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

**Minutes of the 3rd meeting
held in Conference Room 1 of Legislative Council Complex
on Wednesday, 14 December 2011, 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, SBS, JP
Hon James TO Kun-sun
Hon CHAN Kam-lam, SBS, JP
Hon Miriam LAU Kin-ye, GBS, JP
Hon TAM Yiu-chung, GBS, JP
Hon Abraham SHEK Lai-him, SBS, JP
Hon LEE Wing-tat
Hon CHEUNG Hok-ming, GBS, JP
Prof Hon Patrick LAU Sau-shing, SBS, JP
Hon KAM Nai-wai, MH
Hon Starry LEE Wai-king, JP
Hon CHAN Hak-kan
Hon WONG Kwok-kin, BBS
Hon IP Kwok-him, GBS, JP
Hon Albert CHAN Wai-yip

Members absent:

Hon LAU Wong-fat, GBM, GBS, JP
Hon Timothy FOK Tsun-ting, GBS, JP
Hon Cyd HO Sau-lan
Dr Hon LEUNG Ka-lau
Hon Mrs Regina IP LAU Suk-ye, GBS, JP
Hon Tanya CHAN

Public officers attending:

Ms Doris HO Pui-ling, JP	Deputy Secretary for Financial Services and the Treasury (Treasury) ³
Mr WAI Chi-sing, JP	Permanent Secretary for Development (Works)
Mr Thomas CHOW Tat-ming, JP	Permanent Secretary for Development (Planning and Lands)
Ms Anissa WONG, JP	Permanent Secretary for the Environment
Ms Joyce HO Kwok-shan	Principal Assistant Secretary for Financial Services and the Treasury (Works)
Ms Joyce NG Suet-ye	Acting Chief Estate Surveyor (Acquisition) Lands Department
Mr LEUNG Koon-kee, JP	Director of Architectural Services
Mr FONG Siu-wai	Assistant Director (Property Services) Architectural Services Department
Mr CHAN Chi-chiu, JP	Director of Drainage Services
Mr HON Chi-keung, JP	Director of Civil Engineering and Development
Dr Ellen CHAN Ying-lung, JP	Assistant Director (Environmental Infrastructure) Environmental Protection Department
Mr Elvis AU Wai-kwong, JP	Assistant Director (Nature Conservation and Infrastructure Planning) Environmental Protection Department
Mr Kevin LUK Fuk-man	Deputy Director of Highways
Mr Eric HUI Kwok-sun, JP	Assistant Director (2) Home Affairs Department
Mr Frankie CHOU Wing-ping	Chief Engineer (Works), Home Affairs Department
Mrs Dorothy MA CHOW Pui-fun	Acting Secretary-General University Grants Committee Secretariat

Ms Angela LEE Chung-yan	Principal Assistant Secretary (Health) ² Food and Health Bureau
Mr Donald LI	Chief Manager (Capital Planning) Hospital Authority
Miss Wendy CHUNG	Principal Assistant Secretary (Infrastructure and Research Support) Education Bureau
Mr TAM Koon-che	Principal Education Officer (Curriculum Development) ¹ Education Bureau
Dr LEE Kin-wang	Head of Estates, Health and Safety Division Vocational Training Council
Mr LAM Ka-tai	Assistant Director (Subventions) Social Welfare Department
Mr MA Lee-tak, JP	Director of Water Supplies
Mr PANG Hon-chi	Assistant Government Chief Information Officer (Business Transformation) Office of the Government Chief Information Officer
Mr Kenneth WONG Hung-keung	Chief Civil Engineer Transport and Housing Bureau
Mr Andrew WONG Ho-yuen, JP	Permanent Secretary for Commerce and Economic Development (Commerce, Industry and Tourism)
Ms Wendy CHEUNG Shuk-ting	Principal Assistant Secretary (Commerce and Industry) ⁴ Commerce and Economic Development Bureau
Mr SHUN Chi-ming, JP	Director of the Hong Kong Observatory
Mrs Priscilla TAM DAI Wai-ming	Project Director 1 Architectural Services Department
Miss Sharon LAU Sum-yee	Assistant Director (Aviation Weather Services) Hong Kong Observatory
Mr CHENG Kit-man	Senior Physicist Department of Health
Mr Alan SIU Yu-bun, JP	Government Property Administrator Government Property Agency

