

**立法會**  
**Legislative Council**

LC Paper No. CB(1)1918/10-11  
(These minutes have been seen  
by the Administration)

Ref: CB1/PS/1/08/1

**Panel on Transport**

**Subcommittee on Matters Relating to Railways**

**Minutes of special meeting on  
Thursday, 16 December 2010, at 2:30pm  
in the Chamber of the Legislative Council Building**

**Members present :** Hon Miriam LAU Kin-ye, GBS, JP (Chairman)  
Ir Dr Hon Raymond HO Chung-tai, SBS, S.B.St.J., JP  
Hon LAU Kong-wah, JP  
Hon Andrew CHENG Kar-foo  
Hon LI Fung-ying, SBS, JP  
Hon WONG Kwok-hing, MH  
Hon Jeffrey LAM Kin-fung, SBS, JP  
Hon CHEUNG Hok-ming, GBS, JP  
Hon Ronny TONG Ka-wah, SC  
Hon KAM Nai-wai, MH  
Hon WONG Sing-chi  
Hon IP Wai-ming, MH  
Hon Mrs Regina IP LAU Suk-ye, GBS, JP  
Hon Tanya CHAN  
Hon Albert CHAN Wai-yip

**Members attending :** Hon James TO Kun-sun  
Dr Hon Priscilla LEUNG Mei-fun  
Dr Hon PAN Pey-chyou

Action

**Members absent** : Hon Abraham SHEK Lai-him, SBS, JP  
Hon LEUNG Kwok-hung

**Public Officers attending** : **Agenda item I**

Mr YAU Shing-mu  
Under Secretary for Transport and Housing

Ms Maisie CHENG  
Deputy Secretary for Transport and Housing  
(Transport) 1

Mr C W CHOW  
Principal Assistant Secretary for Transport and  
Housing (Transport) 7

Mr Henry CHAN  
Principal Government Engineer / Railway Development  
Highways Department

**Agenda item II**

Mr YAU Shing-mu  
Under Secretary for Transport and Housing

Ms Maisie CHENG  
Deputy Secretary for Transport and Housing  
(Transport) 1

Mr C W CHOW  
Principal Assistant Secretary for Transport and  
Housing (Transport) 7

Mr Henry CHAN  
Principal Government Engineer / Railway Development  
Highways Department

**Attendance by invitation : Agenda item I**

Mr Henry LAM  
General Manager – SCL/KTE  
MTR Corporation Limited

Mr James CHOW  
Project Manager – SCL/KTE Civil  
MTR Corporation Limited

Ms Maggie SO  
Senior Manager – Projects and Property Communications  
MTR Corporation Limited

**Agenda item II**

Mr Mark CUZNER  
Project Manager – SIL Civil  
MTR Corporation Limited

Ms Maggie SO  
Senior Manager – Projects and Property Communications  
MTR Corporation Limited

**Clerk in attendance :** Ms Joanne MAK  
Chief Council Secretary (1)2

**Staff in attendance :** Mr Franco KWONG  
Council Secretary (1)1

Miss Mandy LAM  
Legislative Assistant (1)2

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- I Further discussion on progress report of Kwun Tong Line Extension and funding application for Essential Public Infrastructure Works**  
(Legislative Council Brief - Administration's paper on Kwun Tong Line Extension – Authorization of Scheme

- Following Receipt of Objections
- LC Paper No. CB(1)603/10-11(03) - Administration's paper entitled "Progress Report of Kwun Tong Line Extension and Funding Application for Essential Public Infrastructure Works"
- LC Paper No. CB(1)603/10-11(05) - Administration's reply letter dated 2 December 2010 to the letter dated 20 October 2010 from Whampoa Garden Site 9 Owners' Committee on the Kwun Tong Line Extension project)

The Subcommittee deliberated (Index of proceedings attached in **Annex**).

