

**立法會**  
***Legislative Council***

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

**Minutes of the 6<sup>th</sup> meeting  
held in Conference Room 1 of the Legislative Council Complex  
on Wednesday, 13 December 2017, at 8:30 am**

**Members present:**

Ir Dr Hon LO Wai-kwok, SBS, MH, JP (Chairman)  
Hon Charles Peter MOK, JP (Deputy Chairman)  
Hon Abraham SHEK Lai-him, GBS, JP  
Hon Starry LEE Wai-king, SBS, JP  
Hon CHAN Hak-kan, BBS, JP  
Dr Hon Priscilla LEUNG Mei-fun, SBS, JP  
Hon Paul TSE Wai-chun, JP  
Hon Claudia MO  
Hon Frankie YICK Chi-ming, SBS, JP  
Hon WU Chi-wai, MH  
Hon YIU Si-wing, BBS  
Hon MA Fung-kwok, SBS, JP  
Hon CHAN Chi-chuen  
Hon CHAN Han-pan, JP  
Hon LEUNG Che-cheung, SBS, MH, JP  
Dr Hon KWOK Ka-ki  
Hon Christopher CHEUNG Wah-fung, SBS, JP  
Dr Hon Fernando CHEUNG Chiu-hung  
Dr Hon Helena WONG Pik-wan

Hon Martin LIAO Cheung-kong, SBS, JP  
Hon Alvin YEUNG  
Hon Andrew WAN Siu-kin  
Hon CHU Hoi-dick  
Dr Hon Junius HO Kwan-yiu, JP  
Hon HO Kai-ming  
Hon LAM Cheuk-ting  
Hon Holden CHOW Ho-ding  
Hon Wilson OR Chong-shing, MH  
Hon Tanya CHAN  
Hon CHEUNG Kwok-kwan, JP  
Hon HUI Chi-fung  
Hon LUK Chung-hung  
Hon LAU Kwok-fan, MH  
Dr Hon CHENG Chung-tai  
Hon KWONG Chun-yu  
Hon Jeremy TAM Man-ho

**Members absent:**

Hon Tommy CHEUNG Yu-yan, GBS, JP  
Hon Michael TIEN Puk-sun, BBS, JP  
Hon Alice MAK Mei-kuen, BBS, JP

**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)
Ms Bernadette LINN, JP	Permanent Secretary for Development (Planning and Lands)
Mr Donald TONG Chi-keung, JP	Permanent Secretary for the Environment

Ms Margaret HSIA Mai-chi	Principal Assistant Secretary for Financial Services and the Treasury (Treasury) (Works)
Mr Kenneth LEUNG Tak-yan	Chief Civil Engineer (Public Works Programme) Transport and Housing Bureau
Mr Aaron BOK Kwok-ming	Regional Highway Engineer (New Territories) Highways Department
Mr LEE Wai-ping	Chief Highway Engineer (New Territories West) Highways Department
Mr IP Shing-tim	Chief Civil Engineer (2) Housing Department
Ms Ann Mary TAM Kwai-yee	Chief Architect (5) Housing Department
Ms Rebecca PUN Ting-ting, JP	Deputy Secretary for Transport and Housing (Transport)1
Mr Peter MAK Chi-kwong	Principal Assistant Secretary for Transport and Housing (Transport)7
Mr Daniel CHUNG Kum-wah, JP	Director of Highways
Mr Kelvin LO Kwok-wah, JP	Project Manager (Major Works) Highways Department
Mr Chris CHAN Yu-yuen	Assistant Commissioner for Transport (Planning)
Mr SHEA Tin-cheung	Chief Engineer (Transport Planning) Transport Department
<b>Clerk in attendance:</b>	
Ms Doris LO	Chief Council Secretary (1)2

**Staff in attendance:**

Ms Rita YUNG	Senior Council Secretary (1)2
Mr Raymond CHOW	Senior Council Secretary (1)6
Ms Christina SHIU	Legislative Assistant (1)2
Ms Christy YAU	Legislative Assistant (1)7
Ms Clara LO	Legislative Assistant (1)8

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Action

The Chairman advised that there were four funding proposals on the agenda for the meeting. The first to third proposals were items carried over from the previous meeting of the Subcommittee for which consideration was yet to be completed or commenced, while the fourth proposal was a new item submitted by the Administration. He reminded members that in accordance with Rule 83A of the Rules of Procedure ("RoP") of the Legislative Council, 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 proposals. He also drew members' attention to Rule 84 of RoP on voting in case of direct pecuniary interest.

