

立法會
Legislative Council

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Legislative Council
Panel on Planning, Lands and Works

Minutes of Special meeting held on
Wednesday, 12 December 2001 at 8:30 am
in Conference Room A of the Legislative Council Building

Members present : Dr Hon TANG Siu-tong, JP (Chairman)
Hon LAU Ping-cheung (Deputy Chairman)
Ir Dr Hon Raymond HO Chung-tai, JP
Hon WONG Yung-kan
Hon LAU Wong-fat, GBS, JP
Hon TAM Yiu-chung, GBS, JP
Hon Abraham SHEK Lai-him, JP
Hon Albert CHAN Wai-yip
Hon IP Kwok-him, JP

Non-Panel Members :
attending Hon James TIEN Pei-chun, JP
Hon Eric LI Ka-cheung, JP
Hon Fred LI Wah-ming, JP
Hon LAU Kong-wah
Hon Miriam LAU Kin-yee, JP
Hon Emily LAU Wai-hing, JP
Hon Tommy CHEUNG Yu-yan, JP
Hon Audrey EU Yuet-mee, SC, JP

Members absent : Hon James TO Kun-sun
Hon Timothy FOK Tsun-ting, SBS, JP
Hon WONG Sing-chi

**Public officers
attending**

: Item I

Mr Daniel CHENG
Principal Assistant Secretary/Planning
Planning and Lands Bureau

Mr C K MAK
Project Manager (New Territories East)
Territory Development Department

Mrs Joanna KWOK
Chief Engineer (Tseung Kwan O)
Territory Development Department

Mr T S LI
Senior Engineer (Tseung Kwan O)
Territory Development Department

Item II

Mr M J BYRNE
Principal Assistant Secretary
Works Bureau

Mr H C WONG
Assistant Director
Highways Department

Mr I J MACNAUGHTON
Assistant Director
Lands Department

Mr H H LIU
Chief Highway Engineer
Highways Department

Mr Y M CHAN
Chief Engineer
Transport Department

Clerk in attendance :

Ms Anita SIT
Chief Assistant Secretary (1)6

Staff in attendance : Ms Pauline NG
Assistant Secretary General 1

Ms Bernice WONG
Assistant Legal Adviser 1

Mrs Queenie YU
Senior Assistant Secretary (1)6

I Feasibility study for further development of Tseung Kwan O
(LC Paper No. CB(1) 509/01-02(01) -- Paper provided by the Administration)

Members noted that the Administration proposed an integrated study and the associated site investigation works for further development of Tseung Kwan O (TKO). The project estimate was \$40.9 million in money-of-the-day prices. The Administration planned to start the study in May 2002 for completion in April 2004. The proposal would be submitted to the Public Works Subcommittee (PWSC) for consideration in January 2002.

2. With visual-aid equipment, the Project Manager (New Territories East) of Territory Development Department (PM/TDD) briefed members on the study framework and the justification for the study highlighting the planning parameters of population growth, demand for transport facilities and the need to provide more open space as detailed in the paper and the presentation material (LC Paper No. CB(1)585/01-02 on 14 December 2001).

Projected population

3. In reply to Miss Emily LAU Wai-hing's enquiry about the basis of the projected population of 490 000 for TKO under the current Outline Zoning Plan, PAS/PLB advised that the figure had been worked out based on the availability of the existing development areas in TKO and the approved land uses. This was not a target population determined by the Administration. He also advised that population growth was a subject examined under the study in "Hong Kong 2030-- Planning vision and strategy", which was under public consultation. Miss LAU requested the Administration to review the population projection for TKO carefully as this projection would have very important implications on the planning elements such as the provision of open space and community facilities.

Western Coast Road Project

4. Pointing out that the commissioning of Mass Transit Railway (MTR) TKO Extension Line in 2002 would not be able to adequately meet the external traffic demand of TKO, Mr LAU Kong-wah expressed grave concern about the

progress of the Western Coast Road (WCR) project. Mr LAU said that he was given to understand that the WCR project was scheduled to complete in around 2011. He considered that the project should not take more than six years to complete, since the time required to complete Route 10, a much more complicated project than the WCR, was only six years.

5. PM/TDD advised that in view of the strong objection raised by the Kwun Tong and Lei Yue Mun Districts on the original proposed alignment of WCR, the Administration was exploring alternative feasible alignments. In this regard, the Administration was conducting a study on TKO's external traffic demand which, among other things, reviewed the existing volume/capacity ratio of the three major roads (i.e. TKO Tunnel Road, Po Lam Road and Clear Water Bay Road) and the expected improvement to the traffic situation upon the commissioning of the MTR TKO Extension in 2002. The findings of the study, which would be available in one to two months, would be important input into the Integrated study when further analysis would be carried out to assess the implementation time frame and the detailed layout of the WCR project.