Mr LAM Chik-man	Senior Property Manager (Acquisition, Allocation and Disposal) Office and Special Duty Government Property Agency
Mr LAI Tung-kwok	Under Secretary for Security
Mr David LAU Kam-kuen	Principal Assistant Secretary (A) Security Bureau
Miss Uson CHUNG	Project Director (2) Architectural Services Department
Mr Tony WONG Chi-hung	Assistant Commissioner (Operations) Hong Kong Police Force
Mr LUK Wai-hung	Chief Engineer (Drainage Projects) Drainage Services Department
Mr Jimmy CHIU Ming-wah	Deputy District Commander Border District Hong Kong Police Force
Mr Joseph CHAN Chun-shing	Chief Engineer (Boundary Control Point) Civil Engineering and Development Department
Ms Sophia CHIANG Chui-wan	District Lands Officer (District Lands Office, North) Lands Department
Mr IP Wing-cheung	Chief Engineer (Project Management) Drainage Services Department
Mr TAI Wai-man	Chief Engineer (Consultants Management) Drainage Services Department
Mr NG Chi-ho, JP	Assistant Director (New Works) Water Supplies Department
Miss Vivian KO Wai-kwan	Commissioner for Heritage Development Bureau
Mr Tom MING Kay-chuen	Executive Secretary (Antiquities and Monuments) Leisure and Cultural Services Department
Mr HUI Chiu-kin	Chief Property Services Manager 1 Architectural Services Department
Rev Joanne WONG	Chairman Wing Kwong So-Care Company Limited
Ms MO Pui-yee	General Secretary Wing Kwong So-Care Company Limited

Mr Martin WONG	Member Wing Kwong Pentecostal Holiness Church Limited
Ms Irene CHAN	Executive Secretary Wing Kwong Pentecostal Holiness Church Limited
Mr YUEN Kwok-cheung	Architect Spence Robinson Limited
Mr Johnny LEE	Design Advisor Spence Robinson Limited
Mr Henry LO	Project Manager Centre for Architectural Heritage Research

Clerk in attendance:

Mr Derek LO	Chief Council Secretary (1)6
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Staff in attendance:

Mrs Constance LI	Assistant Secretary General 1
Mr Ken WOO	Council Secretary (1)6
Mr Frankie WOO	Senior Legislative Assistant (1)3
Ms Christy YAU	Legislative Assistant (1)8

Action

The Chairman reported that a total of three capital works projects amounting to \$48,533.4 million had been endorsed by the Public Works Subcommittee (PWSC) in the 2011-2012 session so far.

**Capital Works Reserve Fund Block Allocations
PWSC(2011-12)33 — Block allocations for Heads 701 to 711
under the Capital Works Reserve Fund**

2. The Chairman advised that the proposal was to seek approval of a total allocation of \$11,512.2 million for the block allocations for Heads 701 to 711 under the Capital Works Reserve Fund for 2012-2013. The Office of the Government Chief Information Officer had consulted the Panel on Information Technology and Broadcasting on the proposed allocation for the block vote under "Head 710 - Computerization" on

20 October 2011, and Panel members supported the funding proposal. The Panel on Development had also been consulted on the funding proposals in PWSC(2011-12)33 on 22 November 2011. At the request of Panel members, the Administration had provided supplementary information to the Panel on 9 December 2011.

3. The item was voted on and endorsed.

Head 703 – Buildings

PWSC(2011-12)34 181GK Construction of a station for the new Terminal Doppler Weather Radar

4. The Chairman advised that the proposal was to upgrade 181GK to Category A at an estimated cost of \$175.7 million in money-of-the-day (MOD) prices for the construction of a station in Tuen Mun for housing a new Terminal Doppler Weather Radar (TDWR). The Panel on Economic Development had been consulted on the proposal at its meeting on 28 November 2011 and Panel members supported the proposal. The gist of Panel discussion was tabled at the meeting. At the request of Panel members, the Administration had provided supplementary information in PWSC(2011-12)34.