2. Dr Priscilla LEUNG declared that she owned property in Whampoa Garden.

3. Further to previous discussion on the progress report of Kwun Tong Line Extension (KTE) and the funding application for related essential public infrastructure works (EPIW) on 6 December 2010, the Subcommittee continued discussion on the subject at this meeting. Subcommittee members expressed major concerns on the following issues -

Admin/  
MTRCL

- (a) Provision of entrances connected to shopping arcades  
the Administration/the MTR Corporation Limited (MTRCL) were urged to consider provision of a Whampoa Station (WHA) entrance connected to the basement of commercial arcades in Whampoa Garden and, if the request was acceded to, to confirm whether delay would be caused to the implementation of the KTE project as the scheme had been gazetted already; and

Admin/  
MTRCL

- (b) Proposed underground ventilation shafts for WHA  
the Administration/MTRCL were requested to explain in detail the reasons for not agreeing to adopt underground ventilation shafts as proposed by residents of Harbourfront Landmark.

Admin/  
MTRCL

4. The Administration and MTRCL were also reminded that the following information requested by members at the last meeting on 6 December 2010 was

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still pending -

- (a) response to reconsider residents' request for provision of pedestrian subways along Hung Hom Road to connect Laguna Verde and Hok Yuen area to the future WHA, as well as to connect the residential area in Hung Hom Bay, such as Harbour Place, to WHA;
- (b) response to residents' requests for review of the location of the two WHA entrances as well as the design of the ventilation shaft/lift/emergency access next to site 8 of Whampoa Garden to ensure that no disturbance would be caused to residents; and
- (c) details of the above-station property development project at Ho Man Tin Station including the number of flats and plot ratio.

5. After discussion, Subcommittee members noted that the current funding application would be submitted to the Public Works Subcommittee (PWSC) in January 2011 for consideration, and no members raised objection.

*(Post-meeting note: The funding application related to EPIW for KTE was considered by PWSC at its meeting on 19 January 2011.)*

**II Progress report of South Island Line (East) and funding application for Essential Public Infrastructure Works**

- (Legislative Council Brief
- Administration's paper on South Island Line (East) – Authorization of Scheme Following Receipt of Objections
- LC Paper No. CB(1)603/10-11(04) - Administration's paper entitled “Progress Report of South Island Line (East) and Funding Application for Essential Public Infrastructure Works”)

6. The Administration/MTRCL briefed the Subcommittee on the latest estimated construction cost and the progress of the property development of the South Island Line (East) (SIL(E)) project under the "Rail-plus-property" model.

Proposed viaduct adjacent to the Tung Wah Group of Hospitals Jockey Club Rehabilitation Complex (JCRC)

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7. In response to Subcommittee members' concern about the impact of implementation of the SIL(E) project on the JCRC, MTRCL advised that it had reached an agreement with management of JCRC and parents concerned on the following arrangements -

- (a) there would be at least a separation of 18 metres between the external concrete frame of the viaduct and the windows of the adjacent building of JCRC;
- (b) the top level of viaduct structure would be lower than the ground level of JCRC;
- (c) noise barrier would also be installed for the JCRC building block adjacent to the viaduct; and
- (d) during the construction stage and upon completion of construction works, it would continue to discuss with the management of JCRC to seek further improvement measures where necessary.

Property development at the former Wong Chuk Hang Estate site

8. The Administration proposed to concentrate property development at the former Wong Chuk Hang Estate site while the site adjacent to the Ocean Park Station would be reserved for other more suitable purposes. The MTRCL proposed to build a railway station, a public transport interchange, a depot, a shopping centre and residential buildings on the former Wong Chuk Hang Estate site of about seven hectares in area. The area of the shopping centre and residential development would be about 47 000 and 360 000 square metre respectively. The scale of the property development might need to be adjusted downward, subject to the rezoning approval of the Town Planning Board and the guidelines to be promulgated by the Buildings Department (BD) on measures to foster a quality and sustainable built environment.

