

# **立法會**

## ***Legislative Council***

LC Paper No. FC77/15-16  
(These minutes have been  
seen by the Administration)

Ref : FC/1/1(1)

### **Finance Committee of the Legislative Council**

**Minutes of the 66<sup>th</sup> meeting**  
**held at Conference Room 1 of the Legislative Council Complex**  
**on Wednesday, 15 July 2015, at 7:16 pm**

#### **Members present:**

Hon Tommy CHEUNG Yu-yan, GBS, JP (Chairman)  
Hon CHAN Kin-por, BBS, JP (Deputy Chairman)  
Hon CHAN Kam-lam, SBS, JP  
Dr Hon LAU Wong-fat, GBM, GBS, JP  
Hon Emily LAU Wai-hing, JP  
Hon TAM Yiu-chung, GBS, JP  
Hon Vincent FANG Kang, SBS, JP  
Hon WONG Kwok-hing, BBS, MH  
Hon Jeffrey LAM Kin-fung, GBS, JP  
Hon Andrew LEUNG Kwan-yuen, GBS, JP  
Hon WONG Ting-kwong, SBS, JP  
Hon Cyd HO Sau-lan, JP  
Hon Starry LEE Wai-king, JP  
Dr Hon Priscilla LEUNG Mei-fun, SBS, JP  
Hon CHEUNG Kwok-che  
Hon WONG Kwok-kin, SBS  
Hon IP Kwok-him, GBS, JP  
Hon Mrs Regina IP LAU Suk-yee, GBS, JP  
Hon LEUNG Kwok-hung  
Hon Albert CHAN Wai-yip  
Hon WONG Yuk-man  
Hon NG Leung-sing, SBS, JP  
Hon Steven HO Chun-yin, BBS  
Hon Frankie YICK Chi-ming, JP

Hon WU Chi-wai, MH  
Hon YIU Si-wing, BBS  
Hon Gary FAN Kwok-wai  
Hon Charles Peter MOK, JP  
Hon CHAN Chi-chuen  
Hon CHAN Han-pan, JP  
Dr Hon Kenneth CHAN Ka-lok  
Hon CHAN Yuen-han, SBS, JP  
Hon LEUNG Che-cheung, BBS, MH, JP  
Hon Alice MAK Mei-kuen, BBS, JP  
Hon KWOK Wai-keung  
Hon Christopher CHEUNG Wah-fung, SBS, JP  
Dr Hon Fernando CHEUNG Chiu-hung  
Hon IP Kin-yuen  
Dr Hon Elizabeth QUAT, JP  
Hon Martin LIAO Cheung-kong, SBS, JP  
Hon POON Siu-ping, BBS, MH  
Hon TANG Ka-piu, JP  
Dr Hon CHIANG Lai-wan, JP  
Ir Dr Hon LO Wai-kwok, SBS, MH, JP  
Hon Christopher CHUNG Shu-kun, BBS, MH, JP  
Hon Tony TSE Wai-chuen, BBS

**Members absent:**

Hon Albert HO Chun-yan  
Hon LEE Cheuk-yan  
Hon James TO Kun-sun  
Hon LEUNG Yiu-chung  
Hon Abraham SHEK Lai-him, GBS, JP  
Hon Frederick FUNG Kin-kee, SBS, JP  
Prof Hon Joseph LEE Kok-long, SBS, JP, PhD, RN  
Hon Ronny TONG Ka-wah, SC  
Dr Hon LAM Tai-fai, SBS, JP  
Hon CHAN Hak-kan, JP  
Dr Hon LEUNG Ka-lau  
Hon Paul TSE Wai-chun, JP  
Hon Alan LEONG Kah-kit, SC  
Hon Claudia MO  
Hon Michael TIEN Puk-sun, BBS, JP  
Hon James TIEN Pei-chun, GBS, JP

Hon MA Fung-kwok, SBS, JP  
Hon Kenneth LEUNG  
Dr Hon KWOK Ka-ki  
Hon Dennis KWOK  
Hon SIN Chung-kai, SBS, JP  
Dr Hon Helena WONG Pik-wan  
Hon CHUNG Kwok-pan