5. Mr Albert CHAN said that local villagers had expressed strong opposition to locating the proposed radar station near their village, and some villagers were arrested while making protests. He urged the Administration to better engage the public in the planning of contentious projects in the future to avoid conflicts. Referring to the locations of some overseas TDWRs which had similar distances from the nearest residential/commercial developments as that of the proposed TDWR site from the nearest village, Mr CHAN asked when these overseas TDWRs were put to use and their proximity to the nearest residences.

6. Director of the Hong Kong Observatory (DHKO) responded that the TDWRs servicing the Orlando International Airport and the Boston Logan International Airport were of the same model as that currently in service in Hong Kong, and these were put to use in around the 1990s. Assistant Director of the Hong Kong Observatory (Aviation Weather Services) advised that the residential development nearest to the proposed new TDWR would be Wu Uk which was about 300 metres away. Permanent Secretary for Commerce and Economic Development (Commerce, Industry and Tourism) (PSCIT) added that apart from the overseas examples given in PWSC(2011-12)34, some TDWRs in Japan,

the Mainland China, USA and other places were closer to residential developments. For the proposed TDWR under discussion, trees would be planted near the radar station, so that it would generally be masked from sight when viewed from the villages downhill.

7. Mr CHEUNG Hok-ming noted that modifications had been made to the proposed radar station and asked whether such modifications were acceptable to the local villagers and the Tuen Mun District Council (TMDC). PSCIT responded that the Administration had striven to engage local stakeholders. To address their concern on radiation safety, the Hong Kong Observatory had engaged an expert from a local university in early 2011 to carry out independent radiation measurement. The expert re-affirmed that the radiation level of the existing radar was within the international radiation safety guideline. As regards villagers' concern about visual impact, the height of the radar station was reduced by compressing the station building from two storeys to one. The Administration had kept TMDC and the village representative posted of the detailed design of the station. PSCIT added that TMDC showed understanding of the need for the proposed radar station and did not raise objection. PSCIT advised that the original estimated cost for the project was \$122 million.

8. In response to Mr CHEUNG Hok-ming's enquiry, PSCIT advised that the modifications made to the proposed radar station would not affect the functions nor service life of the new radar.

9. Mr IP Kwok-him said that the new radar was essential to ensure aviation safety and continued economic development of Hong Kong. While expressing appreciation of the modifications to the design in order to allay villagers' concern about "Fung Shui", Mr IP asked whether the use of a smaller radome would affect the functions of the new radar. DHKO explained that the radome was to protect the radar from being destroyed by strong wind, and the use of a smaller radome would not affect the functions of the new radar.

10. While acknowledging the need for a new radar, Prof Patrick LAU enquired about its impact on the land uses in the vicinity. PSCIT replied that the operation of the new radar would not affect the land use planning of the areas in proximity to the radar station.

11. The Chairman remarked that as the Administration had ceased recruiting telecommunications engineers, this would reduce the supply of telecommunications specialists for monitoring and responding to

radiation-related incidents.

12. The item was voted on and endorsed.

PWSC(2011-12)35 109KA Construction of Trade and Industry Tower in Kai Tak Development Area

13. The Chairman advised that the proposal was to upgrade 109KA to Category A at an estimated cost of \$2,645.1 million in MOD prices for the construction of the Trade and Industry Tower (TI Tower) in the Kai Tak Development Area (KTDA). The Panel on Financial Affairs had been consulted on the proposal at its meeting on 7 November 2011 and Panel members supported the proposal. The gist of Panel discussion was tabled at the meeting.

Provision of government office buildings and community hall

14. Mr Albert CHAN said that he had been advocating the establishment of a government office building cluster in KTDA for providing centralized public services, so as to release prime areas in Central and Wan Chai for commercial development. He enquired about the area in KTDA which would be assigned to provide government office buildings and the total area to be vacated by government offices in Central and Wan Chai. Deputy Secretary for Financial Services and the Treasury (Treasury)3 (DS(Tsy)3) advised that two more sites adjacent to the TI Tower in Kai Tak had been reserved for construction of two government office buildings. The Government also planned to relocate the government offices in the three buildings at Wan Chai waterfront to KTDA. However, as the net operational floor area of the two sites in Kai Tak would only provide around 60 000 square metres while the three government office buildings at Wan Chai waterfront currently had an area of around 175 000 square metres, the shortfall in office space requirement would have to be met by other appropriate sites possibly in Tseung Kwan O, Cheung Sha Wan or other parts of the New Territories.

