立法會
Legislative Council

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Finance Committee of the Legislative Council

Minutes of the 85th meeting
held at Conference Room 1 of the Legislative Council Complex
on Tuesday, 12 July 2016, at 8:45 am

Members present:

Hon CHAN Kin-por, BBS, JP (Chairman)
Hon CHAN Kam-lam, GBS, JP (Vice Chairman)
Hon LEUNG Yiu-chung
Hon Emily LAU Wai-hing, JP
Hon TAM Yiu-chung, GBM, GBS, JP
Hon Abraham SHEK Lai-him, GBS, JP
Hon Tommy CHEUNG Yu-yan, GBS, JP
Hon WONG Kwok-hing, BBS, MH
Prof Hon Joseph LEE Kok-long, SBS, JP, PhD, RN
Hon Jeffrey LAM Kin-fung, GBS, JP
Hon Andrew LEUNG Kwan-yuen, GBS, JP
Hon WONG Ting-kwong, SBS, JP
Hon Starry LEE Wai-king, SBS, JP
Dr Hon Priscilla LEUNG Mei-fun, SBS, JP
Hon WONG Kwok-kin, SBS, JP
Hon IP Kwok-him, GBS, JP
Hon Paul TSE Wai-chun, JP
Hon Alan LEONG Kah-kit, SC
Hon Albert CHAN Wai-yip
Hon Michael TIEN Puk-sun, BBS, JP
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
Dr Hon Kenneth CHAN Ka-lok
Hon CHAN Yuen-han, SBS, JP
Hon LEUNG Che-cheung, BBS, MH, JP
Dr Hon KWOK Ka-ki
Hon KWOK Wai-keung
Hon Christopher CHEUNG Wah-fung, SBS, JP
Dr Hon Fernando CHEUNG Chiu-hung
Hon SIN Chung-kai, SBS, JP
Hon Martin LIAO Cheung-kong, SBS, JP
Hon POON Siu-ping, BBS, MH
Hon TANG Ka-piu, JP
Ir Dr Hon LO Wai-kwok, SBS, MH, JP
Hon CHUNG Kwok-pan
Hon Christopher CHUNG Shu-kun, BBS, MH, JP
Hon Tony TSE Wai-chuen, BBS
Hon Alvin YEUNG Ngok-kiu

Members absent:

Hon Albert HO Chun-yan
Hon LEE Cheuk-yan
Hon James TO Kun-sun
Dr Hon LAU Wong-fat, GBM, GBS, JP
Hon Frederick FUNG kin-kee, SBS, JP
Hon Vincent FANG Kang, GBS, JP
Hon Cyd HO Sau-lan, JP
Dr Hon LAM Tai-fai, SBS, JP
Hon CHAN Hak-kan, BBS, JP
Dr Hon LEUNG Ka-lau
Hon CHEUNG Kwok-che
Hon Mrs Regina IP LAU Suk-yee, GBS, JP
Hon LEUNG Kwok-hung
Hon WONG Yuk-man
Hon Claudia MO
Hon James TIEN Pei-chun, GBS, JP
Hon MA Fung-kwok, SBS, JP
Hon CHAN Han-pan, JP
Hon Kenneth LEUNG
Hon Alice MAK Mei-kuen, BBS, JP
Hon Dennis KWOK

Dr Hon Helena WONG Pik-wan
Hon IP Kin-yuen
Dr Hon Elizabeth QUAT, JP
Dr Hon CHIANG Lai-wan, JP

Public officers attending:

Ms Elizabeth TSE Man-yee, JP	Permanent Secretary for Financial Services and the Treasury (Treasury)
Ms Esther LEUNG, JP	Deputy Secretary for Financial Services and the Treasury (Treasury)1
Mr Alfred ZHI Jian-hong	Principal Executive Officer (General), Financial Services and the Treasury Bureau (The Treasury Branch)
Miss Amy YUEN Wai-yin	Assistant Director of Environmental Protection (Water Policy), Environmental Protection Department
Mr MAK Ka-wai, JP	Acting Director of Drainage Services, Drainage Services Department
Mr KWOK Ping-keung	Chief Engineer (Consultants Management), Drainage Services Department

Clerk in attendance:

Ms Anita SIT	Assistant Secretary General 1

Staff in attendance:

Mr Derek LO	Chief Council Secretary (1)5
Mr Keith WONG	Council Secretary (1)5
Mr Frankie WOO	Senior Legislative Assistant (1)3
Miss Yannes HO	Legislative Assistant (1)6

The Chairman advised that four meetings of the Finance Committee ("FC") had been arranged on that day to deliberate on the agenda items.

