

**Motion on “Promoting infrastructure development”  
moved by Ir Dr Hon Raymond HO Chung-tai  
and amended by Hon CHEUNG Hok-ming,  
Hon Audrey EU Yuet-mee and Hon LEE Wing-tat passed at  
the Legislative Council Sitting on 10 and 11 December 2008**

**Follow up actions  
(Position as at 31 January 2009)**

The motion moved by Ir Dr Hon Raymond HO Chung-tai and amended by Hon CHEUNG Hok-ming, Hon Audrey EU Yuet-mee and Hon LEE Wing-tat was passed at the Legislative Council (LegCo) Sitting on 10 and 11 December 2008 (wording of the motion passed at Annex). This paper reports on the issues of concern raised by Members on the motion.

(a) Expediently implementing the 10 major infrastructure projects

2. Government has emphasised its intention to foster economic development by means of infrastructure projects. Work on this front is particularly important in an economic downturn. Infrastructure projects during their construction stage will create employment opportunities and will meet the needs of the community and promote economic development after completion.

**South Island Line (SIL)**

3. Government is now in discussion with the MTR Corporation Limited (MTRCL) on the detailed scope, cost and implementation programme for the SIL (East). MTRCL is engaging in the preliminary planning and design of the SIL (East) and will consider suggestions collected from public consultations. The railway scheme will be gazetted in mid-2009 according to Railways Ordinance (Cap. 519). Another stage of public consultation will then be conducted.

**Shatin to Central Link (SCL)**

4. In March 2008, the ExCo approved the MTRCL to proceed with the further planning and design of the SCL. The planning and design of the SCL has commenced, and public consultation in stages will start in early 2009.

### **Tuen Mun Western Bypass and Tuen Mun-Chek Lap Kok Link**

5. Government commenced the investigation and preliminary design studies for the Tuen Mun-Chek Lap Kok Link and the Tuen Mun Western Bypass in May and August 2008 respectively. Government is now conducting public consultation for the two projects.

### **Guangzhou-Shenzhen-Hong Kong Express Rail Link**

6. MTRCL is proceeding with the further planning and design of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link. The railway scheme was gazetted on 28 November 2008. Government's target is to start construction before the end of 2009.

### **Hong Kong-Zhuhai-Macao Bridge**

7. The governments of the HKSAR, Guangdong and Macao SAR are pressing ahead with the Hong Kong-Zhuhai-Macao Bridge (HZMB) project. The HZMB feasibility study report has been endorsed and submitted by the Guangdong Provincial People's Government to the Central People's Government for consideration. Tender for the preliminary design and site investigation for the Main Bridge was invited on 1 December 2008, with the aim to start the preliminary design work in April 2009.

### **Hong Kong-Shenzhen Airport Co-operation**

8. The governments of the HKSAR and Shenzhen have commissioned experts to conduct a preliminary study on the Hong Kong-Shenzhen Airport Rail Link. The two governments will discuss the next steps of work having regard to the findings of the study.

### **Lok Ma Chau Loop**

9. The Development Bureau and the Shenzhen Municipal People's Government have set up the "Hong Kong-Shenzhen Joint Task Force on Boundary District Development" to expedite the research and studies in relation to planning and development of the Lok Ma Chau Loop and the boundary district. The project, comprising the developments and infrastructure within the loop and the adjacent areas in Hong Kong, is jointly studied by the Civil Engineering and Development Department (CEDD) and Planning Department (PlanD). The loop, with an area of about 84 hectares, is planned for higher education as the leading land use

with some elements of high-tech research and development facilities and creative industries. The two governments will assess these proposals in greater depth with the key stakeholders with a view to finalising the specific uses and mode of development of the land.

10. The New Territories North and West Development Office of CEDD has submitted on 31 December 2008 an application for an environmental impact assessment (EIA) study brief to proceed with the EIA study for the development of the loop and its adjacent areas in Hong Kong to the Director of Environmental Protection.

11. We plan to seek funding from FC in early 2009 so as to conduct a comprehensive planning study in mid 2009 for completion by the end of 2011, while the construction works are tentatively scheduled to start in 2015.

#### **West Kowloon Cultural District (WKCD)**

12. The WKCD Authority (WKCDA) Bill was passed by the LegCo on 3 July 2008, which provides the establishment of the WKCDA to plan, develop and operate the facilities under its purview of WKCD. The WKCDA Ordinance (Cap. 601) came into effect on 11 July 2008.

