

**立法會**  
***Legislative Council***

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

**Minutes of the 24<sup>th</sup> meeting  
held in Conference Room 1 of the Legislative Council Complex  
on Wednesday, 18 May 2016, at 8:30 am**

**Members present:**

Ir Dr Hon LO Wai-kwok, SBS, MH, JP (Chairman)  
Hon Frankie YICK Chi-ming, JP (Deputy Chairman)  
Hon Albert HO Chun-yan  
Hon James TO Kun-sun  
Hon CHAN Kam-lam, SBS, JP  
Hon TAM Yiu-chung, GBS, JP  
Hon Abraham SHEK Lai-him, 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 Starry LEE Wai-king, JP  
Hon CHAN Hak-kan, JP  
Hon WONG Kwok-kin, SBS  
Hon IP Kwok-him, GBS, JP  
Hon Alan LEONG Kah-kit, SC  
Hon LEUNG Kwok-hung  
Hon Albert CHAN Wai-yip  
Hon Claudia MO  
Hon Michael TIEN Puk-sun, BBS, JP  
Hon Steven HO Chun-yin, BBS  
Hon WU Chi-wai, MH  
Hon CHAN Chi-chuen

Hon CHAN Han-pan, JP  
Dr Hon Kenneth CHAN Ka-lok  
Hon LEUNG Che-cheung, BBS, MH, JP  
Hon Alice MAK Mei-kuen, BBS, JP  
Dr Hon KWOK Ka-ki  
Hon Dennis KWOK  
Hon Christopher CHEUNG Wah-fung, SBS, JP  
Hon SIN Chung-kai, SBS, JP  
Dr Hon Elizabeth QUAT, JP  
Hon TANG Ka-piu, JP  
Dr Hon CHIANG Lai-wan, JP  
Hon Christopher CHUNG Shu-kun, BBS, MH, JP  
Hon Tony TSE Wai-chuen, BBS  
Hon Alvin YEUNG Ngok-kiu

**Members absent:**

Hon LEE Cheuk-yan  
Hon LEUNG Yiu-chung  
Hon Emily LAU Wai-hing, JP  
Hon WONG Ting-kwong, SBS, JP  
Hon Cyd HO Sau-lan, JP  
Dr Hon LEUNG Ka-lau  
Hon Charles Peter MOK, JP  
Hon CHAN Yuen-han, SBS, JP  
Hon KWOK Wai-keung  
Dr Hon Fernando CHEUNG Chiu-hung  
Dr Hon Helena WONG Pik-wan

**Public officers attending:**

Mr Raistlin LAU Chun, JP	Deputy Secretary for Financial Services and the Treasury (Treasury) <sup>3</sup>
Mr HON Chi-keung, JP	Permanent Secretary for Development (Works)
Mr Michael WONG Wai-lun, JP	Permanent Secretary for Development (Planning and Lands)
Ms Anissa WONG, JP	Permanent Secretary for the Environment

Ms Jasmine CHOI Suet-yung	Principal Assistant Secretary for Financial Services and the Treasury (Treasury)(Works)
Mr Laurie LO Chi-hong, JP	Deputy Secretary for Home Affairs (1)
Mr Vincent FUNG Hao-yin	Principal Assistant Secretary for Home Affairs (Civic Affairs)1
Mr Alan SIN Kwok-leung	Chief Technical Adviser (Subvented Projects) Architectural Services Department
Mr Kevin YEUNG Yun-hung, JP	Under Secretary for Education
Mrs Elina CHAN	Principal Assistant Secretary for Education (Infrastructure and Research Support)
Mr YAU Shing-mu, JP	Under Secretary for Transport and Housing
Ms Rebecca PUN Ting-ting, JP	Deputy Secretary for Transport and Housing (Transport)1
Ms Judy CHUNG Sui-kei	Principal Assistant Secretary for Transport and Housing (Transport)5
Mr Daniel CHUNG Kum-wah, JP	Director of Civil Engineering and Development
Mr WONG Wai-man, JP	Deputy Project Manager (New Territories East)1 Civil Engineering and Development Department
Mr MAK Chi-kwong	Chief Engineer (Strategic Roads) Transport Department

