

立法會
Legislative Council

LC Paper No. CB(1)1454/01-02
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by the Administration)

Ref : CB1/PL/PLW/1

Legislative Council
Panel on Planning, Lands and Works

Minutes of meeting
held on Friday, 1 March 2002 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 Timothy FOK Tsun-ting, SBS, JP
Hon TAM Yiu-chung, GBS, JP
Hon Albert CHAN Wai-yip
Hon WONG Sing-chi
Hon IP Kwok-him, JP

Members absent : Hon James TO Kun-sun
Hon LAU Wong-fat, GBS, JP
Hon Abraham SHEK Lai-him, JP

Public officers attending : **Agenda Item IV**

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

Mr CHEUNG Tai-yan
Project Manager/Hong Kong Island and Islands
Territory Development Department

Mr YEUNG Hung-hay
Chief Engineer/Hong Kong (1)
Territory Development Department

Mr TANG Kam-fai
Senior Engineer
Territory Development Department

Agenda Item V

Mr Parrish NG
Principal Assistant Secretary (Buildings)
Planning and Lands Bureau

Mrs Erika HUI
Assistant Commissioner for Tourism
Economic Services Bureau

Mr Eric UY Tat-ping
Assistant Director/Gas and General Legislation
Electrical and Mechanical Services Department

Mr LAW Yu-wing
Chief Engineer/General Legislation
Electrical and Mechanical Services Department

Mr Talis WONG
Senior Engineer
Territory Development Department

Clerk in attendance : Miss Salumi CHAN
Chief Assistant Secretary (1)5

Staff in attendance : Mrs Queenie YU
Senior Assistant Secretary (1)6

I. Confirmation of minutes of meeting

(LC Paper No. CB(1)1135/01-02 — Minutes of the meeting held on 4 January 2002)

The minutes of the meeting held on 4 January 2002 were confirmed.

II. Information paper issued since last meeting

(LC Paper No. CB(1)1155/01-02 — Information paper on “Implementation of Information Systems Strategy (Stage 2) in Water Supplies Department — Maintenance Works Management System and Laboratory Information Management System”)

2. Members noted that an information paper on “Implementation of Information Systems Strategy (Stage 2) in Water Supplies Department — Maintenance Works Management System and Laboratory Information Management System” had been issued since the last meeting. The Chairman drew members' attention that the Administration had briefed the Panel on the implementation of Stage 1 of the Information Systems Strategy on 5 February 2001 and that the relevant funding proposal was approved by the Finance Committee (FC) on 9 March 2001. The Administration planned to submit the current proposal to FC for consideration at its meeting on 26 April 2002.

III. Date of next meeting and items for discussion

(LC Paper No. CB(1)1134/01-02(01) — List of outstanding items for discussion

LC Paper No. CB(1)1134/01-02(02) — List of follow-up actions)

Special meeting on 8 March 2002

3. Members noted that a special meeting had been scheduled for Friday, 8 March 2002 at 8:30 am for the Panel to continue discussion with representatives of the Administration, utility companies and District Councils on the proposed charging and penalty system for road opening works.

Regular meeting on 12 April 2002

4. Members agreed that the following two items be discussed at the next regular Panel meeting scheduled for 12 April 2002 at 8:30 am -

- (a) River training works for the Upper River Indus; and
- (b) Infrastructure for Penny's Bay Development, Package 3 and Penny's Bay Reclamation Stage 2.

5. The Chairman advised that the Administration planned to submit the proposals in paragraph 4(a) and (b) above to the Public Works Subcommittee (PWSC) for consideration at its meeting on 8 May 2002.

Special meeting on 26 April 2002

6. Members agreed that a special meeting be scheduled for Friday, 26 April 2002 at 8:30 am to discuss the following two items -

- (a) Pedestrian Planning Study; and
- (b) "Comprehensive Development Area" (CDA) zoning (The item was proposed by the Administration in response to Mr Abraham SHEK Lai-him's request raised at the Panel meeting on 2 November 2001).

(Post-meeting note: At the request of the Administration and with the concurrence of the Chairman of the Panel and the Chairman of the Panel on Housing, a joint meeting of the two Panels was scheduled for Tuesday, 16 April 2002 at 8:30 am to brief members on the restructuring studies on Ngau Tau Kok, Shek Kip Mei, Cheung Sha Wan and Homantin areas. The agenda was issued to members vide LC Paper No. CB(1)1216/01-02 on 4 March 2002.)

