

**立法會**  
**Legislative Council**

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

**Minutes of the 6<sup>th</sup> meeting  
held in the Chamber of Legislative Council Building  
on Wednesday, 16 February 2005, at 10:45 am**

**Members present:**

Ir Dr Hon Raymond HO Chung-tai, S.B.St.J., JP (Chairman)  
Hon Alan LEONG Kah-kit, SC (Deputy Chairman)  
Hon Fred LI Wah-ming, JP  
Hon Margaret NG  
Hon Mrs Selina CHOW LIANG Shuk-yee, GBS, JP  
Hon CHEUNG Man-kwong  
Hon CHAN Yuen-han, JP  
Hon CHAN Kam-lam, JP  
Hon Jasper TSANG Yok-sing, GBS, JP  
Hon LAU Kong-wah, JP  
Hon Miriam LAU Kin-yee, JP  
Hon CHOY So-yuk  
Hon TAM Yiu-chung, GBS, JP  
Hon Abraham SHEK Lai-him, JP  
Hon Albert CHAN Wai-yip  
Hon LEE Wing-tat  
Hon Patrick LAU Sau-shing, SBS, JP  
Hon LEUNG Kwok-hung  
Hon TAM Heung-man

**Members absent:**

Hon James TO Kun-sun  
Hon Andrew CHENG Kar-foo  
Hon LI Kwok-ying, MH  
Hon CHEUNG Hok-ming, SBS, JP

**Public officers attending:**

Miss Amy TSE, JP	Deputy Secretary for Financial Services and the Treasury (Treasury)3
Mr C S WAI	Permanent Secretary for the Environment, Transport and Works (Works)
Mrs Rita LAU, JP	Permanent Secretary for Housing, Planning and Lands (Planning and Lands)
Mr Rob LAW, JP	Director of Environmental Protection
Miss Janice TSE	Principal Assistant Secretary for Financial Services and the Treasury (Treasury) (Works)
Mr Raymond CHEUNG	Director of Drainage Services
Mr David CHEUNG	Chief Engineer/Project Management Drainage Services Department
Mr C C HO	Chief Housing Manager/Applications and Operations, Housing Department
Mr William KO, JP	Director of Water Supplies
Mr M C LEUNG, JP	Assistant Director of Water Supplies/New Works
Mr Howard LEE	Principal Assistant Secretary for Economic Development and Labour (Economic Development)A3
Mr Alan CHU	Principal Assistant Secretary for Security (D)
Mr C H YUE, JP	Director of Architectural Services
Mr Charlie CHEUNG	Deputy Regional Commander, New Territories South Hong Kong Police Force
Mr Cassius LAU	District Commander, Airport District Hong Kong Police Force
Mr CHAN Hon-kit	Head of Airport Command Customs & Excise Department
Mr YIP Kim-kwan	Commander, Airport Division (Acting) Immigration Department
Dr MA Po-ling	Chief Port Health Officer Department of Health
Mr LAM Kin-ha	Chief Property Manager Government Property Agency
Mr Howard ENG	Airport Management Director Airport Authority Hong Kong
Mr Eric WONG	General Manager, Terminal Airport Authority Hong Kong
Mr Allan YEUNG	General Manager, Property Airport Authority Hong Kong
Mr Peter KWOK	Principal Assistant Secretary for Home Affairs (Culture) 2
Mr CHUNG Ling-hoi, JP	Deputy Director of Leisure and Cultural Services (Culture)

Mr Daniel SIN	Assistant Secretary for Home Affairs (Recreation and Sport)
Mr Eddy YAU, JP	Assistant Director of Leisure and Cultural Services (Leisure Services) <sup>3</sup>

**Clerk in attendance:**

Ms Alice AU	Senior Council Secretary (1) <sup>5</sup>
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**Staff in attendance:**

Ms Pauline NG	Assistant Secretary General 1
Mr Anthony CHU	Council Secretary (1) <sup>2</sup>
Ms Caris CHAN	Senior Legislative Assistant (1) <sup>1</sup>
Mr Frankie WOO	Legislative Assistant (1) <sup>2</sup>

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Action

**Head 704 – Drainage**

**PWSC(2004-05)56 112CD Drainage improvement in Northern New Territories – package A**

The Chairman informed members that the Panel on Planning, Lands and Works (PLW Panel) was consulted on the proposal at its meeting on 21 December 2004. While expressing support for the proposed project, Panel members had requested the Administration to expedite the progress of improvement works as far as practicable before the rainy season. Panel members had also raised concern about rehousing and compensation for the affected residents. As regards Panel members' concern about the environmental implications of the proposed works, the Administration had clarified that most of the 1 000 odd trees to be felled were small common trees and not of rare species.

