

立法會
Legislative Council

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Legislative Council
Panel on Transport

Minutes of special meeting held on
Monday, 6 May 2002, at 2:30 am
in Conference Room A of the Legislative Council Building

Members present : Hon Miriam LAU Kin-ye, JP (Chairman)
Hon Abraham SHEK Lai-him, JP (Deputy Chairman)
Hon David CHU Yu-lin, JP
Ir Dr Hon Raymond HO Chung-tai, JP
Hon Mrs Selina CHOW LIANG Shuk-ye, JP
Hon CHAN Kwok-keung
Hon Andrew WONG Wang-fat, JP
Hon LAU Chin-shek, JP
Hon LAU Kong-wah
Hon Andrew CHENG Kar-foo
Hon Tommy CHEUNG Yu-yan, JP
Hon Albert CHAN Wai-yip
Hon WONG Sing-chi
Hon LAU Ping-cheung

Members absent : Hon Albert HO Chun-yan
Hon TAM Yiu-chung, GBS, JP
Dr Hon TANG Siu-tong, JP
Hon LEUNG Fu-wah, MH, JP

Public officers attending : **Agenda item I**
Transport Bureau
Ms Carolina YIP
Principal Assistant Secretary for Transport (2) (Ag)

Transport Department

Mr Alex YEUNG
Chief Engineer/Priority Railway

Mr Carey WONG
Principal Transport Officer/Buses and Railways (2) (Ag)

Highways Department

Mr L T MA
Government Engineer/Railway Development (2)

Mr Raymond YIP
Chief Engineer/Railway (1)

Agenda Item II

Transport Bureau

Ms Doris CHEUNG
Principal Assistant Secretary for Transport (6)

Transport Department

Mr Stephen IP
Assistant Commissioner/Management & Paratransit (Ag)

Electrical & Mechanical Services Department

Mr FAN Ho-chuen
Project Manager

Agenda Item III

Transport Bureau

Ms Shirley LAM
Principal Assistant Secretary for Transport (5)

Transport Department

Mr C H WONG
Senior Engineer (Lantau & Special Duties)

Civil Engineering Department

Mr P D MORGAN
Chief Engineer/Special Duties (Works)

Agenda Item IV

Transport Bureau

Ms Shirley LAM
Principal Assistant Secretary for Transport (5)

Transport Department

Mr H L CHENG
Chief Engineer (New Territories East)

Territory Development Department

Mrs Joanna KWOK
Chief Engineer (Tseung Kwan O & Sai Kung)

Agenda Item V

Transport Bureau

Ms Shirley LAM
Principal Assistant Secretary for Transport (5)

Transport Department

Mr H L CHENG
Chief Engineer (New Territories East)

Territory Development Department

Mr C S LIU
Chief Engineer (Tai Po & North)

Clerk in attendance : Mr Andy LAU
Chief Assistant Secretary (1)2

Staff in attendance : Ms Alice AU

Senior Assistant Secretary (1)5

Action

I Ma On Shan to Tai Wai Rail Link - Essential public infrastructure works
(LC Paper No. CB(1)1575/01-02(01) - Information paper provided by the Administration)

With the aid of PowerPoint, the Government Engineer/Railway Development of Highways Department (GE/RD2) briefed members on the salient points of the proposal as set out in LC Paper No. CB(1)1575/01-02(01).

2. Members noted that the scope of the remaining part of the essential public infrastructure works (EPIW) for the Ma On Shan to Tai Wai Rail Link (MOS Rail) comprised:

- (a) a public transport interchange (PTI) to serve the future integrated Tai Wai Station of the existing East Rail and the MOS Rail; and
- (b) a PTI to serve the Wu Kai Sha Station of the MOS Rail.

Members also noted that the estimated costs of the proposed works for the PTIs at Tai Wai Station and Wu Kai Sha Station were \$40.5 million and \$51.6 million respectively in money-of-the-day (MOD) prices. The Administration intended to submit the relevant funding proposal to the Public Works Subcommittee (PWSC) for consideration on 8 May 2002. Subject to funding approval from the Finance Committee (FC), construction works would commence in January 2003 for completion at the end of 2004 to tie in with the commissioning of the MOS Rail.