**Public officers attending:**

Ms Elizabeth TSE Man-ye, JP	Permanent Secretary for Financial Services and the Treasury (Treasury)
Ms Esther LEUNG, JP	Deputy Secretary for Financial Services and the Treasury (Treasury) <sup>1</sup>
Mr Alfred ZHI Jian-hong	Principal Executive Officer (General), Financial Services and the Treasury Bureau (The Treasury Branch)
Ms Angela LEE Chung-yan	Deputy Secretary for Home Affairs (3)
Ms Michelle LI Mei-sheung, JP	Director of Leisure and Cultural Services
Ms Elaine YEUNG Chi-lan	Assistant Director of Leisure and Cultural Services (Performing Arts)
Mr LEUNG Koon-kee, JP	Director of Architectural Services
Mrs Alice YU NG Ka-chun	Project Director (3), Architectural Services Department
Ms Judy CHUNG Sui-kei	Principal Assistant Secretary for Transport and Housing (Transport) 5
Mr Jimmy CHAN Pai-ming, JP	Project Manager (Major Works), Highways Department
Mr Anthony LO Kam-yan	Chief Engineer 3 (Major Works), Highways Department
Mr SIU Kang-chuen	Chief Traffic Engineer (New Territories East), Transport Department

**Clerk in attendance:**

Ms Anita SIT	Assistant Secretary General 1
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**Staff in attendance:**

Mr Derek LO	Chief Council Secretary (1)5
Mr Daniel SIN	Senior Council Secretary (1)7
Mr Raymond SZETO	Council Secretary (1)5
Mr Frankie WOO	Senior Legislative Assistant (1)3
Ms Michelle NIEN	Legislative Assistant (1)5
Miss Yannes HO	Legislative Assistant (1)6

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Action

**Item No. 1 – FCR(2015-16)29  
RECOMMENDATIONS OF THE  
PUBLIC WORKS SUBCOMMITTEE MADE  
ON 16, 24 AND 30 JUNE 2015**

**PWSC(2015-16)9  
HEAD 703 – BUILDINGS  
Recreation, Culture and Amenities – Cultural facilities  
60RE – Construction of the East Kowloon Cultural Centre**

The meeting continued deliberation on the item PWSC(2015-16)9.

Facilities to be provided in the East Kowloon Cultural Centre

2. Mr CHAN Chi-chuen sought information from the Administration about the number of shower rooms, male and female sanitary fitments, and accessible toilets to be provided in the East Kowloon Cultural Centre ("EKCC"). He also urged the Administration to consider the provision of unisex toilets in EKCC.

3. Director of Architectural Services ("D Arch S") explained that in the public area of EKCC, 44 urinals and 25 watercloset fitments would be provided for male users, while 78 watercloset fitments would be provided for female users. In the office area, there would be 9 watercloset fitments for male and 15 for female. Director of Leisure and Cultural Services ("DLCS") supplemented that 20 accessible toilets would be provided in EKCC but no unisex toilet would be available. In view of the longer usage time required for female toilet users, Mr CHAN Chi-chuen considered the number of female sanitary fitments in EKCC insufficient. Meanwhile, Mr Albert CHAN considered the use of accessible toilets as gender-neutral facilities inappropriate.

4. Dr Fernando CHEUNG sought confirmation that wheelchair users could access every floor of EKCC and its outdoor decks. Holding the view that wheelchair users should not only be allowed to sit in the rear part of the performance venues in EKCC that were close to the barrier-free access, Dr CHEUNG suggested that the seats should be flexibly designed so that each seat could be converted for use by people with disabilities as necessary. Mr LEUNG Kwok-hung expressed a similar concern on the accessibility of wheelchair users in EKCC.

5. D Arch S confirmed that barrier-free facilities (e.g. lifts) would be provided in EKCC, enabling wheelchair users to access all the public and office areas of EKCC as well as its outdoor decks. Moreover, the seats for people with disabilities would be located near the lift positions and would be reachable by wheelchair users. Dr Fernando CHEUNG requested the Administration to provide information on the locations of the seats for people with disabilities.

Admin

6. Mr Albert CHAN asked if the Administration would consider setting aside a portion of the project costs (say 1%) of the EKCC projects for purchase of artworks created by local artists for display in EKCC. DLCS replied that the Administration had no such plan. Yet, the pedestrian passages in EKCC would be lined with art booths and small-scale exhibition areas where local artists could display their artworks.

#### Impact of the construction works

7. Mr Gary FAN enquired whether the construction works of EKCC would affect the access of the residents around Amoy Gardens to the Kowloon Bay MTR Station and the existing bus and minibus services and whether the Administration would introduce any traffic diversion arrangements during the construction period. D Arch S advised that the construction works would not affect the accessibility of the residents concerned to the MTR station as a pedestrian access would be maintained. Moreover, construction vehicles were required to enter/exit the project site via Fuk To Street, which had a low traffic flow.

