

# 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 10<sup>th</sup> meeting  
held in the Conference Room A of Legislative Council Building  
on Wednesday, 6 May 2009, 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 James TO Kun-sun  
Hon CHAN Kam-lam, SBS, JP  
Hon LAU Wong-fat, GBM, GBS, JP  
Hon Miriam LAU Kin-ye, GBS, JP  
Hon Andrew CHENG Kar-foo  
Hon TAM Yiu-chung, GBS, JP  
Hon Abraham SHEK Lai-him, SBS, 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  
Dr Hon LEUNG Ka-lau  
Hon WONG Kwok-kin, BBS  
Hon WONG Yuk-man  
Hon IP Kwok-him, GBS, JP  
Dr Hon Samson TAM Wai-ho, JP

**Members absent:**

Hon Timothy FOK Tsun-ting, GBS, JP  
Hon Mrs Regina IP LAU Suk-ye, GBS, JP

**Public officers attending:**

Mr Joe C C WONG, JP	Deputy Secretary for Financial Services and the Treasury (Treasury) <sup>3</sup>
Mr MAK Chai-kwong, JP	Permanent Secretary for Development (Works)
Mr Raymond YOUNG, JP	Permanent Secretary for Development (Planning and Lands)
Ms Anissa WONG, JP	Permanent Secretary for the Environment
Miss Sandra LAM	Principal Assistant Secretary for Financial Services and the Treasury (Treasury) (Works)
Ms Eva CHENG, JP	Secretary for Transport and Housing
Mr Philip YUNG Wai-hung, JP	Deputy Secretary for Transport and Housing (Transport) <sup>1</sup>
Mr WAI Chi-sing, JP	Director of Highways
Mr Albert CHENG Ting-ning, JP	Project Manager (Hong Kong-Zhuhai-Macao Bridge Hong Kong), Highways Department
Mr Enoch LAM Tin-sing, JP	Deputy Secretary for Development (Works) <sup>2</sup>
Mr John CHAI Sung-veng, JP	Director of Civil Engineering and Development
Mr KWONG Hing-ip, JP	Project Manager (Kowloon), Civil Engineering and Development Department
Mr Norman HEUNG Yuk-sai	Deputy Project Manager (Kowloon), Civil Engineering and Development Department

**Clerk in attendance:**

Ms Debbie YAU	Chief Council Secretary (1) <sup>6</sup>
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**Staff in attendance:**

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

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The Chairman reported that a total of 89 capital works projects of an amount of \$39.085 billion had been endorsed by the Public Works Subcommittee (PWSC) in the 2008-2009 session so far.

**Head 708 - Capital Subventions and Major Systems and Equipment  
PWSC(2009-10)17 3QR Hong Kong-Zhuhai-Macao Bridge —  
funding support for Main Bridge**

2. The Chairman advised that the proposal was to upgrade 3QR to Category A at an estimated cost of \$9,046.5 million in money-of-the-day (MOD) prices to provide funding support for the detailed design and construction of the Hong Kong-Zhuhai-Macao Bridge (HZMB) Main Bridge. The Administration had consulted the Panel on Transport on the proposal on 19 December 2008 and 24 April 2009.

3. Mr CHEUNG Hok-ming, Chairman of the Panel on Transport, reported that the Panel in general supported the submission of the proposed project and the proposed HZMB Hong Kong Boundary Crossing Facilities (HKBCF) which was the next item on the agenda of this PWSC meeting. Panel members had expressed concern about the measures to be taken by the Administration in boosting patronage to HZMB to enhance its cost-effectiveness, such as ways to ensure the tolls set by the three governments would be reasonable to induce traffic volume. They were also concerned about the provision of connecting roads to HZMB, and the introduction of ad hoc quotas for cross-boundary private cars. The Panel noted that the Administration had consulted the Islands District Council (IDC) in mid April 2009 on the outcome of the study on the preferred option for the location of the HKBCF at the waters off the north-east of the Hong Kong International Airport (HKIA). The Panel noted that most IDC members supported the proposed location. Panel members also noted that according to the initial findings of the Administration, the noise and air quality impacts of the proposed HKBCF satisfied the requirements under the Environmental Impact Assessment Ordinance (Cap. 499) (EIAO). The Administration had also assured Panel members that it would ensure the related construction works would not bring adverse impact on Chinese White Dolphins. At the request of the Panel, the Administration had also provided supplementary information on the traffic flow forecast of HZMB and the latest situation and timetable for certain developments on north-west Lantau.

4. Mr CHEUNG Hok-ming supported the two proposed projects. He relayed the concern of IDC members about the lack of development in Tung Chung and the slow progress in the implementation of the Concept Plan of Lantau. He was concerned whether consideration had been given to maximizing the economic benefits of HZMB to Lantau.