**Attendance by invitation:**

Ms Amy FUNG	Deputy Executive Director The Hong Kong Federation of Youth Groups
Ms Phoenix NGAI	Supervisor The Hong Kong Federation of Youth Groups

Mr Greg TSE

Engineer  
The Hong Kong Federation of Youth Groups

**Clerk in attendance:**

Ms Sharon CHUNG

Chief Council Secretary (1)2

**Staff in attendance:**

Mr Raymond CHOW

Senior Council Secretary (1)6

Ms Christina SHIU

Legislative Assistant (1)2

Ms Clara LO

Legislative Assistant (1)8

Ms Haley CHEUNG

Legislative Assistant (1)9

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Action

The Chairman advised that there were 10 funding proposals on the agenda for the meeting. Nine of them were those carried over from the previous meeting of the Subcommittee. He reminded members that in accordance with Rule 83A of the Rules of Procedure ("RoP") of the Legislative Council ("LegCo"), they should disclose the nature of any direct or indirect pecuniary interests relating to the funding proposals under discussion at the meeting before they spoke on the item. He also drew members' attention to Rule 84 of RoP on voting in case of direct pecuniary interest.

**Head 708 – Capital Subventions and Major Systems and Equipment  
PWSC(2016-17)10    41QJ    Youth Hostel Scheme – Construction by  
The Hong Kong Federation of Youth  
Groups**

2. The Chairman advised that the proposal, i.e. PWSC(2016-17)10, was to upgrade 41QJ to Category A at an estimated cost of \$150.9 million in money-of-the-day ("MOD") prices to carry out the construction works for the proposed youth hostel project of the Hong Kong Federation of Youth Groups ("HKFYG") in Tai Po ("the HKFYG Youth Hostel"). The Subcommittee had commenced deliberation on the proposal at the meetings on 4 and 11 May 2016. The supplementary information provided by the Administration on the item had been circulated to members vide LC Paper No.

PWSC217/15-16(01) by email on 17 May 2016, and a hard copy of it had been tabled at the meeting.

Rental levels and admission eligibility

3. Noting the requirement that the rental of youth hostels would be set at a level which did not exceed 60% of the market rent of flats of similar size in the nearby areas, Mr CHAN Chi-chuen was concerned that future rises in market rent would make the rental of the hostels outstrip the affordability of their tenants. Mr CHAN enquired whether applicants would be allowed to waitlist for hostel units under different Youth Hostel Scheme ("YHS") projects and public rental housing ("PRH") flats concurrently, and how the non-governmental organizations ("NGOs") operating the youth hostels would handle the cases where the applicants were temporarily out of employment at the time of application or after admission to youth hostels.

4. Deputy Secretary for Home Affairs (1) ("DSHA(1)") advised that youth applicants could apply for both PRH and youth hostels at the same time provided that they met the relevant criteria regarding income and asset limits. Basically, applicants were allowed under the policy principles of YHS to apply and waitlist for units in different youth hostels concurrently. However, since there would be different dates of completion of construction in respect of different hostels, how such applications would be handled would depend on the actual circumstances in future. The target tenants of YHS were working youths. NGOs might exercise their discretion in handling the cases where the applicants were temporarily out of employment at the time of application or after admission to youth hostels.

5. Mr CHAN Chi-chuen noted that to cater for applications with special individual needs, NGOs might consider exercising discretion to accept special cases, provided that the number of such cases should not exceed 5% of the total number of hostel places. He asked if applicants of special cases were required to meet the basic eligibility criteria regarding income, asset and age, etc. DSHA(1) replied that NGOs might exercise discretion to admit applicants of special cases to the youth hostels having regard to their respective service objectives. Such applicants might be exempted from the basic eligibility requirement for application.

