade through the Tamar site. As regards the pedestrian network in Wan Chai, he assured members that the network would be much improved with seven to nine additional footbridges to be built by Government and by developers, as outlined in the Wan Chai Reclamation Phase II project scheme.

52. In reply to Mr Henry WU's enquiry, DTD confirmed that the section of the Central-Wan Chai Bypass passing the site of Central reclamation phase III would be a tunnel road and therefore it would not affect any facilities at the ground level. In this connection, the Chairman suggested that in future, more sectional plans should be provided for projects involving facilities to be constructed at different levels to facilitate members' understanding of the relationship of the facilities.

Construction and demolition waste

53. Mr LAW Chi-kwong expressed concern about the high percentage (about 33%) of C&D materials to be disposed of at landfills under this project. DTD explained that since this project involved mainly reclamation works, the total amount of C&D materials generated was relatively small. Although the percentage of C&D waste (33%) appeared to be high, only about 4000 m³ C&D waste would be produced under this project. The C&D waste mainly consisted of putrescible materials such as wood which could not be further reused in other projects.

54. In reply to the Chairman's enquiry about the mechanism for monitoring the production of C&D waste by contractors, DTD advised that contractors had to submit a waste management plan to the Engineer for approval. This plan would include appropriate mitigation measures to avoid, reduce, reuse and recycle C&D materials. The compliance of the contractor with the waste management plan was monitored continually on site. In reply to the Chairman's further enquiry, S for W confirmed that relevant internal guidelines on proper waste management under public works projects had been issued to all works departments.

55. Miss Emily LAU enquired about the anticipated utilization rate of the three at-grade public transport interchanges (PTIs) located near the Central Piers. Ms Miriam LAU asked whether consideration had been given to set up interchange facilities at the three PTIs to reduce the number of vehicles entering the Central District.

56. DTD and CE(HK)1TDD advised that it was expected that the three PTIs would be heavily utilized by ferry passengers. Interchange facilities to reduce vehicles entering the Central District could not be provided in this project as the sites of the PTIs were not suitable for the purpose.

57. Miss Emily LAU noted that a military dock would be provided for the Chinese People's Liberation Army Forces Hong Kong at the waterfront promenade under this project and the dock would be open for public access when it was not in military use. She sought details of the arrangements. DTD and PAS(P)PLB advised that the design of the dock would blend in with the general design of the promenade. The berthing facilities would be open for public use unless a military boat was docked there. When the dock was in use, it would be temporarily separated from the promenade by posts and other temporary partitions, but pedestrians could continue to use the adjacent areas. The Administration could not forecast the usage rate of the military dock but expected that the usage rate would not be high.

58. Miss CHAN Yuen-han noted that the Administration had received three objections to this project after its gazettal under the Foreshore and Sea-bed (Reclamation) Ordinance and the Roads (Works, Use and Compensation) Ordinance. She enquired about the details of these objection cases. DTD and CE(HK)1TDD replied that one objection was made by the operator of the Star Ferry and the other two objections were made by the private developers of some existing buildings in Central. These developers were concerned about the possible disruption to the operation of the water pumping stations for their buildings during the reclamation works. The Administration had held discussions with these objectors and the matters had now been settled.

59. The item was voted on and endorsed.

PWSC(2002-03)35 70CD Yuen Long bypass floodway

60. Members noted that the Panel on Planning, Lands and Works was briefed by the Administration on the flooding occurred in the New Territories on 13 June 2001. The Administration also had provided information papers to the Panel in August and September 2001 on the flood protection projects (including the project under this item) to be implemented in North West New Territories to bring early relief to the flooding problem.

61. Miss Emily LAU noted that the amount of C&D waste that had to be disposed of at landfills amounted to only 1% of the total C&D materials generated under this project. This was a great contrast to some other projects, which were also delivered by the Territory Development Department, with a high percentage of C&D waste. She urged DTD to keep a vigilant look at the amount of C&D waste produced in each project.

62. DTD replied that the amount of C&D waste produced depended on the nature of individual projects. In this particular project, most of the C&D materials could be reused in the site. Despite the low percentage, the amount of C&D waste (about 6500 m³) to be disposed of at landfills would be greater than that under the Central reclamation phase III project.

63. In reply to Miss Emily LAU about the cost-effectiveness of the proposed inflatable dam to be constructed at Kam Tin River as a pollution control protection measure, CE(YL)TDD explained that the inflatable dam would be made in nylon. It was a very effective means of preventing polluted tidal water from entering a river. When the river flow was low, the dam would be inflated, thus blocking the polluted water of Kam Tin River from entering the floodway. It was commonly used for such purposes in the North New Territories. He also advised that minimal repair or maintenance work was required for this kind of inflatable dam. Sometimes, it was necessary to replace the worn-out nylon but the repair cost was not significant and the works were not time-consuming.

64. The item was voted on and endorsed.

PWSC(2002-03)34 227CL Tin Shu Wai Development – village flood protection works for Sheung Cheung Wai

65. Members noted that this project was one of the remaining flood protection projects to be implemented in North West New Territories to bring early relief to the flooding problem.

66. Miss Emily LAU noted that the original flood protection scheme for Sheung Cheung Wai was partially completed in 1992 and the flood protection works had then been suspended for some 10 years. She sought elaboration on the problems

encountered in pursuing the scheme. She also noted that fishponds in the area had been filled up and this had reduced the overall flood storage capacity of the area. She asked whether the Administration had taken any measures to prevent the filling up of fishponds.

67. DTD replied that the original flood protection scheme comprised of the construction of a pumping station, a flood storage pond and flood protection embankments. The pumping station and flood storage pond were completed in 1992. The construction works for the flood protection embankments had not begun due to strong objection of the villagers as the embankments would take up some of their land. The Administration eventually came up with a modified scheme which was accepted by the villagers. The main feature of the scheme was to construct interceptor channels, drain pipes and box culverts to discharge stormwater to the main drainage culverts. DTD further advised that the Administration had tried its best to persuade the villagers to accept the original scheme which was the most cost-effective and a widely-used flood protection scheme in the New Territories. After the serious flooding incidents over the past years, villagers of Sheung Cheung Wai came to accept the need for completing the flood protection scheme. The Administration had also revised the scheme to avoid the use of embankments.

68. As regards the filling of fishponds, DTD advised that the Administration could not prevent villagers from filling their fishponds if they had obtained approval for so doing from the relevant authorities. In any case, even if all the fishponds were maintained unfilled, there was still a high risk of flooding in the area since it was a low-lying area.

69. The paper was voted on and endorsed.

Head 709 – Waterworks

PWSC(2002 – 03)40	53WC	Improvement of water supply to Western Central and Wan Chai areas and extension of water supply to Central and Wan Chai reclamation
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70. The item was voted on and endorsed.

Head 704 – Drainage

PWSC(2002-03)38	157DS	Yuen Long and Kam Tin sewerage, stage 2
	274DS	Yuen Long and Kam Tin sewerage, stage 3

71. Members noted that this item was discussed at the Panel on Environmental Affairs on 26 November 2001.

72. The item was voted on and endorsed.

73. Due to insufficient time, the Chairman directed that the remaining items, i.e. PWSC(2002-03)36, 37, 42 43, 44 and 45 would be deferred to the next meeting scheduled for 12 June 2002.

74. The meeting ended at 12:45 pm.

Legislative Council Secretariat
20 June 2002