5. The Secretary for Transport and Housing (STH) highlighted the strategic value of HZMB to the further economic development of Hong Kong, Macao and the Western Pearl River Delta (PRD) region. The HZMB would accelerate the economic co-operation of PRD and its neighbouring provinces, and benefit various sectors in Hong Kong. She acknowledged IDC members' concern about

the development of Lantau Island, and said that the Administration would incorporate in the detailed design of the HKBCF planning features that could facilitate economic growth and employment opportunities for Lantau, in particular Tung Chung.

6. Noting that the construction of the artificial islands would involve reclamation, Mr CHEUNG Hok-ming enquired about the routes of transporting the dumps and reclamation fills, and the associated impacts on road traffic and marine ecology. He said that the fishermen were worried that the reclamation works would affect their fisheries production. Mr CHEUNG urged the Administration to discuss with the fishermen representatives before proceeding to construction.

7. The Director of Highways (DHy) advised that as agreed with the Guangdong government, they would consider supplying reclamation fills and receiving dumps for the two projects, and most of them would be transported by waters. DHy assured members that the construction works, including the transportation of fills and dump, would satisfy the requirements under EIAO and that there would not be adverse impact on marine ecology. He said that the Administration had consulted fishermen representatives on the proposed project since 2007. It would further discuss with the fisherman groups when more concrete details about the transportation of fills and dumps were available.

8. Mr WONG Kwok-hing expressed support for the proposal and urged for its early implementation. Noting that the projects would create about 18 000 jobs, Mr WONG asked whether these included local employment opportunities.

9. STH clarified that the proposed detailed design and construction for HZMB Main Bridge would be carried out in the Mainland. Similar to the winning joint-venture consultant for preliminary design and site investigation works which comprised a Hong Kong consultant as a member, suitable consultants in Hong Kong might submit tenders in the form of joint venture with Mainland consultancy firms for the detailed design. The creation of some 18 000 jobs (about 3 000 for professional/technical staff and 15 000 for labourers) referred to the implementation of the HKBCF, the Hong Kong Link Road (HKLR), the Tuen Mun-Chek Lap Kok Link (TM-CLKL) and Tuen Mun Western Bypass (TMWB). DHy envisaged that all the 15 000 labourers would be recruited locally whereas a small number of professional/technical staff might come from overseas. Subject to funding approval, the detailed design of HKBCF to be supported by professional /technical staff would commence in September 2009 whilst the associated site investigation works involving labourers would take place in the last quarter of 2009.

10. The item was voted on and endorsed.

**Head 706 – Highways****PWSC(2009-10)18      834TH      Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities**

11. The Chairman advised that the proposal was to upgrade part of 834TH to Category A at an estimated cost of \$621.9 million in MOD prices to undertake detailed design and site investigation of HZMB HKBCF. The Administration had consulted the Panel on Transport on the proposal on 19 December 2008 and 24 April 2009.

**Environmental Impact Assessment**

12. Miss Tanya CHAN referred to the concerns expressed by some Tung Chung residents on the visual impact of HKBCF. Although the Administration had depicted the distance from HKBCF to the closest private residential development along Tung Chung shoreline (being about 2 kilometres (km)) as the distance between Central and Jordan and that such distance should be sufficiently far apart, Miss CHAN considered that the visual impact of HKBCF against a bare background was much greater and could not be compared directly with an area surrounded by buildings. She pointed out that apart from visual impact, the Tung Chung residents also showed concern on the noise and air impact of the project on them, which should be properly dealt with in accordance with EIAO.

13. DHy responded that regarding the concern on the noise and air quality impact of the proposed HKBCF, the substantially completed EIA results indicated that they satisfied the requirement under EIAO. To address the concerns on visual impact of HKLR on Tung Chung residents, the Administration had replaced the original sea viaduct scheme for HKLR with a tunnel-cum-at-grade scheme.

14. Mr Albert CHAN expressed grave concern that the Administration had not followed the established procedures in taking forward the proposed project. He said that in taking forward large-scale capital works projects, it was the past practice for the Administration to complete EIA study and to consult the Advisory Council on the Environment (ACE) before seeking funding support from PWSC. He urged PWSC members not to support the proposal as the Administration had not observed these procedures simply because the Central Government had approved the HZMB project. He asked whether ACE had been consulted on the proposal.

15. STH stressed that the Administration had taken forward the project in accordance with the statutory requirements and established procedures. She pointed out that the current proposal was to seek funding support for the detailed design and site investigation for HKBCF, while the funding request for its construction would only be submitted after the completion of the EIA study. In fact, a lot of works relating to EIA at the proposed site had been conducted during the consideration of alternative locations. DHy added that it was not uncommon for EIA and detailed design to be conducted in parallel. For this particular project, the assumptions made during EIA would be considered during the detailed design.

In reply to Mr Albert CHAN, DHy referred members to paragraph 18 of PWSC(2009-10)18 which provided a breakdown of the estimated project cost of \$621.9 million. He said that the project cost was not high when compared to some of the railway projects.