9. The Chairman asked that in case the scale of the property development was adjusted downward significantly, whether the funding gap thus resulted would be met by the Government funding. The Administration responded that as the proposal made by MTRCL had taken into account the concerns about environmental issues including air ventilation of the district, its current scale might be able to comply with the requirements of the relevant guidelines to be promulgated by BD. Even though the scale was required to be adjusted downward, the adjustment was not expected to be significant.

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Barging point at Telegraph Bay

10. Mrs Regina IP urged the Administration/MTRCL to address the concern expressed by the residents in Pokfulam about the environmental impacts brought about by the barging point at the Telegraph Bay for handling the excavated materials arising from the SIL(E) project. Although the proposed number of trucks using Telegraph Bay was reduced to 150 per working day and would only operate from 9 am to 3 pm to minimize the traffic impact, consideration should be given to requiring some trucks to use other barging points with spare capacity, such as the public fill barging point at Chai Wan.

11. The Administration advised that there was a need to set up barging facilities close to the construction sites in the Southern District. Apart from the barging point at Telegraph Bay, some excavated materials would be handled by the barging point at Lee Nam Road. The excavated materials from SIL(E) station construction at Admiralty would be handled by the barging point at the Western Public Cargo Working Area. As to the barging point at Chai Wan, the Administration advised that it had no spare capacity to handle the excavated materials from SIL(E), given that there were about 700 trucks using this barging point per day in the peak seasons.

Admin 12. At the request of Mr KAM Nai-wai, the Administration agreed to provide the following supplementary information -

- (a) details and implementation programme of the proposed EPIW set out in the paragraph 15 of the Administration's paper (LC Paper No. CB(1)603/10-11(04)); and
- (b) the reason(s) for not providing pedestrian connection facilities between the proposed Wong Chuk Hang Station and South Wave Court or Sham Wan area.

13. Subcommittee members raised no objection that the current funding application would be submitted to the PWSC in January 2011 for consideration.

*(Post-meeting note: The funding application related to EPIW for SIL(E) was considered by PWSC at its meeting on 25 January 2011.)*

**III Any other business**

14. There being no other business, the meeting ended at 4:15 pm.

Action

- 8 -

Council Business Division 1  
Legislative Council Secretariat  
6 May 2011

## Panel on Transport

### Subcommittee on Matters Relating to Railways

#### Proceedings of the special meeting on Thursday, 16 December 2010, at 2:30 pm in the Chamber of the Legislative Council Building

Time marker	Speaker	Subject(s)	Action required
<i>Agenda item I – Further discussion on progress report of Kwun Tong Line Extension and funding application for Essential Public Infrastructure Works</i>			
000102 – 000255	Chairman	Opening remarks	
000256 – 001045	Chairman Mr LAU Kong-wah Administration	<p>At the request of Mr LAU Kong-wah, the Administration agreed to provide written response to the concerns raised by members at the Subcommittee meeting on 6 December 2010 before the funding application was submitted to the Public Works Subcommittee (PWSC) meeting for consideration in January 2011.</p> <p>In response to Mr LAU Kong-wah's enquiry on the feasibility of constructing a pedestrian subway along Hung Hom Road to connect Whampoa Station and Hok Yuen area/Laguna Verde, the Administration advised that the existing footpath was already able to serve the anticipated pedestrian flow and it was not necessary to build a subway underneath the footpath.</p>	
001046 – 001818	Chairman Dr Priscilla LEUNG Administration MTRCL	<p>Dr Priscilla LEUNG's views that in late November 2010, the Administration met with the residents of Whampoa Garden and agreed to consider the proposal for integrating the entrances of the future Whampoa Station with the basement of the shopping arcades in the close vicinity. However, in early December 2010, the Administration wrote to her and the residents of Whampoa Garden expressing that no amendments would be made in response to their views. She therefore considered that the Administration failed to give due regard to the views expressed by her and the residents of Whampoa Garden.</p> <p>The Administration/MTRCL's response –</p> <p>(a) the written reply from the Administration in early December 2010 purported to respond to their views on the amended scheme which had been gazetted previously;</p> <p>(b) MTRCL was discussing with the owner of shopping arcades to explore the feasibility of provision of integrated entrances; and</p> <p>(c) given that the discussion might last for a long period of time, it was a normal practice that the amended scheme would be gazetted first to ensure the timely commencement of works.</p>	