Use of surplus from youth hostel operation

6. Mr Alan LEONG noted that NGOs were required to transfer any financial surplus from the operation of youth hostels ("operating surplus") first to the "maintenance reserve fund", which would be used for future

maintenance works. The balance, if any, would be transferred to a specified reserve. He enquired how the Administration would determine the level of the "maintenance reserve fund", whether the relevant Panel of the LegCo would be consulted on matters relating to the determination of the level of such fund, whether the specified reserve would be used on youth hostels, and what measures were in place to monitor the use of the specified reserve.

7. DSHA(1) said that NGOs were required to first transfer the operating surplus to the mandatory "maintenance reserve fund" to cover the medium- to long-term maintenance costs of the youth hostels. The Administration and the NGOs concerned would determine the level of the "maintenance reserve fund" with regard to the respective scales and needs of individual YHS projects. Any operating surplus exceeding the prescribed level of the "maintenance reserve fund" had to be transferred to the specified reserve. If the NGOs wished to use the funds of the specified reserve to support other services, prior approval from the Secretary for Home Affairs must be obtained. As regards the HKFYG Youth Hostel, HKFYG had indicated that the specified reserve would entirely be used on this hostel. The Chairman suggested that the Panel on Home Affairs might request the Administration to provide an update on the implementation of YHS in due course in the future if it so wished.

Voting on PWSC(2016-17)10

8. There being no further questions from members on the item, the Chairman put the item to vote.

9. The item was voted on and endorsed. Mr CHAN Chi-chuen requested that this item be voted on separately at the relevant meeting of the Finance Committee ("FC").

**Head 708 – Capital Subventions and Major Systems and Equipment**  
**PWSC(2016-17)16     27EA   Extension and conversion to St. Paul's**  
**Primary Catholic School at Wong Nai**  
**Chung Road, Happy Valley**

10. The Chairman advised that the proposal, i.e. PWSC(2016-17)16, was to upgrade 27EA to Category A at an estimated cost of \$467.8 million in MOD prices in order to upgrade the facilities of St. Paul's Primary Catholic School ("SPPCS") at Wong Nai Chung Road, Happy Valley, a bi-sessional primary school, for converting into whole-day schooling. The Panel on Education had been consulted on the proposal on 11 April 2016. Panel

members supported the submission of the proposal to the Subcommittee for consideration. A report on the gist of the Panel's discussion had been tabled at the meeting

### Views of parents of students on the project

11. Dr Kenneth CHAN and Mr CHAN Chi-chuen noted that some parents of students at SPPCS had expressed concerns and raised queries on the extension and conversion project of the school. These parents enquired about the rationale for converting the bi-sessional school into whole-day operation. They were also concerned about the need for students to commute long distance and travel across districts to attend class at the school premises of the former Chai Wan Star of The Sea Catholic Primary School ("CWSSCPS") and the traffic arrangement during the construction period. They requested that a vacant school premises in Wan Chai should be identified for use as temporary school premises during the project period. Some parents who did not support the proposed project considered that SPPCS had neither explained the project details to the parents nor let them fully express their views. Dr Kenneth CHAN asked whether the school had thoroughly consulted the parents of students and alumni organizations on the project. Mr CHAN Chi-chuen enquired about the project timetable and the duration of time for which SPPCS would need to use the temporary school premises.

12. Under Secretary for Education ("US(Ed)") replied that the Administration was aware that SPPCS had been uploading the information on the progress of the project onto its website for the information of the parents of students. SPPCS had held a briefing session in December 2015 to explain to parents of students the project implementation and transitional arrangement. More than 600 parents attended the briefing session and generally supported the extension and conversion project.

