

立法會
Legislative Council

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(These minutes have been seen
by the Administration)

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Panel on Environmental Affairs

Minutes of meeting
held on Monday, 25 June 2007, at 2:30 pm
in Conference Room A of the Legislative Council Building

Members present : Hon Audrey EU Yuet-mee, SC, JP (Chairman)
Hon Emily LAU Wai-hing, JP (Deputy Chairman)
Hon Martin LEE Chu-ming, SC, JP
Hon SIN Chung-kai, JP
Hon LAU Kong-wah, JP
Hon Miriam LAU Kin-yea, GBS, JP
Hon CHOY So-yuk, JP
Hon LEE Wing-tat
Hon Jeffrey LAM Kin-fung, SBS, JP
Hon TAM Heung-man

Members attending : Hon Fred LI Wah-ming, JP
Hon CHAN Yuen-han, JP

Member absent : Hon WONG Yung-kan, JP

Public officers attending : **For item IV**

Environmental Protection Department

Dr Malcolm BROOM
Assistant Director (Water Policy)

Mr David CHAN
Officer-in-charge (Water Policy Coordination)

Drainage Services Department

Mr W H KO
Assistant Director (Sewage Services)

Mr W C IP
Chief Engineer (Project Management)

Mr W W CHUI
Chief Engineer (Harbour Area Treatment Scheme)

For item V

Environmental Protection Department

Mr Elvis AU
Assistant Director (Environmental Assessment)

Mr Maurice YEUNG
Principal Environmental Protection Officer (Assessment & Noise)

Highways Department

Mr MA Ming-yiu
Chief Engineer / Major Works 1-1

Transport Department

Mr LAM Hon
Chief Engineer (Traffic Engineering (Kowloon) Division)

Clerk in attendance : Miss Becky YU
Chief Council Secretary (1)1

Staff in attendance : Mrs Mary TANG
Senior Council Secretary (1)2

Miss Mandy POON
Legislative Assistant (1)4

Action

I. Confirmation of minutes and endorsement of the draft report of the Panel for submission to the Legislative Council

- (LC Paper No. CB(1) 1926/06-07 — Minutes of the meeting held on 28 May 2007
- LC Paper No. CB(1) 1928/06-07(01) — Draft report of the Panel for submission to the Legislative Council)

The minutes of the meeting held on 28 May 2007 were confirmed.

2. Members endorsed the draft report of the Panel on Environmental Affairs for the current session and authorized the Clerk to revise the report to cover discussion at the current meeting before it was presented to the Council on 4 July 2007.

II. Information papers issued since last meeting

3. Members noted the following information papers which were issued since the last meeting -

LC Paper No. CB(1) 1910/06-07(01) — Letter from WWF Hong Kong expressing concern about CLP Holdings' proposal to construct a liquefied natural gas terminal at Sokos Island

LC Paper No. CB(1) 1927/06-07(01) — Copied letter from the Green Student Council to the Secretary for Education and Manpower regarding its concerns over the use of disposable lunch boxes by primary schools

III. Items for discussion at the next meeting

(LC Paper No. CB(1) 1928/06-07(02) — List of follow-up actions

LC Paper No. CB(1) 1928/06-07(03) — List of outstanding items for discussion)

4. The Chairman reminded members that the next regular meeting would be held on 16 July 2007 to receive deputations' views on the proposal on an environmental levy on plastic shopping bags.

5. In view of the re-organization of the policy bureaux of the Government Secretariat on 1 July 2007, members agreed to hold a special meeting before end July 2007 for the newly appointed Secretary for the Environment to brief the Panel on his policy initiatives for the Environment. They also agreed to discuss the environmental impacts arising from the proposed construction of a Liquefied Natural Gas Receiving Terminal at South Soko Island.