#### Positioning of the East Kowloon Cultural Centre

8. Mr WONG Yuk-man and Mr LEUNG Kwok-hung expressed doubt on how EKCC would complement the performance venues being planned for the West Kowloon Cultural District ("WKCD"). DLCS explained that the construction of EKCC would be complementary to the various WKCD's performance venues in terms of positioning and target audience: EKCC was intended to be a cultural venue to serve local communities and arts groups,

whereas WKCD's performance venues would mainly be used for staging performances of professional and international arts groups.

Other issues

9. Mr Gary FAN noted that \$50.1 million of the capital cost was earmarked for "energy conservation, green and recycled features" and that these features would achieve 10.7% energy savings in the annual energy consumption with a payback period of 5.8 years. Mr FAN asked if the repair and maintenance costs had been taken into account. D Arch S replied in the affirmative.

10. Dr Fernando CHEUNG urged the Administration to award services contracts to social enterprises to run the EKCC facilities wherever possible. DLCS said that under the Government procurement regulations and procedures, the Government's contracts would be awarded through an open and fair approach. The Administration would not rule out the possibility of inviting social enterprises to run the said facilities. Dr CHEUNG made the point that social enterprises would be accorded low priority to be invited to run the retail or catering services in EKCC under current government procurement regulations. He maintained that the operation of such services in EKCC should be undertaken by social enterprises specifically.

11. In response to Mr Gary FAN's enquiries, DLCS replied that the Administration had consulted the Kwun Tong District Council, various arts groups (including those participating in the Venue Partnership Scheme) and other venue users on the development of EKCC. As regards Mr Gary FAN's enquiry on why a multiplier of 1.6 would be applied to the average Master Pay Scale point to estimate the costs of resident site staff supplied by the consultants, D Arch S replied that the arrangement was a standard practice and the costs concerned included the consultant management fee, staff recruitment cost and end-of-service gratuity.

12. In view of the recent incidents of lead contamination of drinking water in public housing estates, Mr CHAN Chi-chuen expressed concern on how the Administration would ensure the water supplied in EKCC was safe to drink. Mr Albert CHAN asked if prefabricated parts could be used in the proposed project and whether any mechanism would be put in place to monitor the manufacturing process of the prefabricated components.

13. D Arch S advised that contractors were required to comply with the General Specification for Building of the Architectural Services Department ("ASD") for the construction of EKCC. While the contractors might use

prefabricated parts for EKCC, ASD would appoint an independent inspection consultant who would deploy qualified persons to conduct on-site visits to the factory of prefabricated parts and ensure that the components manufactured complied with the relevant standards. In case of critical component parts, the independent inspection personnel would be deployed to monitor the manufacturing process in the factory.

Motion proposed under paragraph 37A of the Finance Committee Procedure

14. Mr CHAN Chi-chuen said that he intended to move a motion, without prior notice, under paragraph 37A of the Finance Committee Procedure, and he then submitted a copy of the proposed motion to the Chairman. The Chairman considered that the motion was directly related to the agenda item.

15. There being no further question by members, the Chairman said that the meeting would proceed to deal with the proposed motion by Mr CHAN Chi-chuen. The Chairman put to vote the question that the proposed motion by Mr CHAN Chi-chuen should be proceeded forthwith. At the request of members, the Chairman ordered a division and the division bell was rung for five minutes. With the agreement of the Chairman, Mr CHAN Chi-chuen read out his motion during the ringing of the division bell.

16. At the request of Mr CHAN Chi-chuen, the Chairman reminded members that the question being considered involved the Chinese State Construction and its subsidiary, the China State Construction Engineering (Hong Kong) Limited, and that members should declare if they had any direct or indirect pecuniary interest in these companies. After the results had been displayed, the Chairman declared that the question was decided in the negative.

