

立法會
Legislative Council

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(These minutes have been
seen by the Administration)

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

**Minutes of the 3rd meeting
held in the Conference Room A of Legislative Council Building
on Wednesday, 3 December 2008, at 8:30 am**

Members present:

Ir Dr Hon Raymond HO Chung-tai, SBS, S.B.St.J., JP (Chairman)
Hon Alan LEONG Kah-kit, SC (Deputy Chairman)
Hon Fred LI Wah-ming, JP
Hon CHAN Kam-lam, SBS, JP
Hon Miriam LAU Kin-ye, GBS, JP
Hon TAM Yiu-chung, GBS, JP
Hon Albert CHAN Wai-yip
Hon WONG Kwok-hing, MH
Hon LEE Wing-tat
Hon CHEUNG Hok-ming, SBS, JP
Prof Hon Patrick LAU Sau-shing, SBS, JP
Hon KAM Nai-wai, MH
Hon Cyd HO Sau-lan
Hon Starry LEE Wai-king
Hon CHAN Hak-kan
Hon Paul CHAN Mo-po, MH, JP
Hon Tanya CHAN
Hon WONG Kwok-kin, BBS
Hon IP Kwok-him, GBS, JP
Hon Mrs Regina IP LAU Suk-ye, GBS, JP

Members absent:

Hon James TO Kun-sun
Hon LAU Wong-fat, GBM, GBS, JP
Hon Andrew CHENG Kar-foo
Hon Timothy FOK Tsun-ting, GBS, JP
Hon Abraham SHEK Lai-him, SBS, JP
Dr Hon LEUNG Ka-lau
Hon WONG Yuk-man
Dr Hon Samson TAM Wai-ho, JP

Public officers attending:

Mr Joe C C WONG, JP	Deputy Secretary for Financial Services and the Treasury (Treasury) ³
Mr MAK Chai-kwong, JP	Permanent Secretary for Development (Works)
Mrs Susan MAK, JP	Deputy Secretary for Development (Planning and Lands) ¹
Ms Anissa WONG, JP	Permanent Secretary for the Environment
Miss Sandra LAM	Principal Assistant Secretary for Financial Services and the Treasury (Treasury) (Works)
Mr Peter TSANG Wai-mau	Chief Estate Surveyor (Acquisition Section), Lands Department
Mr YUE Chi-hang, JP	Director of Architectural Services
Mr LEUNG Koon-kee	Assistant Director (Property Services), Architectural Services Department
Mr Peter LAU Ka-keung, JP	Director of Drainage Services
Mr John CHAI Sung-veng, JP	Director of Civil Engineering and Development
Dr Ellen CHAN Ying-lung, JP	Assistant Director (Environmental Infrastructure), Environmental Protection Department
Mr WAI Chi-sing, JP	Director of Highways
Mr Andrew TSANG Yue-tung, JP	Assistant Director (2), Home Affairs Department
Mrs Dorothy MA	Deputy Secretary-General (1), University Grants Committee
Miss Gloria LO Kit-wai	Principal Assistant Secretary (Health) ² , Food and Health Bureau
Mr Donald LI	Chief Manager (Capital Planning) (Deputising), Hospital Authority
Mrs Michelle WONG	Principal Assistant Secretary (School Development), Education Bureau
Mr Raymond SY Kim-cheung	Principal Assistant Secretary (Infrastructure and Research Support), Education Bureau
Mr Edward MAK Chun-yu	Assistant Secretary (Assessment and Support), Education Bureau

Mr Benjamin YUNG Po-shu	Principal Education Officer (Curriculum Development) ² , Education Bureau
Dr LEE Kin-wang	Head (Estates, Health and Safety Division), Vocational Training Council
Mr David CHIU Yin-wa	Chief Executive Officer (Subventions/ Planning), Social Welfare Department
Mr MA Lee-tak, JP	Director of Water Supplies
Ms Caroline FAN Mei-hing	Chief Systems Manager (Business Transformation), Office of Government Chief Information Officer
Mr Kenneth WONG Hung-keung	Chief Civil Engineer, Transport and Housing Bureau
Mr IP Wing-cheung	Chief Engineer (Project Management), Drainage Services Department
Dr YEUNG Hung-yiu	Principal Environmental Protection Officer (Sewerage Infrastructure), Environmental Protection Department
Mr LING Kar-kan	Principal Assistant Secretary (Planning and Lands) ⁵ , Development Bureau
Mr CHAN Chi-ming	Chief Engineer (Special Duties) (Works), Civil Engineering and Development Department
Mr NG Chi-ho	Assistant Director (New Works), Water Supplies Department