16. Mr Albert CHAN was not convinced of the explanation. He recalled that when ACE considered the proposed fuel transportation project at a site of HKIA, it had returned the proposal for revision twice before giving final support. He considered that the Administration had not followed the due process in seeking funding approval for conducting detailed design and site investigation for facilities which would be constructed on a piece of land to be reclaimed, before the Director of Environmental Protection (DEP) had given approval of the relevant EIA report pending the recommendation of ACE. Mr CHAN expressed further concern that unlike other infrastructural projects, a feasibility study had not been conducted and there was also no master layout plan for this project. Moreover, the original proposed site option at San Shek Wan was suddenly replaced by the present site in late 2008. Mr CHAN called upon PWSC members to properly discharge their duties by monitoring closely the capital works projects and not to support projects which did not follow established procedures.

17. Miss Tanya CHAN shared Mr Albert CHAN's concern that it was not desirable to conduct EIA and detailed design at the same time. In the present case, the Administration would soon submit the EIA report to DEP under the EIAO for approval and to ACE for comment. If the EIA report was not approved by DEP and not supported by ACE, an alternative site location would have to be selected and the public resources spent on the detailed design for the proposed site would be wasted.

18. DHy advised that the Administration had engaged a consultant in July 2008 to undertake the investigation and preliminary design for the project. Since the consultant had already completed most parts of the EIA and other impact assessments, the current indications were that the project would be able to meet the EIAO requirements. He advised that the consultant would take some months to compile the data and prepare the EIA report. He added that it was not uncommon for EIA and detailed design to be carried out in parallel for infrastructure projects, and Tuen Mun Road Town Centre Section and Tolo Highway were two recent examples.

19. Mr Albert CHAN said that he remained concerned about the present approach adopted by the Administration in seeking funding approval for this project. He requested the Research and Library Services Division (R&LSD) of the Secretariat to provide information before the relevant meeting of the Finance Committee (FC) on the sequence of events in taking forward projects involving reclamation and transportation of fuels under the Airport Core Programme (ACP) vis-à-vis the proposed HKBCF, including the dates (where applicable) for commencing/completing the following steps:-

- (a) development of master layout plan
- (b) conducting feasibility studies
- (c) preliminary design and investigation
- (d) conducting environmental impact assessment and releasing the report
- (e) consultation with ACE
- (f) detailed design and site investigation
- (g) funding submissions to PWSC/FC
- (h) construction works

Admin

20. Mr Albert CHAN also requested the Administration to provide further information, with reference to previous cases, on the process for taking forward projects which involved different stages including the drawing up of master layout plan; conducting of feasibility study, preliminary design, EIA study, detailed design and investigation; and seeking funding approval at various stages before proceeding to construction. STH said that the EIAO came into force in 1998 after the ACP was completed. She agreed to provide further information on the justifications for taking forward the detailed design at this juncture.

Admin

21. The Permanent Secretary for the Environment (PS(ENV)) advised that the EIA study brief for the proposed project had been issued to the Highways Department in April 2008, with details on the scope of the study including air quality, water quality, ecology and waste management. She advised that the Technical Memorandum of the EIAO provided objective and transparent criteria in respect of relevant standards acceptable under the relevant legislation. The consultant engaged for the investigation and preliminary design should have checked the data obtained in the initial findings against these objective indicators in tendering his advice to the client for the detailed design. She said that the conduct of detailed design and site investigation did not require environmental permits. For the construction and operation of the related works, including the reclamation works, dredging operation, extension of Automated People Mover, and road bridges, environmental permits would be required. The Permanent Secretary for Development (Works) (PS(W), DEVB) added that according to the internal guidelines issued by the former Environment, Transport and Works Bureau in 2003, EIA study and detailed design could be undertaken concurrently.

#### Design of the passenger clearance building and consultants' fees

22. Given that an amount of \$287.7 million had been earmarked for detailed design as part of the consultants' fees under the project, Prof Patrick LAU hoped that such a high level of provision could result in an outstanding design of HKBCF, in particular that of the passenger clearance building which would be in close proximity to the existing Airport Terminal which was renowned for its design. He asked whether the Administration would organize a design competition for the passenger clearance building. Mr TAM Yiu-chung concurred that the outlook design of the said building should be compatible with that of the Airport Terminal.

Admin

23. DHy said that bidders for the project might be required to submit a detailed design of the passenger clearance building together with the technical report. The submission with the best design and highest standard in environmental performance would be selected. The same approach had been adopted in the selection of consultants for the Austin Station of the Kowloon Southern Link. At the request of Prof Patrick LAU, the Administration agreed to provide information on the mechanism of selecting consultant(s) for the proposed detailed design of the project.