Item No. 1 – FCR(2016-17)71
RECOMMENDATION OF THE ESTABLISHMENT SUBCOMMITTEE MADE ON 27 JUNE 2016

EC(2016-17)13
HEAD 166 – GOVERNMENT FLYING SERVICE
Subhead 000 – Operational expenses

2. The Chairman advised that the item sought the approval of the Committee of the recommendation of the Establishment Subcommittee ("ESC") made at its meetings on 27 June 2016 in respect of EC(2016-17)13. No members requested that the above recommendation be voted on separately at the FC meeting.

3. There being no questions from members on the item, the Chairman put the item 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 19 members voted in favour of the item and no members voted against it or abstained. The votes of individual members were as follows –

For:

Mr CHAN Kam-lam	Ms Emily LAU Wai-hing
Mr TAM Yiu-chung	Mr Andrew LEUNG Kwan-yuen
Mr WONG Ting-kwong	Ms Starry LEE Wai-king
Dr Priscilla LEUNG Mei-fun	Mr IP Kwok-him
Mr NG Leung-sing	Mr Steven HO Chun-yin
Mr Frankie YICK Chi-ming	Mr CHAN Chi-chuen
Mr LEUNG Che-cheung	Dr KWOK Ka-ki
Mr KWOK Wai-keung	Mr POON Siu-ping
Ir Dr LO Wai-kwok	Mr Christopher CHUNG Shu-kun
Mr Tony TSE Wai-chuen	
(19 members)	

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

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Item No. 2 – FCR(2016-17)63
RECOMMENDATION OF THE PUBLIC WORKS SUBCOMMITTEE MADE ON 11 JUNE 2016

PWSC(2016-17)30
HEAD 704 – DRAINAGE
Environmental Protection – Sewerage and sewage treatment
381DS – Construction of additional sewage rising main and rehabilitation of the existing sewage rising main between Tung Chung and Siu Ho Wan

5. The Chairman advised that the Committee would continue to deliberate on the item FCR(2016-17)63, the discussion for which was not finished on 11 July 2016. The item sought the approval of the Committee of the recommendation of the Public Works Subcommittee ("PWSC") made at its meeting on 11 June 2016 in respect of PWSC(2016-17)30, i.e., the upgrading of 381DS to Category A at an estimated cost of $1,362.6 million in money-of-the-day prices for the construction of an additional sewage rising main and rehabilitation of the existing sewage rising main between Tung Chung and Siu Ho Wan.

6. The Chairman declared that he was a remunerated consultant of the Munich Re.

Service life of sewage mains

7. Mr CHAN Chi-chuen enquired about the designed service life of the existing sewage rising main, the proposed timetable for the works and the expected service life of the sewage rising main that could be prolonged upon completion of the proposed works.

8. Acting Director of Drainage Services ("Acting DDS") replied that in general, the designed service life of a sewage rising main was about 25 years; if repair and maintenance could be carried out in a timely manner, its service life could be extended by another 25 years. However, as the existing sewage rising main operated in a single pipe, it would be difficult to suspend its operation for inspection or repair. As such, the rising main would only have a service life of about 25 years if the proposed works could not be carried out. As for the timetable of the proposed works, Chief Engineer (Consultants Management), Drainage Services Department ("CE(CM), DSD") advised that subject to the funding approval of the FC, the Administration planned to commence the construction of the additional sewage rising main in August 2016

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which was expected to commission in mid-2023, while the rehabilitation of the existing sewage rising main would be completed by end of 2025.

9. Given that the twin pipes operation mode could facilitate inspection and maintenance, Mr CHAN Chi-chuen and Dr KWOK Ka-ki were concerned why twin pipes design was not adopted when the existing sewage rising main was built.