IV. Central Reclamation Phase III — Engineering Works

(LC Paper No. CB(1)1134/01-02(03) — Paper provided by the Administration)

7. The Chairman advised that the purpose of the proposed Central Reclamation Phase III (CRIII) — Engineering Works was to provide land for the construction of the Central - Wan Chai Bypass (CWB) and other infrastructural facilities. The Administration planned to submit the proposal to PWSC for consideration in April 2002.

8. With visual aid equipment, the Project Manager (Hong Kong Island and Islands) of Territory Development Department (PM/TDD) briefed members on the background, scope of works, justification and environmental implications of the project as well as the public consultation process as detailed in the paper provided by the Administration. He also highlighted the following salient points -

- (a) Taking into account the views of the Legislative Council (LegCo) and the public on the original draft Central District (Extension) Outline Zoning Plan (OZP) exhibited in May 1998, the Administration had reviewed the extent of reclamation and proposed a minimum practicable reclamation option. The Town Planning Board (TPB) approved the minimum option under which the extent of the proposed reclamation was reduced from 32 hectares to 18 hectares. The Chief Executive in Council approved the amended draft OZP in February 2000.
- (b) The engineering works under the CRIII project scheduled for commencement in August 2002 and completion by March 2007 would be carried out in four phases. The project cost was estimated to be \$3,635 million.
- (c) To alleviate the traffic congestion problem, the Administration aimed to complete the new at-grade roads under the CRIII project by 2006/07. The CWB and the Island Eastern Corridor Link (IECL) were scheduled for opening in 2011.

Project schedule

9. Whilst supporting the CRIII project, Mr TAM Yiu-chung, Ir Dr Raymond HO Chung-tai and Mr LAU Ping-cheung asked whether the project could be expedited to alleviate the traffic congestion problem in the Central and Wan Chai Districts. The Principal Assistant Secretary (Planning) of Planning and Lands Bureau (PAS(P)/PLB) advised that the focus of the feasibility study of the project, among other things, was to expedite the implementation of the project while catering for the different needs of the community. Responding to members' concern about proper traffic management during the works period, PAS(P)/PLB said that relevant departments and District Councils would be consulted to minimize disturbance caused to the community.

Extent of reclamation

10. Mr Albert CHAN Wai-yip welcomed the Administration's decision to reduce the extent of reclamation under the CRIII project. He was however concerned whether the reduced extent was the minimum option, as part of the reclaimed land was specified for the waterfront promenade and recreational/leisure use. Referring to the Protection of the Harbour Ordinance (PHO) (Cap. 531) which was enacted to protect and preserve the harbour by establishing a presumption against reclamation in the harbour, Mr CHAN considered that reclamation should not be conducted in the harbour unless absolutely essential. PAS(P)/PLB advised that the spirit of PHO was to ensure that all public officers and public bodies should have regard to the principle of presumption against reclamation in the harbour for guidance in the exercise of any powers vested in them. In proposing the reduced extent of reclamation under the

CRIII project, the Administration had had regard to that principle and put forward the minimum option, which had the support of LegCo, relevant District Councils and the public. Mr IP Kwok-him confirmed that Central & Western District Council (C&WDC) was in support of the minimum option. The Chief Engineer/Hong Kong (1) of Territory Development Department (CE/TDD) also pointed out that the proposed reclamation was essential for the construction of a new Ferry Pier No. 8 for the reprovisioning of the affected Star Ferry Piers, the construction of two public piers for the reprovisioning of the affected Queen's Pier and other affected public landing steps, and the reprovisioning of the affected Government and private cooling water pumping systems, etc.

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11. To ensure that the reduced extent of reclamation under the CRIII project was the minimum option and that the option was in compliance with PHO, Mr Albert CHAN requested the Administration to seek legal advice on the issue. PAS(P)/PLB advised that the Administration had already sought legal advice on the project. He undertook to provide an information paper after the meeting, setting out the legal advice sought by the Administration.

Relocation of ferry piers

12. Mr IP Kwok-him pointed out that C&WDC was concerned about the proposed relocation of Star Ferry Piers, the landmark of Hong Kong Island. Responding to Mr IP, PAS(P)/PLB advised that recognizing the important role of Star Ferry Piers in the history of Hong Kong, the Administration had reached a consensus with the ferry company that the design for the new pier would preserve the special characteristics of the original piers, such as the tower clock. Mr IP asked whether a memorial plaque would be installed at the original location. PAS(P)/PLB advised that it might not be possible to do so, as the original location had been planned for infrastructural facilities. The Administration might however consider an alternative location in proximity to the original one.

13. Responding to Mr Albert CHAN, CE/TDD confirmed that a memorial plaque would be installed at the original location of Queen's Pier.