IV. Provision of sewerage facilities at Yung Shue Wan and Sok Kwu Wan on Lamma Island and Tseng Tau Chung Tsuen in Tuen Mun

(LC Paper No. CB(1) 1928/06-07(04) — Paper provided by the Administration)

6. The Assistant Director of Drainage Services (Sewage Services) (ADDS(SS)) gave a power-point presentation on the proposed provision of sewerage facilities at Yung Shue Wan (YSW) and Sok Kwu Wan (SKW) on Lamma Island and Tseng Tau

Chung Tsuen in Tuen Mun.

(Post-meeting note: Copies of the power-point presentation materials were circulated to members vide LC Paper No. CB(1) 1990/06-07(01).)

Sewerage facilities at YSW and SKW on Lamma Island

7. While welcoming the proposed provision of sewerage facilities at YSW and SKW as sewage from these unsewered villages had caused much odour nuisance, Mr SIN Chung-kai was concerned about the proximity of the discharge location of the sewage outfall to the fish culture zones, particularly at SKW, which in his view might threaten the survival of fishes in the culture zones, leading to large claims by the owners concerned. ADDS(SS) said that the discharge location at SKW had been extended to a considerable distance from the fish culture zones. Besides, the treated effluent would be quite clean after receiving secondary treatment and nutrient removal from the sewage treatment works (STW). Moreover, the effluent would be diluted several hundred times at short distance after discharging from the submarine outfall. As such, it was unlikely that the discharge would have adverse impacts on the fish culture zones. The results were confirmed by the Environment Impact Assessment (EIA) study conducted in the area.

8. The Chief Engineer (Harbour Area Treatment Scheme) (CE(HATS)) supplemented that based on the outcome of water modelling studies conducted in the context of EIA, a 9-times dilution would be able to achieve a satisfactory level for the effluent. As the dilution factor at the discharge location was found to be more than 160 and possibly up to several hundred times, there would be sufficient dilution for the treated effluent at the discharge location. The studies, which were conducted over four seasons, also revealed that water currents would tend to bring the diluted effluent away from SKW. As such, the water quality of fish culture zones would unlikely be affected. He added that environment friendly measures would be adopted in the construction process and efforts would be made to reduce disturbance to the seabed as far as possible, so as not to create an adverse impact on the surrounding fish culture zones.

9. Mr SIN Chung-kai asked if the discharge location of the outfall could be extended further away from the fish culture zones. Consideration could be given to relocating the discharge location to the southern side of Lamma Island which was far away from the fish culture zones in SKW. CE(HATS) said that this was not advisable on account of the possible impact on the ecology in the area where turtles used to lay their eggs. The Assistant Director of Environmental Protection (Water Policy) (ADEP(WP)) said that at present, sewage from SKW was inadequately treated before being discharged to the inner bay, which would likely have a greater impact on the water quality of the fish culture zones. The proposed sewerage facilities at SKW would not only provide secondary treatment of but also nutrient removal from the sewage before discharge by way of the extended submarine outfall. This would bring significant improvements to the existing situation. According to the hydrology studies conducted under the EIA exercise, the proposed sewerage facilities would achieve all the water quality objectives. ADDS(SS) said that effluent that had gone

through secondary treatment would be quite clean and could be used to rear fish as in the case of the Stanley STWs. As the length of the submarine outfall at SKW was about 750 metres and would be about 500 metres away from the fish culture zones, the dilution factor for the treated effluent would be sufficiently high. CE(HATS) added that further extension of the outfall would not be necessary as the proposed discharge location would allow sufficient safety margin and would not affect the fish culture zones. Besides, the extension might incur extra cost and cause more disturbances to the seabed as conventional laying of submerged pipes on the seabed might have to be adopted for the construction of the outfall if extended.

10. The Chairman enquired about the existing discharge locations for the untreated sewage at YSW and SKW. ADDS(SS) said that at present, Lamma Island was unsewered and sewage arising from village houses was discharged into nearby water bodies after treatment by private treatment facilities, such as septic tanks and soakaway systems. These private facilities in general were not effective in removing pollutants due to their close proximity to watercourses and inadequate maintenance. On completion of the projects at SKW and YSW, the treated effluent would be discharged through the submarine outfalls, thereby improving the water quality in the nearby watercourses and fish culture zones.