13. FC approved, on 4 July 2008, a one-off upfront endowment of \$21.6 billion to the WKCDA to cover the capital costs of the WKCD project. Government is assisting the WKCDA to press ahead with the preparation of the Development Plan for the WKCD and other strategic matters to bring the operation of WKCDA into full swing.

#### **Kai Tak Development Plan**

14. The Kai Tak Development (KTD) project has entered the implementation stage. Clearance works at the South Apron of the former Kai Tak Airport commenced in April 2008. The Administration is preparing to seek funding approval for the first stage of the infrastructure works being scheduled for commencement for mid 2009 to tie in with the early development package of Kai Tak, including the cruise terminal, public housing and government offices. Following the Government's decision in end-September 2008 to fund the construction of the cruise terminal, the Administration started the preparatory work for the site formation and cruise terminal building works with a view to commissioning the first berth in 2013.

15. The KTD involves many interrelated projects which have close relations with one another. These projects make KTD a highly complex mega project to be implemented in the vicinity of Hong Kong's busy metro area. The total estimated capital cost for the various projects is over \$100 billion. Given the scale and complexity of the KTD, we have grouped the projects into three packages for completion by three target years, 2013, 2016 and 2021. These packages seek to ensure that the developments will proceed in a co-ordinated and progressive manner, while taking into consideration their relative priorities and readiness to proceed.

### **New Development Areas (NDAs)**

16. CEDD and PlanD jointly commissioned the North East New Territories NDAs Planning and Engineering Study in June 2008. The Study will take about 30 months to complete. The main objective of the Study is to formulate a feasible development plan for the Kwu Tung North, Fanling North and Ping Che/Ta Kwu Ling NDAs (i.e. the Three-in-One NDAs) with the target of first population intake by 2019.

17. The Stage 1 public engagement exercise of the Study has commenced in mid-November 2008 for a period of 2 months. Subject to the progress of the study, the preliminary Outline Development Plans will be prepared in mid-2009 for consultation in the Stage 2 public engagement process. The planning and engineering study on the Hung Shui Kiu NDA is scheduled for commencement in 2009.

### **(b) Formulating forward-looking plans as early as possible, and planning future works projects following the 10 major infrastructure projects**

18. Apart from the 10 Major Infrastructure Projects, Government is facilitating implementation of various works projects as set out in the ensuing paragraphs.

### **Enhance safety or quality of life**

19. To give some examples of works projects that can enhance safety or quality of life for Hong Kong, Government will systematically deal with the landslide risks from the natural hillside catchments with known hazard, remaining replacement and rehabilitation works of water mains which are of several thousand kilometers long, construction of escalators / lifts at footbridges / pedestrian subways, development of promenades

along both sides of Victoria Harbour, and cycle track network.

### **Minor works**

20. The Administration has decided to take forward more minor works projects, i.e. those with project cost not exceeding \$21 million each item, at district level. These minor works projects include renovation of government buildings, greening works, and landslip preventive measures. In 2008-09, the approved block allocation for minor works has increased from the provision of \$6.1 billion in 2007-08 to some \$6.9 billion. On 9 January 2009, FC approved to further raise the 2009-10 allocation for minor works projects to \$7.6 billion, thereby creating more job opportunities for the construction industry. As minor works can be implemented more speedily and are more effective in job creation in the short term, works departments have critically reviewed the projects under their purview and have identified some 22 additional minor works projects with projected 2009-10 expenditure of \$1 billion. In other words, the spending on minor works will be further increased to \$8.6 billion in 2009-10, or 25% increase from this year's allocation.

### **Building Maintenance**

21. Government has continued to collaborate closely with its partner organisations, namely the Urban Renewal Authority (URA) and the Hong Kong Housing Society (HKHS), to promote building safety and timely maintenance. These two organisations have mapped out new measures to further assist building owners to carry out building maintenance works. URA has earmarked some \$250 million to enhance the level of subsidies provided under its building rehabilitation schemes and to carry out ten community beautification works projects. HKHS has planned to allocate \$1.5 billion in the coming five years to renovate its housing estates including carrying out building structure repairs, face-lifting of external walls, installation of lifts, etc. HKHS also plans to increase the level of subsidies to eligible building owners to encourage building maintenance works. Regarding the special measures being worked out jointly by Government and these two organisations to further encourage and facilitate private building maintenance projects, we are proceeding with the work in full swing. Government will soon announce the proposed measures in due course.