Wave absorbing seawall

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14. Responding to Mr IP Kwok-him, the Senior Engineer of Territory Development Department (SE/TDD) confirmed that the proposed seawall under the CRIII project was a wave absorbing structure. In fact, it was a standard requirement for seawalls constructed around Victoria Harbour since 1995 to have such a design which was expected to absorb half of the energy generated from wave movement. Mr IP asked for the cost for the construction and maintenance of the wave absorbing seawall. SE/TDD undertook to provide the information after the meeting.

15. Mr IP Kwok-him was concerned about the accumulation of rubbish in the chamber of the seawall. CE/TDD and SE/TDD advised that laboratory experiments had proven that rubbish accumulated in the chamber of the seawall was easily flushed out to the sea. In any case, staff would clear rubbish through specially designed openings on the ground level. Pointing out that oversized debris might be trapped at the seawall, Mr WONG Yung-kan urged the Administration to consider the safety of staff when clearing debris. CE/TDD appreciated the member's concern and advised that staff would carry out the clearance work when the tide level was low. Ir Dr Raymond HO suggested the Administration to consider appropriate measures against dumping of debris into the sea.

Contaminated marine mud

16. Referring to paragraph 22 of the paper, Mr WONG Yung-kan noted that about 478 000 cubic metres of contaminated marine mud generated from the construction of the seawall and reclamation would be delivered to the contaminated mud disposal facility at East Sha Chau. As the contaminated mud from some other works projects, such as the decommissioning of the Cheoy Lee Shipyard for the development of the Hong Kong Disney Theme Park, was also disposed at East Sha Chau, Mr WONG expressed his grave concern about whether the area had the capacity for absorbing the contaminated mud arising from the CRIII project, and the environmental implications of such disposal on East Sha Chau. CE/TDD advised that according to the Administration's assessment, East Sha Chau should be able to absorb the additional quantity of contaminated mud arising from the project. Whilst appreciating members' concern about the environmental implications of the disposal of contaminated mud, PAS(P)/PLB pointed out that the issue was outside the purview of the Planning and Lands Bureau. He assured members that relevant Bureaux and departments would examine the issue as appropriate.

17. Responding to Mr WONG Yung-kan's enquiry on the quantity of contaminated mud disposed/to be disposed at East Sha Chau, PM/TDD advised that a special committee under the Civil Engineering Department (CED) was responsible for processing and approving applications for the disposal of contaminated mud arising from works projects. He undertook to obtain the required information from CED for the Panel's reference.

Admin

18. Ir Dr Raymond HO considered that the disposal of contaminated mud at East Sha Chau or other areas could not solve the problem of contamination. He suggested the Administration to make reference to overseas experience on chemical and non-chemical methods of treatment of contaminated mud before disposal. CE/TDD advised that different levels of contamination required different treatments. As it was revealed from an analysis of the dredged marine mud generated from the CRIII project that the level of contamination was low, CED accepted the proposal to dispose them at East Sha Chau. Should contamination reach a certain level, treatment would be arranged on site before disposal. Ir Dr HO was of the view that contaminated mud,

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regardless of the level of contamination, should be properly treated on site. PAS(P)/PLB advised that established procedures were in place for treatment of contaminated mud. At the request of Ir Dr HO, he undertook to provide relevant information after the meeting.

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19. Mr WONG Yung-kan supported Ir Dr Raymond HO's view, having regard to the potential increase in the quantity of contaminated mud from works projects, such as South East Kowloon Development (SEKD), decommissioning of Cheoy Lee Shipyard, etc. Ir Dr HO reiterated that the Administration should make reference to overseas experience on chemical and non-chemical methods of treatment of contaminated mud before disposal. At the request of Ir Dr HO, PAS(P)/PLB undertook to provide the Administration's response after the meeting.

Proposed pumping station for cooling water pumping systems

20. Referring to the proposed construction of new pumping station structures for the cooling water pumping systems, Ir Dr Raymond HO supported the centralization of such systems. He was however concerned whether the proposed pumping station would affect the sea temperature in the vicinity and produce adverse impact on the marine environment, which would in turn affect the operation of the cooling water pumping systems. CE/TDD advised that according to the study conducted on the CRIII project, the proposed pumping station would not have such adverse impacts. Ir Dr HO asked whether the proposed district cooling system for SEKD would also be adopted for the CRIII project. PAS(P)/PLB said that the Administration had explored this option but found that there were fundamental differences between the two projects. While SEKD involved newly built residential and commercial buildings, the CRIII project mainly involved re-provisioning of prevailing cooling water pumping systems. As the owners of the prevailing systems had divided views, it was difficult to seek their agreement to the installation of a district cooling system. Nevertheless, the Administration would as far as practicable centralize the re-provisioned cooling water pumping systems for better management.