6. Mr IP Kwok-him asked whether the Administration would expedite the implementation of the WCR project, which he considered would provide an important external road link for the TKO new town. PM/TDD said that subject to the outcome of the proposed study, the Administration would proceed with the detailed planning for the WCR project as a separate priority item. Mr Fred LI Wah-ming criticized that the delay in the WCR project had resulted in the development of Cha Kwo Ling being put on hold. He urged the Administration to accelerate the implementation of the WCR project.

7. In response, the Principal Assistant Secretary (Planning) of Planning and Lands Bureau (PAS/PLB) said that the Administration had been working on various traffic improvement measures to alleviate the existing traffic congestion problem in TKO. For example, the proposal to construct a grade-separated interchange at the junction of TKO Tunnel Road/Wan Po Road/Po Shun Road would be submitted to the PWSC for consideration on 19 December 2001.

8. Ir Dr Raymond HO urged the Administration to ensure good coordination among relevant bureaux and departments to facilitate smooth implementation of the WCR project. Mr WONG Yung-kan suggested that the Administration should also consider sea transport as an additional means to cope with the traffic demand of TKO in the longer-term.

Open space and community facilities

9. In response to Mr IP Kwok-him's enquiry about the provision of open space and community facilities in TKO upon further development, PM/TDD advised that further reclamation in Junk Bay would bring about more land for open space, government, institution and community facilities to enhance the

quality of the overall living environment in TKO. Mr IP asked whether the preliminary plan had already included large-scale recreational and cultural facilities such as indoor sports centres. PAS/PLB clarified that the purpose of the proposed feasibility study was, among other things, to identify the constraints and opportunities for improvement of the environment of TKO and to formulate the overall development framework for TKO for the next 15 years. The details about the provision of open space and community facilities would be drawn up at a later stage.

10. Mr LAU Kong-wah expressed the view that as TKO would accommodate a large population of 490 000 or even more, consideration should be given to provide a wide variety of both indoor and outdoor leisure facilities for the community. Mr WONG Yung-kan suggested that consideration be given to use the water channels in TKO for water sports activities. PM/TDD said that TKO was a gateway to the South East New Territories, and the commissioning of the MTR TKO Extension Line would improve access from TKO to the leisure facilities available in the neighbouring areas such as Sai Kung. PAS/PLB advised that one of the major objectives of further development of TKO was to provide solution to the shortage of land for open space and community facilities. The proposed reclamation in Junk Bay would provide new land for this purpose and the provision of a waterfront promenade supported by pedestrian access facilities linking the TKO town centre would be actively considered.

11. Mr Fred LI and Mr WONG Yung-kan remarked that the proposed study should not be used as an excuse to withhold projects endorsed by the former Provisional Regional Council for the provision of additional recreational and leisure facilities in TKO.

Water channels

12. Noting that the proposed reclamation area at Junk Bay would be surrounded by water channels, Mr IP Kwok-him enquired whether adequate measures would be in place to prevent foul smell and water pollution problems. PM/TDD advised that as part of the Integrated Study, detailed monitoring would be performed over a one year period on the water quality and the suitability of reclaiming land at the Junk Bay. PAS/PLB supplemented that the study would explore the options of preserving the open water channels and decking these channels. The public would be consulted on the options and the provision of a water promenade along the water channels when the outcome of the feasibility study was available. Responding to Mr Albert CHAN Wai-yip, PAS/PLB said that the feasibility of linking the existing water channels in TKO would also be considered in the detailed study.

Approach for the proposed integrated study

13. Commenting that the Administration had in the past adopted a stereotyped development strategy for new towns, Mr Albert CHAN expressed concern that the proposed integrated study would be seriously constrained by the prevailing stereotyped planning mode. Given the far-reaching implications of the proposed study on the future development of TKO, he urged the Administration to consider conducting an open competition in lieu of the proposed study to solicit new planning concepts and designs for further development of TKO in the 21st century. Mr CHAN also opined that it was worth to make reference to new planning concepts in overseas countries in drawing up development plans for Hong Kong.