(c) Enhancing cooperation between Hong Kong and the Mainland in planning and commencing cross-border infrastructure projects which are beneficial to both places

22. Among the Ten Major Infrastructure Projects, there are four projects (i.e. Guangzhou-Shenzhen-Hong Kong Express Rail Link, Hong Kong-Zhuhai-Macao Bridge, Hong Kong-Shenzhen Airport Co-operation, and Lok Ma Chau Loop) which will enhance cooperation between Hong Kong and the Mainland. Apart from these, Government is also pressing ahead other cross-boundary infrastructure project such as the Liantang / Heung Yuen Wai Boundary Control Point (LT/HYW BCP) project.

23. In regard to this, FC approved in the meeting on 9 January 2009 the funding for conducting an Investigation and Preliminary Design Study for the LT/HYW BCP Project. The study is scheduled to start in April 2009 for completion by the end of 2011. The Working Group for Implementation of LT/HYW BCP held its first meeting in Shenzhen on 18 December 2008 to make a start in the collaboration between the Hong Kong and Shenzhen in delivering the project. Construction works for the new BCP is scheduled to start in 2014 for completion in 2018.

(d) Implementing public participation and ensuring the smooth implementation of infrastructure projects to achieve sustainable development for Hong Kong

(1) Before commencing the various infrastructure projects, having to make public all information and conduct extensive public consultation

24. To avoid a project running into very divergent views when its planning has reached an advanced stage thus delaying implementation, public engagement will be carried out at the early stage of the project to achieve greater community consensus. In the project conceptualisation and strategic planning stage, there is generally more room to accommodate different needs and aspirations.

25. To facilitate detailed examination of policy matters of proposals on public works projects by LegCo, policy bureaux are requested to consult the relevant Panels before the proposals are submitted to Public Works Sub-committee (PWSC) and FC for approval. In this connection, in response to FC's request, the Administration submits to PWSC at the start of each legislative session a list of potential capital works projects to be submitted to PWSC in that year. The list is discussed by PWSC and

then circulated to Panels for discussion before submission to PWSC.

26. On the whole, we will provide details and carry out comprehensive consultation by consulting local organisations, District Councils (DCs), professional bodies, and relevant Panels of LegCo on the aim, scope, effect and timing of the project to reach consensus as soon as possible. Concerted effort of all parties concerned will be required to ensure speedy delivery of the project when a consensus has been reached, so as to ensure that the public can enjoy the benefits of the project on a timely basis.

(e) Enhancing coordination among departments, recruiting engineers for District Offices in various districts, and allowing various District Councils to engage their own consultants for the minor works proposed by them, so as to expedite the approval of contracts for small and medium works projects and the progress of such projects

#### **Enhancing coordination among departments**

27. We will strengthen the ability of coordination at the bureau level as appropriate. Infrastructure projects, as public works projects, must go through statutory procedures such as consultation, gazettal, environment impact assessment and funding approval, before implementation. The Administration will keep on reviewing the implementation plan and progress of various projects and expedite the delivery of projects as far as possible. We have to take forward the infrastructure projects in accordance with prescribed statutory planning procedures. Statutory procedures should not be skipped, shortened or reduced, in particular the public involvement. Should any project be carried out without public involvement or detailed public discussion, it may be subject to judicial challenge and longer delay will result.

28. Nevertheless, there is room for improvement in our administration procedures. As far as medium-sized projects are concerned, we undertake to shorten the time from 45 months to 40 months. As regards the statutory procedures for all roadworks, sewerage, railway and reclamation works, 60 days will be allowed for the public to raise objection after gazettal of the works. The 60 days cannot be shortened. Yet the laws provide that works departments should make use of the subsequent 9 months, which is the longest period allowed, to resolve any objections received. In the future, during these 9 months, the Government will target to resolve the objections in 4 months. If

there are too many objections to be handled in 4 months, another 3 months will be allowed, i.e. a total of 7 months to complete handling the objections. However, such as extension will need the consent from heads of departments. If 7 months is still not enough and the handling has to take all the 9 months as allowed by law, each request has to obtain prior consent from the Development Bureau.