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21. Citing the unsuccessful examples of centralized cooling water pumping systems in the Central District, Mr LAU Ping-cheung asked whether measures had been/would be put in place to encourage developers/enterprises to use environmentally friendly water cooling systems. PAS(P)/PLB advised that the Environment and Food Bureau (EFB) was studying the issue. At Mr LAU's request, PAS(P)/PLB undertook to obtain the information from EFB for the Panel's reference.

Design for the reclaimed area

22. In view of the unique location of the reclaimed area under the CRIII project, Mr Albert CHAN stressed the need for a remarkable design to highlight the characteristics of the area, in particular, the beautiful view of the Victoria Harbour. He considered that the design should be compatible with the dynamic design for the West

Kowloon Reclamation on the other side of the Harbour. Sharing Mr CHAN's view, Mr IP Kwok-him added that the design for the area should be portrayed as a landmark of Hong Kong. In response, PAS(P)/PLB advised that the Administration planned to invite attractive and innovative designs through open competition for the waterfront promenade. As the project presently involved reclamation and engineering works, detailed arrangement for the competition would be considered at a later stage.

23. Responding to Mr Albert CHAN's enquiry on the timetable on the competition and completion of the design work, PAS(P)/PLB said that the final land use framework for the reclaimed area under the CRIII project would depend on the development options of the new Central Government Complex at the Tamar Basin Reclamation site. It was expected that the Administration would make a decision on the matter by mid 2002. Mr Albert CHAN considered that the Administration should work out the timetable and make sure that the design of the reclaimed area would be compatible with the environment, such as the design for the development of the Tamar site. He requested the Administration to provide the timetable before submitting the current proposal to PWSC.

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V. Proposed amendments to the Aerial Ropeways (Safety) Ordinance

(LC Paper No. CB(1)1134/01-02(04) — Paper provided by the Administration)

24. The Chairman drew members' attention that the Administration planned to introduce the legislative proposal to amend the Aerial Ropeways (Safety) Ordinance (Cap. 211) (the Ordinance) into LegCo in May 2002.

25. The Principal Assistant Secretary (Buildings) of Planning and Lands Bureau (PAS(B)/PLB) briefed members on the background and purposes of the proposed amendments to the Ordinance. He pointed out that the ropeway of the cable car system at Ocean Park, which was the only existing aerial ropeway installation in Hong Kong, was of mono-cable design, with the carriers supported and drawn by a single rope. With the advancement of technology, several ropeway designs had been developed to suit different requirements in passenger-carrying capacity, haulage route, wind assistance and riding comfort, etc. To tie in with the future development of the Tung Chung Cable Car system, the Administration proposed that amendments be made to the Ordinance to clarify the scope of the legislation to cover all aerial ropeways that might be installed and operated in Hong Kong, and to provide clearer and updated requirements governing aerial ropeways safety.

26. PAS(B)/PLB then briefed members on the proposed amendments to the Aerial Ropeways (Operation and Maintenance) Regulations (the Regulations). He advised that the proposed amendments to the Ordinance and the Regulations were mainly technical in nature.

General views

27. Ir Dr Raymond HO welcomed the proposed amendments. As a variety of designs had been developed for aerial ropeway systems in Europe and other countries, it was time for Hong Kong to follow the trend and meet the changing needs of the community. To attract enterprises/developers to participate in the future development of aerial ropeway systems in Hong Kong, Ir Dr HO suggested the Administration to consider providing flexibility in the legislative provisions, such as to allow the adoption of the “Build-Operate-Transfer” model. The Assistant Director/Gas and General Legislation of Electrical and Mechanical Services Department (AD/EMSD) advised that the Ordinance and its subsidiary legislation only covered safety requirements on the installation, operation and maintenance of aerial ropeways. As such, the scope of this legislation did not cover the adoption of such a model.

28. Mr IP Kwok-him saw the need to introduce the proposed amendments. He was however disappointed that the Administration had not provided information in its paper on the different designs for aerial ropeways and the trend in other countries to facilitate members’ understanding.

Provisions on design specifications

29. Being concerned about the operation of aerial ropeways under strong wind conditions, Ir Dr Raymond HO considered that it should be specified in the Ordinance that the design for aerial ropeways should be in compliance with the prevailing requirements in relevant ordinances, such as the requirement on wind load provided in the Building Ordinance (Cap.123). Its structural design should also be resistant to vibration. AD/EMSD advised that under the Regulations, the operation of an aerial ropeway would be stopped upon the hoisting of the No. 3 visual storm warning. The proposed amendments to the Regulations would enable the Director of Electrical and Mechanical Services (the Director) to specify the circumstances under which the operation of aerial ropeways should be stopped.