Clerk in attendance:

Ms Debbie YAU	Senior Council Secretary (1) ¹
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Staff in attendance:

Mrs Constance LI	Assistant Secretary General 1
Ms Angel SHEK	Council Secretary (1) ²
Ms Alice CHEUNG	Senior Legislative Assistant (1) ¹
Mr Frankie WOO	Legislative Assistant (1) ²

Action

Capital Works Reserve Fund Block Allocations

PWSC(2008-09)43 — Block allocations for Heads 701 to 711 under the Capital Works Reserve Fund

The Chairman advised that the Office of the Government Chief Information Officer consulted the Panel on Information Technology and Broadcasting on the funding requirement for 2009-2010 under Head 710-Computerization on 20 November 2008, and Panel members had no objection

to the proposal. Upon the Panel's request, the Administration had provided on 2 December 2008 further information on the new projects under the proposed allocation, and on the number of projects and associated project amount that were awarded to small and medium enterprises in the information technology sector under the block allocation for 2007-2008 and 2008-2009. The Administration had also circulated the funding proposals under PWSC(2008-09)43 to the Panel on Development on 18 November 2008 and members had not raised any objection to the proposal.

2. The item was voted on and endorsed.

Head 704 – Drainage

PWSC(2008-09)44 339DS North District sewerage, stage 1 phase 2C and stage 2 phase 1

3. The Chairman advised that the Panel on Environmental Affairs was consulted on the proposed works at the meeting on 23 June 2008. Upon the request of the Panel, the Administration had provided supplementary information on the extent of land resumption under the proposal. Panel members generally supported the plan to expedite the project and urged that the relevant departments should coordinate among themselves on the proper disposal of construction waste generated from the proposed works.

4. The item was voted on and endorsed.

Head 705 – Civil Engineering

PWSC(2008-09)45 13GB Liantang/Heung Yuen Wai boundary control point and associated works

5. The Chairman advised that the information paper on the proposal was issued to members of the Panel on Development for the meeting on 28 October 2008. Prof Patrick LAU, Deputy Chairman of the Panel on Development, reported that the Panel had conducted a site visit on 15 November 2008 to the boundary areas, including respective sites of the proposed Liantang/Heung Yuen Wai boundary control point (LT/HYW BCP). During the site visit, the Administration briefed Panel members on the development concept of the proposed BCP and responded to questions on the selection of the proposed site and alignment of the connecting road. Panel members also noted the worries of some local villagers about the removal of Chuk Yuen Village (CYV) and the related compensation matters. The Administration also briefed Panel members on the policies and arrangements for village re-location and compensation, and advised that it had embarked on a study to identify suitable sites for the re-settlement of CYV. The Administration had undertaken to further consult the affected villagers on the matters.

Village removal and compensation

6. Mr CHEUNG Hok-ming said that members of the Democratic Alliance for the Betterment and Progress of Hong Kong (DAB) supported the proposal. Nevertheless, he pointed out that local villagers were concerned about land resumption. He hoped that the current discussion concerning village removal and compensation arrangements for some 40 households of indigenous inhabitants in CYV would proceed smoothly. Mr CHEUNG enquired whether the Administration's study on site search and related arrangements would cover the 24 households who had been residing at government-licensed squatters in CYV for some 20 to 50 years. Mr CHEUNG said that these villagers were very unwilling to move out from the village, as they were worried about not being able to adapt to the new environment. He had found a precedent land resumption case where non-indigenous residents living in government-licensed squatters had been re-located to the Small Traders New Village near Pok Oi Hospital in Yuen Long. He requested the Administration to make reference to this case and make similar arrangements for the 24 households affected by the proposed project.

7. The Principal Assistant Secretary (Planning and Lands)5, Development Bureau (PAS(P&L)5, DEVB) advised that discussion with the affected villagers, including residents of government-licensed squatters, about the re-location arrangements had commenced only recently. According to his understanding, the preliminary sites identified under the study could allow for much flexibility regarding the future arrangements. While the Administration would continue discussion with the affected villagers and put forward alternative sites for their consideration, it was not possible for the Administration to commit to any concrete arrangements at this stage.