11. Miss TAM Heung-man sought clarification on how secondary treatment could improve the water quality. ADDS(SS) said that more than 90% of the pollutants would be removed from the sewage after secondary treatment before discharge through an extended submarine outfall. This would represent a significant improvement to the present situation, particularly in the shore area where the sewage was directly discharged passing through septic tanks. In response to Miss TAM's further question as to why the more effective secondary treatment was not applicable to the Stonecutters Island STW under Stage 2A of the Harbour Area Treatment Scheme (HATS), ADDS(SS) said that secondary treatment would require additional land and the Government needed time to sort out the land issues. In fact, the Chemically Enhanced Primary Treatment (CEPT) to be adopted for HATS Stage 2A could bring about early significant improvements to the water quality of the harbour. Responding to an enquiry on the implementation date of HATS Stage 2B, ADEP(WP) advised that this would be the subject of a review to be conducted in 2010-11.

12. Miss TAM Heung-man enquired if consideration would be given to using tertiary treatment to remove the remaining 10% of pollutants from the sewage. ADDS(SS) said that a much higher cost would be incurred if higher treatment methods were to be adopted. By way of illustration, the cost for CEPT was \$0.50 per cubic metre of sewage while it would cost \$2.60 for secondary treatment and \$6 for tertiary treatment as in the case of Ngong Ping STWs. However, tertiary treatment would only be able to further remove about 5% of pollutants and the rest would have to be assimilated by the receiving waters.

13. The Chairman asked if the recurrent cost for the proposed sewerage facilities would be recovered through the 10-year sewage charge increases approved earlier. ADDS(SS) confirmed that the projects were two of the 41 sewerage projects covered under the 10-year programme.

14. Given the instability of biological secondary treatment, Miss CHOY So-yuk opined that different parameters, such as chemical oxygen demand (COD), biological oxygen demand (BOD) and E Coli levels etc, should be given to the members rather than the percentage of pollutants to be removed. This would facilitate a better understanding on the quality of effluent before and after sewage treatment and the degree of compliance with the standards. She also enquired about the measures to tackle odour nuisances arising from sewage treatment.

15. ADDS(SS) advised that the sewage treatment works would be implemented using a Design-Build-Operate contract, the contractors would decide on the treatment option to be adopted and the measures for abatement of odour to meet the standards set by the Government. These included the reduction of BOD levels from 200 to 20 milligrams per litre and the suspended solids from 200 to 30 milligrams per litre before and after secondary treatment respectively. The disinfection facilities at SKW should be able to reduce the E Coli levels to a monthly geometric mean of below 100 per 100 millilitres. No disinfection facilities would be required at YSW as the proposed sewage treatment works would achieve the effluent quality required for the receiving water body which did not have fish culture zones. They also had to meet the requirement of reducing the odour by 99%. CE(HATS) added that the Administration would set out in the tender specifications the effluent quality requirements for the sewage treatment works. While contractors could decide on the treatment option to be adopted, they would need to comply with the required discharge standards. In addition, the Government would provide a design meeting the requirements of the Design-Build-Operate contract for tenderers' reference. At members' request, the Administration agreed to provide information on the influent and effluent quality of the proposed sewage treatment plants at YSW and SKW, including parameters such as COD, BOD and E Coli levels etc.

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Sewerage facilities at Tseng Tau Chung Tsuen in Tuen Mun

16. In response to Miss TAM Heung-man's enquiry about the upgrading of Tuen Mun Sewerage, Phase 1, ADDS(SS) advised that the sewerage facilities at Tseng Tau Chung Tsuen was proposed to be implemented ahead of the other parts of the project as the environmental hygiene situation of the village was more serious and also because land resumption would not be required. It was expected that the Tseng Tau Chung Tsuen sewerage would serve about 1,100 people and would be completed in October 2010. The sewerage facilities for the remaining 36 unsewered villages in Tuen Mun would be proceeded with at a later stage for completion in 2013. As regards the service lives of these sewerage facilities, ADDS(SS) said that they were built to last a long time to bring about long-term improvements to the villages.