Voting on PWSC(2015-16)9

17. There being no further questions from members, the Chairman put the item PWSC(2015-16)9 to vote. At the request of members, the Chairman ordered a division and the division bell was rung for five minutes. The Chairman announced that 30 members voted for and one member voted against the item. The votes of individual members were as follows –

*For:*

Mr CHAN Kam-lam  
Mr Vincent FANG Kang  
Mr WONG Ting-kwong  
Ms Starry LEE Wai-king

Mr TAM Yiu-chung  
Mr WONG Kwok-hing  
Ms Cyd HO Sau-lan  
Mr CHAN Kin-por

Mr CHEUNG Kwok-che	Mr WONG Kwok-kin
Mr IP Kwok-him	Mr LEUNG Kwok-hung
Mr Albert CHAN Wai-yip	Mr NG Leung-sing
Mr Steven HO Chun-yin	Mr Frankie YICK Chi-ming
Mr YIU Si-wing	Mr Gary FAN Kwok-wai
Mr Charles Peter MOK	Mr CHAN Chi-chuen
Mr CHAN Han-pan	Dr Kenneth CHAN Ka-lok
Mr LEUNG Che-cheung	Miss Alice MAK Mei-kuen
Dr Fernando CHEUNG Chiu-hung	Dr Elizabeth QUAT
Mr POON Siu-ping	Mr TANG Ka-piu
Dr CHIANG Lai-wan	Mr Tony TSE Wai-chuen
(30 members)	

*Against:*

Mr WONG Yuk-man  
(1 member)

18. The Chairman declared that the Committee approved the item.

**PWSC(2015-16)22**

**HEAD 706 – HIGHWAYS**

**Transport – Roads**

**703TH – Dualling of Hiram's Highway between Clear Water Bay Road and Marina Cove and Improvement to Local Access to Ho Chung**

19. The Chairman advised that the item sought the Committee's approval of upgrading 703TH to Category A at an estimated cost of \$1,774.4 million in money-of-the-day prices for dualling of Hiram's Highway between Clear Water Bay Road and Marina Cove and improvement works to local access to Ho Chung.

Impact of the proposed project on the traffic flow

20. Mr Gary FAN declared that he was a member of the Sai Kung District Council ("SKDC") and advised that the proposed project had been discussed by SKDC for the last two terms. In view of the contrasting views among Sai Kung residents regarding the proposed project, and his observation that the traffic flow grew rather slowly between 2003 and 2013, Mr FAN sought information from the Administration about the projected increase of traffic flow of Hiram's Highway upon completion of the proposed project and the breakdown of the increased traffic flow in terms of private cars, coaches, etc. Referring to paragraph 5 of the Administration's paper PWSC(2015-16)22

regarding the different volume/capacity ("V/C") ratios of the two sections of Hiram's Highway (i.e. between Clear Water Bay Road and New Hiram's Highway, and between Nam Pin Wai roundabout and Pak Wai) before and after the project, Mr FAN asked how the V/C ratios were derived.

21. Chief Traffic Engineer (New Territories East), Transport Department ("CTE(NTE)/TD") replied that the V/C ratios were calculated on the basis of computer modeling, taking into account the population growth and economic activities of the district concerned. Based on the projected V/C ratios of the abovementioned two sections, the traffic conditions of these sections, which were mainly used by the local residents for commuting, to schools or to work, during morning peak hours on weekdays, would deteriorate if no improvement works were carried out. Therefore, the Administration considered it necessary to launch the proposed project to improve the traffic flow. CTE(NTE)/TD further advised that the Administration did not make use of the traffic flow of Hiram's Highway during weekend, with a significant portion of leisure and recreational traffic, in planning the proposed project as they varied from time to time.

22. Citing the statistics from the Annual Transport Census 2013, Mr CHAN Chi-chuen said that among the vehicles using Clear Water Bay Road during the morning peak hours, the majority were private cars (60%) with 8.9% being coaches. As such, Mr CHAN asked if the Administration would introduce measures to encourage the public to use public transport and reduce the use of private cars. He also asked if the Transport Department had advised the Planning Department regarding the impact of residential development in Sai Kung on the traffic conditions. Dr Fernando CHEUNG and Mr LEUNG Kwok-hung expressed similar views and urged the Administration to consider more effective measures to reduce the private car-to-public transport ratio in the vehicular traffic in Sai Kung. They were also worried that after completion of the proposed project, the improved road conditions of Hiram's Highway would encourage more people to commute by private cars.

23. CTE(NTE)/TD said that the Administration had taken various efforts in enhancing the public transportation service. Meeting with the bus and minibus operators had been conducted regularly to ensure that their services were up to standard. As regards the increasing number of private cars, it was more of a result of district development and desire of the public to purchase private cars than an outcome of road improvement works. In addition to advising the relevant government departments on the traffic-related matters during the town planning process, the Transport Department would request the project proponents to carry out traffic impact assessment studies in respect of

large-scale developments. The Administration would also consider setting up bus-only lanes, after the road improvements, if found necessary and feasible. The Chairman reminded members that questions regarding the Administration's measures to reduce the ratio of private cars on road involved policy decisions and should be discussed at the relevant Panel instead.