2. Mr LEE Wing-tat expressed support for the proposal. He referred to past experiences where the flooding problem was aggravated during the construction stage as a result of improper disposal of construction and demolition materials by the contractors. Mr LEE enquired about the measures to be taken by the Administration to improve its monitoring of the contractors' compliance with the required mitigation measures. The Director of Drainage Services (DDS) responded that the Administration was mindful of the need to maintain Ma Wat River's existing drainage capacity during the rainy season and that it would step up inspections on the construction sites. In addition, the contractors would be required to set up emergency teams on standby and deal with any flooding during rainy days.

3. While stating support for the proposal, Miss TAM Heung-man asked whether the handling of the 61 outstanding objections against the proposed works would create any adverse impact on the implementation timetable and construction costs of the project. In reply, DDS said that there should not be any adverse implications as the land to be resumed or cleared would be handed over to the contractors by phases. Moreover, most of the objections were related to re-housing issues. The Chief Housing Manager, Housing Department supplemented that under the prevailing policy, about 90% of the affected residents would be rehoused in either public rental housing or interim housing. The remaining households would not be rehoused because they failed to meet the relevant rehousing eligibility criteria.

4. Mr LAU Kong-wah relayed the concern of the Tai Po District Council over frequent flooding under the East Rail embankments near Tai Hang Tsuen, and asked whether the proposed works would bring about improvements to the said area. DDS advised that under the project, two new drainage pipe crossings would be constructed under the East Rail embankments at Kau Lung Hang and north of Hong Lok Yuen to divert the surface run-off to Ma Wat River. This should help avoid the flooding in the adjacent low-lying areas during heavy rainstorms.

5. The item was voted on and endorsed.

### **Head 709 – Waterworks**

#### **PWSC(2004-05)57 182WC Replacement and rehabilitation of water mains, stage 2**

6. The Chairman informed members that the PLW Panel was consulted on the proposal at its meeting on 25 January 2005. While Panel members supported the proposed works, they were gravely concerned about the progress of the whole replacement and rehabilitation of aging water mains programme. Although the programme would be compressed from 20 years to 15 years, Panel members still considered the progress too slow. Members were aware that traffic impact was one of the main consideration in determining the works timetable, but they strongly urged the Administration to make better planning of road opening works and expedite the programme to mitigate the problem of water main bursts and leaks.

7. Mr Jasper TSANG was concerned that the proposed 15-year programme was still too long. He pointed out that with more and more water mains approaching the end of their service life, the problem of main bursts would be aggravated causing increasing inconvenience to the public.

8. The Assistant Director of Water Supplies/New Works (AD/NW, WSD) advised that generally, the service life of fresh water mains was around 50 years. At present, about 45% of the water mains were laid down more than 30 years ago. Hence, the situation would still be acceptable upon the completion of the

programme in 2015. The Director of Water Supplies (DWS) supplemented that in order to bring about earlier improvement to the supply system and minimize inconvenience to the public due to frequent main bursts, the Water Supplies Department (WSD) would actively review the whole replacement and rehabilitation programme on the basis of the proposed consultancies and site investigation works and explore whether the programme could be further compressed and completed before 2015.

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9. While stating support for the proposal, Mr Albert CHAN expressed grave disappointment that the Administration had refused to actively explore other measures to further compress the programme. He was totally unconvinced that from a technical point of view, such an important programme which was closely related to the people's livelihood would need 15 long years to complete. Mr CHAN reiterated his suggestion that with good co-ordination, the programme could be carried out simultaneously in many districts without increasing disruptions to the traffic. To facilitate members' understanding, he requested the Administration to provide information in relation to the proposed implementation of various stages of the replacement and rehabilitation programme up to its proposed completion in 2015 before the relevant Finance Committee (FC) meeting.