Environmental concerns

3. Citing the unsatisfactory condition at the existing covered PTIs, Mr LAU Kong-wah expressed grave concerns about the air quality inside the proposed PTIs. In response, GE/RD2 advised that the proposed PTIs would be provided with mechanical ventilation systems to ensure that the relevant guidelines and requirements stipulated in the Environmental Protection Department's Practice Notes for Professional Persons on "Control of Air Pollution in Semi-Confined Public Transport Interchanges" (the Practice Notes) were met. Essentially, air pollutants such as sulphur dioxide and nitrogen dioxide inside the PTIs should be maintained at the same level as those on the street. He added that exhaust air outlets for the PTIs would be located away from nearby residents or other receptors to avoid causing air pollutant nuisance. In this connection, Mr Tommy CHEUNG cautioned that air inlets should also be suitably located so that fresh air could be captured. Responding to Mr LAU Kong-wah's further enquiry, the Principal Assistant Secretary for Transport (2) (Ag) (PAS for T(2)) advised that the new bus

Action

terminus at Island Resort in Siu Sai Wan was designed and built in accordance with the air quality guidelines set out in the Practice Notes.

Provision of PTI facilities

4. Mr Albert CHAN opined that public toilet facilities should be provided within the proposed PTIs as a matter of policy. GE/RD2 replied that public toilets would be provided inside both Tai Wai and Wu Kai Sha Stations. Moreover, such facilities would also be made available at the development above Tai Wai Station to be granted to the Kowloon-Canton Railway Corporation (KCRC). Regarding the Wu Kai Sha Station PTI, he explained that as it was envisaged that most of the passengers using this PTI would be interchanging for the MOS Rail, those who were in need could make use of the public toilets provided inside the station. Mr CHAN however pointed out that such an arrangement clearly failed to take care of those passengers who were not interchanging for the MOS Rail. He called on the Administration to provide public toilet facilities within PTIs as a matter of policy.

5. Noting that closed-circuit TVs (CCTVs) would be installed inside the two PTIs, Mr Albert CHAN was gravely concerned about the associated privacy-invasiveness implications and queried whether such an arrangement was justified. In reply, the Principal Transport Officer/Buses and Railways (2) (Ag) (PBR2) explained that the proposed installation of CCTVs inside the PTIs could help improve monitoring and control of their operation, particularly in respect of crowd control in the event of train service disruption.

6. Mr Albert CHAN however was unconvinced by the Administration's reply. He pointed out that during the normal course of operation, staff would be deployed by the public transport operators concerned to monitor the situation within the PTIs. Hence, there was no need to install CCTVs inside the PTIs specifically for such purpose. While stating that his stance was not representative of the Democratic Party, he personally had strong reservation about the additional funding sought by the Administration to install CCTVs inside the two PTIs.

Tai Wai Station PTI

7. Highlighting the need to provide convenient PTI facilities at railway stations for the passengers, Mr CHENG Kar-foo sought elaboration on the provision of public parking spaces at the Tai Wai Station PTI and asked whether a Park and Ride scheme (PnR) would be operated by KCRC to encourage motorists to make use of the MOS Rail for external commuting. In response, GE/RD2 stated that 250 to 300 public parking spaces would be provided by KCRC at the development above the Tai Wai Station as part of the land grant conditions. PAS for T(2) also said that negotiations on land grant conditions were being held and she would relay the member's views on PnR provision to KCRC for consideration.

Action

8. Mr LAU Kong-wah asked whether the bicycle parking spaces to be provided next to the station would be managed by the Government or KCRC. In reply, PAS for T(2) said that Transport Department had plans to contract out the management of covered PTIs to provide better quality of service to the public. As such, it was intended to include the management of the proposed bicycle parking spaces at the new Tai Wai Station PTI in the future management agreement. In this respect, Mr LAU Kong-wah referred to the bicycle parking spaces along other MOS Rail stations which were not part of a PTI and considered that the Administration should also ensure that they were properly managed.

9. Noting that there were only one taxi bay in the Tai Wai Station PTI while there were two in the Wu Kai Sha Station PTI, the Chairman queried whether adequate provision had been made for the Tai Wai Station PTI. She was worried that in case too many taxis were waiting, it might prevent other vehicles from gaining access to the PTI. In reply, PBR2 explained that the Wu Kai Sha Station was provided with two taxi bays to cater for urban and New Territories taxis respectively. However, as the Tai Wai Station would only be served by urban taxis, only one taxi bay was proposed. Addressing the member's concern, he said that the taxi bay together with the querying lane could accommodate up to 23 taxis at any one time. Coupled with the fact that the ingress to the Tai Wai Station PTI would be widened to three lanes as suggested by the Sha Tin District Council, access for other vehicles should be maintained.