Time marker	Speaker	Subject(s)	Action required
001819 – 002320	Chairman Ir Dr Raymond HO MTRCL	<p>Ir Dr Raymond HO's concerns –</p> <ul style="list-style-type: none"> <li>(a) provision of escalators and wheelchair aids at station entrances of the Kwun Tong Line Extension (KTE); and</li> <li>(b) clearer guidance/information signs on train directions and interchange arrangements between different rail lines.</li> </ul> <p>The MTRCL's response –</p> <ul style="list-style-type: none"> <li>(a) each of the entrances of KTE stations would be provided with an escalator; and</li> <li>(b) efforts would be made to provide clear information on interchange arrangements to passengers. Its working group would invite Ir Dr Raymond HO to give advice in this regard later.</li> </ul>	
002321 – 002850	Chairman Mr James TO Administration MTRCL	<p>Mr James TO's concerns –</p> <ul style="list-style-type: none"> <li>(a) to facilitate the discussion about the locations of station entrances at the ground level, the design of the proposed integrated station entrances should be provided as soon as possible; and</li> <li>(b) there was a need for pedestrian connection facility between Whampoa Station and Laguna Verde.</li> </ul> <p>The Administration/MTRCL's response –</p> <ul style="list-style-type: none"> <li>(a) direct connection from station concourse to ground level was required for evacuation during emergencies and could not be substituted by an integrated entrance connecting the station to the basement of shopping arcade;</li> <li>(b) they would continue discussion with the owner of shopping arcades to explore the feasibility of providing integrated entrances at the sites 2 and 5 of Whampoa Garden; and</li> <li>(c) there was a footpath connecting the Whampoa Station to Laguna Verde and its width could cope with the growth of pedestrian flow.</li> </ul>	
002851 – 003435	Chairman Mr KAM Nai-wai Administration	<p>Mr KAM Nai-wai's enquiries –</p> <ul style="list-style-type: none"> <li>(a) if the residents' request for provision of an integrated entrance was acceded to, whether delay would be caused to the implementation of KTE project as it had been gazetted already;</li> <li>(b) the completion date of the independent review on the proposal for the above-station property development at Ho Man Tin Station; and</li> </ul>	The Administration/MTRCL to provide information (para. 3(a) of minutes)

Time marker	Speaker	Subject(s)	Action required
		<p>(c) the schedule of the essential public infrastructure works (EPIW) setting out in paragraph 9(a) &amp; (b) of the Administration's paper CB(1)603/10-11(03).</p> <p>The Administration's response –</p> <p>(a) the construction works would be carried out on schedule and the construction programme would take note of the proposal of integrated entrances;</p> <p>(b) construction of EPIW was scheduled to be completed in tandem with the KTE project, but depending on the scale and nature of works, some EPIW would be completed earlier;</p> <p>(c) new guidelines for implementing the policy to foster a quality and sustainable built environment was being drawn up by the Buildings Department (BD). After the promulgation of the guidelines, MTRCL would finalize the design and layout of the above-station property development. It was expected that the independent consultant would complete the review by mid 2011.</p>	
003436 – 003939	Chairman Mr WONG Kwok-hing Administration	<p>Mr WONG Kwok-hing's enquiries –</p> <p>(a) the provision of rail transport link within the Kai Tak Development (KTD) area; and</p> <p>(b) whether the cost of retrofitting platform screen doors (PSD) at the stations of new rail lines would be met by contribution from passengers.</p> <p>The Administration's response –</p> <p>(a) Ho Man Tin Station would be the interchange station of the future Shatin to Central Link and KTE;</p> <p>(b) To Kwa Wan Station and Kai Tak Station could serve the passengers of KTD area; and</p> <p>(c) the project estimates of new rail lines would include the cost of retrofitting PSD.</p> <p>Mr WONG Kwok-hing's view that the Administration should plan to construct rail transport link in the KTD area before the implementation of KTD programme, so as to avoid unnecessary road opening works in future.</p>	
003940 – 004640	Chairman Dr Priscilla LEUNG MTRCL Administration	<p>Dr Priscilla LEUNG's declaration of interest, view and enquiry –</p> <p>(a) MTRCL should keep the residents of Whampoa Garden abreast of the progress of the proposal of integrated entrances to shopping arcades; and</p>	The MTRCL to provide information (para. 3(b) of minutes)