10. Acting DDS explained that when the existing sewage rising main was built, the single pipe design was adopted based on the principle of effective use of resources. In view of the ageing sewage main and the expected increase in sewage flow, the Administration considered it an opportune time to commence the proposed works. He also said that according to the DSD Sewerage Manual, which was updated in 2000, a twin pipe design should be considered when a new set of sewage rising main was to be built, unless it was made impossible by physical constraints.

11. Mr WONG Kwok-hing advised that the Hong Kong Federation of Trade Unions was in support of the funding proposal. He pointed out that due to ageing of the existing sewage rising main and the projected increase in sewage flow with the growing population of Tung Chung New Town, the Administration was well justified in carrying out the proposed works.

Materials to be used in the new sewage main

12. Mr Alvin YEUNG asked whether more durable materials would be used for the new sewage main to be laid in the proposed works in order to extend its service life; and whether sewage mains made of such materials were used in Hong Kong and overseas.

13. Acting DDS advised sewage mains operated under gravitational pull normally had a designed service life of about 40 years, whereas for sewage rising mains, as they often operated under elevated pressure and were more prone to the accumulation of hydrogen sulphide that could erode the pipes, their designed service life was about 25 years. The new sewage main would be made of ductile iron pipe with polyurethane lining which was more durable, although more costly. Sewage mains made of such materials were in use in Hong Kong (such as the Stonecutters Island Sewage Treatment Works) as well as overseas.

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The problem of high levels of hydrogen sulphide in sewage

14. Mr LEUNG Yiu-chung noted that the original design of the sewerage system on Airport Island had caused prolonged retention time of sewage inside the sewerage system, hence producing a large amount of hydrogen sulphide which would speed up the corrosion of sewers. He asked whether the Administration should have been aware of the fact that such design would lead to the problem of high hydrogen sulphide levels; if so, the problem should have been addressed earlier instead of taking remedial measures afterwards.

15. Acting DDS explained that sewage contained high levels of organic pollutants and bacteria; sea water which was commonly used for toilets flushing in Hong Kong contained high levels of sulphate. Inside sewers, bacteria would grow on the surface of sewage pipes and use sulphate to oxidize the organic pollutants. In such a process, sulphate was gradually converted into hydrogen sulphide. As it took time for sewage to pass through sewers from Airport Island to Siu Ho Wan sewage treatment works, a large amount of hydrogen sulphide was formed. He pointed out that Enclosure 2 of the paper had already listed out the remedial actions taken after the problem was detected in 2004. He agreed with the view of Mr LEUNG that with hindsight, the Administration would have done better if it had seized the opportunity during the period from 1998 to 2004. CE(CM), DSD added that after the Hong Kong International Airport ("HKIA") had been relocated to Airport Island, the Airport Authority Hong Kong ("AAHK") adopted the established practice to manage the sewerage system on Airport Island, resulting in the prolonged retention time of sewage inside the sewerage system. When the Administration later learned of the root of the problem, it had taken remedial measures in collaboration with the AAHK to reduce the hydrogen sulphide level in the sewage system to an acceptable level.

16. Dr Fernando CHEUNG asked whether the AAHK would bear the financial responsibility for the speeding up of corrosion of sewers caused by high levels of hydrogen sulphide and the increase in sewage flow due to the Three-runway System ("3RS") project at the HKIA.

17. Acting DDS replied that the AAHK had taken a number of remedial measures to reduce the hydrogen sulphide levels of the sewage generated from Airport Island. In addition, the AAHK did pay rates, Government rent and sewage charges.

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18. Mr LEUNG Yiu-chung opined that even if the AAHK had paid fees such as sewage charges and taken remedial measures afterwards, these could not offset the expenses incurred on the Administration for carrying out the proposed works due to the rapid corrosion of sewers caused by high levels of hydrogen sulphide in the sewage generated from Airport Island.

19. Acting DDS reiterated that it was natural for sewers to generate hydrogen sulphide and as the service life of the existing sewage rising main was about to end, there was a need to commence the proposed works.

Corrosion of the existing sewage main

20. Mr Gary FAN was concerned about the corrosion of the existing sewage rising main. Mr CHAN Chi-chuen enquired about the consequences in case the existing rising main burst, and what measures the Administration had put in place to prevent the bursting of the rising main before completion of the proposed works. While showing her support for the funding proposal, Ms Emily LAU shared similar concerns expressed by Mr FAN and Mr CHAN.