10. DWS explained that while the Administration appreciated members' wish to accelerate the programme, it would also be important to contain traffic disruption to a tolerable level, in particular in busy urban areas. DWS reiterated that the WSD programme had to take into account the road opening works by other works departments and utility undertakers. AD/NW, WSD added that at each stage of the programme, improvement and rehabilitation works would be carried out in different areas over the territory to even out and minimize traffic impacts. The Administration would plan the remaining stages 3 and 4 of the improvement works with a view to completing the entire replacement and rehabilitation programme before 2015 by making reference to the experience gained in the first two stages.

11. In view of members' concern, the Permanent Secretary for the Environment, Transport and Works (Works) said that the Environment, Transport and Works Bureau would work with WSD to examine how the programme could be expedited, taking into account the cumulative traffic impact resulting from the road works and rehabilitation programmes of the utility undertakings in the coming years, which were monitored by the Highways Department.

12. The item was voted on and endorsed.

**Head 703 – Buildings****PWSC(2004-05)55    172IC    Fitting out works for customs, immigration and quarantine facilities at the SkyPlaza of the Hong Kong International Airport**

13. The Chairman informed members that the Panel on Economic Services was consulted on the proposal at its meeting on 24 January 2005. Panel members were generally in support of the construction of a second passenger terminal building in the Hong Kong International Airport (HKIA) called the SkyPlaza, and the provision of customs, immigration and quarantine (CIQ) facilities there so as to provide adequate passenger processing facilities to cater for the rising demand. In the course of deliberation, Panel members had expressed concern on a number of issues as follows:

- (a) The design standard of the second passenger terminal building and future expansion plan, as well as the need to prepare a long-term development plan for HKIA so as to timely provide facilities for the processing of passengers to sustain the growth of the airport;
- (b) The financing arrangements for the fitting out works for the CIQ facilities, and the justifications for the Government to bear the costs of the related works; and
- (c) The basis for determining the rate of the entrustment fees.

14. Mr Albert CHAN pointed out that the estimates for furniture and equipment under the proposed fitting out works were excessive. The Principal Assistant Secretary for Economic Development and Labour (Economic Development)A3 (PAS(ED)A3, EDLB) explained that unlike general fitting out works, there were special requirements for the necessary CIQ facilities such as closed-circuit television, communications equipment, etc. At Mr Albert CHAN's request, the Administration would provide a detailed list of the furniture and equipment items to be procured for the proposed CIQ facilities in the SkyPlaza before the relevant FC meeting.

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15. Mr Albert CHAN also queried the high estimated construction unit cost for the proposed works which worked out to \$8,600 per metre<sup>2</sup> of the construction floor area. The Director of Architectural Services (D Arch S) advised that costs such as the installation of air-conditioning and other building services were included in the estimated construction unit cost. Citing the project "The expansion of kiosks and other facilities at Lok Ma Chau Boundary Crossing – remaining works" the unit cost for which worked out to \$9,500 per metre<sup>2</sup>, he said that the estimated project cost was reasonable as compared to other similar fitting out works undertaken by the Government.

16. Referring to the cross-boundary Tuen Mun Ferry Terminal where the tenant had to pay for the non-recurrent items such as systems, equipment and furniture required for the Government departments' operation, Mr Albert CHAN queried why the proposed CIQ facilities at the SkyPlaza had to be funded by the Government. PAS(ED)A3, EDLB replied that the funding arrangement for the CIQ facilities at the SkyPlaza was in line with that adopted for the existing Passegger Terminal, where AA would make available the necessary space in the SkyPlaza free of charge for the proposed CIQ facilities while the Government would pay for the costs of the fitting out works.

17. Ms Miriam LAU was concerned about the adequacy of ground transportation facilities, particularly kerbside spaces for unloading. In response, the General Manager, Property, Airport Authority Hong Kong (GM/P, AAHK), referred members to the site plan and explained that as part of the construction of the SkyPlaza, a new departure road would be built in-between the existing Passenger Terminal Building (to be renumbered as "Terminal 1") and the SkyPlaza. This would double the departure kerb length to meet the anticipated demand.