24. Expressing support for the proposed project, Mr Abraham SHEK considered that the consultants' fee of \$110.5 million for the preparation of tender documents and assessment of tenders was too high. The Project Manager (Hong Kong-Zhuhai-Macao Bridge Hong Kong), Highways Department explained that the project had a wide scope including reclamation works to provide land for the development of HKBCF; provision of cargo processing facilities (including kiosks for clearance of goods vehicles, customs inspection platforms, X-ray buildings); passenger related facilities; and also provision of transport and miscellaneous facilities inside HKBCF. All of them necessitated preparation of tender documents and assessment, and much efforts and time would be required to draw up the specifications.

#### Land use for economic activities

25. Mr LEE Wing-tat expressed concern about the lack of economic activities at the future HKBCF. He was worried that in the absence of a master layout plan, only small portions of land at inconvenient and scattered locations of the HKBCF would be allocated for conducting economic activities. He was keen to ensure that the Transport and Housing Bureau (THB) would not dictate the use of lands at HKBCF and designate them solely for customs clearance purpose for security reasons.

Admin

26. STH advised that it would be necessary to ensure security in the area and effective operation of HKBCF, which could not be compromised for the sake of economic development. She said that a comprehensive planning approach would be adopted in drawing up the conceptual plan for HKBCF. For example, reference could be made to the model of HKIA which had been very successful by incorporating retail services at the Terminal Buildings. She remarked that it would not be in the interest of any party if facilities provided at HKBCF would turn out to be unsustainable. Mr LEE Wing-tat urged that when undertaking the detailed design of the project, the Administration should ensure an appropriate balance of land use at the proposed HKBCF by incorporating facilities for economic development. He requested the Administration to provide explanation on the land use at HKBCF, and brief the Panel on Transport accordingly. Mr LEE said that Members belonging to the Democratic Party would not support the proposal unless the Administration provided a satisfactory response.



Transport and economic functions

27. Miss Tanya CHAN envisaged that HZMB would bring increased flow of people, and enquired whether the Administration had any plan to provide mass transportation service to facilitate commutation between HKBCF and other parts of Hong Kong, in particular Lantau and Tung Chung.

28. STH highlighted that HKBCF would become a transportation hub, linking the future HZMB HKLR, TM-CLKL and TMWB as well as existing road networks. There was also an option for the proposed rail link between HKIA and the Shenzhen Airport to connect to HKBCF. With these connections, HKBCF would serve as a strategic multi-modal transportation hub and the synergy effect would be considerable.

29. Mr WONG Kwok-hing expressed support for the proposal as this would also create jobs for local people. In view of the close proximity of the site to Tung Chung, he urged the residents of Tung Chung be given priority for taking up jobs created under the project. STH responded that the Administration would encourage the contractors to recruit labourers/staff from Tung Chung and Tuen Mun.

30. Mr WONG Kwok-hing was pleased to note from the Administration's supplementary information (LC Paper No. CB(1)1493/08-09(01)) that based on the Revised Concept Plan for Lantau, the Administration was proceeding by phases with the feasibility study of proposed development in the different planning zones, including Tung Chung's extension to the west by reclamation. He asked about the time frame for completing the study.

31. The Deputy Secretary for Transport and Housing (Transport)<sup>1</sup> advised that upon the funding approval for the proposed project, THB would liaise with relevant bureaux/departments about the time frame in taking forward the said feasibility study having regard to the schemes of the nearby HKLR and HKBCF. The study would look into the extent and land uses of the westerly extension of Tung Chung. At the request of Mr WONG Kwok-hing, THB would liaise with the Civil and Engineering Development Department to provide information on the progress of the feasibility study, and where available, the time frame for completion of the study.

Admin

32. Mr TAM Yiu-chung hoped that the project could be taken forward expeditiously to enhance the economic development of the Lantau Island. He noted that there were divergent views on the proposed site location of HKBCF due to concerns about the economic benefits to be brought to the local communities. He said that a coalition concern group comprising IDC members and local people had expressed their views in a recent submission and he hoped that STH would consider their suggestions. STH undertook to continue to communicate with the concern groups and IDC members. She believed that the present location of HKBCF would improve the connectivity between the Lantau Island/Tung Chung and urban areas, and thus enhance the economic growth of these areas.

Financing arrangement of Hong Kong-Zhuhai-Macao Bridge

33. Mr Albert CHAN reiterated his grave concern about the financing arrangement for the HZMB Main Bridge project that a large share of the construction cost would be borne by Hong Kong. Despite the split of contribution among the three places had been determined based on the estimated economic benefits, Mr CHAN considered that the analysis was illogical and unjustified because he believed that Macao would be most benefitted as HZMB would provide greater convenience for Hong Kong people to travel to Macao and spend there. He stated that Members belonging to the League of Social Democrats objected to the proposed financing arrangement.