10. In reply to Mr LAU Kong-wah, GE/RD2 and the Chief Engineer/Priority Railway (CE/PR) confirmed that residents of Sun Tsui Estate could make use of the existing footbridge at Mei Tin Road/Che Kung Miu Road to gain access to the PTI via the development above the Tai Wai Station.

Wu Kai Sha Station PTI

11. Mr CHENG Kar-foo said that while the residents of Monte Vista welcomed the Administration's present proposal to shift the egress for buses away from the entrance of Monte Vista, they still had serious concerns about the provision of road crossing facilities at Sha On Street. Worrying about increased traffic in the vicinity of the PTI after the MOS Rail went into operation, the residents had repeatedly stated their request for a footbridge connecting the podium level of Monte Vista to the Wu Kai Sha Station so as to ensure road safety while maintaining traffic flow.

12. GE/RD2 responded that the Administration had already carefully considered such request made by the Owners' Committee of Monte Vista. Given that the entrances of Monte Vista, the PTI and Wu Kai Sha Station were located at the same level, an at-grade crossing at Sha On Street was considered a more convenient option for the residents. Moreover, as the reserve capacities at Sha On Street would be 110% and 200% during the morning and afternoon peak hours, a signalized pedestrian crossing would be sufficient for the purpose.

Action

13. Regarding the provision of a footbridge connecting to Monte Vista, GE/RD2 advised that other issues were involved. As the provision of such a 24-hour access to Monte Vista was not specified under the lease condition, the lease condition of Monte Vista would have to be amended accordingly before the suggestion could be pursued. In this respect, the residents could further liaise with the Lands Department and KCRC.

14. Notwithstanding the explanation given, Mr CHENG Kar-foo opined that the Administration should adopt an open attitude in considering the most suitable type of road crossing facilities to be provided at the said location. In this connection, he called on the Administration to hold further discussions with the local residents on the matter to ascertain their needs. Expressing similar views, Mr LAU Kong-wah said that the Administration should be prepared to revisit its stance on the provision of the proposed footbridge in case any safety considerations arose in future. Noting the concerns raised by members, CE/PR said that the Administration would review the situation in light of actual circumstances after the PTI went into operation.

15. Responding to Mr Tommy CHEUNG, GE/RD2 confirmed that other than the footbridge requested by residents of the Monte Vista, the Administration had taken on board all the views expressed by the parties concerned during public consultation.

16. The Chairman concluded that members had no objection for the Administration to put forward the related funding proposal to PWSC for consideration on 8 May 2002.

II Parking meter system replacement programme

(LC Paper No. CB(1)1533/01-02(01) - Information paper provided by the Administration)

17. At the invitation of the Chairman, the Principal Assistant Secretary for Transport (6) (PAS for T(6)) introduced the information paper provided by the Administration (LC Paper No. CB(1)1533/01-02(01)) which set out the results of the trials undertaken for three types of multi-purpose stored value cards, i.e. Mondex, Visa Cash and Octopus card, on parking meters and the proposal to replace existing meters with reloadable card operated parking meters that accepted an Octopus only system at the initial stage but with sufficient capability for the meters to be upgraded to also accept other reloadable cards, including credit cards in future.

18. Members noted that the Administration's plan was to install the first batch of the new generation parking meters in late 2002/early 2003 and to complete the replacement programme by 2004/05. The capital cost for implementation of the new Octopus only system would be \$90 million and the estimated annual recurrent cost was \$52.8 million. The Administration now proposed to seek funding approval from FC on 24 May 2002 for implementation of the above replacement project.

Action

19. Mrs Selina CHOW opined that when developing new technology to improve transport services provided to the public, users' convenience must be the prime consideration. Hence, she queried the rationale for the Administration to conduct trials on the two purse cards, i.e. Mondex and Visa Cash in the first place, given their low circulation. As neither of the two purse card service providers was interested in providing the relevant services after completion of the trial and some of the service providers had even announced their plans to discontinue the cards in the first quarter of this year, she questioned whether public money had been wasted as a result. In order to enhance the efficiency for developing similar projects in future, Mrs CHOW considered that the Administration should identify the option that was most widely-accepted and invite the relevant service provider to undertake the project from development to delivery all in one go.

20. In response, PAS for T(6) said that when the study on electronic parking meters was initiated in 1996, a trial scheme was conducted for Mondex and Visa Cash, which were the only two electronic purse cards available in the market at the time. Subsequent to the introduction of the Octopus system in late 1997, Octopus operated parking meters were also included in the feasibility exercise. At that time, all the service providers had indicated interest in providing the relevant services subject to the results of the trial.