**Head 711 – Housing**

**PWSC(2017-18)22      868TH Road Improvement Works at Ma On Shan, Sha Tin**

2. The Chairman advised that the proposal, i.e. PWSC(2017-18)22, sought to upgrade 868TH to Category A at an estimated cost of \$587.7 million in money-of-the-day ("MOD") prices for the road improvement and associated works at Ma On Shan, Sha Tin, to support the Public Rental Housing ("PRH") Development at Hang Tai Road (i.e. Yan On Estate Extension) and the Subsidized Sale Flats Development at Ma On Shan Road in Ma On Shan ("the two public housing developments"). The Subcommittee had commenced deliberation on the proposal at the meeting on 29 November 2017.

Measures to mitigate the impacts of the project

3. Dr Fernando CHEUNG was concerned that part of the project site of the proposed road improvement works was in close proximity to residence. He urged the Administration to ensure that the contractors would take appropriate measures to control the nuisance caused by dust, noise, etc. to residents nearby during construction, and to ensure safety. In addition,

Dr CHEUNG noted that a retail and welfare block would be built under the PRH Development at Hang Tai Road, in which welfare facilities such as a residential care home for the elderly and a supported hostel for mentally or physically handicapped persons would be provided. He was concerned about the implications of the proposed road improvement works on the commissioning of the said block and the accessibility of block users. Chief Architect(5), Housing Department ("CA(5)/HD"), responded that the works of the retail and welfare block would not be directly affected by the proposed road improvement works. However, in the event of delay in the proposed road improvement works, the construction works of the footbridge across Ma On Shan Road which connected with the block would experience some degree of delay.

4. Dr KWOK Ka-ki requested the Administration to provide information on the reduction of noise levels measured in decibel that could be achieved respectively by the two noise mitigation measures of installing noise barriers and paving low noise road surfacing materials, and the cost of the latter (i.e. paving low noise road surfacing materials). The Administration undertook to provide the information requested by Dr KWOK after the meeting.

*(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC86/17-18\(01\)](#) on 24 January 2018.)*

#### Planning issues related to the proposed public housing developments

##### *Parking spaces for commercial vehicles and vehicle lay-bys for the disabled*

5. Mr WU Chi-wai noted that according to the supplementary information paper provided for the Subcommittee by the Administration ([LC Paper No. PWSC46/17-18\(01\)](#)), the number of parking spaces for commercial vehicles provided in the two public housing developments was limited. In this connection, he enquired about the supply of parking spaces for commercial vehicles (e.g. light goods vehicles) in the PRH estates in Ma On Shan at present. In addition, the demand for commercial vehicle parking spaces in Ma On Shan and the gradual resumption of a large number of temporary open carparks in the district for housing development had aggravated the shortfall of commercial vehicle parking spaces in the district. As such, Mr WU enquired whether the Administration would consider: (a) relaxing the planning standards in relation to parking spaces under the Hong Kong Planning Standards and Guidelines ("HKPSG") as appropriate; and (b) providing additional parking spaces for commercial vehicles in the

two public housing developments. Dr KWOK Ka-ki also expressed concern about the shortage of commercial vehicle parking spaces in Hong Kong.

6. CA(5)/HD and Chief Civil Engineer (Public Works Programme), Transport and Housing Bureau ("CCE(PWP)/THB"), replied that the Hong Kong Housing Authority provided the required parking spaces in accordance with the guidelines under HKPSG and in consultation with the Transport Department ("TD"), having regard to the specific circumstances of the development projects and local demand. CCE(PWP)/THB further said that in view of the lack of commercial vehicle parking spaces in Hong Kong, TD had taken various measures in the short and medium term to increase the number of such parking spaces expeditiously. As in the case of Ma On Shan, the Administration planned to provide additional on-street parking spaces at Hang Kin Street and Sui Cheung Street as appropriate, and proposed to provide parking spaces under the "Sports Centre in Area 103, Ma On Shan" project. He said that the relevant government departments would review from time to time the planning standards under HKPSG in the light of social circumstances.

7. The Chairman pointed out that the above question raised by Mr WU on parking spaces was not directly related to the agenda item under discussion. However, the Chairman noted members' concern about the issues raised. The Administration could provide the relevant details in writing after the meeting.