34. As members raised no further question, the Chairman put the item to vote. 12 members voted for the proposal, one member voted against and six members abstained. The individual results were as follows:

*For :*

Mr CHAN Kam-lam

Ms Miriam LAU Kin-yee

Mr Abraham SHEK Lai-him

Mr Alan LEONG Ka-kit

Ms Starry LEE Wai-king

Mr WONG Kwok-kin

(12 members)

Mr LAU Wong-fat

Mr TAM Yiu-chung

Mr WONG Kwok-hing

Mr CHEUNG Hok-ming

Mr CHAN Hak-kan

Mr IP Kwok-him

*Against :*

Mr Albert CHAN Wai-yip

(1 member)

*Abstain:*

Mr Fred LI Wah-ming

Prof Patrick LAU Sau-shing

Ms Cyd HO Sau-lan

(6 members)

Mr LEE Wing-tat

Mr KAM Nai-wai

Dr LEUNG Ka-lau

35. The item was endorsed.

**Head 707 – New Towns and Urban Area Development**

**PWSC(2009-10)20 711CL Kai Tak development — advance infrastructure works for developments at the southern part of the former runway**

**PWSC(2009-10)21 469CL Kai Tak development — infrastructure at north apron area of Kai Tak Airport**

**PWSC(2009-10)22 465CL Kai Tak development — Kai Tak approach channel and Kwun Tong typhoon shelter improvement works**

**702CL Kai Tak development — remaining infrastructure works for developments at the former runway**

36. The Chairman proposed and members agreed to combine the discussion and voting of the three funding proposals under PWSC(2009-10)20, PWSC(2009-10)21 and PWSC(2009-10)22 as they were related projects of the Kai Tak development (KTD).

37. The Chairman advised that the Panel on Development was consulted on the three funding proposals at the meeting on 31 March 2009. The proposal under PWSC(2009-10)20 was to upgrade part of 711CL to Category A at an estimated cost of \$539.6 million in MOD prices for construction of stage 1 advance infrastructure works to serve the early developments at the southern part of the former runway, whereas PWSC(2009-10)21 was to upgrade part of 469CL to Category A at an estimated cost of \$566.5 million in MOD prices for construction of stage 1 infrastructure works to serve the early developments at the north apron of Kai Tak Airport. The proposal under PWSC(2009-10)22 sought to upgrade part of 465CL and part of 702CL at an estimated cost of \$50 million and \$32 million respectively in MOD prices for site investigations, environmental mitigation trial and monitoring, and engagement of consultants to undertake detailed design and tender documentation for the improvement works to Kai Tak approach channel (KTAC) and Kwun Tong typhoon shelter (KTTS) and for the remaining infrastructure works at the former runway and south apron.

38. Mr LAU Wong-fat, Chairman of the Panel on Development, said that while Panel members generally supported the three funding proposals, they had raised a number of concerns, including the effectiveness of bioremediation treatment of the contaminated sediments to improve the environment of KTAC, and whether the forming of a 600-metre opening at the former runway would adversely affect the water quality in To Kwa Wan typhoon shelter (TKWTS). The Administration was requested to resolve the problem of emission of obnoxious odour in KTTS, TKWTS and other typhoon shelters. Some members suggested that the Administration should reserve adequate space along the waterfront of KTD for public enjoyment, and hence the provision of road network under the proposed works should be located far away from the waterfront and its pedestrian

walks. It was also suggested that the Administration should relocate the offices of various departments to the new government office building in KTD, with a view to providing "one-stop" service to the local residents. As some of the land would not be occupied during the early stage of development, the Administration was requested to consider providing temporary public facilities at KTD to optimize the use of land. Some Panel members also expressed concern whether the planning concepts and parameters of KTD could be effectively implemented. As requested by Panel members, the Administration had listed separately the estimated costs of contract administration by consultants and resident site staff in the funding proposals, where applicable.

#### Overall planning of Kai Tak Development

39. Mr Albert CHAN conveyed that Members belonging to the League of Social Democrats objected to the three funding proposals. While he supported the development of Kai Tak, he disagreed with the planning under the approved Kai Tak Outline Zoning Plan. In his view, the latest planning scheme had deviated from the original vision of bringing improvement to the old districts (e.g. Hung Hom, To Kwa Wan and Wong Tai Sin) as there was a lack of provision in public housing estates. He also opined that it would be a waste of land and public resources under the existing plan to include the provision of a large football field in KTD, as such facility should be located in less busy areas to facilitate crowd management and dispersal.

40. Mr Alan LEONG said that Members belonging to the Civic Party supported early implementation of the KTD project, in view of the prolonged planning process and the economic benefits that KTD would bring about to the community. However, these members considered that the Administration should improve the design to enhance interface between KTD and adjacent districts to facilitate revitalization of old areas and refine the water promenade. The road infrastructure should be enhanced for better connection with the old areas, while the carriageway network should be located away from the promenade to enhance the space for public enjoyment. Mr LEONG requested the Administration to address these concerns in the proposed detailed design and investigation (i.e. projects 465CL and 702CL), and where practicable, look into the feasibility of adjusting the design to address the issues in question in taking forward the relevant construction works (i.e. projects 711CL and 469CL). He said that Members belonging to the Civic Party would not object to allowing the funding proposals to be forwarded to FC for consideration, but they might not support the proposals at the FC meeting if their concerns were not adequately addressed.