21. To supplement, the Assistant Commissioner/Management & Paratransit (Ag) (AC for T/M&P) advised that while no uploading commission was charged by the three service providers for the trial, additional costs were incurred on the Government's part for carrying out the necessary modification works, users' surveys and publicity campaigns, etc. The cost for the trial on Mondex and Visa Cash was about \$5 million.

Octopus only system vis-à-vis two-card system

22. Notwithstanding the additional capital cost of \$24 million, Mrs Selina CHOW considered that the Administration should take the opportunity to install a two-card (i.e. Octopus plus credit cards) parking meter system at this stage to further enhance users' convenience. In this respect, she asked whether higher costs might be incurred if the necessary modification works were to be undertaken in future. Sharing similar views, Mr CHENG Kar-foo considered that the cost-effectiveness of the scheme would be enhanced if a two-card system was implemented.

23. In response, AC for T/M&P advised that the Administration had been following the development of off-line retail payment facilities (with each transaction limited to around \$200) by credit card companies in Hong Kong. While preliminary findings showed potential for such credit cards to be adopted as a payment card for the new generation parking meters, he pointed out that this service was now implemented on one credit card only (i.e. the Visa Express Payment). As it would take some time before the long term success and popularity of this service could be clearly established, the

Action

Administration had decided not to make a firm recommendation to incorporate credit cards into the new parking meter system at the initial stage. However, sufficient capability would be made available for the meters to be upgraded to also accept other reloadable cards, including credit cards in future. Whether the credit card option should be pursued would be reviewed in late 2003/early 2004, taking into account the future availability and utilization of off-line credit card payment. If considered justified and subject to further funding approval, additional cards could be incorporated into the new meters from 2004/05.

24. To supplement, the Project Manager of Electrical & Mechanical Services Department (PM, EMSD) elaborated on the technical feasibility of the off-line retail payment service and advised that with time, the capital costs for upgrading the meters to accept additional cards would only go down. As a related issue, Mr CHAN Kwok-keung asked whether the new parking meter system would be compatible with the e-purse function to be incorporated into the new smart identity cards. PM, EMSD responded that the Administration would keep this matter in view and further examine the technical issues involved.

Contractor's fees and uploading commission

25. Mr LAU Kong-wah referred to paragraph 25 of the information paper and expressed grave concern about the excessive recurrent annual operating costs, particularly the contractor's fees of \$47.4 million and the uploading commission of \$3.6 million payable to the Octopus Cards Limited. The Chairman also pointed out that with the replacement of the existing e-Park card operated system, certain duties, such as those in respect of setting up a distribution network for sale of e-Park cards and payment of the expenditure, storage and safekeeping of e-Park cards, etc. would no longer be required on the contractor's part. Given the changing duties, she questioned whether a disproportionate amount of contractor's fee was being charged. Sharing similar views, Mr CHENG Kar-foo cautioned that notwithstanding the convenience brought by the new system, the Administration should also ensure the prudent use of public funds. In this connection, he requested that the Administration to provide supplementary information on the contractor's fees and uploading commission payable before the relevant funding request was submitted to FC.

(Post-meeting note: A supplementary information paper provided by the Administration was circulated to members vide LC Paper No. CB(1)1762/01-02(01).)

26. In response, AC for T/M&P advised that the annual revenue generated by the parking meters amounted to \$300 million. The proposed Octopus operated parking meter system would incur an estimated annual recurrent cost of \$52.8 million. It was estimated that a recurrent annual net savings of around \$8.4 million might be generated after full conversion, largely due to savings in e-Park card production. He added that

Action

under the current contract, the parking meter management contractor was paid a fee of \$47 million to take overall responsibility for the management, operation and maintenance for all 17 000 parking meters installed throughout the territory. He then elaborated on the major contractual duties to be performed by the management contractor and advised that overall, the contractor would need to engage more than 110 staff for performing the duties under the management contract.

27. AC for T/M&P further explained that upon conversion to the new generation Octopus operated system, the contractor's obligations would remain largely the same. The main difference was that the contractor would no longer have to perform duties related to the distribution and handling of e-Park cards. However, unlike the existing system operated by pre-paid e-Park cards, the new system would require new revenue reconciliation arrangements to be put in place, such as more frequent data retrieval and uploading of meter revenue data in compliance with the requirements of the Octopus system.