18. Mr LAU Kong-wah referred to the relatively small size of the proposed SkyPlaza, and queried whether the new terminal building could adequately meet future demand. He was concerned about the piecemeal fashion the SkyPlaza project was proposed without a clear overall long-term development plan for HKIA.

19. PAS(ED)A3, EDLB explained that upon completion, the SkyPlaza would serve as a departure hall with airline check-in counters and ground transportation facilities. As regards HKIA's future expansion, the Airport Management Director, Airport Authority Hong Kong, advised that AA had formulated Master Plan 2020 to guide HKIA's development up to year 2020. Upon completion, the SkyPlaza together with Terminal 1 could handle over 55 million passengers annually. Whilst the proposed SkyPlaza development could meet the demand for departing passenger processing facilities up to 2010, AA had been constantly reviewing the demand forecasts. There were plans to further expand Terminal 1 to the north and south to accommodate the ultimate capacity of 87 million passengers.

20. Mr Patrick LAU considered the proposed design of the SkyPlaza unimpressive, which failed to match the splendid architectural design of Terminal 1. GM/P, AAHK replied that much thoughts had been put into the architectural design of the SkyPlaza. Rather than following the footsteps of Norman Foster's iconic design for Terminal 1, AA had decided that the design for the SkyPlaza would serve to complement Terminal 1. The night view of the SkyPlaza given at Enclosure 6 to the paper was quite spectacular.

21. In response to Mr Patrick LAU's enquiry, the General Manager, Terminal, Airport Authority Hong Kong, confirmed that departing passengers having completed their immigration and customs clearance at Level 3 of the

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SkyPlaza would take the escalators to Level 1 for the Automated People Mover (APM). The APM would take the passengers to Terminal 1 for the departure gates. At Mr Patrick LAU's request, the Administration would provide a layout plan illustrating the proposed connection between the Departure Hall at Level 3 and the APM at Level 1 of the SkyPlaza before the relevant FC meeting.

22. Noting that at present, only 19% of the users of the Passenger Terminal Building would arrive by rail, Mr CHEUNG Man-kwong opined that there was a need to boost the patronage of the Airport Railway (AR). Otherwise, resources spent on providing the ancillary facilities for rail passengers would be laid to waste. PAS(ED)A3, EDLB said that the MTR Corporation Limited had launched a series of measures including fare concessions to boost the patronage of AR. He would relay Mr CHEUNG's concern to the Environment, Transport and Works Bureau for follow up.

23. The item was voted on and endorsed.

#### **PWSC(2004-05)58 51RE Dr Sun Yat-sen Museum**

24. The Chairman informed members that the Panel on Home Affairs (HA Panel) was consulted on the proposal at its meeting on 4 February 2005. Panel members in principle supported the proposal. They also noted from the Administration that subsidies, up to 90% of the recurrent costs, would be provided to fund the operation of the proposed Dr Sun Yat-sen Museum. Publicity would be launched to encourage both members of the public and students to visit the museum.

25. The item was voted on and endorsed.

#### **Head 703 – Buildings**

#### **PWSC(2004-05)59 399RO District open space in Area 35, Tsuen Wan – phase 2**

26. The Chairman informed members that the proposal was a resubmitted item negated by the Public Works Subcommittee (PWSC) on 27 October 2004. Taking into account the concerns raised by PWSC members at the meeting, the Administration had revised the concept layout for the proposed district open space, and consulted the Tsuen Wan District Council (TWDC) again on 13 December 2004.

27. The Chairman further advised that the HA Panel was further consulted on the proposal at its meeting on 4 February 2005. Some Panel members made the suggestions that the passive and active recreational facilities to be provided in the open space should be properly segregated, and that similar design theme should be adopted in any future development of other parts of the waterfront area. Some

Panel members also requested the Administration to reconsider its decision to ban cyclists in the proposed district open space as this would inevitably create disputes between the management and the users. The Administration undertook that it would consult TWDC on the detailed design of the proposed district open space when available.