41. The Director of Civil Engineering and Development Department (DCED) said that the Administration had already provided a written response to the Civic Party on the issues in question. Some of these issues were related to the approved land use plan which had undergone extensive public consultation. Nevertheless, the Administration would discuss with the consultants to see if there was room for further adjustment during the detailed design and site investigation for related projects. At the request of Mr Alan LEONG, the Administration agreed

Admin to provide, before the relevant FC meeting, a further written response to the concerns raised by the Civic Party, and confirm that these concerns would be further considered in the detailed design and construction stages as far as practicable.

Admin 42. Ms Starry LEE requested the Administration to consider providing temporary public facilities at KTD, with a view to more effectively making use of the land not being occupied during the early stage of the development, and provide a written response.

### Three-pronged approach to tackle the odour problem at Kai Tak approach channel

#### *Improvement methods*

43. Ms Starry LEE declared that she was a member of the Kowloon City District Council (KCDC). While expressing support for early implementation of the proposed infrastructure works for KTD, she conveyed the concerns of KCDC on the cost effectiveness of the in-situ bioremediation treatment on contaminated sediments at KTAC and KTTS and the formation of a 600-metre opening at the former runway. She opined that due to a lower landscape and poor water flow in the To Kwa Wan waterfront, the tidal flushing effect brought by the opening to these areas would be limited.

44. Mr LEE Wing-tat doubted the feasibility of the three-pronged approach to deal with the odour problem at KTAC, especially in view of the ineffectiveness of odour abatement measures to deal with other odour hotspots at waterfront areas. He was worried that the Administration had resorted to the proposed methods only because these would incur less costs.

45. Prof Patrick LAU said that he had observed the proposed bioremediation method at a site visit arranged by the Administration for members of the Development Panel on 26 February 2009. He found that the strategy and techniques for the improvement works were very comprehensive.

46. In response to members' concerns, DCED explained in detail the three-pronged approach to tackle the odour problem at KTAC. Apart from the in-situ bioremediation treatment on sediments, improvement works would be carried out for the drainage and sewerage systems in the hinterland of KTD to intercept polluted discharges at source. In view of the poor tidal flushing of KTAC, it was also recommended to create a 600-metre opening at the former runway near the dead end of KTAC to improve water circulation. In this way, the daily tidal flows from the Victoria Harbour would improve the water quality in KTAC. A detailed assessment conducted under the EIA study had ascertained the effectiveness of the proposed 600-metre opening works. DCED added that the improvement works to the existing drainage and sewerage systems in the hinterland together with additional sewerage facilities to intercept and transfer polluted discharges would be carried out by the Drainage Services Department (DSD) and the Environmental Protection Department (EPD) in phases from early

2009, aiming at completion in 2013-2014, with dredging of sediments in TKWTS by end 2009.

47. PS(ENV) added that the in-situ bioremediation treatment of sediments involved injection of oxidants into the treatment area to provide the intrinsic bacteria with oxygen, thereby enhancing the transformation of odorous sulphides into odourless sulphates. The method did not entail dredging activity to remove contaminated sediments.

48. The Project Manager (Kowloon), Civil Engineering and Development Department (PM(K), CEDD) advised that the feasibility of the three-pronged approach to tackle the odour problem at KTAC was confirmed by the EIA report of KTD, and overseas experience had shown that the proposed interception arrangement was the most effective means to tackle the pollution problem.

49. Ms Starry LEE reiterated her grave dissatisfaction with the proposed opening at the former runway, especially when the concerns of local residents had not been allayed. It appeared that the residents were not given alternatives to the proposal as the Administration had insisted on a "no reclamation" plan in accordance with the judgment by the Court of Final Appeal in early 2004 on the interpretation of the Protection of Harbour Ordinance (Cap. 531).

50. Mr CHAN Kam-lam opined that improvement works should be concurrently undertaken at TKWTS to avoid water pollutants flowing from TKWTS into KTTS, so as not to undermine the effectiveness of the proposed improvement works. The Administration should also determine the necessity of forming the 600-metre opening in the light of the performance of the bioremediation treatment of sediments and interception of polluted discharge at source. The Administration took note of the suggestion.

#### *Improvement targets*

51. Mr LEE Wing-tat enquired whether the water quality at KTAC could be significantly improved, say, up to a standard suitable for swimming and rowing, after the proposed works. DCED responded that the proposed three-pronged approach mainly involved intercepting of polluted discharges from the hinterland, treating contaminated sediments, and improving water circulation and water quality in KTAC to a level comparable to that of the marine waters in the Victoria Harbour. PS(W), DEVB said that the Administration would strive to improve the water quality in KTAC, and where possible, up to a standard suitable for rowing.