17. The Chairman was concerned whether the projects could be completed on schedule and within budget since land resumption was required in some of the villages. ADDS(SS) confirmed that land resumption was required for the sewerage facilities at YSW and SKW but not for the Tseng Tau Chung Tsuen sewerage. The land resumption procedures had been initiated and no problems were anticipated so far. As such, it was expected that the projects could be completed on schedule. CE(HATS) added that the secondary treatment plants in YSW and SKW were situated

on Government land and the relevant zoning procedures had been completed. Land resumption for YSW sewerage facilities was completed while that for SKW was almost completed with no objection received. Construction works would commence once funding for the projects was approved. The Officer-in-charge (Water Policy Coordination) said that the water quality at SKW and YSW would be much improved with the completion of the sewerage projects, as the sewage in the area would receive secondary treatment and would be discharged through the submarine outfalls.

18. As there was an urgent need for the provision of sewerage facilities for unsewered villages, the Chairman opined that sewerage projects would have the full support from the Legislative Council (LegCo). She asked why it had taken such a long time for the two projects concerned to be submitted to LegCo for consideration. CE(HATS) explained that although these projects were limited in scale, there were a number of statutory processes involving gazettal exercises under various legislation, such as the Town Planning Ordinance (Cap. 131), the Foreshore and Seabed Ordinance (Cap. 127) and the Water Pollution Control Ordinance (Cap. 358), which had to be complied with before the proposals were ready for submission to LegCo. The Chairman enquired how long it had taken the Administration to complete the statutory procedures for the two proposals and whether these procedures could be carried out concurrently. CE(HATS) advised that shortly after Government's resources were allocated for the proposals to be taken forward, a consultancy was commissioned to conduct detailed planning, investigations and design of the projects in accordance with an aggressive implementation programme. Consultation with all the affected parties, such as District Council, area committees and fishermen associations, was also required before the projects could be gazetted under various ordinances. These procedures had taken about two years to complete. The Chairman considered that the Administration should endeavour to expedite the delivery of these projects. To this end, consideration should be given to conducting a review of the statutory procedures. CE(HATS) acknowledged that it was a common goal to expedite the delivery of sewerage projects as far as practicable.

19. On the timing for submission to the Public Works Subcommittee (PWSC), CE(HATS) said that the Administration intended to submit the proposed projects to PWSC at its first meeting in the next legislative session, and to seek approval from the Finance Committee as soon as practicable so that the projects could commence in January 2008. Members raised no objection to the submission of the proposed projects to PWSC.

V. PWP Item No. 800TH – Retrofitting of noise barriers at Kwun Tong Bypass

(LC Paper No. CB(1) 1928/06-07(05) — Paper provided by the Administration)

20. The Assistant Director of Environmental Protection (Environmental Assessment) (ADEP(EA)) briefed members on the proposed retrofitting of noise barriers at Kwun Tong Bypass (KTB) by highlighting the salient points in the information paper.

21. Ms Miriam LAU recalled that the Administration had all along stated that there were difficulties in retrofitting noise barriers at existing flyovers / bridges. She enquired if there had been a technical advancement in the construction of noise barriers such that noise barriers could be retrofitted at KTB which was an existing flyover. Miss TAM Heung-man echoed that she had also been told that there were technical difficulties in retrofitting noise barriers at certain flyovers in Wong Tai Sin District. The Chief Engineer/Major Works 1-1 (CE/MW) explained that the feasibility of retrofitting noise barriers at an existing flyover / bridge would depend on whether the flyover / bridge was capable of bearing the additional loadings of the noise barriers. The bearing capacity would have to be assessed on a case-by-case basis to determine the feasibility of retrofitting noise barriers and KTB was found to have the spare capacity to bear the additional loadings of noise barriers.