Time marker	Speaker	Subject(s)	Action required
		<p>(b) the reason(s) for not agreeing to adopt underground ventilation shafts proposed by residents of Harbourfront Landmark.</p> <p>The MTRCL's response –</p> <p>(a) residents of Whampoa Garden would be informed of the progress of the proposal in due course;</p> <p>(b) if the ventilation openings were to be installed at road level, the railway line would be vulnerable to flooding and the likely vehicle emissions and road dusts ingested into the railway system would pollute and affect the normal operation of the railway line; and</p> <p>(c) the size of the proposed ventilation shaft nearby Harbourfront Landmark had been minimized as far as practicable.</p> <p>The Administration's response that the MTRCL should give due consideration to the environmental and aesthetic issues arising from the proposed ventilation shafts.</p> <p>Chairman's views –</p> <p>(a) in deciding the location and design of ventilation shaft, consideration should be given to minimizing the nuisance to residents nearby; and</p> <p>(b) MTRCL should provide reason(s) with reference of overseas examples for not agreeing to adopt underground ventilation shafts.</p>	
<i>Agenda item II – Progress report of South Island Line (East) and funding application for Essential Public Infrastructure Works</i>			
004641 – 005712	Chairman Administration MTRCL	Powerpoint presentation on the progress report of South Island Line (East) (SIL(E)) and funding application for EPIW by the MTRCL	
005713 – 010250	Chairman Mr KAM Nai-wai Administration MTRCL	<p>Mr KAM Nai-wai's enquiries –</p> <p>(a) whether the funding application for EPIW of SIL(E) was required to be approved by PWSC;</p> <p>(b) regarding the proposed viaduct adjacent to the Tung Wah Group of Hospitals Jockey Club Rehabilitation Complex (JCRC),</p> <p style="padding-left: 40px;">(i) the actual distance between the viaduct and JCRC;</p> <p style="padding-left: 40px;">(ii) whether the cover of viaduct would be lower than the ground level of JCRC; and</p> <p style="padding-left: 40px;">(iii) how to ensure that the railway operations would not affect the inmates of JCRC.</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>(c) the completion date of EPIW setting out in paragraph 15 of CB(1)603/10-11(04)</p> <p>The Administration's response –</p> <p>(a) it would seek funding approval from the Finance Committee in February 2011;</p> <p>(b) MTRCL would finalize the design and layout of the above-station property development of SIL(E) after BD promulgated the new guidelines for implementing the policy to foster a quality and sustainable built environment. Rezoning approval from the Town Planning Board (TPB) in advance was also required; and</p> <p>(c) EPIW would be completed in phases, subject to the complexity of works. Some EPIW, such as public transport interchange (PTI), would be completed in tandem with SIL(E) and some, such as footbridge and pedestrian link, would be completed earlier.</p> <p>The MTRCL's response –</p> <p>(a) there would be at least a separation of 18 metres between the viaduct and JCRC;</p> <p>(b) the top level of viaduct structure would be lower than the ground level of JCRC; and</p> <p>(c) its community liaison group would continue liaising with the relevant parties to work out measures to minimize the disturbance to the inmates.</p>	
010251 – 010735	Chairman Mrs Regina IP Administration	<p>Mrs Regina IP's concern that the residents in Pokfulam would be subjected to the environmental impacts brought about by the proposed temporary barging point at the Telegraph Bay. Although the proposed number of trucks using Telegraph Bay was reduced to 150 per working day and would operate from 9 am to 3 pm to minimize the traffic impact, consideration should be given to requiring some trucks to use other barging points with spare capacity, such as the public fill barging point at Chai Wan.</p> <p>The Administration's response –</p> <p>(a) there was a need to set up barging facilities close to the construction sites in the Southern District. Apart from the barging point at Telegraph Bay, some excavated materials would be handled by the barging point at Lee Nam Road. The excavated materials from the SIL(E) station construction at Admiralty would be handled by the barging point at the Western Public Cargo Working Area (WPCWA); and</p>	