15. Mr Albert CHAN criticized the piecemeal approach taken by the Administration in planning the government offices. He expressed regret that valuable land resource in Wan Chai could not be released quickly for more gainful commercial purposes.

16. Mr CHAN Kam-lam said that the Democratic Alliance for the Betterment and Progress of Hong Kong (DAB) was supportive of the

proposal. Mr CHAN commented that more frontline services should be provided at the proposed TI Tower to make it a one-stop government service centre for the public. DS(Tsy)3 responded that ten government bureaux and departments would be relocated to the proposed TI Tower and seven of such units would provide frontline services to the public. As the proposed TI Tower was already at an advanced stage of planning, there might not be much room for accommodating more government service units. However, she would take note of Mr CHAN's view in planning the development of the other two proposed government office buildings in the area.

17. Mr CHAN Kam-lam said that there were inadequate community hall facilities in Wong Tai Sin and San Po Kong which had a total population of 400 000. He asked whether the community hall in the proposed TI Tower would also be open for the use of residents in these two areas. DS(Tsy)3 advised that the use of community halls was usually determined by the district council of the district where they were located, and it was not uncommon for community halls to be made available for use by nearby residents.

Design-and-Build approach

18. Prof Patrick LAU expressed objection to adopting the Design-and-Build approach for the project as there were problems with such an approach. Prof LAU considered that the proposed project was important in promoting the development of KTDA and contributing to the objective of energizing Kowloon East. He stressed that it was essential to have a detailed design for the proposed TI Tower first before putting the construction works to tender. Mr Abraham SHEK expressed a similar view and commented that an innovative design or an iconic building was necessary to promote or energize a new development area such as Kai Tak.

19. Director of Architectural Services (DArchS) responded that there were different procurement approaches for building projects and each approach had its own merits and limitations. The Design-and-Build approach could enable contractor's early input at the design stage, achieve savings in resources and time since site formation and foundation works could proceed before completion of all design details. There were many successful examples and the redevelopment of Lo Wu Correctional Institution was one of them. Permanent Secretary for Development (Works) (PS(W)) added that apart from the form of procurement, tender assessment criteria would be equally important in order to attract more

innovative designs in public works projects.

20. Prof Patrick LAU expressed opposition to the project as it would be implemented through the Design-and-Build approach.

Provision of public transport facilities

21. Ms Miriam LAU expressed concern about the provision of public transport facilities for the proposed TI Tower. She asked whether the 28 bus routes and 10 minibus routes serving KTDA would have stops in the vicinity of the TI Tower. She also asked about the measures to enhance the connectivity between the proposed TI Tower and the future Kai Tak MTR Station to be provided in 2018.

22. DS(Tsy)3 advised that bus stops for the 28 routes were in close proximity to the proposed TI Tower. As a public housing estate was also planned to the south of the proposed TI Tower, which was scheduled for completion in 2013, more bus routes would serve the area.

23. Noting that only 60 car parking spaces and 10 loading and unloading bays would be provided under the project, Mr CHAN Kam-lam said that these were clearly inadequate given the variety of frontline services to be provided for the public in the proposed TI Tower. For example, the Hongkong Post would need to take up many of the loading and unloading bays. Ms Miriam LAU and Mr IP Kwok-him also considered the car parking spaces inadequate and asked if the public could also use such car parks. Mr IP Kwok-him remarked that the number of car parking spaces seemed to be disproportionate to the working population at the proposed TI Tower. He further said that as Kai Tak was a new development area, many might need to use their cars to access the area.

24. DS(Tsy)3 advised that the proposed TI Tower would accommodate about 2 500 employees. Government Property Administrator pointed out that the parking and loading facilities of the proposed TI Tower were primarily provided for the departments accommodated in the Tower, and the present proposed provision of these facilities was based on consultation with these departments, including Hongkong Post.