Effectiveness of noise barriers

22. Despite that 1 100 out of the 1 300 dwellings at Laguna City would benefit from the retrofitting project which would reduce the traffic noise levels by one to four decibels, Ms Miriam LAU noted with concern that these dwellings would still be exposed to noise levels of over 70 decibels, as compared to the existing 77 decibels. She enquired if further measures could be taken to reduce the noise levels to below 70 decibels. These included the installation of double-glazed windows, particularly for those 200 dwellings that could not benefit from the retrofitting project. ADEP(EA) said that the Administration would endeavour to optimize the coverage of the project by building noise barriers to heights of four metres at the verges and six metres at the central divider, which were the maximum heights possible within the practicable limits. Although some 200 dwellings would not be benefited by the project, 86% of the dwellings would benefit from a reduction in noise levels by one to four decibels, which was considered quite significant, as experience shown that a reduction of noise levels by three decibels represented the reduction in half of the traffic flow. On measures to further reduce traffic noise, ADEP(EA) said that efforts had been made with the Transport Department (TD) to identify traffic management measures, such as road closure and/or traffic diversion at night time, but these were found to be not practicable. He added that it was not the Government's policy to provide noise insulation measures, such as double-glazed windows and air-conditioning, to existing buildings.

23. Miss CHAN Yuen-han asked why the 200 dwellings could not benefit from the retrofitting project. ADEP(EA) said that the six-metre high cantilevered type noise barriers at the central divider aimed to provide greater noise protection for the higher floors while the four-metre high vertical type noise barriers at the verges would protect the middle and lower floors. As units on the top floors of Laguna City and those situated at the two ends of the noise barriers fell outside the coverage of the noise barriers and hence could not be able to benefit from the project. It was worth noting that the retrofitting of noise barriers at KTB would carry with it considerable site and structural constraints, but efforts had been made to optimize the effectiveness of the noise barriers.

24. Mr Fred LI said that all units at Laguna City were already fitted with double-glazed windows. As residents had to close the windows in order to avoid the road traffic noise, he would support the retrofitting of noise barriers at KTB. He enquired if the materials to be used for the noise barriers could be lighter in weight so that taller noise barriers could be provided to enable greater protection for residents. He also asked if the four-metre vertical type noise barriers at the verges would be able to shield against the noise generated by double-decker buses. ADEP(EA) explained that the noise barriers were made from acrylic which was much lighter than metals. The materials to be used would need to be sufficiently strong to be able to withstand wind and storm, as well as to ensure fire and structural safety. The Administration would keep abreast of the latest development on the choice of materials for noise barriers. He also confirmed that the noise barriers at KTB would be able to protect residents from noise generated by double-decker buses as a result of friction between the bus tyres and the road surface.

25. Given that the retrofitting project could only reduce the noise levels by one to four decibels, Miss TAM Heung-man questioned its cost-effectiveness. ADEP(EA) said that the project was considered cost-effective as more than 600 dwellings or half of the affected households would benefit from the reduction in noise levels by three decibels. The affected residents would be able to notice the difference after the noise barriers were installed. Miss TAM asked if the Administration was prepared to review the problem of traffic noise affecting residential developments in close proximity to major highways. ADEP(EA) said that the Administration had identified 35 existing road sections for which preliminary investigations had shown that retrofitting works were technically feasible and funding had been reserved. Regular reviews would be made on different road sections to see if other measures, such as the use of low-noise road surfacing materials, could be applied to reduce traffic noise.

26. Mr LEE Wing-tat enquired about the progress of the trial scheme on the use of low-noise road surfacing materials. ADEP(EA) said that there were more than 20 additional road sections which were included in the trial scheme and they would be re-surfaced with the low-noise road surfacing materials in 2008. In general, the use of low-noise road surfacing materials would be able to reduce the traffic noise by about two to three decibels. A 16-month study would be conducted to identify new and more effective low-noise road surfacing materials and to study their applicability to the Hong Kong situation, where there were a large number of heavy vehicles on the roads. Upon completion of the study in 2008, the new materials identified would be put to trial use for re-surfacing some of the roads in Hong Kong. At members' request, the Administration undertook to provide the list of additional road sections to be re-surfaced with the low-noise road surfacing materials on a trial basis.