*(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC86/17-18\(01\)](#) on 24 January 2018.)*

8. In view of the Administration's response made in its supplementary information paper for the Subcommittee ([LC Paper No. PWSC46/17-18\(01\)](#)) regarding the vehicle lay-bys for the disabled to be provided in the two public housing developments, Dr KWOK Ka-ki requested the Administration to provide further information, including illustrations showing the locations and number of the vehicle lay-bys provided for the disabled in each of the two public housing developments, with an explanation on whether too many vehicles waiting to use the vehicle lay-bys would block the driveways at these locations.

*(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC86/17-18\(01\)](#) on 24 January 2018.)*

*The number of public housing units to be provided*

9. Mr CHU Hoi-dick pointed out that in 2014, the Administration sought to revise the outline zoning plan ("OZP") for the two public housing developments, and the application was approved by the Town Planning Board ("TPB"). Subsequently, the Administration expanded the scale of the developments to provide about 700 more public housing units. Mr CHU enquired whether the Administration had applied to TPB for revising the OZP regarding its decision to provide more flats. Mr CHU also advised that the public-to-private housing ratio in Hong Kong was 60:40 under the Long Term Housing Strategy ("LTHS"). He enquired whether the Administration had adhered to the standards stipulated under LTHS in its planning of housing supply.

10. CCE(PWP)/THB replied that the Administration would submit applications to TPB on expanding the project scope and number of units under public housing developments. He also advised that the Administration would consider the different housing needs of the public when drawing up housing plans pursuant to the public/private ratio stipulated under LTHS.

11. As the contents of some questions put forward by members involved broad policy issues, the Chairman drew members' attention to paragraph 37 of the Public Works Subcommittee Procedure and pointed out that members' questions on a proposal must relate directly to the contents of the agenda item. On wider questions of policy, members should raise them at an appropriate Panel.

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

13. The item was voted on and endorsed. Dr KWOK Ka-ki requested the item, i.e. PWSC(2017-18)22, be voted on separately at the relevant Finance Committee ("FC") meeting. Dr KWOK also said that he would consider withdrawing his request for the item to be voted on separately only if the Administration could provide a satisfactory response on members' concerns before the FC meeting.

**Head 706 – Highways****PWSC(2017-18)23 870TH Feasibility Study on Route 11 (between North Lantau and Yuen Long)**

14. The Chairman advised that the proposal, i.e. PWSC(2017-18)23, sought to upgrade 870TH to Category A at an estimated cost of \$87.7 million in MOD prices for carrying out a feasibility study on Route 11 (between North Lantau and Yuen Long) ("Route 11") and the associated site investigation works. The Administration had consulted the Panel on Transport on the above proposal on 17 March 2017. A gist of the Panel's discussion was tabled at the meeting.

Scope of the feasibility study on Route 11*Alignment options study*

15. Mr CHAN Han-pan supported the funding proposal. Mr CHAN noted that under the preliminary alignment of Route 11 put forth by the Administration, vehicles from Northwest New Territories ("NWNT"), after reaching Northeast Lantau via Route 11, had to make use of the North Lantau Highway to get to the airport and the Hong Kong-Zhuhai-Macao Bridge ("HZMB"), or the Lantau Link to access the urban areas. However, Mr CHAN pointed out that the Tuen Mun-Chek Lap Kok Link ("TM-CLKL"), upon completion, would provide vehicles with a more convenient and faster route to the airport and HZMB; while the vehicles heading to the urban areas could use toll-free roads (such as roads linking with Ting Kau Bridge) other than the tolled Lantau Link. In this connection, Mr CHAN requested the Administration to review whether the Lantau Link should be made toll-free in the context of the feasibility study on Route 11, and explain how Route 11 could be linked further from Northeast Lantau to the urban areas in future.

16. Mr Holden CHOW pointed out that under the preliminary alignment of Route 11, the Lantau Link would be the only linkage between Route 11 and the urban areas. Mr CHOW was concerned that the development and population growth in NWNT and Tung Chung would create a traffic bottleneck at the Lantau Link. He therefore urged the Administration to consider identifying another connecting point for Route 11 to link up with the traffic network of the urban areas.

17. Assistant Commissioner for Transport (Planning) ("AC(P)/TD") replied that the scope of the proposed feasibility study covered the specific alignment options of Route 11, whether tolls should be charged, and the implications on the toll charging arrangements and traffic volume of



surrounding roads (including the Lantau Link). AC(P)/TD further said that the traffic demand of Hong Kong beyond 2031 would be reviewed comprehensively under the "Strategic Studies on Railways and Major Roads beyond 2030" ("2030+ Strategic Studies on transport infrastructure"), and the need to build more roads linking Lantau with Tsing Yi would also be considered under the said studies.