21. Acting DDS advised that if the existing sewage rising main burst, raw sewage would spill onto Cheung Tung Road and the adjacent North Lantau Highway. This would create severe disruption to road traffic to and from the HKIA and even cause detrimental environmental impacts to the nearby coastal water. It would be difficult to temporarily decommission the sewage main for internal inspection or maintenance. Instead, only examination of the outer layer of the sewage main could be done to assess its corrosion. In addition, the Administration would closely liaise with the AAHK to ensure that hydrogen sulphide levels in the sewage generated from Airport Island would not be too high. In the event that the existing sewage rising main burst, and part of the new sewage rising main was already completed, sewage could be temporarily diverted to the new sewage rising main and emergency repair could be carried out for the burst one.

Sewage flow in Tung Chung New Town and HKIA

22. Both Mr Gary FAN and Dr Fernando CHEUNG were concerned whether the proposed works were intended to cope with the increased sewage flow as a result of the proposed 3RS.

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23. Acting DDS replied that the proposed works were not only intended to address the increased sewage flow from the 3RS and Tung Chung New Town. The projected sewage flow from the 3RS would only take up 6% of the total sewage in 2023 and not more than 20% of the total sewage in 2038. Simply taking into account the factor that the service life of the existing sewage rising main was about to end, it would be essential to build an additional sewage rising main.

24. Dr KWOK Ka-ki enquired whether the proposed works would be enough to cater for the increased sewage flow brought about by a number of developments such as the proposed Tung Chung New Town Extension, the 3RS, topside development at the Hong Kong Boundary Crossing Facilities of Hong Kong-Zhuhai-Macao Bridge, the Airport North Commercial District. Mr CHAN Chi-chuen also asked about the amount of sewage flow that the sewers could cope with upon completion of the proposed works.

25. Acting DDS advised that construction of the additional sewage rising main would be completed by 2023. With a designed capacity of 60 000 cu m per day, the new sewage main could cope with the sewage flow of around 58 000 cu m per day from Tung Chung New Town and Airport Island. When the rehabilitation of the existing sewage rising main was completed in 2025, the total carrying capacity of the twin sewage rising mains would increase to 120 000 cu m per day, which was sufficient to cope with the projected sewage flow from the planned Tung Chung New Town Extension and Airport Island up to year 2038.

26. Assistant Director of Environmental Protection (Water Policy) added that as projected by the Administration, the population of Tung Chung New Town (including the proposed Tung Chung New Town Extension) would rise to 237 000 by year 2038, while the working population would be 196 200, and the passenger volume of the HKIA would increase to 126 million people. The proposed works could cope with the sewage flow of Airport Island (including the 3RS), Tung Chung New Town, the proposed new development area in Tung Chung West and the non-reclaimed part of the proposed new development area in Tung Chung East. For the proposed new development area in Tung Chung East (including the reclaimed part), which was still under planning, there might be a need to lay another sewer to convey the sewage from that area to Siu Ho Wan Sewage Treatment Works. For the topside development at the Hong Kong Boundary Crossing Facilities of the Hong Kong-Zhuhai-Macao Bridge, other sewage facilities would be built to handle the sewage there.

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The need to further construct additional sewage mains

27. Both Mr Gary FAN and Dr KWOK Ka-ki were concerned whether further construction of additional sewage mains in North Lantau would be needed within a short period of time upon completion of the proposed works. Mr Albert CHAN was concerned that the proposed works could not fully cope with the sewage flow of the proposed Tung Chung New Town Extension.

28. Acting DDS reiterated that except for the additional sewage mains which might be needed in the proposed new development area in Tung Chung East (including the reclaimed part), construction of additional sewage mains in North Lantau would not be necessary within the coming decade or so.

29. Given that by the year of 2038, the sewage flow of Tung Chung New Town and Airport Island could be handled only if the twin sewage rising mains operated in pair, Mr Alan LEONG enquired why the Administration claimed that operation of one of the sewage mains could be suspended for inspection and maintenance.

30. CE(CM), DSD explained that under the twin pipes operation, should one of the mains be taken out of operation for maintenance, the remaining one would then operate under elevated pressure to deliver a higher quantity of flow at a higher velocity on a short-term basis. Acting DDS added that the DSD would only suspend the use of one of the mains for inspection or maintenance at times of lower sewage flow.