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27. Mr LEE Wing-tat supported the use of low-noise road surfacing materials as this was a more practicable and effective way to reduce road traffic noise, especially in road sections where noise barriers could not be installed. Ms Miriam LAU was however concerned about the durability of the low-noise road surfacing materials. She pointed out that frequent maintenance would be required if the materials were not durable. This would cause immense disruption to road traffic. ADEP(EA) agreed that durability was a major factor of consideration in the use of low-noise road

surfacing materials and that was why the Administration would need to conduct a pilot scheme on their usage before applying on a full scale. In response to Mr LEE's further question on measures to address the noise nuisance arising from vehicles passing road joints and manholes, ADEP(EA) said that the Environmental Protection Department had devised a Comprehensive Plan to tackle road traffic noise in Hong Kong and enhanced measures were proposed to deal with the problem. The Highways Department (HyD) had completed an initial study on the improvements to road joints in late 2006 and would commence a further study by late 2007 to explore with suppliers on ways to improve road joints. The new design of road joints would be able to reduce the noise nuisance. Meanwhile, efforts would continue to be made to reduce the noise generated from existing road joints.

Temporary traffic arrangement

28. Given the busy traffic at KTB, Ms Miriam LAU enquired about the temporary traffic measures to be adopted during the construction period of the noise barriers and the corresponding traffic volume to capacity (v/c) ratio. CE/MW said that to facilitate the construction works of the noise barriers, closure of one traffic lane adjacent to the works would be required at different construction stages. Efforts would be made to reduce inconvenience to the public as far as practicable. The traffic impact was expected to be within the tolerable limits, with a maximum v/c ratio of 1.36 for the worst situation.

29. Ms Miriam LAU however considered the v/c ratio of 1:1.36 was too high and not acceptable since a v/c ratio of 1 would mean saturation and a v/c ratio of 1.2 would mean congestion. She opined that other temporary traffic measures should be worked out to reduce traffic congestion. Consideration should be given to re-opening all traffic lanes during peak periods, particularly when the construction of the project would last until June 2010. The working hours of construction should also be extended into the night to make up for lost time during peak periods as in the case of Japan where road construction works were carried out at night time with a view to minimizing the inconvenience to the public. She opined that there should be more stringent time control on the scheduled completion of road construction projects.

30. The Chief Engineer (Traffic Engineering (Kowloon) Division) (CE(TE)) said that the Administration would review the temporary traffic measures with a view to reducing the v/c ratio to below 1.36 to alleviate traffic congestion during construction as far as possible. CE/MW added that the Administration would consult the relevant District Councils on the proposed temporary traffic measures before proceeding with the construction of the project. He said that the re-opening of traffic lanes during peak periods would lengthen the construction period and the project would not be completed by June 2010 as originally scheduled, thereby causing extended inconvenience to the public. ADEP(EA) said that the contractors would be requested to submit a proposal setting out the temporary traffic arrangement to be implemented at different times of the day during the construction period. The working hours of construction could not be extended into the night in view of the disturbance to the neighboring community. Construction permits under the Noise Control Ordinance (Cap. 400) would have to be applied for if the construction hours were to be extended.

There would be adequate consultation with the District Councils on the temporary traffic arrangements, with a view to achieving a balance between traffic needs and public convenience. At members' request, the Administration undertook to further explain the revised temporary traffic measures to be taken in the PWSC submission.

31. As KTB was a major access road in Kowloon East which had a very high traffic demand, Mr Fred LI shared the concern that a v/c ratio of 1.36 was highly undesirable. There was also concern that road diversion measures might shift the congestion problem to other areas. ADEP(EA) acknowledged members' concern about the high v/c ratio and agreed to explore with HyD and TD on additional measures to be adopted to reduce the traffic impact. It was hoped that the contractors could refine the temporary traffic measures to reduce the V to C ratio.