24. Principal Assistant Secretary for Transport and Housing (Transport) 5 added that the section between Nam Pin Wai roundabout and Pak Wai, currently a single two-lane carriageway, was vulnerable to traffic congestion if one lane was temporary closed as a result of emergencies. Moreover, the Administration had presented to the Panel on Transport in May 2015 its responses regarding the "Report on Study of Road Traffic Congestion in Hong Kong" submitted by the Transport Advisory Committee. Among others, the Administration recognized the importance of containing the growth of private cars in resolving the road traffic congestion and would take steps to tackle the issue.

25. Mr LEUNG Kwok-hung and Mr Gary FAN enquired about the traffic arrangements of the relevant section of Hiram's Highway during the construction period. Project Manager (Major Works), Highways Department ("PM(MW)/HyD") explained that the contractor would first construct new lane(s) while maintaining the two-lane traffic on the existing road. After the commissioning of the new lane(s), the contractor would combine the existing and new roads into a dual two-lane carriageway. Therefore, the traffic flow of Hiram's Highway would not be affected in the course of construction. CTE(NTE)/TD added that with the completion of the proposed project, the relevant road sections would have sufficient capacity to cope the volume of vehicular traffic up to 2031. In response to Mr LEUNG Kwok-hung's further enquiry on the cost-effectiveness of this construction approach, PM(MW)/HyD advised that the implementation approach to be adopted was the most economical way of carrying out the road improvement works while maintaining traffic during the construction period.

#### Impact of the proposed project on local residents

26. Mr Gary FAN relayed the concerns of the Friends of Sai Kung that after the section between Nam Pin Wai roundabout and Pak Wai was widened from a single two-lane carriageway to a dual two-lane carriageway, drivers might be prone to excessive speeding as well as the disruption caused to pedestrians crossing the road. He requested the Administration to respond to these concerns. CTE(NTE)/TD advised that the widening works of the section concerned would not necessarily result in excessive speeding. Moreover, a new footbridge across the widened Hiram's Highway near Nam

Pin Wai roundabout and at-grade pedestrian crossings would be constructed to facilitate the pedestrians to cross the road.

27. Mr CHAN Chi-chuen and Mr LEUNG Kwok-hung asked if the Administration had consulted the views of affected residents along Hiram's Highway on the installation of noise barriers. Noting that vertical and single-leaf cantilever noise barriers would be used in the proposed project, Mr CHAN enquired about the difference between the two and the cost of installing each type of noise barrier.

28. PM(MW)/HyD explained that the noise mitigation performance of a single-leaf cantilever noise barrier was better than that of a vertical noise barrier albeit at a higher cost. The Administration had consulted affected residents on the subject matter and published the proposed locations of the noise barriers along with the road scheme in the Gazette. Considering the actual circumstances (e.g. the distance between the road and affected residential developments) and the consultation outcome with local residents, the Administration would install the most suitable type of noise barriers. Out of the total noise barrier installation cost of \$90.7 million, about half of them would be used for retrofitting vertical noise barriers and the other half for single-leaf cantilever noise barriers.

29. In response to the enquiries of Mr CHAN Chi-chuen and Dr Fernando CHEUNG about the location of noise barriers to be installed, PM(MW)/HyD advised that although the proposed project was not a designated project under Schedule 2 of the Environmental Impact Assessment Ordinance (Cap. 499), the Administration had conducted an environmental study to assess the environmental impact of the proposed project. Based on the assessment results, noise barriers would be installed in the places so as to minimize the adverse impact of road traffic on the adjoining noise sensitive receivers.

#### Timetable and development approach of the proposed project

30. In reply to the Chairman's enquiries, PM(MW)/HyD advised that subject to the funding approval of the Finance Committee, the Administration intended to invite tender for the proposed project in August 2015. The project was expected to commence in early 2016 for completion in 2020.

31. Mr LEUNG Kwok-hung asked about the development approach of the proposed project and the process of selecting the consultant to design the project. PM(MW)/HyD explained that the consultant had prepared a detailed design for the current proposal, i.e. the first phase of improvement works ("Phase 1 works") on road sections totaling 1.6 kilometres ("km") of Hiram's

Highway. As for the second phase of improvement works ("Phase 2 works") which involved the other 4.5-km road sections of Hiram's Highway, they were still under the preliminary design stage, therefore it was too early to determine the implementation approach to be adopted. Regarding the selection of consultants, under the established practice, all eligible consultants could submit a tender with a technical and fee proposal for the consultancy agreement of the proposed project. A consultant would be selected by a selection board in an open and fair manner. The selected consultant would then work out the detailed design.