8. Mr CHEUNG Hok-ming was dissatisfied with the response and urged the Administration to examine the feasibility of including the 24 households in the re-site of CYV. PAS(P&L)5, DEVB responded that the Administration's study would not pre-empt consideration of any possible option.

Transport arrangements

9. Mr Albert CHAN expressed concern about the transport arrangements at the proposed LT/HYW BCP. He recalled that when considering the funding proposal for the BCP at the Lok Ma Chau (LMC) Spur Line which was a passenger-only crossing served mainly by rail, members had requested the Administration to provide facilities to allow the operation of other public transport modes. The Administration had taken on board members' suggestion and subsequently provided a public transport interchange (PTI) at the LMC Terminus. He criticized that in the present proposal, the absence of a direct vehicular access to the BCP would pose much inconvenience to cross-boundary passengers. It would also violate the principle of free and fair competition if direct access to the BCP would be monopolized by one public transport mode. He urged that the LT/HYW BCP should be opened to different types of public transport modes, in

particular passenger coaches.

10. PAS(P&L)5, DEVB advised that the scope of works under the proposed project comprised the provision of a PTI. In undertaking the investigation and preliminary design (I&PD) study for the development of the new BCP, the Administration would consider further measures to facilitate vehicular access to the BCP. As regards passenger coaches, PAS(P&L)5, DEVB said that while sufficient boarding and alighting bays for these coaches would be provided at the PTI, cross-boundary coach service was operated under the Passenger Service Licence regime and regulated by a quota system jointly administered by Hong Kong and Mainland authorities.

11. The Chairman urged the Administration to expedite the I&PD study and apprise members early of the transport arrangements at the new BCP. Mr Albert CHAN appreciated that the Administration would undertake further study of related transport arrangements. Referring to the low traffic throughput of the newly commissioned Deep Bay Link, Mr CHAN expressed concern that the proposed BCP might become another "white elephant" if the number of cross-boundary vehicles and passengers using the BCP turned out to be much lower than that forecast. He urged the Administration to exercise prudence in deploying public resources. The Chairman advised that policy issues should be followed up at the relevant Panel.

Alignment of the connecting road

12. Mr CHEUNG Hok-ming said that among the options on the alignment of the connecting road, members of DAB favoured the one that would link up the proposed BCP with the Fanling North New Development Area (NDA) in Northeast New Territories (NENT) as it could bring about transport and economic benefits to the area. However, the Administration preferred the alignment linking the new BCP with the Tolo Highway via Fanling Highway, which was considered acceptable by DAB provided that the Administration would include in the I&PD study the feasibility of developing a Fanling Bypass to enhance the connectivity between the proposed BCP and the Fanling North NDA.

13. PAS(P&L)5, DEVB said that it might be more appropriate not to link the proposed BCP with the Fanling Bypass to avoid mixing the heavy cross-boundary traffic with the domestic NDA traffic. The subject of developing the Fanling Bypass or otherwise would be considered under the Planning and Engineering Study on the NENT NDAs.

14. Mr CHEUNG Hok-ming opined that, given the inter-relationship between the road infrastructures in respective NENT NDAs, the Administration should include the Fanling Bypass in the I&PD study for better and more comprehensive planning.

15. PAS(P&L)5, DEVB pointed out that a number of development projects in the North District (ND) were under planning, and studies and planning for these

projects had to be taken forward separately. The Development Bureau would coordinate the overall planning and development of these projects.

16. Mr IP Kwok-him asked whether the Administration would also coordinate the conduct of Environmental Impact Assessment studies for different ND projects so that these projects would not cause excessive nuisance or damage to the environment. PAS(P&L)5, DEVB said that the Administration was mindful about the cumulative environmental implications of the various ND projects in the pipeline. He assured members that relevant bureaux and departments would take this into consideration in the relevant studies and assessments, and coordinate with each other in monitoring the overall situation.

17. Ms Miriam LAU referred to the low patronage of the Hong Kong-Shenzhen Western Corridor (HK-SWC), and stressed the importance of providing back-up lands near the BCPs to facilitate cargo handling for container goods vehicles. She considered that to maximize utilization of the new BCPs, the timing of commissioning connecting road networks on both Hong Kong and the Mainland sides should tie in with the opening of new BCPs.