28. Noting TWDC's strong wish for the early completion of the project, Mr TAM Yiu-chung said that the project, which had gone through thorough consideration by this committee, should not be delayed any further.

29. Mr Albert CHAN said that he was still not totally satisfied with the present concept design of the proposed district open space which failed to become a landmark of the Tsuen Wan district. Notwithstanding the Administration's undertaking to incorporate the maritime theme of existing parks nearby in the present project where appropriate, he still considered that the Administration must plan ahead to ensure coherency in the design of future leisure and recreational developments along the waterfront area.

30. Noting Mr Albert CHAN's view, the Assistant Director of Leisure and Cultural Services (Leisure Services)<sup>3</sup> (AD(LS)<sup>3</sup>, LCSD) said that the Administration had already undertaken in the relevant HA Panel meeting that it would consider adopting the same or similar design theme in any future developments of other parts of the waterfront area along Tsuen Wan Bay so as to achieve an open space framework with coherent design.

31. Mr Albert CHAN did not agree that cyclists should be banned from using the proposed district park as it was an integral part of the waterfront area most suitable for cycling activities. As such, he strongly called on the Administration to plan for and provide suitable facilities to segregate cyclists from pedestrians in the district park.

32. Mr LEE Wing-tat said that as the proposed district park would be used by people of all ages, there might be divergent views as to whether cycling activities should be allowed. As such, the Administration should ensure that a right balance was achieved so that all users could enjoy the proposed facilities in a safe manner. He suggested that consideration might be given to providing a dedicated cycling area in the proposed district park.

33. AD(LS)<sup>3</sup>, LCSD responded that the Administration was aware of the need of local residents for cycling facilities. While the proposed district park would mainly be provided with passive recreational facilities, planning had been made facilitate the proposed development for a cycling path linking Tsuen Wan and Tuen Mun which might make use of the waterfront in the northern part of the district park. Before the provision of the said cycling path, the Administration would ensure proper park management to minimize the risk of accidents, taking into account views of TWDC.

34. Mr Patrick LAU queried whether it was appropriate to adopt the design-and-build (DB) approach for the present project as the Administration would have little control over the detailed design of the proposed district park. To ensure public acceptance, he suggested that the Administration should consider organizing an open competition for the proposed district park. Alternatively, the Administration should come up with a definite design for the proposed district open space that was widely accepted by the local community before inviting tenders for the project.

35. D Arch S explained that the present project would be tendered out as a DB contract so that the selected contractor would be responsible for both the design and construction works. By tapping the private sector's expertise and ideas, the Administration hoped that this mode of development would drive innovation and diversity into the work project. He assured members that the Administration would continue monitoring the project with input from concerned parties. In this connection, the Administration would consult TWDC when the detailed design was available.

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36. Mrs Selina CHOW expressed support for the early implementation of the project, and asked whether beautifying works for the nearby pier and ferry pier would be undertaken as part of the project. In response, AD(LS)3, LCSD said that such works would not be included under the proposed project. Nonetheless, he would relay to the relevant Bureau Mrs Selina CHOW's suggestion that beautifying works be undertaken for the nearby pier and ferry pier so as to tie in with the proposed district open space in the Tsuen Wan seafront area.

37. Mr LEUNG Kwok-hung reiterated his concern about the importance of consultation with the local community in the planning and design stages of public works projects to ensure the provision of facilities that could best meet their requirements. In this connection, he enquired about the extent and scope of the Administration's public consultation for the proposed project, including the names of Government advisory bodies consulted for the proposed project. He also queried whether and how the Town Planning Board (TPB) had made the decision to develop this valuable piece of waterfront land into an active or passive district open space.

38. AD(LS)3, LCSD responded that according to the Tsuen Wan Outline Zoning Plan, TPB had approved the zoning of the specified site in Area 35, Tsuen Wan as "Open Space" to provide land for both active and passive recreational uses. As regards planning for the provision of facilities in the designated open space, the Administration had all along consulted the views of TWDC. TWDC Members had given their support for the project as well as the proposed facilities, and strongly urged for its early implementation.

39. The item was voted on and endorsed.

40. The meeting ended at 12:25 pm.

Council Business Division 1  
Legislative Council Secretariat  
3 March 2005