18. Director of Highways ("DHy") supplemented that when conducting studies for the ex-Route 10 some years ago, the Administration had considered reserving an area at the northeastern corner of Lantau so that the ex-Route 10 could be connected with a link road to Tsing Yi from the northeastern corner of Lantau if necessary. Therefore, the feasibility study on Route 11 would also review the transport needs and associated traffic network connections which linked up Route 11 with the roads in Tsing Yi via Lantau. He also pointed out that after the completion and commissioning of Route 11, vehicles commuting between NWNT and other districts would have the flexibility to choose any roads which suited their convenience. For example, vehicles heading to Lantau might use Route 11 or TM-CLKL, while those heading to the urban areas taking Route 11 might either use the Lantau Link via Northeast Lantau, or Ting Kau Bridge by making a turn onto Tuen Mun Road at the Tuen Mun Road Interchange.

19. Dr Fernando CHEUNG was concerned that the development planning of NWNT might not be able to achieve the objective of creating self-sufficient local communities and hence, residents of new development areas had to travel to the urban areas for work or other activities. However, not only did the preliminary alignment of Route 11 fail to provide residents of NWNT with direct road connections with the urban areas, it would also attract a large volume of vehicular traffic to Northeast Lantau.

20. Dr KWOK Ka-ki and Dr CHENG Chung-tai also expressed dissatisfaction about the lack of connection with the urban areas under the preliminary alignment. Dr KWOK opined that the preliminary alignment would increase the traffic load on the road network on Lantau. Dr KWOK also doubted if the Administration's plan was to dovetail with the implementation of the proposed reclamation works of the artificial islands in the central waters by extending Route 11 from Northeast Lantau to the East Lantau Metropolis ("ELM") on the proposed artificial islands and further linking up with west Hong Kong Island. Dr CHENG expressed similar views, and requested the Administration to clarify whether the planning objective of Route 11 was to connect with the existing urban areas on Hong Kong Island and in Kowloon, but not the proposed ELM.

21. Deputy Secretary for Transport and Housing (Transport)1 ("DS(T)1/THB") advised that Route 11 was built mainly to cope with the traffic demand arising from various major development projects in NWNT up to 2036. Based on the current forecast, even after the completion of both the TM-CLKL under construction and the proposed Tuen Mun Western Bypass, many major roads in NWNT, including Tuen Mun Road, Tai Lam Tunnel and Ting Kau Bridge, would still be heavily congested during peak hours in 2036 in the absence of Route 11. Furthermore, although the Administration was committed to facilitating local employment for NWNT residents, the traffic needs of those working across districts should also be taken care of. The Administration must therefore carry out the feasibility study on Route 11 as soon as possible. On the other hand, she clarified that the traffic demand forecasts in relation to the proposed Route 11 did not cover the planning of ELM and the relevant development parameters.

22. The Deputy Chairman enquired whether the Administration would consider more suitable alignment options, other than the one that linked up with Northeast Lantau. Mr WU Chi-wai enquired whether the Administration would revise the alignment of Route 11 in the light of future development projects, such as extending Route 11 to Sunny Bay, Lantau, to tie in with the relevant reclamation plan. Mr CHU Hoi-dick also requested the Administration to consider the possibilities of different alignment options in a holistic manner when conducting the proposed feasibility study, including the connection with Tsing Yi/the urban areas and the proposed ELM.

23. DHy reiterated that the proposed feasibility study would include a review of the alignment of Route 11. Related development projects, such as the reclamation plan at Sunny Bay, Lantau, would be taken into consideration in the alignment design.

#### *Compatibility with overall strategic development*

24. Mr CHAN Han-pan opined that the development of NWNT rendered it necessary to explore the construction of Route 11, so as to meet the increasing traffic demand. He hoped that the Administration would examine other traffic and transport arrangements for NWNT in the context of the proposed feasibility study, including the implications of road and tunnel tolls on vehicular flow (e.g. the toll charging arrangement for Route 3 after the expiry of the franchise in 2025). He also urged the Administration to explore the feasibility of making the cross-harbour bridge section of Route 11 a dual-purpose structure with highways and railways, so as to tie in with the proposal of constructing a new cross-harbour railway to link up NWNT with the urban areas.