25. Ms Miriam LAU emphasized that there should be car parking spaces for the visitors and the public who sought the various services to be provided by the departments housed in the proposed TI Tower.

Mr Albert CHAN held a different view as this might work against the "Green City" concept of KTDA. Mr CHAN Kam-lam considered that as more environment-friendly vehicles were being used, there was no conflict between promoting the "Green City" concept of KTDA and accessing the area by environment-friendly vehicles.

Admin 26. Ms Miriam LAU requested the Administration to provide supplementary information on the public transport facilities and car parking spaces for the use of the public in relation to the project. Ms LAU and Mr CHAN Kam-lam said that they might not support the proposal if the Administration could not provide the requested information before the relevant meeting of the Finance Committee (FC). DS(Tsy)3 undertook to further discuss the issue regarding car parking spaces for the public with the relevant departments.

Connecting with the old districts

27. Mr CHAN Kam-lam said that the subway beneath the San Po Kong Interchange was built decades ago and its usage had been very low because of its inconvenience to pedestrians. He urged the Administration to implement improvement works to the subway to tie in with the development in the area. DS(Tsy)3 advised that the Civil Engineering and Development Department would carry out enhancement works to the subway and provide an extension to link up with the proposed covered landscaped elevated walkway and passenger lifts to the proposed TI Tower.

28. Expressing support for the proposal, Mr WONG Kwok-kin said that the pedestrian connectivity between KTDA and San Po Kong was not sufficient as there would be increase in pedestrian flow brought about by the proposed community hall. He suggested building more pedestrian walkways to encourage better use of the community hall in TI Tower. DS(Tsy)3 undertook to convey Mr WONG's views to the relevant departments.

29. Mr Alan LEONG shared other members' concern about accessibility of the proposed TI Tower to the public and urged for the provision of appropriate transport and pedestrian facilities to link up KTDA with the adjacent old districts. Referring to the policy objective of energizing Kowloon East, Mr LEONG enquired whether the proposed Kowloon East Development Office (KEDO) had any role in the upcoming developments within KTDA. PS(W) advised that KEDO played the dual role of revitalizing the old districts in Kai Tak including

Kowloon Bay and Kwun Tong, and also coordinating the changes required to be made to the linkages between KTDA and the two old districts. As the master planning for KTDA had already been concluded, KEDO would be involved in the evaluation of the linkages between KTDA and the two old districts. In response to Mr LEONG's further enquiry, PS(W) explained that KEDO would join hands with the Kai Tak Office (KTO) in overseeing the development projects linking up KTDA and the old districts, including the proposed monorail system.

30. Mr Abraham SHEK opined that it took a long time for the development of West Kowloon to drive the development of Shum Shui Po because of the lack of planning to link up the new development areas with the old districts. While expressing support for the proposal, Mr SHEK stressed that it was important to integrate the economic development of KTDA with its surrounding old districts. KEDO and KTO should be combined to map out the development of the two areas.

31. The item was voted on and endorsed. Prof Patrick LAU said that he objected to the proposal. Mr IP Kwok-him, Mr CHAN Kam-lam and Ms Miriam LAU requested that the item be voted on separately at the relevant FC meeting.

PWSC(2011-12)36 12GB Construction of a secondary boundary fence and new sections of primary boundary fence and boundary patrol road — phase 2

32. The Chairman advised that the proposal was to upgrade 12GB to Category A at an estimated cost of \$285 million in MOD prices for phase 2 construction of a secondary boundary fence, and a new section of primary boundary fence and boundary patrol road. The Panel on Security had been consulted on the proposal at its meeting on 3 May 2011 and Panel members supported the proposal. The gist of Panel discussion was tabled at the meeting.