Time marker	Speaker	Subject(s)	Action required
		(b) there was no spare capacity for SIL(E) at the barging point at Chai Wan, given that there were about 700 trucks using this barging point per day in the peak seasons. Meanwhile, the capacity of the Aberdeen Tunnel could not manage the additional truck loads.	
010736 – 011402	Chairman Mr WONG Sing-chi Administration MTRCL	<p>Mr WONG Sing-chi's enquiries –</p> <p>(a) the money-of-the-day (MOD) price for the construction of SIL(E);</p> <p>(b) the calculation basis of the building works tender price index; and</p> <p>(c) any measure(s) to deal with the upsurge in construction cost.</p> <p>The Administration's response –</p> <p>(a) the Architectural Services Department compiled the building works tender price index on a regular basis. The index indicated an increase of about 55% from 2006 to 2009, which was mainly resulted from the upsurge in the cost of materials; and</p> <p>(b) it would seek the funding approval of the Finance Committee on the cost of EPIW, whereas the construction cost of SIL(E) would be borne by MTRCL.</p> <p>The MTRCL's response –</p> <p>(a) it had drawn the reference from the market and the tender prices of similar works to estimate the construction cost of SIL(E); and</p> <p>(b) the current estimated construction cost of SIL(E) would be between \$12.3 and \$12.6 billion in 2009 prices, which would be slightly revised subject to the inflation rate.</p>	
011403 – 012205	Chairman Mr Jeffrey LAM Administration MTRCL	<p>Mr Jeffrey LAM's enquiry and view –</p> <p>(a) the details of the above-station property development project including plot ratio and proportion of commercial units; and</p> <p>(b) there was insufficient road capacity in Chai Wan to cope with additional traffic demand from trucks.</p> <p>The Administration's response –</p> <p>(a) the Chief Executive-in-Council reserved the site of the former Wong Chuk Hang Estate (former WCHE site) and the site at the northern end of the Ocean Park Station for property development;</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>(b) having considered the zone planning, it decided to concentrate property development at the former WCHE site which was about 7 hectares of land, but the site adjacent to the Ocean Park would be used for other purpose;</p> <p>(c) the MTRCL proposed to build a railway station, a PTI, a depot, a shopping centre and residential buildings on the former WCHE site. The shopping centre and residential development would be about 47,000 and 360,000 square metre respectively; and</p> <p>(d) the scale of the property development might need to be adjusted downward, subject to the approval of TPB and the new guidelines to be promulgated by BD.</p> <p>Chairman was concerned that downsizing of the scale of property development would lead to a funding gap to support the railway project. She then enquired whether the Administration would need to provide funding support if the scale was adjusted downward significantly.</p> <p>The Administration's response –</p> <p>(a) the former WCHE site was large enough to provide flexibility to adjust the scale of the property development;</p> <p>(b) the proposal had taken into account the concerns about environmental issues including air ventilation. Its current scale might be able to comply with the requirements setting out in the new guidelines; and</p> <p>(c) an independent consultant had been engaged to examine the construction cost estimates and assess the funding gap.</p> <p>The MTRCL's response that when seeking a reasonable financial return on the project, it would also ensure compliance with the relevant legal and regulatory requirements including the guidelines to be promulgated by BD.</p>	
012206 – 012610	Chairman Dr PAN Pey-chyou Administration MTRCL	<p>Dr PAN Pey-chyou was concerned that some inmates of JCRC were autistic children who were very sensitive to noise and change of environment. He understood that their parents had reservations on the proposed alignment of SIL(E).</p> <p>The Administration's response that it and MTRCL had discussed with the parents for a period of time and they were generally satisfied with the arrangements.</p> <p>The MTRCL's response –</p> <p>(a) it had made thorough consultation with the parents of inmates and the management of JCRC on the position of the proposed viaduct; and</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>(b) it would continue consulting them during construction and operating periods to address their concerns. Mitigation measures would be taken to minimize adverse impacts.</p> <p>In response to Dr PAN Pey-chyou's enquiry, the MTRCL confirmed that it had reached an agreement with them. There would be at least a separation of 18 metres between the external concrete frame structure of viaduct and the windows of the adjacent JCRC building block. Noise barrier would also be installed for the adjacent JCRC building block.</p>	
012611 – 014300	Chairman Mr KAM Nai-wai Administration MTRCL	<p>Mr KAM Nai-wai's enquiries –</p> <p>(a) how the Administration could monitor the operation of barging points, in particular the barging point at WPCWA where would handle the excavated materials from the SIL(E) station construction at Admiralty;</p> <p>(b) whether the Administration and MTRCL would commit to continue consulting with local communities during the construction period; and</p> <p>(c) any additional measures to be taken to mitigate the adverse impacts on the operation of JCRC, given that the existing standard under the Environmental Impact Assessment Ordinance (Cap. 499) (EIAO) should not be sufficient to protect the inmates.</p> <p>The MTRCL's response –</p> <p>(a) consideration had been given to the need of JCRC's inmates. A standard higher than the existing standard under EIAO would be adopted to assess the effectiveness of the measures taken;</p> <p>(b) it would discuss with the parents of inmates and management of JCRC from time to time to ensure that the measures taken were appropriate and effective;</p> <p>(c) all trucks would be fitted with mechanical cover to prevent dust dispersion;</p> <p>(d) it would closely supervise the operation of barging points; and</p> <p>(e) it would continue consulting local communities during the construction period.</p> <p>The Administration's response –</p> <p>(a) the barging point at WPCWA was handling the excavated materials from West Island Line project; and</p> <p>(b) MTRCL was responsible for supervising the operation of barging points and the Highways Department would</p>	The Administration to provide information (para. 12(a) & (b) of minutes)