14. PAS/PLB clarified that further development of TKO would be planned at both macro and micro levels. The proposed study would examine the feasibility and impacts of the proposed development aspects set out in paragraph 4 of the paper. Detailed planning for the new land in Pak Shing Kok and in area 137 and Junk Bay through reclamation would be considered at a later stage. He assured members that the public including professional bodies and the relevant District Councils would be consulted on the findings of the proposed study before proceeding with the detailed planning.

15. Citing examples of the South East Kowloon Development and the Central Library, Mr Albert CHAN criticized that it was typical of the Administration to consult the public on stereotyped development framework based on Administration-led consultancy studies. He therefore strongly urged the Administration to adopt innovative planning concepts for further development of TKO, and to consult the public before the Administration formed a planning framework for TKO. In response, PM/TDD assured members that the proposed consultancy would be awarded through a competitive open tendering exercise. With regard to Mr CHAN's suggestion of an open competition in lieu of the proposed study, PM/TDD expressed concern that it would delay the schedule for the development of the TKO.

16. Mr WONG Yung-kan commented that the experience of overseas experts might not necessarily be better and more relevant than that of local experts. Ir Dr Raymond HO said that he did not agree to holding an open competition in lieu of the proposed study. In his opinion, many local consultant firms in Hong Kong had experts who were familiar with the development needs of the local community. While Hong Kong might draw reference from the planning experience of overseas countries, such experience might not be readily applicable to Hong Kong given Hong Kong's unique characteristics.

17. Mr Abraham SHEK Lai-him concurred with Mr Albert CHAN that the Administration should keep an open mind to adopt the best planning concepts for TKO given that Hong Kong was an international city. He considered that a good

planning approach should address the questions of "where, what, how and who to build". A three-dimension planning model, with factors such as building height, density and outlook, should be adopted.

18. Mr Fred LI said that the Administration should avoid housing population in a new town without timely development of key infrastructure and supporting community facilities for the residents.

19. Mr Albert CHAN remarked that when planning for public housing developments in new towns, emphasis should be given to the diversity and aesthetics of the design of the housing blocks and the surrounding environment to provide a pleasant environment. In this regard, he urged the Planning and Lands Bureau to coordinate with the Housing Bureau in the planning process.

20. Referring to paragraph 4 of the paper, Mr LAU Ping-cheung pointed out that the proposed scope of the study mainly covered engineering study and associated site investigation works relating to traffic, drainage and reclamation. He was concerned that planning considerations would be overridden by technical considerations. He stressed that a people-oriented planning approach should be adopted. He suggested that the Administration should work out an integrated development plan for the new town before developing any concrete plan for individual key elements such as major roads to be constructed.

21. PAS/PLB expressed appreciation of Members' views and agreed that it was important to have an integrated planning for further development of TKO. He assured members that the well-being of the population of TKO would be the primary consideration in drawing up the development plan in question. The Administration would evaluate the merits of different planning options/schemes based on the "people-oriented" planning objectives. PAS/PLB assured members that the public would be consulted in the planning process. The Administration would keep an open mind and would welcome any planning ideas from professional groups and members of the public.

Admin

22. While soliciting members' support for the funding proposal on the proposed study, PAS/PLB assured members that the public would be consulted at various stages during the planning process. PAS/PLB undertook to include relevant information to address Panel members' concerns in the submission to the PWSC. Miss Emily LAU requested the Administration to report to the Panel the progress of the study in due course. Miss Emily LAU also suggested that in its submission to the PWSC, the Administration should include a time schedule for the various stages of the study including the timing of further consultation with the Panel.

23. Mr Albert CHAN expressed reservation on the proposed study on account of his concern that the Administration would adopt the prevailing stereotyped planning approach in formulating the development framework for TKO.

II Proposed charging and penalty system for road opening works

- (LC Paper No. CB(1) 369/01-02 -- Information provided by the Clerk to the Public Accounts Committee (issued on 22 November 2001)
- LC Paper No. CB(1) 509/01-02(02) -- Paper provided by the Administration (issued on 6 December 2001)
- LC Paper No. CB(1) 509/01-02(03) -- Background brief prepared by the LegCo Secretariat (English version issued on 6 December 2001, Chinese version issued on 7 December 2001))

24. Members noted that the Administration proposed to tighten the control over promoters and contractors in connection with street excavation works. The Administration planned to introduce the legislative proposal on the proposed charging and penalty (C&P) system for street excavation works to the Legislative Council (LegCo) in April 2002.