13. US(Ed) said that subject to the funding approval of FC within the current legislative session, the project could commence in the fourth quarter of 2016 and was expected to complete in the second quarter of 2019. Subject to FC's funding approval for the project, it was expected that SPPCS would operate at the school premises of CWSSCPS in the 2016/17 and 2017/18 school years and a large part of the 2018/19 school year. SPPCS also planned to operate in whole-day mode at the temporary school premises in Chai Wan from September 2016 onwards. During the transitional period, SPPCS would arrange for students to use the existing school bus service to and from the temporary school premises in Chai Wan. Public transport services were also available in the vicinity of the temporary school premises,

which were very convenient. SPPCS had already provided the parents of students with relevant transport information. The Administration had also considered arranging SPPCS to temporarily operate at vacant school premises in Wan Chai during the construction period but no suitable school premises were available for use in the district.

14. Mr CHAN Chi-chuen pointed out that some parents of students queried that the extension and conversion to the school premises aimed at preparing the school for admission to Direct Subsidy Scheme ("DSS") and the Administration was funding the project with public money to help convert SPPCS into a DSS school. In response, US(Ed) said that some Members had raised similar concerns at the meeting of the Panel on Education on 11 April 2016. The Administration had subsequently liaised with SPPCS and the school confirmed that it had no intention to join DSS.

15. Dr Kenneth CHAN enquired about the alternative arrangement that would be made by the Administration if some parents of students did not accept the arrangement for cross-district schooling for their children at the temporary school premises in Chai Wan and hoped to transfer their children to other primary schools in Wan Chai. US(Ed) replied that under the existing policy, parents who wished to transfer their children to another school could approach the Regional Education Offices of the Education Bureau. The Administration would provide assistance in school transfer as appropriate having regard to such factors as the availability of school places in the district.

#### Facilities to be provided after extension and conversion

16. Mr CHAN Chi-chuen asked whether a car park would be provided for SPPCS under this project; if so, whether there was such a need; and whether the additional lift would be for the exclusive use by academic staff. He also pointed out that the facilities to be provided on the school premises after extension and conversion had been criticized by some parents of students as being luxurious.

17. In response, US(Ed) said that after extension and conversion, SPPCS would have several parking spaces, which was comparable to other 24-classroom primary schools of standard design. The project scope and facilities proposed by the school were not designed for luxury. The estimated construction unit cost of the project, represented by the building and building services costs, was \$17,011 per square metre of the construction floor area. This was comparable to similar projects built by the Government. He added that according to the code for the safe use of lifts, children should



be accompanied by adults when using lifts. Under special circumstances in the future, a student feeling unwell, for example, could be accompanied by academic staff to use the lift. SPPCS would arrange for junior classrooms to be located on lower floors.

18. Mr CHAN Chi-chuen was concerned about the impact of the extension and conversion works on the stone wall facing Wong Nai Chung Road at the existing school premises of SPPCS. US(Ed) advised that the main building of SPPCS was currently a Grade II historic building and the Administration also noted that the stone wall facing Wong Nai Chung Road was a landmark of the district. Under the project, works would be carried out on the stone wall for creating two vehicular entrances/exits. The rest of the stone wall would mostly remain intact.

19. Mr CHAN Chi-chuen asked whether the Administration needed to carry out school premises maintenance works for CWSSCPS in order to make it suitable for use by SPPCS as temporary school premises. US(Ed) replied that the Administration had commenced the necessary works on the school premises of CWSSCPS, including electricity and basic painting works, so that upon obtaining funding approval for the project from FC, SPPCS could use the school premises of CWSSCPS from September 2016 onwards.

#### Voting on PWSC(2016-17)16

20. There being no further questions from members on the item, the Chairman put the item to vote.

21. The item was voted on and endorsed. The Chairman consulted members on whether the item would require separate voting at the relevant meeting of FC. No member made such a request.

### **Head 707 – New Towns and Urban Area Development PWSC(2015-16)14 823TH Tseung Kwan O – Lam Tin Tunnel**

22. The Chairman advised that the proposal was to upgrade part of 823TH to Category A at an estimated cost of \$15,093.5 million in MOD prices for the construction of the main tunnel and associated works of the Tseung Kwan O – Lam Tin Tunnel (TKO–LTT). The Administration had consulted the Panel on Transport on 23 March 2016. Panel members had no objection to the submission of the funding proposal to the Subcommittee for consideration. A report on the gist of the Panel's discussion had been tabled at the meeting.