Time marker	Speaker	Subject(s)	Action required
		<p>conduct site inspections regularly.</p> <p>In response to Mr KAM Nai-wai's further enquiries, the MTRCL responded that –</p> <p>(a) during the stage of detailed design, the ventilation facilities had been moved away from the area of the South Horizons as far as possible and all openings of ventilation facilities would face the hillside;</p> <p>(b) one of the proposed station entrances was very close to the shopping centre of the Sham Wan Towers and it was not necessary to construct an additional entrance connecting to the shopping arcade; and</p> <p>(c) a number of road improvement works including widening works of Heung Yip Road and existing road junctions nearby the future Wong Chuk Hang Station would be carried out to improve the traffic flow.</p> <p>At Mr KAM Nai-wai's request, the Administration agreed to provide the following information –</p> <p>(a) the details and implementation programme of the EPIW setting out in paragraph 15 of the Administration's paper; and</p> <p>(b) the reason(s) for not providing pedestrian connection facilities between Wong Chuk Hang Station and South Wave Court or Sham Wan area.</p>	
014301 – 014630	Chairman Miss Tanya CHAN Administration	<p>Miss Tanya CHAN's enquiries –</p> <p>(a) whether the barging point at Telegraph Bay would handle the excavated materials from drainage project and SIL(E) project simultaneously; and</p> <p>(b) when the barging point would be closed.</p> <p>The Administration's response –</p> <p>(a) the barging point would handle the excavated materials from SIL(E) project from 2012 to 2014; and</p> <p>(b) the drainage project would be completed before 2012 and therefore the barging point would not handle the excavated materials from both projects simultaneously.</p>	
014631 – 014730	Chairman	Schedule of next meeting	