Access to the Frontier Closed Area

33. Expressing support for the proposal, Mr CHEUNG Hok-ming said that DAB had been advocating reduction of the Frontier Closed Area (FCA) as early as in 2004. Regarding the areas affected by the proposed project, he enquired the ownership of the lots within the reduced FCA and, in the case of private ownerships, the area concerned and the means of

access by the respective land owners. Under Secretary for Security advised that the reduced FCA would result in a narrow strip of land to the south of the boundary of the Hong Kong Special Administrative Region which required the construction of a secondary boundary fence along the boundary patrol road. Assistant Commissioner (Operations), Hong Kong Police Force (AC(Ops) of HKPF) added that there were private lots between the Shenzhen River and the proposed primary boundary fence along the reduced FCA, but they did not fall within the project scope and therefore would not be resumed. The Police would make available entrance gates for controlled access by residents in the area along the primary boundary fence. Residents who needed to pass through the gates would be required to make a phone call to the controlling guards, who will come to the assistance of the residents in a minute to two. Principal Assistant Secretary (A) of Security Bureau (PAS(A) of SB) supplemented that these private lots were mainly situated in Sha Tau Kok along the Shenzhen River.

34. Mr CHAN Hak-kan said that mobile signal in areas along FCA was rather weak and it would cause inconvenience to these residents if they were required to make phone calls each time they wished to pass through the gates. He asked about the feasibility of providing an electronic access system for the residents. AC(Ops) of HKPF explained that the use of access cards involved security risks and it was important to strike a balance between providing convenience to residents and ensuring security through access control. The access arrangements had proven to be effective and residents were already familiar with the arrangements.

35. Mr CHAN Hak-kan referred to the FCA boundary for phase 1 of the proposal and said that some villagers in the same village within the reduced FCA boundary were not required to apply for resident permits, while some others would have to apply for such permits. As such arrangements might cause confusion to the residents in these villages, he asked if the issue had been resolved. AC(Ops) of HKPF advised that resident permits would be issued case-by-case and on need basis and efforts would be made to facilitate the access of residents to the FCA.

Other planning issues

36. Referring to the proposed works for the Lin Ma Hang to Sha Tau Kok Section under phase 1 of the proposal, Mr CHEUNG Hok-ming said that Lin Ma Hang villagers had expressed grave concerns about the works within their village. In this connection, he asked whether the Administration had acceded to the request of the villagers for adjusting

the planning of the works within the boundary of the village. PAS(A) of SB responded that the Planning Department had, in its study entitled "Study on Land Use Planning for the Closed Area" (the Study), made recommendations in respect of the provision of an access road to Lin Ma Hang to address the concerns of the local villagers. The Planning Department was following up the recommendations in consultation with the Transport Department.

37. Mr IP Kwok-him welcomed the Administration's proposal on reducing the coverage of FCA. Pointing out that quite a number of areas of high ecological value would fall outside the reduced FCA, he enquired about the measures for the preservation of these areas. PAS(A) of SB replied that the Study had put forward recommendations with regard to the preservation of the Mai Po and some other areas along the reduced FCA.

Admin 38. Mr CHAN Kam-lam said that currently only vehicles with a closed road permit were allowed to enter into boundary control points. He asked whether the Administration would, upon the reduction in the coverage of FCA, consider amending the road networks to facilitate vehicles without the permit to reach the boundary control points. Permanent Secretary for Development (Planning and Lands) undertook to provide information on the progress of the Study before the relevant meeting of FC.

39. The item was voted on and endorsed.

Head 701 – Land Acquisition

Head 705 – Civil Engineering

PWSC(2011-12)37 5013GB Liantang/Heung Yuen Wai Boundary Control Point and associated works
1100CA Compensation and ex-gratia allowances in respect of projects in the Public Works Programme

40. The Chairman advised that the proposal was to upgrade part of 5013GB to Category A at an estimated cost of \$393.5 million in MOD prices for reprovisioning a section of the boundary patrol road and the associated security facilities in association with the development of a new boundary control point. It also sought to authorize the Director of Lands to charge against Head 701 Subhead 1100CA special ex-gratia payment to the registered landowner concerned whose private lot was affected by the proposed works. The Panel on Development had been consulted on

the proposal at its meeting on 22 November 2011 and Panel members supported the proposal. The gist of Panel discussion was tabled at the meeting.