52. Mr CHAN Kam-lam and Ms Starry LEE opined that the Administration should set relevant targets for the improvement of the water quality in KTTS and TKWTS. In response to their requests, the Administration agreed to provide, before the relevant FC meeting, information on the improvement works for the drainage and sewerage system in the hinterland of KTD to intercept polluted discharge at source to improve water quality at TKWTS and KTTS, including the relevant time frame for completing such works. The Administration would also

Admin provide the data of existing water quality at TKWTS, relevant targets of improvement in water quality at KTTS and TKWTS, and the time frame for attaining such targets.

*Consultation*

53. As regards Ms Starry LEE's concern about KCDC's views on the improvement works at KTAC and KTTS, PM(K), CEDD informed members that the Administration had discussed with the district councils concerned, including KCDC, on the proposed improvement works at KTAC and KTTS. The Administration had arranged a site visit with KCDC members and attended its Housing and Infrastructure Committee (HIC) meeting on 23 April 2009 to explain the need for the complementarity of the 600-metre opening works for solving the odour problem in the long run. The Administration was committed to further engagement with KCDC in the design stage, and parallel efforts would be made to deal with the odour problem in the neighbouring TKWTS. On this understanding, HIC had no further comment on the proposal to proceed to the design stage of the project.

54. Ms Miriam LAU expressed concern that the consultation with KCDC members had not completely allayed their worries about the proposed improvement works, especially with regard to the forming of the 600-metre opening at the former runway. It seemed that the Administration had not accurately presented the outcome of consultation in the paper PWSC(2009-10)22.

55. Mr KAM Nai-wai noted that according to the Administration's paper, all three relevant district councils, including KCDC, were generally supportive to the proposed works. As it appeared that some KCDC members remained concerned about the works, he requested the Administration to clarify the outcome of consultation. He also requested the LegCo Secretariat to provide a summary on the views and concerns expressed at the meeting of HIC of KCDC held on 23 April 2009 for members' reference.

LegCo  
Secretariat

56. PM(K), CEDD responded that a working committee would be formed to work with KCDC to follow up the odour problem in TKWTS. Improvement works to the existing drainage and sewerage systems in the hinterland of KTD under the Central and East Kowloon sewerage master plans were already in progress, and the relevant departments would continue to take enforcement actions against illegal discharges. He assured members that the Administration would actively deal with the odour problem in question.

*Impact of improvement works on the operation of KTTS*

57. Ms Miriam LAU conveyed the concerns from the marine industry about the possible adverse impact of the proposed 600-metre opening on the operation of KTTS and associated marine activities. She asked whether some of the anchorage and shelter spaces at KTTS would be suspended for use during the formation works. She requested the Administration to consult the marine industry and users

of KTTS in this regard.

Admin

58. DCED explained that the 600-metre opening would be created at the former runway near the end of KTAC, but KTTS was further away towards the other end of KTAC. It was envisaged that the impact of the proposal on the operation of KTTS would be minimal. The Administration would take into account the need to maintain operation of KTTS during the stage of forming the opening in determining the detailed phasing of the future improvement works of KTAC. He assured members that the Administration would conduct further consultation with the local community, including users of KTTS. PM(K), CEDD added that local views, including those of users of KTTS, had been gauged during the earlier public participation programme on the planning of KTD. At the request of Ms Miriam LAU, the Administration agreed to provide further information on the assessment of the possible adverse impacts of the proposed projects on the operation of KTTS, and measures to minimize such impact.

#### *Costs of improvement works*

59. Referring to some media reports, Ms Starry LEE expressed concern about the cost of the proposed environmental improvement works at KTAC and KTTS. Mr LEE Wing-tat was concerned that the estimated costs of such improvement works were provided to the media but not to members earlier. DCED said that he had no idea of the source of information in the media reports, as the costs of the improvement works would only be estimated in the next stage after completion of the proposed detailed design and site investigation.

#### *Interface with other concurrent projects*

60. As the formation of the 600-metre opening at the former runway would coincide with the construction works for Trunk Road T2, Mr CHAN Kam-lam expressed concern that the construction works of the Trunk Road would agitate and release the contaminated sediments at KTTS and affect the opening works. The Deputy Project Manager (Kowloon), CEDD said that Trunk Road T2 was a Schedule 2 Designated project requiring an Environmental Permit for construction, and an EIA study would be undertaken to assess the potential environmental impacts of the road and identify the mitigation measures required. As there would be other works taking place in the adjacent waterfront areas concurrently with the improvement works at KTTS, the Administration would look into the related environmental issues in the proposed detailed design and site investigation for Trunk Road T2.

#### Infrastructure works at north apron area of former Kai Tak Airport

61. Mr CHAN Kam-lam noted that the proposed infrastructure works at north apron area of the former Kai Tak Airport would include construction of only two drainage box culverts. He suggested that more such facilities should be incorporated to address the needs for further developments in the areas. PM(K), CEDD said that the provision of two box culverts was under stage 1



infrastructure works to serve the early developments at the north apron and more such facilities would be provided in the next stage of development.