25. Dr KWOK Ka-ki opined that Route 3 should be made toll-free after the expiry of the franchise. He also urged the Administration to consider building a new railway to link up NWNT with the urban areas.

26. Mr WU Chi-wai also commented that given the crowded conditions of the existing West Rail Line, the Administration should examine the use of the cross-harbour bridge section of Route 11 for both road and rail traffic, so that the West Rail Line could be extended from NWNT via the bridge to link up with the Tung Chung Line or the Airport Express .

27. In response, DS(T)1/THB said that the Administration would examine the need to construct a new cross-harbour railway to link up NWNT with the urban areas under the 2030+ Strategic Studies on transport infrastructure. The Administration would ensure that the findings of the proposed feasibility study on Route 11 would be incorporated in the 2030+ Strategic Studies on transport infrastructure for study purpose.

28. Mr WU Chi-wai opined that the Administration should explore how Route 11 and the railway system could complement each other in the proposed feasibility study, instead of dealing with the subject in the 2030+ Strategic Studies on transport infrastructure. He was concerned that once the scope of the proposed feasibility study was finalized, it would be difficult to have the engineering consultant revise the scope of study in response to the findings of the 2030+ Strategic Studies on transport infrastructure in future.

29. DHy further explained that in planning major infrastructures, the Administration should identify the development and transport needs at an overall strategic level, and build the related infrastructures through specific projects. He pointed out that the proposed feasibility study would be conducted concurrently with the 2030+ Strategic Studies on transport infrastructure. Should the findings of the latter confirm the need to incorporate the cross-harbour railway into the cross-harbour section of Route 11, the Administration could explore the technical feasibility of making the said cross-harbour section a dual-purpose structure with highways and railways in the context of the proposed feasibility study.

30. Mr LEUNG Che-cheung supported the funding proposal. However, he was concerned that both the proposed feasibility study and the construction of Route 11 took considerable time to complete and might not be able to timely address the traffic demand arising from the development in NWNT. He opined that the proposed feasibility study should cover an impact assessment of other modes of transport (including railway) so as to timely enhance the associated transport facilities. Consideration could even

be given to providing other modes of transport services (e.g. ferry) to connect with the urban areas. DHy said that the proposed feasibility study comprised an engineering feasibility and infrastructure study, as well as an alignment options study. These studies would cover the impacts in various aspects, e.g. traffic.

31. The Chairman opined that the Administration should work on the feasibility study and the design of Route 11 against the macroscopic background of the 2030+ Strategic Studies on transport infrastructure in a holistic but not piecemeal manner. Dr CHENG Chung-tai, Mr Holden CHOW and Mr LEUNG Che-cheung expressed similar views.

32. Ms Tanya CHAN requested the Administration to explain clearly how the proposed feasibility study would complement and interface with the 2030+ Strategic Studies on transport infrastructure, and whether the alignment options study would cover aspects such as the development of the proposed artificial islands in the central waters (including ELM), the strategic development of railways and major trunk roads in future, and how the future Route 11 could be linked up with the road networks in the urban areas, thus enabling holistic consideration from a macro perspective. The Chairman requested the Administration to provide the relevant information after the meeting.

*(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC63/17-18\(01\)](#) (Chinese version) on 8 January 2018.)*

33. Dr Junius HO supported the funding proposal. He also agreed that the proposed feasibility study should complement the macroscopic and overall planning. In addition, Dr HO suggested that instead of engaging consultants, the Administration should conduct the proposed feasibility study by deploying the manpower of relevant government departments, so as to reduce cost and enhance efficiency.

34. DHy explained that feasibility studies on major infrastructure projects involved different professional fields and several projects would be implemented at the same time. As such, there would be a strong demand for additional manpower and specialized computer systems if the studies were to be taken up directly by government departments. The Administration therefore proposed to engage consultants to assist with the relevant study so as to allow more flexibility in the use of manpower and resources.

*Forecast traffic flow at major surrounding roads*

35. Dr KWOK Ka-ki, Mr CHU Hoi-dick and Mr Jeremy TAM were dissatisfied that the Administration did not provide in its supplementary information papers for the Subcommittee (LC Paper Nos. [PWSC26/17-18\(01\)](#) and [PWSC46/17-18\(02\)](#) (Chinese version)) the traffic forecast for the Lantau Link as requested by members. They requested the Administration to provide supplementary information on the respective anticipated volume/capacity ratios of the Lantau Link during peak hours in 2036 under the scenarios with and without Route 11. Mr TAM was concerned that under the preliminary alignment, vehicles heading to the urban areas via Route 11 must pass through the Lantau Link and might overload the latter as a result. He also queried that the preliminary alignment put forth by the Administration was actually meant to link up with the proposed ELM.