25. The Principal Assistant Secretary of Works Bureau (PAS/WB) briefed members that the proposed C&P system featured mainly a charging scheme to recover the administration costs associated with Excavation Permits (EP); a charging scheme for extension of permit period due to unreasonable delay in completion of excavation based on economic cost arising from traffic delays; and a penalty scheme whereby the promoters of excavation works as well as contractors carrying out the works would be liable to prosecution for breaches of EP conditions. He also briefed members on the background for the proposed system, the proposed EP fee structure, the measures to enhance enforcement against non-compliance with EP conditions, the treatment of government departments under the proposed C&P system, the feedback of utility companies on the proposed system as detailed in the Administration's information paper.

General views

26. Mr James TIEN Pei-chun said that in view of the disruption to traffic and inconvenience to the public caused by road excavation works, Members of the Liberal Party in principle supported the proposed C&P system for street excavation works.

27. Mr IP Kwok-him pointed out that the problems arising from the delays in street excavation works had adversely affected the general public at large and district councils had all along called for effective measures to address the problems.

28. Mr Eric LI Ka-cheung pointed out that the subject had been discussed by the Public Account Committee on many occasions. He also said that Members of the "Breakfast Group" were extremely dissatisfied with the nuisances and problems caused by street excavation works. However, they had grave reservation about the proposed criminal sanction against non-performers of EPs.

29. Mr Abraham SHEK Lai-him criticized that the current proposal was not a well thought-out proposal. The Administration had not thoroughly analyzed the causes of the delays in road excavation works and hence the proposed system did not address the crux of the problems. PAS/WB disagreed with the view. He said that the proposal put forward by the Administration had been carefully and thoroughly considered; the Administration considered it a reasonable and effective system to minimize unreasonable delays in street excavation works.

30. Mr Albert CHAN Wai-yip said that Members of the Democratic Party supported the implementation of a C&P system and considered that the system should be fair and well thought-out. Highlighting that road openings were often left unattended for a long period, Mr Albert CHAN enquired whether leaving road openings unattended without reasonable explanation would constitute a breach of EP conditions. PAS/WB replied that there were provisions in the existing EPs to deal with unattended sites.

Operation of the existing EP system

31. Responding to members' enquiry about the enforcement action taken against permittees by the Administration in the past, PAS/WB advised that to his knowledge, no one had been fined for breaching the EP conditions under the prevailing EP system. He explained that the Administration had found it very difficult to take penalty action against the permittees because EPs were issued to promoters who were not the responsible party for carrying out the works. It was one of the main reasons for the Administration to revise the existing EP system to rectify the situation. Miss Emily LAU Wai-hing requested the Administration to provide details of the prosecution actions taken in the past for breach of EP conditions.

Admin

32. Miss Emily LAU queried whether it was negligence on the part of the Administration that no penalty action against breaches of EP conditions had been taken under the existing EP system. She also criticized the Administration for the procrastination in the work on devising a C&P system over the past years, notwithstanding the repeated calls for such a system since 1987.

33. In response, PAS/WB pointed out that the Administration had conducted a number of mock charging schemes for road excavation works during the past years. This Panel had been consulted on the proposals on a C&P system on various occasions. Having regard to the economic downturn in the past few years and the call from the community to freeze Government fees and charges, the

Administration had taken a more cautious approach in introducing the system. All the above factors had attributed to the delay in introducing a C&P system and the relevant legislative proposal. He assured Members that the Administration had devised the present proposed system after careful consideration of all relevant factors, with the objective of minimizing unnecessary and/or unreasonable delays of street excavation works.

34. To facilitate Members' consideration of whether the proposed system would be effective in preventing unnecessary delays in road excavation works, Ir Dr Raymond HO and Miss Emily LAU asked the Administration to provide information/statistics on the operation of the existing EP system. Such information should show the respective number and percentage of EPs issued to utility undertakers and to government departments respectively, the situation of permit extensions, and an analysis of the reasons for the extensions. While agreeing to provide the information requested by Members, PAS/WB informed Members that in the past 12 months, about 29 000 EPs had been issued for public works undertaken by government departments and about 25 000 EPs had been issued to utility undertakers. About 40% of the EPs required extension.

Features the proposed EP system

35. Mr Fred LI Wah-ming was concerned whether the proposed EP system would be applicable to street excavation works on pavement. PAS/WB said that excavation works on pavement was not covered in the proposal at the present stage because it was difficult to assess the economic cost incurred for pedestrians arising from the delay of such works. However, if the works on the pavement involved closure of carriageways, the proposed EP system would apply. In reply to Mr LI's further enquiry, PAS/WB confirmed that the proposed fees for the issue and extension of an EP were derived on the basis of full recovery of administrative costs of the concerned government departments for issuing and extending the EP and the subsequent monitoring work.