Project cost estimate

23. Dr KWOK Ka-ki and Mr CHAN Chi-chuen expressed concern about the significant increase in the estimated cost of TKO–LTT project by 80% from \$8.2 billion in 2013 to \$15.09 billion (in MOD prices) in 2015. They enquired about the details of the newly included items and the relevant expenditures under the cost estimate taking into account the three major factors (namely, (a) additional facilities, (b) modification to enhance the design requirements, and (c) design modification to cater for latest site investigation results) that contributed to the project cost escalation. The Administration undertook to provide relevant information after the meeting.

*(Post-meeting note: The supplementary information provided by the Administration was tabled at the meeting of the Subcommittee on 21 May 2016 and circulated to members vide [LC Paper No. PWSC227/15-16\(01\)](#) on 23 May 2016.)*

24. While considering the Administration's explanation for the \$2.41 billion increase in the construction cost due to the inclusion of new items proposed in the detailed design in 2015 acceptable, Mr WONG Kwok-hing queried that the Administration had not submitted the funding proposal to the relevant committees of the LegCo for deliberation at the earliest possible time and this had contributed to the rise of the project cost estimate from \$7.08 billion in 2013 (excluding the Cha Kwo Ling (CKL) tunnel) to \$9.25 billion in September 2015 prices due to the overall increase in construction cost.

25. Director of Civil Engineering and Development ("DCED") explained that the cost estimate in 2013 was determined on the basis of the preliminary design only. Due to the complexity of the tunnel project, a longer time was required for conducting the detailed design. The Administration had submitted the funding proposal to the relevant committees of the LegCo at the earliest possible time.

26. Mr Albert CHAN commented that the Administration had exaggerated the project cost estimate in order to avoid cost overruns in future. Under Secretary for Transport and Housing ("USTH") said that parallel tendering was adopted for the project. In other words, the tender exercise had already commenced. Therefore, the relevant cost estimate had taken into account the tender return prices to reflect the real market price. DCED added that the pre-tender cost estimate was more or less the same as the market price as reflected in the tender return.

27. Mr Albert CHAN criticized the Administration for violating the funding application procedures for public works by conducting a tender exercise for the project without prior consultation with the relevant committees of the LegCo on major design modifications and cost increase of the project.

28. USTH said that the Government had sought the necessary funding approval from FC in 2013 for the detailed design of TKO–LTT and associated works. As a more accurate project cost estimate could not be worked out before completion of the detailed design, the relevant papers submitted to FC at that time did not include the cost estimate for TKO–LTT and associated works. FC approved the funding application for the detailed design of the project in May 2013. According to the preliminary design completed in 2013 and based on the September 2013 prices, the cost estimate for TKO–LTT (including the CKL tunnel) was \$8.2 billion, which did not include the provision for price adjustment. When the Civil Engineering and Development Department reported to the Sai Kung District Council in May 2014 and May 2015, the detailed design of the project was not yet completed, and the Department had therefore stated that the preliminary construction cost of \$8.2 billion was under review. In response to Mr Albert CHAN's question, DCED said that the paper submitted by the Administration to the Panel on Transport for its meeting on 23 March 2016 had already provided information on the latest project cost estimate.

29. Mr Albert CHAN requested the Administration to provide, with reference to the construction cost of \$7 billion for the Tai Lam Tunnel project, an analysis on the increase in construction cost of TKO–LTT setting out the price trends of various major works expenditure items (such as wages and material prices, etc.) from mid-1990s to date, together with the tender return prices and per-kilometre construction costs of projects similar to TKO–LTT in recent years.