Monitoring and maintenance of aerial ropeways

30. Responding to Ir Dr Raymond HO, the Chief Engineer/General Legislation of Electrical and Mechanical Services Department (CE/EMSD) advised that the Regulations had detailed provisions on maintenance of aerial ropeways, including the requirement for annual and quarterly examinations, examination of the carrying-hauling rope after any occurrence which might have damaged the rope, etc. Moreover, the code of practice on the operation of aerial ropeways issued by EMSD also covered this aspect.

31. Ir Dr Raymond HO stressed the importance of safe operation of aerial ropeways. Whilst appreciating the sound record of safety performance of the cable car system in Hong Kong, Ir Dr HO asked whether the Administration had conducted

strain test on the ropes by placing equipment on them to detect irregularities. CE/EMSD replied that such equipment had not been used for the aerial ropeway in Hong Kong. Nevertheless, the competent person in charge of an aerial ropeway was required under the Regulations to ensure that the counterweight kept the carry-hauling rope under constant tension, and to replace the existing rope with a new one if its diameter had been reduced by 10%. The controller on duty was also required under the Regulations to ensure that a ropeway car did not carry a number of passengers in excess of that approved by the Director, and the number of cars carried on the ropeway at any one time did not exceed the maximum approved by the Director. All these requirements would ensure that the carry-hauling rope would not exceed its tension limit. Responding further to Ir Dr HO, CE/EMSD advised that the rope was normally replaced once every few years, even though no major irregularities had been detected.

32. Referring to paragraph 7(f) of the paper, Mr IP Kwok-him noted that one of the major proposed amendments to the Regulations was to revise the maintenance schedule such that all critical components of an aerial ropeway were included. Being concerned that the need for such an amendment might reflect the deficiency of the existing maintenance schedule, Mr IP asked for the information on the number of incidents in respect of the operation of the cable car system at Ocean Park. CE/EMSD confirmed that the Administration had not received any report on such incidents in all these years. The amendment was proposed to enhance the monitoring of the maintenance work, and not for other reasons.

Progress of Tung Chung Cable Car Project

33. Mr LAU Ping-cheung expressed his grave concern about the slow progress of the Tung Chung Cable Car Project. Following the announcement of the project in 1998, the Government, in April 2001, invited proposals for a 30-year franchise for the finance, design, construction and operation of the Tung Chung Cable Car System. Mr LAU was concerned that with a lapse of four years, little progress had been made. The Assistant Commissioner for Tourism of Economic Services Bureau (AC/ESB) responded that as pointed out to the Panel on Economic Services at its meeting in January 2002, the project involved complex issues. In July 2001, the Government received three proposals for the implementation of the project and started the assessment process immediately. The process had taken longer than expected due to the emergence of some unanticipated problems. Nevertheless, the problems had been resolved recently and the Government was negotiating with the short-listed proponents with a view to selecting the successful proponent as soon as possible later this year.

34. In reply to Mr LAU Ping-cheung's further question, AC/ESB said that it had always been the Government's target to complete the Tung Chung Cable Car Project in March 2006. However, the Government had also considered the potential for expediting the project, not just to catch up on the lost time due to the unanticipated problems, but also to achieve a completion date which was even earlier than the original target. Since measures for expediting the implementation programme would

require the co-operation of the successful proponent, relevant proposals had been raised with short-listed proponents during the negotiations. As the negotiations process was in progress, however, it would not be appropriate to set a time limit. Mr LAU was not convinced and pointed out that each tender application or franchise proposal should have a valid period. It would not be to the advantage of the Government if the negotiation process dragged on. At the request of Mr LAU, AC/ESB undertook to provide written information on the progress of the Tung Chung Cable Car Project.

35. Responding to the Chairman, AC/ESB advised that the Administration was drafting the proposed amendments to the Ordinance and the Regulations. A new enabling legislation for the Tung Chung Cable Car System would be introduced into LegCo later in the year. The two sets of legislation covered different scope. While the former focused on the technical requirements on the operation and maintenance of aerial ropeway systems, the latter provided a legal framework for the granting of the franchise and the construction of the Tung Chung Cable Car System. The Administration hoped that the proposed legislative amendments to the Ordinance would come into effect before the successful proponent of the System submitted the design for the System to the Director.

(Post-meeting note: The supplementary note on the Tung Chung Cable Car Project provided by the Administration was circulated to members vide LC Paper No. CB(1)1370/01-02 on 25 March 2002.)

VI. Any other business

36. There being no other business, the meeting ended at 10:05 am.

Legislative Council Secretariat
11 April 2002