18. PAS(P&L)5, DEVB advised that in taking forward the proposed BCP, the Administration would collaborate with the Shenzhen authority and the logistics industry to ensure the provision of the necessary supporting facilities, including those for goods vehicles, so as to put the BCP to effective use. On connecting roads, PAS(P&L)5, DEVB apprised members that connecting road on the Shenzhen side, i.e. the Eastern Corridor, would be delivered before the completion of the proposed BCP. On the Hong Kong side, delivery of the connecting road would tie in with the commissioning of the BCP in 2018. Separately, the Administration was also closely monitoring the utilization of HK-SWC. The Shenzhen authority was in the process of enhancing supporting facilities near the boundary crossing of HK-SWC area.

Rationalization of existing and new BCPs

19. Mrs Regina IP expressed support for the proposed BCP which would bring greater convenience in visitation to new attractions in Shenzhen, such as the OCT East Resort. Noting the low usage of the existing BCPs at Man Kam To (MKT) and Sha Tau Kok (STK), Mrs IP enquired whether the Administration would phase out the two BCPs upon the commissioning of the proposed LT/HYW BCP in order to rationalize the utilization of BCPs in the area.

20. PAS(P&L)5, DEVB clarified that the utilization rates of the existing BCPs at MKT and STK could not be considered low given their physical constraints and limitation in handling capacities. At present, fresh food, livestock and poultry from the Mainland underwent customs clearance at the MKT BCP where there were comprehensive facilities for conducting the necessary checks, and the practice would likely continue in the future. In planning for the proposed BCP, the Shenzhen authority had already indicated its intention to keep the existing boundary crossing of STK BCP. As such, both BCPs at MKT and STK

would be retained.

21. Members noted that the proposed BCP would be close to those NDAs under the Three-in-One NDA Scheme (i.e. Kwu Tung North, Fanling North and Ping Che/Ta Kwu Ling (PC/TKL) NDAs), with planned connecting roads between them. Mrs Regina IP opined that the PC/TKL NDA was suitable for the development of technology-based production and data centre. She would separately respond to the public engagement exercise of the NENT NDAs Study.

22. The item was voted on and endorsed.

Head 709 – Waterworks

PWSC(2008-09)46 45WS Salt water supply for Northwest New Territories – remaining works

23. The Chairman advised members that an information paper on the proposal had been circulated to the Panel on Development on 18 November 2008. The proposal aimed to provide salt water supply for flushing to Tuen Mun East areas, Yuen Long – Tuen Mun Corridor areas, Tin Shui Wai and Yuen Long Town in Northwest New Territories (NWNT).

Interface of works and traffic management

24. Mr Albert CHAN was very concerned about the traffic and environmental impacts of the proposal to the areas in question. He said that the excavation works on roads in the ongoing territory-wide fresh water mains replacement and rehabilitation programme (R&R programme) had caused much disturbance to the residents and business operators in the districts. He urged the Administration to coordinate the implementation of the proposed salt water mainlaying works and the R&R programme for the same road section, so that the two works could be carried out concurrently to minimize the need for re-opening the roads.

25. The Director of Water Supplies (DWS) assured members that the Water Supplies Department (WSD) would ensure smooth interface between the two projects so that works for the same road section would be carried out simultaneously. Specifically, in Yuen Long, for example at Hong Lok Road, Kau Yuk Road and Fung Nin Road, replacement and rehabilitation of some 3.6 kilometres (km) of water mains under the R&R programme would be undertaken at the same time with the salt water mainlaying works. DWS further advised that to minimize possible disruption to traffic during construction, a Traffic Management Liaison Group, comprising representatives from Transport Department, Hong Kong Police Force and Highways Department, would be established under the works contracts to discuss, scrutinize and agree on the proposed temporary traffic management measures.

26. Mr Albert CHAN expressed disappointment that concurrent works would be undertaken only for 3.6 km of mains out of the 55.4 km of salt water mains. He enquired whether there was further room to enhance the interface of laying salt water and fresh water mains.

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27. DWS explained that a major part of the proposed salt water mains would be laid along Castle Peak Road and the only overlap of the proposed works with the R&R programme for NWNT was in Yuen Long Town. At the request of Mr Albert CHAN, the Administration agreed to provide information, before the relevant meeting of the Finance Committee, on the specific locations where the ongoing R&R programme could be carried out concurrently with the proposed laying of salt water mains in NWNT, and the length of such water mains.

(Post-meeting note: The information provided by the Administration was circulated to all Members on 5 January 2009 vide LC Paper No. PWSC28/08-09.)

28. Mr LEE Wing-tat said that local residents were concerned that the proposed works would lead to blocking of roads for two to three years. He urged the Administration to enhance communication with the affected residents on the traffic arrangements during construction.