**Allowing District Councils to engage their own consultants**

29. Starting from 2008-09, the funding for the District Minor Works (DMW) programme has been raised to \$300 million so as to allow DCs to implement minor works that would bring about improvements to district facilities and the living environment. Having regard to the increase in funding, Government has adopted an arrangement whereby term consultants were appointed to assist in the implementation of DMW projects. The term consultants are teams which comprise professionals of various disciplines, and they undertake technical feasibility studies, design work, tender exercises as well as works supervision for the DMW projects. This not only enhances our capability in delivering district minor works, but also provides a greater variety of innovative designs. We will review our manpower situation from time to time and seek additional manpower if necessary.

30. We appointed four term consultants (each working respectively for DCs in Hong Kong and Islands districts, Kowloon districts, New Territories East districts and New Territories West districts) so as to attract reputable architectural consulting firms to provide services for the DMW programme, as we need to ensure there are sufficient projects to allow consulting firms to put in a great amount of manpower dedicated to undertaking the projects of the DCs. In addition, the selected consulting firms can also quickly amass relevant experience through handling numerous projects. Regarding the suggestion for each DC to engage its own term consultant (i.e. a total of 18 consultant firms), we consider that it would not be cost effective from the management point of view. In fact, there may not be sufficient consulting firms in the market which are both competent and interested in undertaking this type of projects for the 18 DCs.

31. The Home Affairs Department (HAD), together with the DCs and government departments concerned, regularly reviews the implementation of the DMW programme with a view to making improvement. To expedite the implementation of the projects, HAD has proposed to the DCs the appointment of a member or a dedicated working



group for each project to follow up on its planning and detailed design (such as conducting site inspection and discussion) with the assistance of the respective District Offices. The objective is to enhance communication so that issues can be resolved as they emerge as soon as practicable without resorting to regular meetings. HAD has also proposed that DCs should consider endorsing projects by way of circulation of papers instead of waiting for deliberation at the bimonthly meeting of the relevant DC Committees. As regards projects requiring consultation with other government departments, the departments concerned will respond expeditiously, and coordinate inputs at higher levels for complex issues. District Offices will also assume a more proactive role in following up the progress of the projects.

32. As regards expediting the approval of contracts for small and medium works projects, please see detailed reply at (k) below.

(f) Commencing more public works projects through public-private partnership

33. Apart from Government projects, we also hope to commence more public works projects through public-private partnership. For example, Government will complement the efforts of a number of Non-Governmental Organisations (NGOs) in their expansion or relocation projects, such as the redevelopment of Tung Wah Group of Hospitals David Trench Home for the Elderly, the construction of a new headquarters of the Hong Kong Girl Guides Association, and the redevelopment of the regional headquarters of the Scout Association of Hong Kong on Hong Kong Island into a centre for training and performing arts. This would promote the development of these NGOs while increasing employment opportunities in the medium term.

34. Government has adopted "Design and Build" (D&B) contract to invite private sector to jointly develop some large scale works projects. Under the D&B contract, the contractors are responsible for project design and construction. This public-private cooperation mode can fully utilise contractors' specialist technique, skills and equipment. It can also assure buildability of the project to prevent possible incoordination in design and construction. In addition, the projects can enter tender and construction stage before detailed design is finished. Construction time is saved as the contractors may carry out detailed design and construction at the same time. Government will continue to adopt D&B contract to deliver appropriate works projects.

(g) Ensuring a stable amount of work through detailed planning, so as to prevent a cyclical imbalance between the supply and demand in the manpower market

35. Owing to the anticipated increase in the capital works expenditure, we have to ensure that the overall manpower supply in the construction industry is adequate to cope with the need of upcoming construction works. We also have to study in advance the possible mismatch in skills (for example, different trades of workers required by the corresponding types of works) resulting from the increase in job opportunities due to the expanded capital works programme and to enhance training if necessary. In view of the above, the Construction Industry Council (CIC) is carrying out a study to forecast the future manpower demand and supply of construction workers and works supervisory or technician personnel. Development Bureau has also commissioned a similar consultancy study for construction professional resources. The results of these two studies will be used to formulate suitable strategies to cope with the needs.