36. AC(P)/TD explained that since the more specific details of Route 11 (including the alignment, location of the portal, etc.) could be examined only under the proposed feasibility study, the Administration could just provide a broad-brush traffic volume forecast for certain major roads (namely Tuen Mun Road, Tai Lam Tunnel and Ting Kau Bridge) at the current stage. As the specific alignment design of Route 11 would have significant implications on the traffic volume of the Lantau Link, it was not yet possible to establish a robust transport model to forecast the traffic volume at this stage. The projection that the eastbound carriageway of the Lantau Link would become saturated with traffic during morning peak hours in 2036 was made simply on the basis of available information. DS(T)1/THB supplemented that a more detailed traffic impact assessment would be conducted under the proposed feasibility study. In this connection, the Administration hoped that members would support the funding proposal. The relevant stakeholders and District Council(s) would be consulted on the preliminary findings once it was available.

37. Mr Jeremy TAM was not convinced of the Administration's response. He opined that as the Administration was able to provide a broad-brush traffic volume forecast for other major roads, it could also provide the same for the Lantau Link. Mr Alvin YEUNG also queried why the Administration could project that the eastbound carriageway of the Lantau Link would be nearly saturated with traffic during morning peak hours in 2036, while claiming being unable to make an accurate traffic forecast for the Lantau Link. He request the Administration to provide the data relevant to the aforesaid projection.

38. AC(P)/TD reiterated that since the specific details of Route 11 were yet to be worked out, the Administration was unable to provide an accurate

estimate of the traffic volume of the Lantau Link after the completion of Route 11 at the current stage. The Chairman suggested that at the request of the Subcommittee, the Administration might provide information on the preliminary and broad-brush traffic volume forecast for the Lantau Link as mentioned above for reference purpose.

*(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC63/17-18\(01\)](#) (Chinese version) on 8 January 2018.)*

#### Estimated project cost of Route 11

39. Mr CHAN Chi-chuen pointed out that Route 11 had stemmed from the concept of Route 10 - North Lantau to Yuen Long Highway ("ex-Route 10"). He enquired about the respective estimated project costs of ex-Route 10 and Route 11.

40. DHy replied that according to the rough estimate made by the Administration at that time, the project cost of ex-Route 10 was about \$22,000 million (in 1996 prices). As for Route 11, a rough estimate of the project cost could not be worked out since the project was still at the feasibility study stage.

41. Mr CHAN Chi-chuen sought explanation on why the Administration claimed that it was unable to provide a rough estimate of the project cost of Route 11 at the current stage, while it could do so for the northern section of ex-Route 10 before FC approved the funding for its detailed design. DS(T)1/THB explained that for ex-Route 10, the Administration was able to work out a rough estimate of the project cost based on the proposed outline design at that time because the feasibility study and the associated site investigation works for the project had already been completed. However, given that the feasibility study and the associated site investigation works for Route 11 had yet to be commenced, the Administration was not able to work out a rough estimate for Route 11. Mr CHAN Chi-chuen requested the Administration to provide the explanation in writing.

*(Post-meeting note: The written explanation provided by the Administration was circulated to members vide [LC Paper No. PWSC63/17-18\(01\)](#) (Chinese version) on 8 January 2018.)*

42. Referring to the supplementary information paper provided by the Administration for the Panel on Transport ([LC Paper No. CB\(4\)1249/16-17\(01\)](#)), Mr CHU Hoi-dick pointed out that according to the Administration, the full text of the study on ex-Route 10 could not be

provided since the study had yet to be completed. However, the officials attending this meeting said that the feasibility study part for ex-Route 10 had been completed. In this connection, Mr CHU requested the Administration to provide the full text of the feasibility study on ex-Route 10 for members' reference. The Administration undertook to provide the relevant information after the meeting.

*(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC63/17-18\(01\)](#) (Chinese version) on 8 January 2018.)*

43. The Chairman said that the Subcommittee would continue to discuss this item at the next meeting. The meeting ended at 10:30 am.

Council Business Division 1  
Legislative Council Secretariat  
29 January 2018