Construction cost of the proposed works

31. Dr KWOK Ka-ki and Dr Fernando CHEUNG were concerned about the high construction cost of the proposed works.

32. Acting DDS advised that the proposed works included the construction of an additional sewage rising main and the rehabilitation of the existing sewage rising main. In September 2015 prices, the cost of building an additional sewage rising main was $336.3 million and the cost of the rehabilitation of the existing sewage rising main was $339 million. The unit price of the construction cost of the works project (about $50,000 per m) was indeed lower than the unit price of similar works projects carried out by the Government (about $60,000 to $70,000 per m).

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33. CE(CM), DSD added that according to the traffic contingency arrangements worked out by the Transport Department and the Hong Kong Police Force, in the event of a major incident on North Lantau Highway, all work fronts along Cheung Tung Road (where the work fronts of the proposed works were located) had to be cleared within 45 minutes to reopen the traffic lane of Cheung Tung Road for vehicular flow to and from the airport. When no work was being carried out, temporary decking over work pits would be put so as to re-open the traffic lane. Such arrangements would prolong the construction period (expected to be as long as 9.5 years) and increase the construction costs.

Contingency traffic arrangements

34. Mr Alvin YEUNG asked whether other road works would require similar contingency traffic arrangements and whether the requirement to reopen the traffic lane of Cheung Tung Road within 45 minutes would be included into the terms of the works contracts, and whether the works contractors were aware of the legal consequences in case of a breach of contract terms.

35. Acting DDS replied that all works to be carried out on Cheung Tung Road had to fit in with the above contingency traffic arrangements. Similar contingency traffic arrangements were often put in place in other busy trunk roads where road works were being carried out. He affirmed that the requirement to reopen the traffic lane of Cheung Tung Road within 45 minutes was already incorporated into the contract terms and tenderers were aware of the consequences of contravention of such contract terms.

36. As the above contingency traffic arrangements had resulted in an increase in construction costs, Dr Fernando CHEUNG was concerned whether such arrangements were necessary, and whether there were alternative traffic arrangements, and the expected time saved in construction in the absence of such arrangements.

37. CE(CM), DSD said in response that without such contingency traffic arrangements, the construction period of the entire works would be shortened to some 7 years. Acting DDS added that in order to speed up the progress of the works, the Administration would seek to increase the number of work fronts along Cheung Tung Road and to extend the construction hours to after 7:00 pm.

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Reasons for constructing an additional sewage main instead of rehabilitating the existing main

38. Mr CHAN Chi-chuen enquired about the reasons why the rehabilitation of the existing sewage rising main cost more than the construction of an additional sewage rising main.

39. CE(CM), DSD explained that it was only after the new sewage rising main had been commissioned that the existing sewage rising main could be suspended for internal inspection. At present it was difficult to determine the actual conditions inside the sewer. Depending on the extent of the corrosion inside, the sewer buried underground would need to be excavated and the entire section of the pipeline might need to be replaced, or only the lining of the sewer would need to be replaced. The cost of the former option would be higher than the latter.

Design of the proposed additional sewage rising main

40. In view of the fact that the cost of rehabilitating the existing sewage rising main was higher than building an additional rising main, in order to reduce the project cost, Mr Alan LEONG asked whether the Administration would consider building two underground, above-ground or overhead sewage rising mains, so that the existing sewage rising main could cease operation afterwards.

41. Acting DDS said that having considered four different alignment options, it was concluded that the only feasible option was to build an additional sewage rising main underneath the carriageway of Cheung Tung Road. He added that while it would be more convenient to build and maintain a sewage rising main laid above ground or overhead, an exposed sewage main would be vulnerable to damage by vehicles. Besides, the rising main together with the associated concrete thrust blocks was massive in size, causing an adverse visual impact. It also cost a lot to construct an overhead structure. As such, sewage rising mains generally would not be laid above ground or overhead.

42. Mr Albert CHAN suggested that in developing new towns in future, the Administration should explore the construction of common service tunnels for housing the pipes/ducts of various public utilities, as well as the cost-effectiveness of such tunnels.

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43. Acting DDS said in response that the Highways Department concluded from its study that the cost-effectiveness of a common service tunnel was in doubt. At present, only a few road junctions in Hong Kong with busy traffic had common utility service ducts.