(h) Strengthening training for young engineers and construction workers, including educating them on the latest developments in such fields as energy conservation and green construction, so as to meet the latest needs of the community

(j) Regarding strengthening training for young engineers and construction workers, also strengthening training for architects, planners, surveyors and landscape architects

### **Training for engineers**

36. Government has always been concerned about training of professionals. Government provides quality and systematic training to engineering graduates through its Graduate Training Scheme every year to enable them to acquire relevant professional qualifications. Over the past 5 years, more than 150 engineering graduates completed their training under the Scheme.

### **Training for other professionals**

37. Other than training of engineering graduates, Government's Graduate Training Scheme also provides training to graduates from the professional disciplines of architects, surveyors, town planners and landscape architects, making a total of 19 disciplines. Over the past 5

years, about 600 graduates completed their training under the Scheme.

**Training for construction workers**

38. As regards training of construction workers, Government has also provided substantive support and encouragement. For example, Government has prepared to let a piece of land under Short Term Tenancy to CIC for setting up its fifth training centre to train more new blood to join the construction industry. The training courses are free of charge. Participants can also receive training honorarium. We hope to attract more youth, including new immigrants and ethnic minorities, to join the training courses.

**Education on energy conservation and green construction**

39. As regards training for professionals stated above, professional institutes organise lectures, forums and workshops regularly for their members to keep them abreast of the latest technology, including energy conservation and green construction. To give an example, several professional institutes (including Hong Kong Institute of Architects, Hong Kong Institution of Engineers, Hong Kong Institute of Landscape Architects, Hong Kong Institute of Planners, and Hong Kong Institute of Surveyors) co-organise the Green Building Award since 2006 in order to raise members' knowledge on green construction.

(k) Regarding the expediting the approval of contracts for small and medium works projects, particularly expediting the approval of contracts for those projects for the provision of community facilities such as escalators and lifts for pedestrians, waterfront promenades and cycling tracks; and at the same time, having to streamline the approval procedures of District Councils, so that more community projects can be implemented more expeditiously

40. As regards the time required for implementation, as reported to the Panel on Development and FC respectively in October 2007 and November 2007 (in the context of the review of the delivery of capital works projects), for minor works projects which do not involve statutory procedures pertaining to Environmental Impact Assessment Ordinance (EIAO) (Cap. 499), statutory gazettal and land resumption, the planning lead time is 19 months. In this case, the minor works project is implemented using a consultant and a non-term contractor (i.e. there will be a need to carry out the process of consultant appointment as well as

tendering to select a contractor). Moreover, public consultation and traffic assessment have to be undertaken.

41. The planning lead time may be shortened to about six months if the project can be implemented using Government in-house resources for design as well as a term contractor for construction (i.e. doing away with the process of procurement of consultancy services and tendering for works contract). For example, the minor works project “Site formation works for Tin Shui Wai Area 112” with an estimated cost of \$16 million was implemented through this channel and the project has taken only six and a half months, including consultation with the relevant DC, before works commenced on site.

42. However, despite the short implementation lead time of the fast-track approach mentioned above, it is not always desirable to adopt it for all minor works projects because of the following reasons –

- (a) works departments have staffing constraints and we should be vigilant in controlling staff numbers especially when minor works projects cannot always be sustained at the same high level; and
- (b) term contracts are often held by large contractors and extensive use of existing term contracts to implement minor works project would deprive small and medium-sized contractors of the opportunities to take on such works.

The Administration will therefore adopt the best way to expedite the implementation of minor works projects taking into account various constraints and considerations.

(i) Stepping up the work of environmental impact assessment to achieve sustainable development for Hong Kong

(m) In planning various projects, having to ensure that the projects complement the surrounding districts, avoid doing damage to the nearby natural and ecological environment and community culture, and strive with every effort to conserve relics and monuments as well as historical buildings, so as to strike a balance between conservation and development

**Environmental impact assessment**

43. Works departments will base on the EIAO (Cap. 499) to assess the environmental impacts that may be caused by infrastructure projects and will implement appropriate mitigation measures in the construction and operation stages as proposed by the EIA report to avoid any pollution problem so as to protect the environment from pollution.

44. In the implementation of infrastructure projects, we place sustainable development and environmental protection at a very important position. As a result, Government, as well as our related organisations (such as CIC) will work together in the hope that our work in the implementation of infrastructural development can be a great contribution to the building of a quality city for Hong Kong.

### **Heritage conservation**

45. We are acutely aware of rising public aspirations for better living environment and preservation of our heritage. By placing planning, land use, urban renewal, public works and heritage under one roof of the Development Bureau, we are confident that we are in a better position to take forward our work in a pragmatic manner to ensure better interface and balance can be achieved between development and heritage conservation.