28. Mr LAU Ping-cheung however was not convinced that the contractor's fees were justified even with the said revenue reconciliation arrangements. Mr Tommy CHEUNG also said that while he supported the present proposal, he did not consider the contractor's fees justified given the changing responsibilities. In this connection, he asked whether the amount of fees payable to the contractor could be re-negotiated upon expiry of the current contract. In reply, AC for T/M&P said that the current management contract would expire in late 2003. The exact management fees payable would be subject to the results of an open tender for the new management contract in due course.

29. Highlighting the need to safeguard government revenue, Mr LAU Ping-cheung enquired about the mechanism to be put in place to ensure that the correct amount of meter revenue was charged to the Government in case of failure of the Octopus system. In response, AC for T/M&P and PM, EMSD explained that parking meter revenue information was kept on the Octopus reader and on the memory banks of the parking meters simultaneously. As both the meter mechanism and Octopus readers were subject to stringent factory test and type approval, the chance of major data discrepancy was very slim. In the unlikely event of discrepancy, historical data might be used as a basis for Octopus Card Limited and the Administration to determine the meter revenue due.

30. Mr Tommy CHEUNG asked whether the same 1% uploading commission was charged by the Octopus Cards Limited for other public transport providers and merchants. AC for T/M&P replied that the uploading commission was payable to the card service provider for its provision of transaction clearance and settlement services. Octopus Cards Limited was now charging a 1% standard rate for all transport-related services. In this respect, both Mr LAU Kong-wah and Mr CHENG Kar-foo remarked that it was unfair for the Administration to shoulder all the costs for developing and implementing the new system while a private company would stand to benefit.

Action

31. Responding to the Chairman, AC for T/M&P confirmed that during the phasing out period, purchasers of e-Park cards could obtain a refund of any residual value.

32. The Chairman concluded that members had no objection for the Administration to put forward the related funding proposal to FC for consideration on 24 May 2002.

III Chok Ko Wan Link Road - Penny's Bay Section

(LC Paper No. CB(1)1577/01-02(01) - Information paper provided by the Administration)

33. The Principal Assistant Secretary for Transport (5) (PAS for T(5)) briefly introduced the information paper provided by the Administration (LC Paper No. CB(1)1577/01-02(01) on the proposal to upgrade part of project 739TH - Chok Ko Wan Link Road in North Lantau to Category A for the construction of the Chok Ko Wan Link Road (CKW Link Road) - Penny's Bay section. She advised that the proposed CKW Link Road - Penny's Bay section would serve an important function of providing the only major road access to the proposed developments in Penny's Bay, including the Hong Kong Disneyland.

34. Members noted that the cost of the project was estimated to be \$241.3 million in MOD prices. The Administration intended to submit the relevant funding request to PWSC on 8 May 2002 for consideration. Subject to funding approval, the construction of CKW Link Road - Penny's Bay section would commence in August 2002 for completion by July 2005 to tie in with the opening of the Hong Kong Disneyland.

35. Mr CHENG Kar-foo indicated support for the present item. He however queried why the dualling of Hang Hau Road, the next item on the agenda, would take five years to complete while the programme of CKW Link Road only took three years from design to completion. Citing the serious problem of congestion suffered by the residents in Tseung Kwan O (TKO), he considered that a consistent standard should be applied when planning for the implementation timetable of public works projects.

36. In reply, PAS for T(5) assured members that there was no question of the Administration fast-tracking one project at the expense of another. The reason why the CKW Link Road could be ready by July 2005 was that the detailed design works had already been completed. As regards the upgrading of Hang Hau Road, funding approval was now being sought for the detailed design and site investigation works. Subject to funding approval, the detailed design and associated works would take place between June 2002 and August 2004. Subsequently, construction works would be completed in about three years' time by September 2007.

37. While acknowledging the member's concern on the need to expedite progress, PAS for T(5) pointed out that there was a need to synchronize the Hang Hau Road

Action

Admin

upgrading works with the proposed widening of Clear Water Bay Road to avoid any bottlenecks at the roundabout at Hang Hau Road. Nonetheless, she assured members that during the detailed design stage, the Administration would critically examine whether the programme of the project could be advanced. Notwithstanding the explanation given, Mr CHENG Kar-foo called on the Administration to review the work flow of public works projects so as to streamline the process. Sharing Mr CHENG's concern about the prolonged works period for public works projects, Mr Abraham SHEK requested the Administration to provide the implementation programme of the CKW Link Road project for members' information.