29. DWS said that the Administration had consulted relevant committees of Tuen Mun District Council and Yuen Long District Council, as well as representatives of local residents on the proposed works and measures to mitigate traffic, noise and environmental impacts. The Administration would continue to communicate with the local residents to enhance their understanding of the proposed works and related measures in different stages of implementation. Although temporary road closures were unavoidable during mainlaying works, construction works in busy road sections would be carried out during non-peak hours and temporary traffic management measures would be implemented to maintain smooth traffic flow.

Provision of salt water supply in new towns and NDAs

30. Mr WONG Kwok-hing supported the proposed work. He however held the view that the provision of salt water supply should have been made during the town planning stage of the areas, in particular the new towns in Tuen Mun and Tin Shui Wai which had been developed relatively recently. This would help save costs and obviate the need to re-open road surfaces.

31. DWS advised that to save precious fresh water and to provide a more economical flushing water supply, the Administration had proposed to implement a territory-wide salt water supply system. The initiative had been implemented progressively as planning and development proceeded. Works relating to the conversion for Disneyland and Pok Fu Lam were already in the pipeline and the Administration now proposed to extend the use of sea water for flushing to NWNT. Upon completion of the proposed works, about 66 800 cubic metres of fresh water

would be saved per day through conversion to salt water flushing. Regarding Mr WONG Kwok-hing's concern, DWS referred Members to the site plan of the proposed works (Enclosure 1 to PWSC(2008-09)46) and pointed out that unlike the old towns in Yuen Long, most of the salt water mains serving Tin Shui Wai areas had already been laid. The proposed works in Tin Shui Wai only involved the laying of a salt water main which would be connected to the local distribution network.

32. The Permanent Secretary for Development (Works) (PS(W), DEVB) pointed out that Hong Kong was among the rare places using salt water for flushing while other cities used fresh water for flushing. He explained that conversion from fresh water flushing to salt water flushing involved heavy capital investment to provide for a separate piping system for the areas served. While it was relatively convenient and cost-effective to supply salt water to areas near the coast, the provision of salt water to inland areas was far more costly and complicated, since the latter involved longer distance of mainlaying and more elaborated pumping and water treatment facilities. The Administration had to balance all relevant factors and give prudent consideration in taking forward the initiatives for different areas in phases.

33. Mr WONG Kwok-hing noted the Administration's explanation and requested the Administration to plan ahead in the provision of salt water facilities for the NDAs under planning.

34. PS(W), DEVB explained that the supply of salt water to buildings would depend on the availability of the salt water mains in the area and a salt water flushing system in the building. It was the responsibility of the property developer to connect these mains to the pumping facilities and service pipes within the building to channel the salt water to individual units. At present, new buildings would normally have two sets of flushing facilities to enable the supply of fresh water and salt water separately. As regards the supply of salt water to the NDAs in NWNT, PS(W), DEVB believed that the salt water mains in the road sections should be in place to serve the areas when the NDAs were formed. DWS supplemented that in developing NDAs, the Administration would adopt the most appropriate strategy for water supply in making necessary provisions.

Greening measure

35. Mr LEE Wing-tat appreciated the associated greening works to be taken at the roof of the proposed Tan Kwai Tsuen Salt Water Service Reservoir (SWSR) and Lok On Pai Salt Water Pumping Station (SWPS), and in their adjacent areas, as shown in the photomontages in Enclosure 2 to PWSC(2008-09)46. As the proposed sites encompassed extensive open space, he suggested that the Administration should enhance the greening measures and plant more trees where feasible.

36. DWS said that the Administration had tried to improve the aesthetics and lower the noise impact when designing SWPS. Apart from roof greening, trees

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and shrubs would be planted in the surroundings. He also drew members' attention to the request of local residents for providing a wide promenade in front of SWPS. The Administration would study the feasibility of planting trees in the promenade to enhance the overall greening measures for the project whilst meeting the local residents' request. As requested by Mr LEE Wing-tat, the Administration undertook to provide information on the number of trees that would be planted at the SWSR and SWPS under the project.

(Post-meeting note: The information provided by the Administration was circulated to all Members on 5 January 2009 vide LC Paper No. PWSC28/08-09.)

37. The item was voted on and endorsed.
38. The meeting ended at 9:18 am.

Council Business Division 1
Legislative Council Secretariat
8 January 2009