*(Post-meeting note: The supplementary information provided by the Administration was tabled at the meeting of the Subcommittee on 21 May 2016 and circulated to members vide [LC Paper No. PWSC227/15-16\(01\)](#) on 23 May 2016.)*

30. Mr LEUNG Kwok-hung considered it necessary to construct TKO–LTT but queried whether the Administration had monitored the construction cost of the project in a responsible manner. Permanent Secretary for Development (Works) said that various works departments had all along maintained a professional attitude in drawing up cost estimates for works,

and would take the construction costs of previous similar projects and the latest market trends as the main considerations in determining the construction cost.

Connection between TKO–LTT and the neighbouring main roads

31. Pointing out that the traffic flow on CKL Road was expected to increase upon completion of TKO–LTT, Mr CHAN Kam-lam enquired about the measures to be taken by the Administration in response. Chief Engineer (Strategic Roads), Transport Department, responded that most of the vehicles bound for West Kowloon were expected to keep using the Kwun Tong Bypass upon completion of TKO–LTT, and only a small amount of the traffic would be routed through CKL Road before completion of Trunk Road T2. He said that the Administration would improve the design of the traffic lights at the junction between CKL Road and Wai Yip Street and broaden the roads concerned to accommodate the increased traffic flow.

32. Mr CHAN Kam-lam said that the commissioning of TKO–LTT and the additional population arising from the new housing developments in East Kowloon would certainly increase the traffic load on the road network in the Kwun Tong district before completion of the Central Kowloon Route ("CKR"). He asked how the Administration would address the traffic problems in the district. USTH responded that the problem of traffic bottlenecks in the Kwun Tong district could only be resolved thoroughly after the completion of Trunk Road T2 and CKR. Given the complexity of the CKR project and the large number of objections received by the Administration, a longer time was required to conduct the preparatory work of the project. He said that the Administration acknowledged the importance of CKR. The Chief Executive had stated in the 2016 Policy Address that this project would be taken forward. Meanwhile, a study would also be conducted on how to improve the road network in the Kwun Tong district in order to cope with the traffic flow in the district before completion of CKR.

33. Mr Albert CHAN anticipated that the problem of congestion in various major transport interchanges in the Kwun Tong district would further deteriorate upon the commissioning of TKO–LTT. In this connection, Mr CHAN requested the Administration to provide supplementary information, setting out the major transport interchanges with heavy traffic near the proposed tunnel (including Kwun Tong Interchange and the entrance to the Eastern Harbour Crossing ("EHC")) and the anticipated volume/capacity ratios (including those throughout the whole day and during

peak hours) one year, five years and 10 years following the commissioning of the tunnel.

*(Post-meeting note: The supplementary information provided by the Administration was tabled at the meeting of the Subcommittee on 21 May 2016 and circulated to members vide [LC Paper No. PWSC227/15-16\(01\)](#) on 23 May 2016.)*

#### Tunnel tolls and the toll collection system

34. Mr Michael TIEN asked whether the Administration had any tools or software that could accurately predict the difference between the tolls of TKO–LTT and the Tseung Kwan O ("TKO") Tunnel that was necessary to achieve a balanced traffic distribution between them.

35. Deputy Project Manager (New Territories East)1, Civil Engineering and Development Department ("DPM(NTE)1/CEDD"), said that during the preliminary design stage of TKO–LTT, the Administration had conducted a toll sensitivity test. It was initially considered that different toll levels had little impact on the proportions of vehicles using the TKO Tunnel and TKO-LTT because the two tunnels served different locations and convenience was the primary consideration of motorists in choosing which tunnel to use.

36. Mr TANG Ka-piu suggested that the Administration could consider providing toll concessions to motorists who used both TKO–LTT and EHC in order to attract more motorists to use TKO–LTT, with a view to diverting the traffic from the TKO Tunnel to the new tunnel. Mr TANG enquired about the preliminary toll charging scheme of TKO–LTT formulated based on the cost-recovery principle.

37. USTH advised that TKO–LTT was expected to be completed in 2021. As far as the tolling scheme was concerned, the Government still needed some time to conduct a detailed study. In addition, the Administration would submit the toll adjustment proposals covering the three road harbour crossings to the LegCo Panel on Transport in the 2017-2018 legislative session. He said that Members' views would be taken into account.