Traffic arrangements and worker safety during construction

44. In response to a question from Mr Alvin YEUNG, CE(CM), DSD advised that the proposed works would be carried out underground along the carriageway of Cheung Tung Road and would not affect the traffic of North Lantau Highway.

45. Dr Kenneth CHAN declared that some relatives of his were awarded contracts of water and drainage works briefed out from the Government. Dr CHAN said that a number of industrial accidents involved works carried out on expressways. He urged the Administration to mandatorily require workers who carried out road works at night time to wear reflective vests fitted with alarm lights and to inspect the works process to ensure the safety of workers and drivers.

46. Acting DDS replied that the proposed project would be carried out underneath the carriageway of Cheung Tung Road. Cheung Tung Road was not an expressway and the works would only be carried out at sections where traffic was not busy. In order to reduce accidents, the Administration would strictly implement protective measures and conduct surprise inspections at the work fronts from time to time during construction for safety supervision. He assured members that the Administration would study with the contractors on the arrangement of mandatorily requiring workers who worked at night to wear reflective vests fitted with alarm lights.

Speaking arrangement for members

47. The Chairman advised that the current meeting was the one held by the FC on the last day of the current legislative session. At present, there were still 11 agenda items to be deliberated by the FC. He called on members to take hold of the time and finish the deliberations. The Chairman reminded members who wished to speak on this item to indicate their wish at that moment. He would end the discussion session after members had spoken.

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48. Mr WONG Kwok-hing supported the decision of the Chairman. He was of the view that the arrangement would facilitate allocation of the meeting time of the FC in a reasonable manner so that the meeting could proceed smoothly.

49. Dr KWOK Ka-ki, Mr CHAN Chi-chuen and Dr Fernando CHEUNG said that they did not agree with the decision made by the Chairman to draw a line to limit speeches made by members. These members considered that the Chairman should not restrict questions which members raised reasonably. Dr KWOK asked whether the Chairman would allow Mr WU Chi-wai who had not yet spoken to speak.

50. The Chairman responded that as the Chairman of the FC, he had to strike a balance between allowing members to speak and ensuring that meetings could proceed efficiently and agenda items could be deliberated orderly. He further said that besides asking questions at meetings, there were other channels for members to express their views on issues of their concern.

Motion to adjourn the discussion of agenda item FCR(2016-17)63

51. At 10:24 am, Dr KWOK Ka-ki moved a motion under paragraph 39 of the Finance Committee Procedure to adjourn the discussion of agenda item FCR(2016-17)63. The Chairman then put the question to adjourn the discussion of agenda item FCR(2016-17)63. The Chairman instructed that each member might speak once on the motion and the speaking time should not exceed three minutes.

52. Dr KWOK Ka-ki then spoke on his motion. Dr KWOK advised that he raised questions at the meetings in order to ensure that public money was used properly and he did not intend to obstruct the progress of the proposed works. He expressed his dissatisfaction with the Chairman's decision to restrict speeches made by members.

53. Dr Fernando CHEUNG and Mr CHAN Chi-chuen said that they understood the reason why Dr KWOK moved the motion. Dr CHEUNG pointed out that the Administration had, in view of members' concerns, adopted a number of measures to reduce the cost of the proposed works such that the cost was reduced from the original estimated $1,942.1 million to the present $1,362.6 million. He therefore held that members' questions could help avoid a waste of public money.

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54. Mr CHAN Kam-lam and Mr WONG Ting-kwong indicated that they were against the motion to adjourn the discussion of agenda item FCR(2016-17)63. These members were of the view that the PWSC under the FC had already discussed the proposed works and members should not repeat similar questions at the FC meeting. They considered that members who repeatedly raised questions or proposed adjournment of the discussion of agenda items only intended to prevent the passage of agenda items at the FC meeting which they opposed.

55. Mr WU Chi-wai said that he opposed the motion to adjourn the discussion of agenda item FCR(2016-17)63. But he did not agree to the Chairman's decision to restrict speeches made by members in order to have the item put to vote as soon as possible.

56. At 10:44 am, the Chairman declared that the meeting be adjourned.

57. The meeting was adjourned at 10:44 am.

Legislative Council Secretariat
21 September 2016