46. We will implement the requirement for conducting heritage impact assessment (HIA). For all new capital works projects, we require the project proponents and relevant works departments to consider whether their projects will affect heritage sites. Public engagement (e.g. consultation with DCs, etc.) should be conducted, where necessary. In the submission to PWSC and FC for funding to carry out construction works, the project proponent will also need to include a paragraph in the PWSC paper, to be cleared by the Antiquities and Monuments Office, stating clearly whether its project will affect any “heritage site” and if it does, what mitigation measures will be taken, their implications and whether the public is in support of these.

### **(n) Subject to not violating the World Trade Organization Agreement on Government Procurement, adjusting upwards the contract caps for small projects and splitting into smaller projects for open tender**

47. There have been suggestions that projects should be sub-divided into smaller contracts to allow for participation of more small and

medium-sized contractors. Works departments would actively consider splitting the projects into more packages provided that this would not create practical problems in works co-ordination and interface, undermine works efficiency or lower overall cost effectiveness. When deliberating on these measures, we will comply with the requirements of the World Trade Organisation Government Procurement Agreement.

48. To give an example, we will split the implementation of the short-term greening measures proposed in the Greening Master Plans (GMPs) for the remaining urban areas (covering Sham Shui Po, Kowloon City, Wong Tai Sin and Kwun Tong, Eastern District, Southern District and Western District) into several contracts to enhance tendering opportunities for smaller contractors. We will apply to FC for funding for implementing the project in the second quarter of 2009. Subject to approval, construction will start in September 2009 for completion by end 2011.

49. The development of these GMPs for the New Territories will start in mid 2010. We will also consider splitting their implementation into several contracts.

**Development Bureau  
February 2009**

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moved by Ir Dr Hon Raymond HO Chung-tai  
and amended by Hon CHEUNG Hok-ming,  
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“That the once-in-a-century international financial tsunami is sweeping across the world, striking the economies of various places including Hong Kong and the situation is very acute, this Council urges the Government to promote infrastructure development with every effort at this critical moment so as to stabilize the economy, increase employment opportunities, enhance the overall competitiveness of Hong Kong and attain sustainable development; to achieve the above objectives, the Government should expeditiously adopt the following measures:

- (a) expeditiously implementing the 10 major infrastructure projects;
- (b) formulating forward-looking plans as early as possible, and planning future works projects following the 10 major infrastructure projects;
- (c) enhancing cooperation between Hong Kong and the Mainland in planning and commencing cross-border infrastructure projects which are beneficial to both places;
- (d) implementing public participation and ensuring the smooth implementation of infrastructure projects to achieve sustainable development for Hong Kong;
- (e) enhancing coordination among departments, recruiting engineers for District Offices in various districts, and allowing various District Councils to engage their own consultants for the minor works proposed by them, so as to expedite the approval of contracts for small and medium works projects and the progress of such projects;
- (f) commencing more public works projects through public-private partnership;
- (g) ensuring a stable amount of work through detailed planning, so as to prevent a cyclical imbalance between the supply and demand in the manpower market;

- (h) strengthening training for young engineers and construction workers, including educating them on the latest developments in such fields as energy conservation and green construction, so as to meet the latest needs of the community;
- (i) stepping up the work of environmental impact assessment to achieve sustainable development for Hong Kong;
- (j) regarding strengthening training for young engineers and construction workers, also strengthening training for architects, planners, surveyors and landscape architects;
- (k) regarding the expediting the approval of contracts for small and medium works projects, particularly expediting the approval of contracts for those projects for the provision of community facilities such as escalators and lifts for pedestrians, waterfront promenades and cycling tracks; and at the same time, having to streamline the approval procedures of District Councils, so that more community projects can be implemented more expeditiously;
- (l) before commencing the various infrastructure projects, having to make public all information and conduct extensive public consultation;
- (m) in planning various projects, having to ensure that the projects complement the surrounding districts, avoid doing damage to the nearby natural and ecological environment and community culture, and strive with every effort to conserve relics and monuments as well as historical buildings, so as to strike a balance between conservation and development; and
- (n) subject to not violating the World Trade Organization Agreement on Government Procurement, adjusting upwards the contract caps for small projects and splitting into smaller projects for open tender.”