38. Mr CHAN Hak-kan advised that members of the district councils concerned and Members of the LegCo had expressed the view that too large a difference between the tolls for TKO–LTT and the TKO Tunnel would defeat the purpose of rationalizing traffic distribution. He urged the Administration to consider this view. Dr Elizabeth QUAT expressed similar concerns. As

there was a substantial increase in the construction cost of TKO–LTT project compared to the estimate in 2013, Mr CHAN asked whether the toll level of the tunnel would be increased in line with the cost-recovery principle so as to pass on the relevant costs to consumers.

39. USTH responded that in determining the toll level of TKO-LTT, the Administration considered not just the project cost, but also other factors such as public affordability and acceptability. A detailed study would be conducted on the levels at which TKO–LTT tolls should be set to achieve the rationalization of traffic distribution.

40. Members noted that the electronic toll collection ("ETC") mode would be adopted for the operation of TKO-LTT and there would not be a toll plaza at the access points. Mr CHAN Hak-kan asked whether contingency measures (for example, manual toll collection services) would be drawn up in connection with the proposed ETC system for possible future needs.

41. Mr Alvin YEUNG expressed support for the funding proposal. Dr KWOK Ka-ki and Mr Alvin YEUNG asked whether the Administration had any fall-back plans in case the implementation of the ETC system for this new tunnel encountered hiccups. Dr KWOK Ka-ki considered that the Administration should provide in the funding submission detailed information on the ETC mode to be adopted for Members' consideration in conjunction with the project. He said that if the Administration refused to give a detailed account of the ETC mode, he might oppose the funding proposal for the tunnel works.

42. USTH responded that, having considered the views of members of the local communities and the relevant sectors, and in order to minimize the impact of the TKO–LTT project on the environment and reduce the area of reclamation needed, there would not be a toll plaza at the access points to the tunnel. The Administration would study the feasibility of the ETC mode. He said that the relevant technology was already quite mature in the international market. The relevant toll proposal (including measures related to the ETC mode) would be submitted in due course to the relevant LegCo Panel for consultation. Members could then have thorough discussions on the technical details of the proposal.

Works arrangements

43. Mr TANG Ka-piu asked whether the works for TKO–LTT could commence in July 2016 in accordance with the schedule set out in the paper if the Administration successfully obtained funding approval from FC for the project in the current legislative session.

44. DCED said that the Department had invited tenders for some of the works contracts in August 2015 and January 2016, but tenders would only be awarded upon the funding approval of FC. As the main contract for the tunnel works was ready, the relevant works could commence at any time.

45. Dr Elizabeth QUAT suggested that the Administration should speed up the works progress with a view to completing TKO–LTT before 2021 so as to mitigate the serious problem of traffic congestion in the district.

46. DCED advised that the construction period had been shortened as far as possible in the currently submitted works schedule. Upon commencement of the works, the Administration would continue to explore other measures to further shorten the construction period of the project.

47. Dr Elizabeth QUAT asked whether the Administration could give an undertaking that the fill materials generated by the project would be transported by sea wherever possible, so as to reduce the extra traffic load on Wan Po Road in TKO during the construction. DCED confirmed that the Administration undertook to ensure the fill materials generated by the project would be transported by sea wherever possible.

48. Mr Alvin YEUNG asked whether the reclamation works for the project might cause the problem of structural movement similar to that due to the non-dredged reclamation works in the Hong Kong-Zhuhai-Macao Bridge ("HZMB") Hong Kong Boundary Crossing Facilities ("HKBCF") project. DCED said that a similar problem would not occur because the TKO–LTT project would adopt a reclamation method different from that for the HZMB HKBCF project.

49. Mr TANG Ka-piu asked whether the proposed works would be carried out in TKO and Lam Tin concurrently. He was particularly concerned about the impact of the works at the tunnel exits on the residents of a neighbouring housing estate (i.e. Ocean Shores), and enquired when that part of works would commence.