41. As the proposals under the two Heads in PWSC(2011-12)37 were related to the Liantang/Heung Yuen Wai Boundary Control Point project, the Chairman suggested and members agreed to combine discussion and voting of the proposals.

42. As no question was raised by members, the item was voted on and endorsed.

Head 704 – Drainage

PWSC(2011-12)38	103CD	Drainage improvement in Northern Hong Kong Island — Hong Kong West drainage tunnel
PWSC(2011-12)39	111CD	Drainage improvement in Tsuen Wan, Kwai Chung and Tsing Yi — Tsuen Wan drainage tunnel
PWSC(2011-12)40	148CD	Drainage improvement works in Ping Kong, Kau Lung Hang, Yuen Leng, Nam Wa Po and Tai Hang areas

43. The Chairman advised that the proposal of PWSC(2011-12)38 was to increase the Approved Project Estimate (APE) of 103CD by \$336.6 million from \$3,044.7 million to \$3,381.3 million in MOD prices for the drainage improvement in Northern Hong Kong Island – Hong Kong West drainage tunnel. The proposal of PWSC(2011-12)39 was to increase APE of 111CD by \$226.5 million from \$1,259.5 million to \$1,486 million in MOD prices for the drainage improvement in Tsuen Wan, Kwai Chung and Tsing Yi – Tsuen Wan drainage tunnel. The proposal of PWSC(2011-12)40 was to increase APE of 148CD by \$97.9 million from \$260.5 million to \$358.4 million in MOD prices for the drainage improvement works in Ping Kong, Kau Lung Hang, Yuen Leng, Nam Wa Po and Tai Hang areas. The Panel on Development had been consulted on the proposals at its meeting on 22 November 2011. Panel members in general supported the proposed increase in the APEs. The gist of Panel discussion was tabled at the meeting.

44. The Chairman said that as the proposals in PWSC(2011-12)38, PWSC(2011-12)39 and PWSC(2011-12)40 were related to increase in the APEs for drainage improvement works, discussion of the three items

would be combined but the items would be voted on separately at this meeting.

45. As members raised no questions on the three project proposals, the Chairman put the items to vote one by one.

Voting on PWSC(2011-12)38

46. The item was voted on and endorsed.

Voting on PWSC(2011-12)39

47. The item was voted on and endorsed.

Voting on PWSC(2011-12)40

48. The item was voted on and endorsed.

Head 709 – Waterworks

PWSC(2011-12)42 189WC Replacement and rehabilitation of water mains, stage 4 phase 2

49. The Chairman advised that the proposal was to upgrade 189WC to Category A at an estimated cost of \$4,510.3 million in MOD prices for the replacement and rehabilitation of water mains under stage 4 phase 2. The Panel on Development had been consulted on the proposal on 22 November 2011 and Panel members in general supported the proposal. The gist of Panel discussion was tabled at the meeting.

50. The item was voted on and endorsed.

Head 708 – Capital Subventions and Major Systems and Equipment

PWSC(2011-12)41 12QW Revitalization Scheme—Revitalization of the Stone Houses into Stone Houses Family Garden

51. The Chairman advised that the proposal was to upgrade 12QW to Category A at an estimated cost of \$39.1 million in MOD prices in order for the selected non-profit-making organization, the Wing Kwong So-Care Company Limited, to take forward the project on revitalizing the Stone Houses under the Revitalising Historic Buildings Through

Partnership Scheme. The Panel on Development had been consulted on the proposal on 16 July 2011 and Panel members in general supported the proposal. The gist of Panel discussion was tabled at the meeting.

52. In response to Mr IP Kwok-him's enquiry on the annual structural repair works required for the Stone Houses, Chief Property Services Manager 1, Architectural Services Department advised that the Stone Houses comprised a row of five traditional Chinese vernacular houses and were constructed of granite blocks with walls supporting pitched roofs of timber rafters, purlins and clay tiles. Regular structural inspection and repair works would be required to preserve the historic Stone Houses.

53. The item was voted on and endorsed.

54. The Chairman advised that as all the items on the agenda had been dealt with at the meeting, it was not necessary to hold a further meeting on 20 December 2011.

55. There being no other business, the meeting ended at 9:58 am.