36. In reply to Mr IP Kwok-him's enquiry about the impact of the proposed EP fees on the consumer public, PAS/WB advised that if utility undertakers passed the full cost of the EP fees onto consumers, the estimated cost to be borne by each household would be about \$4.50 per month.

37. Mr LAU Ping-cheung enquired about the criteria for determining the permitted duration for works under the proposed EP system. PAS/WB said that judgement would be made by the relevant authority based on professional advice with details of individual applications taken into account. The Administration would specify the circumstances for approving an extension to an EP in the legislation. An appeal mechanism would be put in place and the processing of EPs would be transparent as far as practicable to avoid abuse of the system.

Admin

38. Mr Abraham SHEK pointed out that currently, it took a long time to obtain an EP and other required approval/consents from relevant government departments for road excavation works. He considered that the procedures for obtaining EPs and other required approval/consents should be streamlined. Ir Dr Raymond HO suggested that a one-stop-shop mechanism for receiving and processing applications for EPs and other required approval/consents should be considered by the Administration. In this regard, he requested the Administration to provide an analysis of the time required for the submission and processing of applications for EPs vis-à-vis the duration of street excavation works concerned. Mr Abraham SHEK requested the Administration to provide an action plan on the implementation of a one-stop-shop mechanism for receiving and processing applications for EPs.

Admin

39. PAS/WB advised that the Administration was pushing ahead a streamlined procedure under the purview of the Highways Department (HyD) to improve coordination and processing of EPs and would review the need and viability of introducing a one-stop-shop mechanism after implementing the streamlined procedure. He agreed to provide relevant information after the meeting.

The proposed penalty system

40. Mr LAU Ping-cheung expressed objection to imposing any criminal sanction against promoters and contractors for failure to comply with the EP conditions. He stressed that the very purpose of carrying out road excavations works by utility companies was to provide utility services to the public. Penalizing them for not carrying out the works in accordance with the EP conditions by imprisonment was draconian. He could not accept that a breach of EP conditions should be made a criminal offence. Ir Dr Raymond HO shared Mr LAU's view.

41. Mr Albert CHAN considered that limiting the penalty to fines would not be effective in reducing unreasonable delays in street excavation works. Such a system would not work for permittees which were large corporations. Pointing out that activities causing obstruction at streets were also subject to criminal sanction in Hong Kong, he opined that unreasonable delays in street excavation works which could cause serious disturbance to the public should be subject to similar sanction.

42. Mr LAU Ping-cheung disagreed with Mr CHAN. He pointed out that unlike private or other commercial activities, the purpose of the street excavation works carried out by utility companies was to enable access to utility services by the public. In this connection, he requested the Administration to provide information on the regulatory frameworks in overseas jurisdictions in respect of street excavation works, and to address the concern whether it was commonplace

Admin in overseas jurisdictions that a breach of the licence/permit conditions governing the conduct of street excavation works would carry criminal liability and the sanction of imprisonment. Mr Abraham SHEK said that apart from producing an adverse impact on the local business environment, the proposed penalty system with criminal sanction might not be consistent with the spirit of the law.

Admin 43. To facilitate members' further consideration, Mr Albert CHAN requested the Administration to provide information on provisions in other ordinances under which a breach of licence/permit conditions carried criminal liability and the sanction of imprisonment, and where the licences/permits were issued for the purpose of regulating commercial activities to prevent such activities from causing disturbance and/or nuisances to the public.

44. While agreeing to provide the information requested by members, PAS/WB pointed out that Hong Kong was a unique city in that it might have the highest density of underground utility pipes/cables in the world. He stressed that the safety of pedestrians and motorists was the prime concern when considering effective measures against non-compliance of EP conditions.

Treatment of government departments under the proposed C&P system

45. Ir Dr Raymond HO considered that to ensure fairness, the treatment of government departments under the proposed scheme should be the same as that for private utility undertakers. The Assistant Director/Highways Department (AD/HyD) advised that government departments would need to obtain EPs for their road excavation works and the departments would be charged EP fees in the same way as other utility undertakers and promoters in the private sector.

46. Noting that unlike private utility undertakers, government departments were not subject to prosecution for breach of EP conditions, Miss Emily LAU commented that the differential treatments were unfair to private utility undertakers. Ir Dr Raymond HO shared the view. Mr Fred LI questioned whether the reporting system applicable to government departments would be a sufficient deterrent measure to avoid delay in street excavation works undertaken by government departments.