50. DPM(NTE)1/CEDD said that the works had to be carried out in TKO and Lam Tin concurrently so that they could be completed within the scheduled construction period. Regarding the part of works in the proximity of residential blocks, the Administration would, in compliance with the conditions in the environmental permit, establish a community liaison group to keep members of the local community informed of the works progress as early as possible, and take appropriate measures to minimize the impact of the works on the residents. He added that, the works contractors, upon being appointed, would submit the proposed construction procedures and methods to be adopted. The Administration would discuss the relevant proposals with the residents before allowing the contractors to formally commence the works.

Public consultation

51. Mr Steven HO was concerned about the impact of the reclamation works under the TKO–LTT project on the fisheries industry. He asked whether the Administration had consulted the fisheries industry on the relevant reclamation works.

52. DPM(NTE)1/CEDD advised that in order to reduce the impact of the project on the environment, the reclamation area of the project had been reduced from 12 hectares as originally proposed in 2008 to three hectares as proposed in 2013. The reclamation works for the project should not have a significant impact on the fisheries industry.

53. DPM(NTE)1/CEDD further said that public consultation had been conducted on the reclamation works for the project. At the request of Mr Steven HO, the Administration would provide supplementary information on whether the fisheries industry had been consulted on the reclamation works in connection with this project; if so, the details of the consultation exercise, including the date of consultation, the channel for dissemination of information and the consultation outcome.

*(Post-meeting note: The supplementary information provided by the Administration was tabled at the meeting of the Subcommittee on 21 May 2016 and circulated to members vide [LC Paper No. PWSC227/15-16\(01\)](#) on 23 May 2016.)*

54. Mr Alan LEONG asked whether the intersections of TKO–LTT with other road networks had been finalized, and whether the Administration would maintain communication with the residents of Yau Lai Estate during



the construction period in order to alleviate the residents' concerns about the possible impact that would be brought about by the project.

55. DPM(NTE)1/CEDD said that the currently proposed alignment roughly corresponded to the preliminary design of 2013 (including the intersections of the tunnel with other roads). At the request of the residents of Yau Lai Estate, the main carriageways of the Lam Tin Interchange would be constructed at around 20 metres below the adjacent ground level, and most of the slip roads would be constructed in tunnel form, hidden between cut-slopes or provided with noise barriers/enclosures. The Administration would, in compliance with the requirements of the environmental permit, establish a community liaison group to regularly communicate with the residents with a view to minimizing the nuisance caused by the works.

56. Mr Alan LEONG asked how the Administration would deal with the 1 000-odd unresolved objections as set out in Enclosure 9 of the paper. DPM(NTE)1/CEDD said that the proposed road scheme under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) was gazetted in May 2013 and the objections to the project had been dealt with in accordance with the relevant statutory procedures. Subsequently, the Transport and Housing Bureau had submitted the road scheme and the unresolved objections to the Chief Executive in Council for consideration. The Chief Executive in Council had authorized the road scheme on 29 April 2014 without modification.

#### Fire services equipment

57. Mr WONG Kwok-hing enquired about the effectiveness of the tunnel thermal barrier introduced to enhance the design requirements of TKO-LTT, and whether an automatic sprinkler system would be installed in the tunnel.

58. DPM(NTE)1/CEDD said that polypropylene fibre would be added to the tunnel lining with a view to reducing the possibilities of concrete spalling and damage under high temperatures. In addition, thermal barriers would be installed at appropriate locations of the tunnel to provide better protection to the tunnel structure in case of fire. The fire safety requirements for tunnels were different from those for ordinary buildings. Given that sprinkler systems were subject to operational constraints, a strengthened thermal barrier would be more effective for prevention of tunnel fire.

59. The Chairman announced that as several members were still waiting to speak and due to time constraints, the Subcommittee would continue the discussion on the item at the next meeting.

60. The meeting ended at 10:30 am.

Council Business Division 1  
Legislative Council Secretariat  
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