38. Mr Tommy CHEUNG stated support for the present proposal. However, he asked whether the construction of the CKW Link Road would in any way be affected by the decommissioning of the former Cheoy Lee Shipyard (CLS) which might in turn necessitate additional funding request. In reply, the Chief Engineer/Special Duties (Works) of the Civil Engineering Department assured members that the proposed road works were not directly affected by the CLS decommissioning project. Excavation for the structural works would only be done until the dioxins had been cleared in accordance with the requirements under the relevant environmental permit.

39. The Chairman concluded that members had no objection for the Administration to put forward the related funding proposal to PWSC for consideration on 8 May 2002.

IV Dualling of Hang Hau Road

(LC Paper No. CB(1)1578/01-02(01) - Information paper provided by the Administration)

40. Members noted that the estimated cost of the site investigation works and detailed design of the project was \$21.9 million in MOD prices.

41. The Chairman referred to the commissioning of MTR Tseung Kwan O Extension (TKE) in August 2002 and opined that the Administration should expedite progress of the project so that the road network could be timely improved to feed more road passengers from Clear Water Bay Road to the TKE. In response, PAS for T(5) said that the Administration was also aware of the need to upgrade this external link of TKO to cater for additional demand. According to the findings of a traffic review in September 2001, the existing capacity of Hang Hau Road would be overloaded by 2011 if no upgrading works were carried out. To cope with the anticipated increase in traffic demand, the Administration now proposed to upgrade Hang Hau Road to a 7.3 metres wide dual 2-lane carriageway. Subject to funding approval, the detailed design and site investigation works would start in June 2002 for completion in August 2004. Subsequently, construction works would commence in September 2004 for completion in September 2007.

Action

42. The Chairman further enquired about the arrangements to be put in place to maintain traffic flow during construction. In reply, the Chief Engineer (Tseung Kwan O & Sai Kung) of the Territory Development Department (TDD) advised that the arrangement had yet to be designed. However, as the project involved the provision of additional traffic lanes, these would normally be provided in the first place to facilitate traffic diversion. As such, the impact on traffic flow would be kept to a minimum. She assured members that the matter would be carefully considered during the detailed design stage.

Admin

43. Referring to the site plan annexed to the discussion paper, Mr CHENG Kar-foo requested the Administration to provide supplementary information on the rationale for installing noise barriers at the proposed locations and the views of local residents for members' information when available.

44. The Chairman concluded that members had no objection for the Administration to put forward the related funding proposal to PWSC for consideration on 8 May 2002.

V Ting Kok Road upgrading, Stage 1, Phase II

(LC Paper No. CB(1)1587/01-02(01) - Information paper provided by the Administration)

45. PAS for T(5) briefly introduced the information paper provided by the Administration (LC Paper No. CB(1)1587/01-02(01) on the proposal to upgrade project 193TH - Ting Kok Road upgrading, stage 1, phase II to Category A for the construction of the existing Ting Kok Road between Tai Po Industrial Estate and Shuen Wan Chan Uk.

46. Members noted that the estimated cost of the project was \$218.4 million in MOD prices.

Admin

47. Mr Abraham SHEK was concerned that 114 roadside trees would be felled under the project. Highlighting the importance of nature conservation, Mr CHENG Kar-foo relayed the clear view expressed by Tai Po District Council (TPDC) that trees affected by public works projects should be transplanted wherever possible. Mr Tommy CHEUNG however pointed out that in some cases, transplanting might not be cost-effective. In this connection, he requested the Administration to provide further information on the trees to be felled under the project for members' information.

48. In response, the Chief Engineer (Tai Po & North) of TDD advised that as the present project would involve slope cutting and road widening, the felling of roadside trees was inevitable. But in case of valuable trees, they would be transplanted. As replenishment, about 536 trees would be planted using native species.

Action

49. Referring to the serious congestion caused by previous improvement works at Ting Kok Road, Mr CHENG Kar-foo called on the Administration to take heed of the grave concerns raised by TPDC in this matter and exercise proper monitoring and supervision on the construction works to ensure that the project was completed without delay. He requested that an undertaking to that effect be made by the Administration when the related funding request was considered by PWSC.

50. The Chairman concluded that members had no objection for the Administration to put forward the related funding proposal to PWSC for consideration on 22 May 2002.

VI Any other business

51. There being no other business, the meeting ended at 10:45 am.

Legislative Council Secretariat

11 July 2002