47. In response, PAS/WB said that the proposed reporting procedure for breaching EP conditions by government departments was in line with similar arrangements under the Environmental Impact Assessment (EIA) Ordinance, except that the report would be made to the Secretary for Works, rather than the Chief Secretary for Administration. PAS/WB said that the application of criminal sanction to government departments involved the legal policy as to whether one government department could prosecute another government department. Having considered relevant legal advice, the Administration decided to adopt similar arrangements as those under the EIA Ordinance.

Other measures to minimize unnecessary delays in road excavation works

48. Ir Dr Raymond HO referred to the assumption underlying the proposed system that penalties should create an incentive for utility undertakers to mobilize sufficient resources to finish works within the approved permit duration (paragraph 4 of the Administration's paper), and commented that the assumption had over-simplified the problems associated with road excavation works. Ir Dr Raymond HO and Mr LAU Ping-cheung considered that the Administration should also put in place measures to encourage rather than penalize promoters in completing street excavation works early. PAS/PLB said that the Administration considered a bonus/credit scheme unjustified as under such a scheme, permittees would tend to apply for an unnecessarily long EP duration and the scheme would likely incur additional administration costs to the Government.

49. Highlighting that the uncertainty and complexity of underground utility pipes/cables, particularly those in the urban areas, was a major cause of the delays in street excavation works, Mr IP Kwok-him enquired whether the Administration had explored alternative methods or new technologies to address the problem. Ir Dr Raymond HO, Mr Abraham SHEK and Mr LAU Ping-cheung suggested that consideration should be given to alternative approaches to reduce road excavation works such as new construction methods for pipe laying works and constructing common trenches/ducts in new towns to house underground utility pipes/cables. They also suggested that reference should be drawn from relevant overseas experience in this regard.

50. PAS/WB said that the Administration was aware that the common trench method was commonly used in Japan. Nevertheless, it was a very expensive method and was difficult to implement in Hong Kong because the size of a common trench would need to be as large as a MTR tunnel. HyD, however, was conducting further studies on the use of tunnels or common trenches to house underground utility services. PAS/WB further said that new construction methods such as "trenchless" or "pipe-jacking" methods were improving and more commonly used to reduce the length of road sections to be excavated for pipe/cable laying works. Ir Dr Raymond HO requested the Administration to keep members informed of the findings of the studies on new methods to house underground utility services.

Admin

51. Ir Dr Raymond HO enquired about the measures to achieve effective co-ordination between government departments and utility undertakers in street excavation works. AD/HyD advised that the current requirement and arrangement for advance notification of street excavation activities by utility undertakers through the Utility Management System (UMS) had been effective in co-ordinating street excavations in the past. The system would be enhanced in the coming year to enable direct access of individual utility undertakers to information on street excavation works through the UMS. Moreover, the monitoring and co-ordination of street excavations through the Road Opening

Coordinating Committees, Utilities Technical Liaison Committee and Joint Utilities Policies Group of HyD would continue.

Consultation with the public

52. Ir Dr Raymond HO suggested that to better understand the views of the utility undertakers on the proposed C&P system, utility companies should be invited to present their views to the Panel. Miss Emily LAU supported Dr HO's suggestion. She also considered it necessary to invite views from the general public on the proposed C&P system. After deliberation, members agreed that a special meeting be held on 15 January 2002 at 8:30 am for the public, including utility companies and the construction industry, to give views on the proposed C&P system for street excavation works.

(Post-meeting note: The supplementary information provided by the Administration was circulated to Members vide LC Paper No. CB(1) 755/01-02(05) on 9 January 2002)

III Follow-up on mediation of contractual disputes relating to the Strategic Sewage Disposal Scheme

53. Discussion of the item was deferred to the Panel's meeting on 1 February 2002 due to insufficient time at the meeting.

IV Any other business

54. Referring to the Administration's undertaking to provide information on the subject of Comprehensive Development Areas made at the Panel meeting on 2 November 2001, Mr Abraham SHEK enquired when the Administration would provide the information. The Chairman directed that the Administration be requested to provide the information as early as possible.

Clerk

(Post-meeting note: The subject "Comprehensive Development Area" Zoning would be discussed by the Panel at its special meeting on 26 April 2002)

55. The meeting ended at 10:55 am.

Legislative Council Secretariat

4 April 2002