32. Miss CHAN Yuen-han expressed concern about the delay in construction works as in the case of the road re-construction project at King's Road. She considered that there was a need for proper management to ensure timely completion of the project. CE/MW explained that the situation at King's Road was quite different as this was complicated by the underground utilities network which was not applicable to the retrofitting project at KTB. The installation works would start at locations which were closest to the Laguna City so that construction noise at later stage could be alleviated in order to bring immediate benefits to the affected residents. A team of resident site staff would be employed to supervise the construction works for the project.

33. In response to Miss CHAN Yuen-han's further question on the noise problem associated with the construction works, ADEP(EA) said that although the project was not a designated project under the Environmental Impact Assessment Ordinance (Cap. 499), HyD had conducted an environmental review with a view to reducing the environmental impact during the construction process. In addition, a TIA study had also been conducted and the contractor undertaking the project would have to meet the requirements set out in the tender specifications. There would be proper noise and dust control in accordance with the environmental requirements.

Greening

34. Miss CHOY So-yuk suggested that greening measures, including vertical greening if technically feasible, should apply to the noise barriers at KTB. ADEP(EA) said that the Administration had considered greening measures for the retrofitting project but concluded that this was practicable in view of technical constraints. Besides, the panels for the noise barriers were made of transparent materials and the neighboring environment which was surrounded by trees and shrubs would have provided KTB with the greening effect. CE/MW added that vertical greening was not recommended for the noise barriers as space was not available and the provision of vertical greening under such circumstances might affect traffic safety.

35. Miss CHOY So-yuk however pointed out that vertical greening would not take up much space. Apart from aesthetics, vertical greening would help reduce air pollution by absorbing respirable suspended particulates and carbon dioxide. She

suggested that HyD staff should visit Guangzhou to see for themselves how vertical greening was applied in footbridges and flyovers. CE/MW said that greening was provided as far as possible in construction of new roads and retrofitting of noise barriers as in the case of the Tsing Tsuen Bridge and Tseung Kwan O Road. However, no available space could be identified at KTB for the purpose. Miss CHOY enquired whether, with the availability of space, the Administration was prepared to provide greening in road projects. ADEP(EA) said that the Administration had placed much emphasis on the need for greening and would adopt greening measures where appropriate. A greening study had been completed by HyD.

36. While supporting greening as part of town planning, Ms Miriam LAU said that she would not support vertical greening at KTB, which was already surrounded by greenery. Unlike the Mainland where manpower resources were abundant to maintain the greenery, the same did not apply to Hong Kong. If not properly maintained, vertical greening and the over-growth of vines along the roads and flyovers could be a source of nuisance to drivers as these might affect traffic safety. Therefore, if vertical greening was to be applied, it should be properly maintained to ensure traffic safety.

37. The Chairman enquired about the number of trees to be removed/transplanted as a result of the implementation of the retrofitting project. CE/MW said that the project would involve the removal of 22 trees, all of which would be transplanted in Laguna Park. Moreover, 37 trees and 7 000 shrubs would also be incorporated in the planting proposals as part of the project.

Disclosure of noise information in sales brochures of residential properties

38. Miss CHOY So-yuk enquired about the progress of her proposal of introducing a mandatory requirement on disclosure of noise information in sales brochures of residential properties. ADEP(EA) said that an inter-departmental working group comprising representatives from the Buildings Department, Housing Department, Lands Department and relevant Bureaux had been set up to examine the proposal and to explore the means for rating environmental performance of buildings in accordance with noise criteria. Initial study on the proposal would be completed in early 2008 taking into account the need to resolve technical, legal and policy implications associated with the proposal,.

39. In concluding, members supported the submission of the proposal to PWSC for consideration.

VI. Any other business

40. There being no other business, the meeting ended at 4:30 pm.