Admin 62. Prof Patrick LAU enquired about the construction of footbridges and improvement of existing subways under the proposed infrastructure works. The Administration agreed to provide, before the relevant FC meeting, further layout plans with better indication on the location of footbridges and subways.

### Conclusion

63. PS(W), DEVB said that relevant bureaux and departments would continue to meet and discuss the progress of KTD which would be taken forward by stages in 2013, 2016 and 2021. As the issues raised by members involved technical, programming and management aspects, the Administration would be pleased to answer members' further enquiries after the meeting to enhance their understanding. The Administration would also look into the feasibility of addressing members' concerns at the detailed design and site investigation stage of relevant projects. Regarding members' concern about the water quality at KTAC and the two typhoon shelters, PS(ENV) said that EPD and DSD would continue to take forward improvement works to the existing drainage and sewerage systems in the hinterland of KTD.

LegCo  
Secretariat

64. Ms Starry LEE requested the LegCo Secretariat to compile information on the views and suggestions raised by members in the past on the KTD project, in particular issues related to the improvement of KTAC.

### Voting on PWSC(2009-10)20

65. The Chairman put the item to vote. Mr LEE Wing-tat requested a division. Of the members present, 11 members voted for the item, one member voted against and nine members abstained. The individual results were as follows:

For:

Mr CHAN Kam-lam	Mr LAU Wong-fat
Ms Miriam LAU	Mr TAM Yiu-chung
Mr Abraham SHEK	Mr WONG Kwok-hing
Mr CHEUNG Hok-ming	Mr Starry LEE
Mr CHAN Hak-kan	Mr WONG Kwok-kin
Mr IP Kwok-him	

(11 members)

Against:

Mr Albert CHAN  
(1 member)

Abstain

Mr Fred LI	Mr James TO
Mr Andrew CHENG	Mr LEE Wing-tat

Mr Alan LEONG                      Prof Patrick LAU  
Mr KAM Nai-wai                      Ms Cyd HO  
Miss Tanya CHAN  
(9 members)

66.        The item was endorsed by the Subcommittee.

Voting on PWSC(2009-10)21

67.        The Chairman put the item to vote. Mr LEE Wing-tat requested a division. Of the members present, 11 members voted for the item, two members voted against and eight members abstained. The individual results were as follows:

For:

Mr CHAN Kam-lam                      Mr LAU Wong-fat  
Ms Miriam LAU                          Mr TAM Yiu-chung  
Mr Abraham SHEK                      Mr WONG Kwok-hing  
Mr CHEUNG Hok-ming                  Mr Starry LEE  
Mr CHAN Hak-kan                      Mr WONG Kwok-kin  
Mr IP Kwok-him  
(11 members)

Against:

Mr Albert CHAN                          Mr WONG Yuk-man  
(2 members)

Abstain

Mr Fred LI                                  Mr James TO  
Mr Andrew CHENG                      Mr LEE Wing-tat  
Mr Alan LEONG                          Prof Patrick LAU  
Mr KAM Nai-wai                          Miss Tanya CHAN  
(8 members)

68.        The item was endorsed by the Subcommittee. Mr Albert CHAN requested that this item be voted on separately at the relevant FC meeting.

Voting on PWSC(2009-10)22

69.        The Chairman put the item to vote. Mr LEE Wing-tat and Ms Starry LEE requested a division. Of the members present, five members voted for the item, two members voted against and 17 members abstained. The individual results were as follows:

For:

Mr LAU Wong-fat	Mr Abraham SHEK
Mr WONG Kwok-hing	Mr WONG Kwok-kin
Dr Samson TAM	
(5 members)	

Against:

Mr Albert CHAN	Mr WONG Yuk-man
(2 members)	

Abstain

Mr Fred LI	Mr James TO
Mr CHAN Kam-lam	Ms Miriam LAU
Mr Andrew CHENG	Mr TAM Yiu-chung
Mr LEE Wing-tat	Mr Alan LEONG
Mr CHEUNG Hok-ming	Prof Patrick LAU
Mr KAM Nai-wai	Ms Cyd HO
Ms Starry LEE	Mr CHAN Hak-kan
Mr Paul CHAN	Miss Tanya CHAN
Mr IP Kwok-him	
(17 members)	

70. The item was endorsed by the Subcommittee. Members agreed that all the five items considered at the meeting would be voted on separately at the relevant FC meeting.

71. Owing to time constraint, the Chairman suggested and members agreed that the remaining four items on the agenda (PWSC(2009-10)23, 24, 25, and 26) be deferred to another meeting to be arranged.

*(Post-meeting note: With the concurrence of the Subcommittee Chairman, an additional meeting was scheduled for Thursday, 7 May 2009 to deal with the unfinished items deferred from the meeting.)*

72. The meeting ended at 11:00 am.

Council Business Division 1  
Legislative Council Secretariat  
21 May 2009