### Project cost

32. Mr Albert CHAN expressed grave concern on the high construction cost of the proposed project and asked if the Administration had considered alternative options, such as constructing an elevated carriageway or revising the road alignment, in order to keep the overall project cost lower.

33. PM(MW)/HyD explained that the project cost would cover the works including the widening of about 1.6 km in length of the existing Hiram's Highway, construction of a new vehicular bridge-cum-walkway across Ho Chung Channel, a footbridge near Nam Pin Wai roundabout, noise barriers along the road, and associated slope and geotechnical works. Compared with other development options which might involve large amount of slope cutting and land resumption works, PM(MW)/HyD said that the proposed design required a lower construction cost. As preliminary design on the Phase 2 works was underway, the Administration could not advise the cost of the Phase 2 works at this stage.

34. Dr Fernando CHEUNG asked if it was possible to lower the construction cost, such as the project contingency and provision for price adjustment. He also considered the annual recurrent expenditure arising from the current proposal at about \$6.7 million too high.

35. PM(MW)/HyD said that to cater for potential additional expenses due to unforeseen circumstances such as adverse underground conditions, a provision for project contingency based on risk assessment had been allowed in the project cost, which was about 10% of the project cost as in the case of PWSC(2015-16)22. As for the provision for price adjustment, it was required to keep up with the estimated increase in the costs of labour and materials during the construction period. PM(MW)/HyD further advised that the annual recurrent expenditure concerned covered the costs of maintaining the road, vehicular bridge-cum-walkway, surrounding slopes and landscaping facilities.

Implementation of the second phase of improvement works to Hiram's Highway

36. Mr Gary FAN sought information about the progress of the proposed Phase 2 works including public consultation activities. PM(MW)/HyD advised that the Administration had been carrying out planning for the Phase 2 works. Apart from preliminary design, extensive consultation with local residents was underway in order to work out an acceptable road alignment for the Phase 2 works.

37. Noting that the detailed design of the Phase 2 works had yet to be worked out, Mr Albert CHAN enquired if the proposed project went against the prevailing practice where the Administration would conduct a technical feasibility study on a whole road development project before implementing the project by phase.

38. PM(MW)/HyD clarified that the Administration had conducted a feasibility study on the Phase 2 works. However, given that some stakeholders had raised comments on the proposed road alignment during local consultation, it was too early to carry out the detailed design for the Phase 2 works. PM(MW)/HyD further said that the need for the current proposal would not be affected by whether the Phase 2 works would be implemented as the current proposal could improve the road traffic of the relevant sections of Hiram's Highway.

39. Mr Albert CHAN, however, had reservation on the effectiveness of the proposed project to relieve traffic congestion given that the project could only improve the traffic conditions of certain sections of Hiram's Highway. CTE(NTE)/TD advised that while the Administration intended to improve the whole Hiram's Highway, it would commission the Phase 1 works first to deal with road sections with the most serious traffic congestion. In view of the complexity of the Phase 2 works and diverse views of local residents on it, the Administration would further consult the local communities and take forward the Phase 2 works at a later stage.

Other issues

40. Dr Fernando CHEUNG noted that some private agricultural land would be affected. He asked whether there was active agricultural activities on such land. He also enquired about the agricultural land rehabilitation and rehousing arrangements for the 12 affected households involving about 40 persons. PM(MW)/HyD advised that subject to funding approval, the Lands Department would assess the situations and conduct investigation on eligibility

of affected households upon initiating private land resumption procedure in accordance with the prevailing policy. The affected households would be offered public housing or ex-gratia allowances arising from resumption, where eligible. Ex-gratia allowances will also be paid to genuine cultivators.

41. Mr CHAN Chi-chuen enquired about the location and size of the village office to be reprovisioned, and whether the reprovisioned facilities under the proposed project would be far away from their original locations. PM(MW)/HyD replied that the existing village office of size about 700 square feet was located near the Che Kung Temple next to the junction between Ho Chung Road and the Hiram's Highway. With the exception of the reprovisioned village office, the reprovisioned public toilet and refuse collection points would be close to their original locations.

42. The Chairman declared that the meeting be adjourned and deliberation on the agenda items would continue at the next meeting after a break of 10 minutes.

43. The meeting was adjourned at 9:16 pm.

Legislative Council Secretariat  
6 January 2016